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CONFIDENTIAL

LOG BOOK

OF THE

U. S. S. PROCYON
AKA2 Rate,

COMMANDED BY

Beverly A. Hartt, Comdr., U. S. Navy,
Transport Division ONE Division,

Attached to _____ Squadron,
United States Atlantic Fleet,

Commencing February 1, 1943,

at Army Base, Norfolk, Virginia,

and ending February 28, 1943,

at Chesapeake Bay Waters.

46967

1937

1

UNITED STATES SHIP *Procyon*

Monday (Day) (Date)

Feb (Month), 19*44*

ZONE DESCRIPTION *+4*

REMARKS.

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

0845 - Breasted off from Harry Lee in order to lower all landing craft.

0930 - Began launching boats.

1330 - All landing craft off decks.

1400 - Re-secured to Harry Lee.

Approved:

E. A. Hartt

E. A. HARTT,
Comdr., U.S. Navy, Commanding.

Examined:

P. B. Allen

P. B. ALLEN,
Lieut-Comdr., U.S.N.,
EXECUTIVE OFFICER,
U. S. N., Navigator.

UNITED STATES SHIP

Procyon

Tuesday 2 Feb 1942

(Day) (Date) (Month)

ZONE DESCRIPTION

+4

REMARKS.

*Moved as before, port side to 2655
 Harry Lee, at Army Base, Norfolk,
 Va. Preparing for material inspection.*

Approved:

[Signature]
 W. HARTT,
 Commander, U.S. Navy,
 Commanding.

Examined:

[Signature]
 E. S. ELLIS,
 Lieut-Comdr., U.S.N.R.
 U. S. N., Yeelgator.

UNITED STATES SHIP

Procyon Wednesday 3 Feb. 1942

ZONE DESCRIPTION

44

REMARKS.

Moored, as before, port side to USS
Harry Lee at Army Base, Norfolk, Va.

0845 - Commander of Transdiv 1, Staff, and in-
spection board from USS Leonard
Wood came on board to conduct
annual material inspection.

0900 - Annual material inspection begun,
with various heads completing work
at different times during the day.

1450 - Material inspection officially com-
pleted.

Approved:

A. Hartt
A. HARTT,
Commander, U.S. Navy,
Commanding.

Examined:

E. D. Ellis
E. D. ELLIS,
Lieut-Comdr., U.S.N.,
U. S. N., Navigator.

UNITED STATES SHIP *Procyon* *Thursday 4 Feb* 19*18*

ZONE DESCRIPTION *+ 4* REMARKS.

Moored as before port side to USS Harry Lee at Army Base, Norfolk, Va.

- 0807 - Navy tug 150 came alongside. Pilot Sexton and assistant, R. B. McCoy, came aboard.*
- 0918 - Underway to anchorage.*
- 0923 - Commercial tug Alice alongside to assist in getting ships out of slips.*
- 0839 - Pilots and tug left ships. Steering at various courses and speeds through Elizabeth River channel.*
- 1035 - Let go port anchor in 12 fathoms of water using 30 fathoms of chain on following bearings: Old Point Comfort 52°; Ft. Wool 91°; Buoy 16-A 289°. Hoisting landing craft aboard.*
- 1253 - Commenced weighing in anchor.*
- 1300 - Underway at various courses and speeds. Berth not clear.*
- 1314 - Let go port anchor in 12 fathoms of water using 45 fathoms of chain on following bearings: Watch Tower 181°(T); Buoy #11 201°(T); Buoy 16-A, 280°(T). (Berth 1, Hampton Roads, Va.)*

Approved: *[Signature]*

Examined:

[Signature]
E. B. ELLIS,
Lieut-Comdr., U.S.N.R.
U. S. N., Navigator.

UNITED STATES SHIP *Procyon* *Friday 3 Feb* 19*43*
(Ship) (Date) (Month)

ZONE DESCRIPTION *+4* REMARKS.

*Anchored as before in Berth 1,
Hampton Roads, Virginia.*

Approved:
[Signature]

Examined:

[Signature]
E. B. ELLIS,
Lieut-Comdr., U.S.N.R.,
U. S. N., Navigator.

UNITED STATES SHIP *Procyon* *Saturday 6* *Feb.* 19*43*

ZONE DESCRIPTION *+4* REMARKS.

Unchained as before in Berth 1, Hampton Roads, Virginia.

*0830 - Heavy fog settled over area. Set fog watch, began striking ship's bell.
1445 - Secured fog watch and bell.*

Approved: *[Signature]*

Examined:

[Signature]
E. B. ELIS,
Lieut-Comdr., U.S.N.R.,
U. S. N., Navigator.

UNITED STATES SHIP

Procyon

Sunday 7 Feb

(Day) (Date) (Month)

19 *43*

ZONE DESCRIPTION

#7

REMARKS.

Anchored as before in Berth 1, Hampton Roads, Virginia.

Approved:

[Signature]

Examined:

[Signature]
E. B. ELIS,
Lieut-Comdr., U.S.N.R.,
U. S. N., Navigator.

CONFIDENTIAL

8

UNITED STATES SHIP *Procyon* 7 Monday 7 February, 1948

ZONE DESCRIPTION <i>+4</i>	REMARKS.
	<i>Quarried as before in Berth 1, Hampton Roads, Virginia.</i>
<i>0830</i>	<i>Commenced weighing anchor.</i>
<i>0841</i>	<i>Underway pursuant to ship's schedule of operations for month of February as released by transfer 1 (Serial: 09V).</i>
<i>0851</i>	<i>Old Point Comfort Light beam ahead to port, distance 12.79 yards.</i>
<i>0853</i>	<i>Secured general quarters.</i>
<i>0905</i>	<i>Passed through submarine nets; set conditions 2 watches.</i>
<i>0950</i>	<i>Left Thimble Shoek Channel. Weather clear and moderate. Slight breeze.</i>
<i>1053</i>	<i>Entered York Spit Channel.</i>
<i>1127</i>	<i>Wolf Trap Light beam ahead to port, distance 5 miles.</i>
<i>1400</i>	<i>Commenced making preparations to run degaussing range.</i>
<i>1258</i>	<i>East alongside with Ensign Soderstrom and two electricians mates from degaussing stations.</i>
<i>1338</i>	<i>Commenced making north and south runs over degaussing range.</i>
<i>1548</i>	<i>Secured degaussing station.</i>
<i>1557</i>	<i>Commenced making north-south runs over experimental range (acoustic).</i>
<i>1614</i>	<i>Completed runs. Degaussing party left ship.</i>
<i>1630</i>	<i>Commenced swinging ship to compensate magnetic compass.</i>
<i>1737</i>	<i>Completed swinging of ship. Underway at various courses and speeds.</i>
<i>1800</i>	<i>Let go port anchor in 7 fathoms of water using 32 fathoms of chain on following bearings: Wolf Trap Light 269° (T), Old Point Comfort Light 176° (T); Cape Charles Radio Tower 163° (T).</i>

Approved: *B. A. [Signature]*

Examined:

[Signature]
E. S. HILLS,
Lieut-Comdr., U.S.N.,
U. S. N., Navigator.

UNITED STATES SHIP

Procyon

Tuesday 9 February 1943

ZONE DESCRIPTION

14

REMARKS.

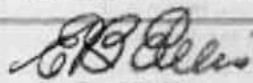
- anchored as before off Cape Charles, Maryland.
- 0802 - Underway at various courses and speeds.
Weather clear and warm. No wind.
- 0807 - Commenced swinging ship for residual deviation of magnetic compasses. De-gaussing system on and off at various times.
- 0909 - Rounded general quarters.
- 0915 - Set condition two watches.
- 1043 - Completed compensating compasses. Changed scale to standard course to 252°.
- 1052 - Entered York Spit Channel, Buoy 7 abeam to port, distant 50 yards.
- 1148 - Buoy C-1 abeam to starboard, 1000 yards.
- 1210 - Entered Shingles Shoals Channel.
- 1252 - Passed through submarine nets at Hampton Roads, Virginia.
- 1332 - Naval net tender 22 came alongside. Pilot Sertans and assistant, R. E. McCoy, came aboard.
- 1348 - Commercial tug "Peerless" alongside to assist in docking.
- 1415 - Moved starboard side to at United Nations Dock, Norfolk, Virginia. Pilot and assistant left ship. Tug left ship.

Underway 100 miles in Chesapeake Bay.

Approved:



Examined:


E. S. MILES,
Lieut.-Comdr., U.S.N.,
U. S. N., Navigator.

UNITED STATES SHIP *Procyon* *Wednesday 10 Feb* 1943
(Day) (Month)

ZONE DESCRIPTION <i>+4</i>	REMARKS.
	<p><i>Moor'd star board side T. at United Nations Dock, Norfolk, Virginia.</i></p>

Approved: *[Signature]*

Examined: *[Signature]*
Lieut-Comdr., U.S.N.,
U. S. N., Navigator.

UNITED STATES SHIP

Procyon

Thursday 11 Feb.

1945

ZONE DESCRIPTION

+4

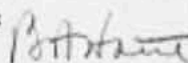
REMARKS.

Moored as before, starboard side to, at
United Nations Dock, Norfolk, Va.

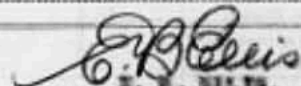
1730 - Following officers and men of U. S. Army
Transport Quartermaster Service reported
absent for temporary duty:

- First Lieut. Charles Perrier
- Warrant Officer Claude L. Adams
- Staff Sergeant David E. Whirlwind
- Staff Sergeant Jack Summers
- Sgt. Joe E. Kusch
- Sgt. William A. Brandon
- Tech. 4th Grade Charles E. Blackburn
- Tech. 5th Grade Herbert Alexander

Approved:



Examined:


 E. S. ELLIS,
 Lieut-Comdr., U.S.N.,
 U. S. N., Navigator.

UNITED STATES SHIP *Procyon* Friday 12 Feb. 1943

ZONE DESCRIPTION <i>+4</i>	REMARKS.
	<i>Moored as before, starboard side to, at United Nations Dock, Norfolk, Virginia.</i>
	<i>1330 - Navy tug 120 alongside to assist in turning ship.</i>
	<i>1345 - Navy tug 147 alongside. Pilot Weston and assistant pilot Theable came aboard.</i>
	<i>1348 - Underway at various courses and speeds conforming to channel.</i>
	<i>1435 - Moored port side to at United Nations Dock, Norfolk, Va.</i>
	<i>1430 - Pilots and tug left ship.</i>
	<i>1930 - Seven officers and 48 enlisted men of U.S. Army reported aboard for further transportation.</i>

Approved: *[Signature]*

Examined:

[Signature]
E. B. ELLIS,
Lieut-Cond'r., U.S.N.R.
U. S. N., Navigator.

UNITED STATES SHIP

Procyon

Saturday 13 Feb 1943

ZONE DESCRIPTION

74

REMARKS.

Moored as before, port side to, at
United Nations Dock, Norfolk, Va.

0800 - Commenced loading U.S. Army cargo (vehicles)

1030 - One officer and 16 enlisted men of U.S.
Army reported aboard for further trans-
portation.

1900 - Completed loading of Army cargo.

Approved:

[Signature]

Examined:

[Signature]
E. B. ELLIS,
Lieut-Comdr. U.S.N.R.

UNITED STATES SHIP *Procyon* *Sunday 14 Feb.* 19*43*

ZONE DESCRIPTION *14*

REMARKS.

Moved, port side to, at United Nations Dock, Norfolk, Va.

Approved: *[Signature]*

Examined:

[Signature]
E. B. ELLES,
Lieut-Comdr., U.S.N.R.
U. S. N., Navigator.

UNITED STATES SHIP

Procyon

Monday 15 Feb

1943

ZONE DESCRIPTION +4

REMARKS.

- Moved on before port side to at United Nations Dock, Norfolk, Va.
- 1304 - Commercial tug Peerless alongside. Pilots Sexton and Tra-
ble came aboard.
- 1321 - Underway at various courses and speeds in order to turn
ship.
- 1402 - Moved starboard side to at United Nations dock, Norfolk, Va.
- 1409 - Tugs and pilots left ship.
- 1415 - Commenced hoisting in landing craft.
- 1640 - Completed hoisting in landing craft.
- 1648 - Heavy tug alongside.
- 1659 - Pilot Sexton came aboard.
- 1709 - Underway at various courses and speeds conforming to schedule
- 1715 - Pilot and tug left ship. Ship underway pursuant to schedule
of operations for month of February and released by Transdiv 1
(Serial: 091). Weather clear and cold. Choppy sea, northwest
winds. Division in column as follows: Wood, Calvert, Monrovia, Tex, Procyon.
- 1728 - Left Elizabeth River Channel.
- 1740 - Entered general quarters.
- 1740 - Passed through submarine nets. Set conditions to watch.
- 1754 - Entered Humber Shoals Channel. Standard speed 25 RPM.
- 1832 - Executed abandon ship drill.
- 1839 - Secured from abandon ship drill.
- 1843 - Passed buoy 21 abeam to port, distance 2 miles. $\frac{1}{2}$ 000 (17).
- 1941 - Entered York Spit channel.
- 2015 - Wolf Trap Light abeam to port, 1.5 miles.
- 2040 - Windmill Point Light abeam to port, distance 2 miles.
- 2049 - Smith Point Light abeam to port, distance 4 miles.
- 2326 - Pt. Lookout abeam to port, distance 4 miles.
- 2355 - Point No Point Light abeam to port, distance 4.5 miles.

Approved:

B. H. Hays

Examined:

E. B. Ellis
 E. B. ELLIS,
 Lieut-Comdr., U.S.N.R.
 U. S. N., Navigator.

UNITED STATES SHIP

Procyon

Tuesday

16 Feb.

1942

ZONE DESCRIPTION

+4

REMARKS.

Underway as before pursuant to operations schedule. Weather clear and calm. Light sea, northwest wind. Periodic steaming in calumet order as follows: Leonard Wood, Calumet, Monrovia, Horn Lee, Procyon.

0928 - Hooper Island Light beam to starboard, 2.5 miles.

0114 - Cove Point Light abeam to port, 2 miles.

0121 - Let go port anchor and 15 fathoms of chain in 1 1/2 fathoms of water on following bearings: Buoy 21B, 314°; Cove Point Light 214°; Buoy 21A, 198°.

1557 - Underway to new anchorage at various courses and speeds pursuant to operations order.

1615 - Let go port anchor and 30 fathoms of chain in 8 fathoms of water on following bearings: Cove Point Light 187° (T); Buoy 21B 331° (T); Buoy 21A 148° (T).

1827 - Underway to new anchorage at various courses and speeds pursuant to orders of SOPA.

1854 - Anchored in Beeth E-1 off Cove Point, Maryland using following bearings: Cove Point Light, 282 1/2° (T); Cedar Point, 186° (T); Drum Point, 218° (T). Thirty fathoms of chain to port anchor in 8 fathoms of water.

Approved:

B. H. Hunt

Examined:

E. P. Rees
Lieut-Comdr., U.S.N.

U. S. N., Navigator.

UNITED STATES SHIP *Procyon* *Wednesday 17 February 1943*

ZONE DESCRIPTION *+ 4* REMARKS.

Anchored as before in Berth E-1, of Cove Point, Md.
0715 - Extended Transport Area conditions. Weather clear and cold. Choppy sea.
0730 - Commenced hoisting landing craft into water.
0925 - all landing craft in water. One LCM and one LCV running. Rest of boats frozen up due to extremely low temperatures. One LCM being used by USS Monrovia
0907 - Two LCP's and three LCM's broken loose from mooring lines and adrift off stern of ship.
1000 - All landing boats recovered and moored to ship.
1045 - Using skid on motor of boats whose engines are frozen.
1132 - Commenced unloading U.S. Army cargo (vehicles) and additional landing craft being pressed into service as soon as they are cut and running. Six LCM's and three LCV's finally being available for service. One LCP being used for administrative duties. Other LCP's remaining, but not being used in cargo discharging. Broken down boats tied up off ship's stern.
2210 - Completed discharging cargo ^{and personnel} secured from Transport Area conditions and set conditions to watchmen. Landing craft tied up and secured off ship's stern, except for one LCP to be used as picket boat.
2330 - Two LCV's broke adrift from ship due to high winds and heavy sea and one LCM returned to lee of land for safety.

Tr.

approved

Approved: *[Signature]*

Examined:

[Signature]
Lieut. Comdr., U.S.N.R.

U. S. N., Navigator.

UNITED STATES SHIP *Prayon* Thursday 18 February 1945
(Ship) (Date) (Month)

ZONE DESCRIPTION *44* REMARKS.

Anchored as before in Berth E-1 off Cove Point, Md.

0200 - LCM left ship with spare boat crew to salvage missing boats.

0240 - Set Transport Area Conditions IV watch.

0400 - Commenced hoisting boats aboard due to high winds and heavy sea.

0610 - Two missing LCV's were recovered and hoisted aboard.

0845 - LCM started off to search for absent LCM.

0957 - Underway at various courses and speeds searching for absent landing craft.

0911 - Shore Station G-69 reported sighting absent landing craft stuck on "Blue Beach", off Cove Point, Md.

0937 - Put up at 1800 hours and 30 further down in Berth E-1, off Cove Point, Md. (Same bearings as before).

1019 - Commenced hoisting LCV's and LCH's (lighters) into water.

1220 - Landing craft detached to beach to load Army cargo and personnel. (Landed LCM's ^{and personnel} from LCV's)

1300 - Commenced hoisting Army cargo ^{and personnel} aboard.

1950 - Completed cargo loading operations for the day. Commenced hoisting landing craft aboard.

2125 - Completed hoisting landing craft aboard.

Note: LCP's not being used in operations.

Approved: *[Signature]*

Examined:

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

UNITED STATES SHIP

Procyon Friday 19 Feb. 1945

ZONE DESCRIPTION

+4

REMARKS.

Anchored as before in Berth E-1, Cove Point, Md.

0700 - Set Transport Area Condition II watch. Commenced lowering landing craft into water.

0815 - Dispatched landing craft to beach for Army cargo. (Lighters only). Weather clear and cold. Calm sea.

Seen 1 CM's and six CV's in area.

0846 - Commenced loading U.S. Army cargo and personnel aboard ship.

1130 - Completed loading cargo and personnel aboard. Commenced hoisting landing craft aboard.

1300 - Completed hoisting landing craft. Secured from Transport Area Condition II and set Condition II watches.

Approved:

[Signature]

Examined:

[Signature]

E. B. ELLIS,
Lieut-Comdr. U.S.N.R.

UNITED STATES SHIP *Procyon* *Saturday 20 Feb. 1943*

ZONE DESCRIPTION *+4* REMARKS.

Anchor as before in Berth E-1, off Cove Point, 2nd

1330 - Underway to new anchorage pursuant to orders 730PA

1426 - Set go starboard anchor and 35 fathoms of chain in 8 fathoms of water on following bearings: Cove Point Light House, 132°(T); Buoys 21-A, 149°(T); Buoy 21-B, 522°(T). (Berth T-2)

1530 - Set transport area condition IV. Commenced hoisting landing craft into water preparatory to night maneuvers.

1725 - Completed hoisting out landing craft.

1935 - Commenced unloading US Army cargo and personnel from ship. Weather clear and calm. Southwesterly winds calm sea.

Approved: *[Signature]*

Examined: *[Signature]*
E. B. ELLIS,
Lieut-Comdr., U.S.N.R.
U. S. N., Navigator.

UNITED STATES SHIP

*Procyon**Sunday 21 Feb*

1943

ZONE DESCRIPTION *1A*

REMARKS.

Anchored as before in Berth T-2 of Cove Point, Maryland.

0445 - Completed unloading Army cargo and personnel. (116 vehicles) & 1400 cases gasoline.

0545 - Commenced hoisting in landing craft.

0740 - Completed hoisting in landing craft. Secured from transport area.

Approved:

W. H. ...

Examined:

E. B. Ellis

E. B. ELLIS
Lieut-Comdr., U.S.N.

UNITED STATES SHIP

*Procyon**Monday 27 Feb**1943*

ZONE DESCRIPTION

+4

REMARKS.

Unpacked as before in Berth T-2. Off Cove Point, Maryland. Cleaning, repairing cargo gear and landing craft.

1817 - Commenced lowering landing craft into water. (2 LCM's).

2015 - Commenced loading U.S. Army vehicles aboard.

2150 - Completed loading Army vehicles.

2200 - Commenced hoisting landing craft aboard.

2250 - Completed hoisting landing craft aboard.

Weather, warm and hazy. Calm sea - light breeze.

Approved:

[Signature]

Examined:

[Signature]
 E. B. ELLIS,
 Lieut-Comdr., U.S.N.R.
 U. S. N., Warficator.

UNITED STATES SHIP

Procyon

Tuesday

23

Feb.

1943

ZONE DESCRIPTION #4

REMARKS.

Anchored as before in berth T-2, off Cove Point, Md.

0705 - Commenced hauling in anchor preparatory to shifting berth.

0734 - Heavy fog set in from southwest. Walked out anchor to 30 fathoms.

0752 - Commenced ringing ship's call on fog bell. Set fog watch.

1127 - Secured bell and fog watch.

1137 - Underway pursuant to orders of SOPA for training exercises.

1215 - Cedar Point Lighthouse abeam to starboard, three miles.

1229 - Set Transport Area condition to watch.

1245 - Commenced lowering landing craft into water (ship not at anchor).

1259 - Completed lowering landing craft. Weather clear and warm. Light sea.

1343 - Commenced hoisting in landing craft.

1430 - Completed hoisting in landing craft.

1745 - Exercised all barrels at general quarters. Ship underway.

1755 - Secured from general quarters. Set Condition to watch.

1804 - Hoger Island Lighthouse abeam to port, distance 3 miles.

1833 - Point of Point on starboard beam, distance 1.7 miles.

Ships in column formation as follows: Leonard Wood, Monrovia, Calumet, Harry Lee, and Procyon. Base course: 176°(T)

1941 - Smith Point Lighthouse abeam to starboard, distance 1.2 miles.

2103 - Rappahannock Lighted Bell Buoy abeam to starboard, distance 1.3 miles. 95 to 10 K (standard).

2202 - Wolf Trap Light abeam to starboard, distance 4 miles.

2300 - Entered York Spit Channel.

Approved:

B. H. Davis
U. S. N.

Examined:

E. P. Ellis
U. S. N., Navigator.

UNITED STATES SHIP *Prayon* *Wednesday 24 Feb.* 19*42*

ZONE DESCRIPTION *14* REMARKS.

- Underway as before in column formation. Heaving at various course and speeds conforming to channel.*
- 0043 - Left York Spit Channel.*
- 0130 - Entered Thimble Shoals channel.*
- 0215 - Cleared Thimble Shoals channel.*
- 0225 - Passed through submarine nets.*
- 0324 - Hit go post anchor and 30 fathoms of chain in berth of Hampton Roads, Va.*
- 0883 - Underway to dock at various courses and speeds conforming to the channel.*
- 0940 - Pilot McCoy came aboard ship.*
- 0958 - Tug Tug 131 alongside.*
- 0924 - Tug Tug 147 alongside to assist in docking ship.*
- 0942 - Ship moored port side to at United States Dock, Norfolk, Va. Pilot left ship.*

Approved: *[Signature]*

Examined: *[Signature]*

U. S. N. Navigator

UNITED STATES SHIP

Procyon

Thursday

25 Feb

1943

ZONE DESCRIPTION

REMARKS.

Mooned as before, port side to United Nations Dock Norfolk, Va. Repairing landing craft for next manumbers.

1045 - Navy Tug 131 alongside. Pilot Treable came aboard.

1100 - Brought out skis and commenced lowering landing craft into water.

1226 - Completed lowering landing craft into water.

1426 - Mooned port side to United Nations Dock as before. Tug and pilot left ship.

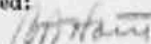
1433 - Commenced warping ship forward along dock.

1445 - Completed warping ship. Commenced lowering additional landing craft.

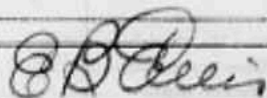
1515 - Completed lowering landing craft. Warped ship back to its former position.

2000 - Twelve officers and 96 enlisted men reported aboard for further transportation. (US Army personnel)

Approved:



Examined:


E. B. West
U. S. N., Mustangtor.

UNITED STATES SHIP *Procyon*Friday 26 Feb 1943
(Day) (Date) (Month)ZONE DESCRIPTION *+ 4*

REMARKS.

Moored as before, port side to, at United Nations Dock, Norfolk, Va, Landing craft drained during night due to falling temperatures.
 0900 - Commenced loading US Army cargo.
 1825 - Completed loading US Army cargo.

Approved:

B. H. Hume

Examined:

E. B. Lewis

U. S. N., Navigator.

UNITED STATES SHIP *Procyon* *Saturday 27 February 1943*

ZONE DESCRIPTION *H*

REMARKS.

Moved as before, port side to, at United Nations Dock, Norfolk Va. Making all preparations to carry out next manuever order.

Approved:

[Signature]

Examined:

[Signature]

U. S. N., Navigator.

UNITED STATES SHIP

Procyon

Sunday

28

Feb.

1943

ZONE DESCRIPTION 4

REMARKS.

Moved as before, port side to, at United Nations Dock, Norfolk, Va.

0916 - Navy tugs 131 and 149 came alongside to assist in winding ship. Pilot Edwards came aboard.

0928 - Underway to wind ship. Proceeding at various courses and speeds. Pilot at noon.

0950 - Moved starboard side to United Nations Dock, Norfolk, Va.

0954 - Pilot and tugs left from alongside.

1010 - Set Condition II watch.

1015 - Commenced hoisting in landing craft.

1130 - Completed hoisting landing craft. Secured from Condition II watch.

1345 - Naval tugs 131 and 150 alongside.

1350 - Pilot Edwards came aboard.

1416 - Underway pursuant to confidential training order 2-43 at various courses and speeds conforming to the channel.

1424 - Entered Elizabeth River Channel. Pilot and tugs left ship.

1439 - Exercised abandon ship drill.

1454 - Secured from abandon ship drill.

1515 - Joined remainder of Transport 1. Ships steaming in column formation as follows: Leonard Wood, Monrovia, Calvert, Harry Lee and Procyon. Weather cold and hazy. Light sea.

1525 - Sounded general quarters. SOPA in Leonard Wood.

1540 - Passed through submarine nets at entrance to Hampton Roads.

1541 - Set Condition II watch. Entered Thimble Shoals Channel.

1630 - Left Thimble Shoals Channel.

1725 - Entered York Spit Channel. Standard speed 14K. Course 323°(T)

1736 - Left York Spit Channel. Changed course to 018°(T).

1835 - Wall Trap light abeam to port, distance 2 miles. Course 356°(T)

2014 - Wilcox River light abeam to port, distance 3 miles.

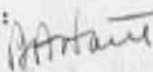
2040 - Smith Point light abeam to port, distance 1.5 miles. Course 211°(T)

2120 - Pt. Lookout light abeam to port, distance 2 miles. Course 355°(T)

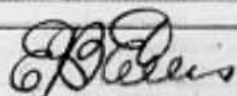
2257 - Stopped engines. Manoeuvring for anchorage.

2322 - Let go port anchor and 30 fathoms T-chain in 10 fathoms of water on following headings: Bavy 19, 194°(G); Hooper A. 198°(G); Cove Point Light 312°(G)

Approved:



Examined:



U. S. N., Navigator.

F2 0841



N. Nav. 880
(Aug. 1934)

13 APR 11 10 17

U.S. FLEET
RECEIVED

Operations
DECK LOG BOOK

U. S. S. PROCYON

Month of March, 1943.

47788

UNITED STATES SHIP *Prayon* Monday 1 March 1943
(Day) (Date) (Month)

 ZONE DESCRIPTION *#4* REMARKS.

0-4

Anchored in 10 fathoms of water with 30 fathoms of chain to the port anchor on bearings: Cone Point Light 314°(T), Buoy 21A 322°(T), Buoy 19 199°(T). Ships present: Transport Division One, Amphibious Force, Atlantic Fleet, No. 1 generator in use. Anchor bearings checked frequently. 15 Kelly
#4

Anchored as before. 0645 - Lt. Transport Area Condition IV water here. 0700 commenced unloading landing craft. 0745 lighted ship. 11 PM Wright
 Encl. USNR

8-12

Anchored as before. 0826 Completed discharging and loading craft. 0912 Secured from Condition IV. 1005 Made daily inspection of magazines and smokeless powder samples. Conditions normal. 11 PM Wright
 Encl. USNR

11-16

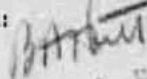
Anchored as before. 1320 - Commenced swinging to ebb tide, stern to starboard. 1320 - Made all preparations to shift anchorage. 1330 - Hat underway to shift anchorage in obedience to orders of SOPA. Captain at helm, navigator on the bridge. 1400 - Anchored in Berth C-1 Cone Point, 204, in 8 fathoms of water with 35 fathoms of chain to the port anchor on the following bearings: Cone Point Light House, 295.5°(T); Buoy 21A, 001°(T); Green Point, 216.5°(T). Ships present: Transport Division One, Amphibious Force, Atlantic Fleet.
 John E. Casader, Jr.
 Encl. USNR

16-20

Anchored as before. 1715 Secured transport area, Condition 4. 1725 Commenced unloading ~~any~~ cargo into boats. 1857 Discharged ships. 1905 Commenced unloading remaining cargo, except barrels. 1915 Commenced unloading all cargo and commenced unloading boats aboard. 1750 Commenced swinging to ebb tide, stern to starboard, and completed swinging at 1955. 15 Kelly
20-24

Anchored as before. 2125 Completed loading craft aboard. 2127 Secured condition IV Transport Area. 2202 Secured #1 generator. Anchor bearings checked frequently. 11 PM Wright
 Encl. USNR

Approved:



 R. A. HART,
 Commanding Officer,
 U.S.N.R.

Examined:


 E. D. ELLIS,
 Commanding Officer,
 U.S.N.R.

UNITED STATES SHIP PROCYON

TUES. 2

(Date)

MAR. 1943

(Month)

ZONE DESCRIPTION +4

REMARKS.

0-4

Anchored in Berth C-1, Case Point Rd., in 8 fathoms of water with 35 fathoms of chain to the port anchor, in the following bearings: Case Point Lighthouse, 295.5°(T); Range 21-A, 000°(T); Downer Point, 216.5°(T). Ships present: Transport Division One, Amphibious Force, 5th Fleet. #2 generator in use.

B. M. Marshall
Com. U.S.N.R.

4-8

Anchored as before. 0645 - Set Transport Area Condition IV water 0650 - Commenced hoisting out landing craft. 0737 - Lighted ship.

Julie E. Lamb, Jr.
Ensign, U.S.N.R.

08-12

Anchored as before. 0845 completed unloading landing craft, 1125 commenced loading ammunition, 0830 Daily inspection of magazines and machine gun powder samples completed. 1030 completed reloading cargo. 1400 commenced hoisting 3 boats aboard. Anchor bearings checked frequently.

J. S. Kelly

12-16

Anchored as before, 1254 finished hoisting last of 3 landing craft, 1506 Calvert got underway from Berth E-1 one. 1513 Commenced loading ammunition at #5 hold. Anchor bearings checked frequently.

Ensign W. H. Wright U.S.N.R.

16-20

Anchored as before. 1655 U.S.S. Calvert re-anchored in Berth E-1, bearing 081°(T), 940 yards from ship. 1858 Darkened ship. 1920 Completed loading ammunition, 1929 Completed hoisting aboard all landing craft. 1936 Secured from Transport Area, Condition III. Anchor bearings checked frequently.

B. M. Marshall
Com. U.S.N.R.

20-24

Anchored as before. 2130 - Placed drift lead over starboard side. Anchor bearings checked frequently.

Julie E. Lamb, Jr.
Ensign U.S.N.R.

Approved:

B. M. Marshall
Commanding Officer, U.S.N.R.

Examined:

B. P. Sellers

Ensign, U.S.N.R.

U. S. N., Navigator.

3

UNITED STATES SHIP *Procyon* Wednesday 3 March, 1943
(Day) (Date) (Month)

 ZONE DESCRIPTION *+4* REMARKS.

0-4

Anchored in 8 fathoms of water with 25 fathoms of chain to the port anchor on the following bearings: Cove Point Light 299° T. Buoy 212 003° T, Buoy 19 100° T. Ship's present: Transport Division 1, Amphibious Force Atlantic Fleet No 2 generator in use. Anchor bearings checked frequently.

J. S. Kelly

4-8

Anchored as before. 0720 lighted ship. Anchor bearings checked frequently.

Ems. 11520

8-12

Anchored as before. 1030 Made daily inspection of machinery and smokeless powder samples. Conditions satisfactory. 1030 Examined at Fire Quarters. 1031 First steam at scene of fire. 1045 Secured from Fire Quarters.

B. M. Munnallee

12-16

Ems. U.S.N.R.

Anchored as before. 1439 Hoisted Special Sea Buoys and Hauled out Star Anchor to 10 fathoms at water's edge. Hauled out Port Anchor to 40 fathoms at the water's edge preparatory to expected heavy wind. Checked bearings frequently.

16-20

W. H. Probstmann

Anchored as before. 1859 Darkened ship. Anchor bearings checked frequently.

D. J. Gloman Ltjg. U.S.N.R.

20-24

Anchored as before. Anchor bearings checked frequently.

M. S. G. Hammett
Lieut. U.S.N.R.

Approved:

 B. M. Munnallee
 B. M. Munnallee
 COMMANDER, U.S.N.R.
 COMMANDING.

Examined:

E. S. Kelly

 E. S. KELLY
 U.S.N.R.
 U. S. N. R. Jurist.

UNITED STATES SHIP PROCYON

THUR

4

MARCH, 1943

ZONE DESCRIPTION 14

REMARKS.

0-4

Anchored as before in Berth C-1, Cove Point, Md., in 8 fathoms of water with 45 fathoms of chain to port anchor and 15 fathoms of chain to starboard anchor on following bearings: Cove Point Light, $364^{\circ}(T)$; Buoy 21-R, $355^{\circ}(T)$. Both generator on air. Ships present: Transport Division One, Amphibious Force, Atlantic Fleet 0356. Made all preparations for getting underway.

Lt. E. Canale, Jr.
Ensign USN

4-8

Anchored as before. 0435-Underway for new anchorage pursuant to orders of SOPA, Captain at conn, executive officer on the bridge. Proceeding at various courses and speeds as set by command leader. Ships in following order: Monrovia, Harry Lee, Leonard Wood, Procyon and Calvert. 0620-Anchored in 10 fathoms of water with 45 fathoms of chain to port anchor on following bearings: Cove Point Light $312^{\circ}(T)$; and buoy 17, $214^{\circ}(T)$. Ships present: Transport 1, Amphibious Force, Atlantic Fleet. 0710-Set Transport Area Condition II watch. 0720-Commenced hoisting out landing craft. 0738-Flighted ships.

08-12

Anchored as before. Daily inspection of magazines and ammunition powder samples, condition. Periodic MM completed. Hoisting out landing craft. 115 in commencing swinging to ebb tide, stern to starboard.

O. J. Berman, Lt. j. g. USN

J. S. Kelly

12-16

Anchored as before. 1228 Completed swinging to ebb tide. 1408-Made all preparations for getting underway. 1423-Underway to new anchorage pursuant to orders of SOPA, Captain at conn. Executive officer on the bridge. The maneuvering at various courses and speeds. 1507-Anchored in Berth C-3, Cove Point, Md., in 8 fathoms of water with 30 fathoms of chain to port anchor on following bearings: Cove Point Light, $312^{\circ}(T)$; and buoy 17, $214^{\circ}(T)$. 1517-Set Condition II watch. Commenced unloading Army cargo. Engines on steady condition.

Lt. E. Canale, Jr.
Ensign USN

16-20

Anchored as before. Anchor bearings checked frequently. 1851-Monrovia underway to shift anchorage. US Monrovia arrived 1912. Underway.

Ensign USN

20-24

Anchored as before. 2100-Examined general quarters. 2115-Secured from general quarters. Heart condition II watch. 0205-Commenced unloading Army cargo. Commenced hoisting in landing craft.

Lt. E. Canale, Jr.
Ensign USN

Approved:

[Signature]
P. A. HARRIS
Commanding Officer
U.S.N.S.

Examined:

[Signature]
E. B. Ellis
Lieutenant Junior Grade
U.S.N., Navigator

UNITED STATES SHIP PROCYON

FRI

5

MARCH, 1943

ZONE DESCRIPTION +4

REMARKS.

0-4 30
 Anchored in 8 fathoms of water with 25 fathoms of chain to the port anchor on the following bearings: Cove Point Light 315° T, Drum Point 2210 T, Hoopers Island 142° T. Engines on stand-by condition.

No. 1 generator in use. Ship present: Transport Division 1 Amphibious Force, Atlantic Fleet. 0805 Coarad hoisting landing craft aboard. A number bearings checked frequently. LCM-4 missing. J.S. Kelly
 4 LCVs remain at beach 4-5

Anchored as before. Anchor bearings checked frequently. 0730 Set completion of stowage of preparation for reloading. 0750 Commenced hoisting out landing craft. Leonard Wood got underway to shift anchorage. 0905 began reloading cargo. Leslie E. Casler, Jr.
 8-12
 Ensign U.S.N.

Anchored as before. 0835 Leonard Wood re-anchored in assigned berth. 1110 - Daily inspection of magazines and smokeless powder samples. Conditions not noted.

Leslie E. Casler, Jr.
 Ensign U.S.N.

12-76

Anchored as before. 1225 Commenced swinging with flood tide. Stern to starboard. 1320 Completed swinging to flood tide. 1515 Shoved off one landing craft (LCV) to search for about LCM. 1537 Made all preparations for getting underway.

Leslie E. Casler, Jr.
 Ensign U.S.N.

16-20

Anchored as before. 1610 Underway to search for about landing craft, captain at conn, executive officer on the bridge. Remaining landing craft left at Solomon Is. Amphibious Base to await return of ship. 1625 Cove Point Light bearing ahead to port, set true course 344° (T), standard speed 14K. 1638 Changed course to 000° (T). 1658 Buoy 16F ahead to starboard, distance one mile. Commenced maneuvering at various courses and speeds conforming to channel preparatory to anchoring. 1714 Set to port anchor and 30 fathoms of chain in 10 fathoms of water on following bearings: Sharp's Island Lighthouse, 002° (T); Buoy 18A, 267.5° (T). 1725 One landing craft (LCV) under command of Lt. (j.g.) D. L. Bibberman left ship with one officer and four enlisted men to search for about landing craft. 1745 First LCV returned to ship having been unable to locate about landing craft. 1901 Dashed ship.

J.S. Kelly

20-24

Anchored as before. 2015 Stationed special sea detail. 2020 Landing craft LCV-20 and LCM-4 returned to ship. 2025 Commenced hoisting the two landing craft aboard. 2043 Landing craft

Approved:

Examined:

W. H. HARRIS, JR.
 U.S.N.
 COMMANDING OFFICER

W. H. HARRIS, JR.
 U.S.N.

U. S. N., Navigator.

UNITED STATES SHIP *Procyon* Friday 5 March 1942

ZONE DESCRIPTION *4* REMARKS.

20-24 Cont'd

aboard. 2050 Underway to return to anchorage berth C-3. Captain at the conn, executive officer on the bridge. 2122 Course 172° bearing 172 base course 200 (T) 2124 Course changed to 162° standard speed 12 (RPM) 2133 Buoys 16 B ahead to starboard 2200 Commenced maneuvering to various courses and speeds preparatory to anchoring 2225 Let go port anchor in 5 fathoms of water, thirty (30) fathoms of chain on deck. Making the following beatings, Course about 315° D. Runn. Bore # 272 and Buoy 21 B. 315 (T). 2226 Secured special sea detail, Main Engineer kept on a constant state of readiness, Anchor bearings checked frequently.

End Watch 11:59 PM

Approved: *[Signature]*
 H. A. WITT,
 COMMANDER, U.S.N. &
 COMMANDING.

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

7

UNITED STATES SHIP *Procyon* Saturday 6 March, 1943

ZONE DESCRIPTION *+ 4* REMARKS.

0-4

Anchored in berth C-3, Base Point, Md. in 8 fathoms water with 30 fathoms of chain to port anchor. No generator in use. Officers present: Transport Division One, Amphibious Force, Atlantic Fleet. 0030 Commenced swinging to flood tide, stern to port. 0220 Completed swinging to flood tide.

BMM Marshall
Ensign USNR

4-8

Anchored as before. 0430. Commenced swinging with slack tide, stern to starboard. 0635. Completed swinging with slack tide. 0712. Lifted ship.

Lieut. E. Beaulieu J.
Ensign USNR

8-12

Anchored as before. 0915 Daily inspection of magazines and smokeless powder samples; condition normal. 1010 Commenced hoisting landing craft aboard #44. 15 summarizing Comd. Marking Robert L. A. Samuels, U.S. 40, 5 - in number, sent to try the case of Robert E. Auer, 3rd and adjourned at 1100 to await action of the commanding authority. 1115. Commenced hoisting landing craft aboard. Anchor bearings checked frequently.

J. S. Kelly

See
Admiral
Log

12-16

Anchored as before. 1415 Commenced swinging stern to port to flood tide. 1415 Visibility 300 yds. Showers and surrounding fog bill. Anchor bearings frequently checked when possible.

Ensign M. H. Wright USNR

16-20

Anchored as before. 1602 Completed swinging to flood tide. 1605 Stern starting to swing. 1610 Port anchor backed out to 45 fathoms on deck. 1616 8th anchor backed out to 15 fathoms on deck. Both chains on stopper. 1705 LST 344 backed leaving 0200 (T) from this ship at a distance of 1000 yds. 1715 LST 344 got underway. 1720 LST 346 anchored leaving 20400 from this ship distance 1200 yds. 1728 Leaned in port anchor to 30 fathoms on deck on stopper. 1942 8th anchor heaved in and secured on stopper. 1937 Make all preparations for getting underway.

BMM Marshall
Ensign USNR

20-24

Anchored as before. 1943. Underway to new anchorage pursuant to orders of SOPA. Captain at con, executive officer on the

Approved: *[Signature]*
Commanding Officer, U.S.N.R.

Examined: *[Signature]*

U. S. N., Warrant Officer

700
4

UNITED STATES SHIP *Procyon* Saturday 6 March 1945

ZONE DESCRIPTION *+ 4*

REMARKS.

bridge. Proceeding at various courses and speeds, maneuvering into new berth. 2015 - Anchored in Berth "Sugar", off Culebra Point, P.R., in 10.5 fathoms of water with 30 fathoms of chain to port anchor bow following bearings: Culebra Point Light, 311° (T); Hooper's Island Light, 147° (T); Land cedar Point Buoy 193° (T). Other ships present: *Transak*, Amphibious Force, Atlantic Fleet, 2320 - 1st Transport Area Command II watch. 2340 - Commenced hoisting out landing craft.

Julie E. Casler, Jr.
Ensign, USNR

Approved:

Examined:

EB Ellis

M. J. ...
COMMANDING.

U. S. N., Navigator.

180
9

UNITED STATES SHIP PROCYON SUN 7 MARCH 1943

ZONE DESCRIPTION 4 REMARKS.

4-4

Anchored in 10.5 fathoms of water with 30 fathoms of chain to the port anchor on the following bearings: Cove Point Light 311° T, Harper's Island Light 245° T, Cedar Point Buoy 195° T. Engines at stand by condition. No. 1 and 2 generators in use. Other ships present: Transport, Amphibious Landing Craft, L-4. Completed hoisting out landing craft #134. Secured from Transport Area Condition IV. 1237 Commenced swinging to the starboard, stern to starboard, and completed swinging at 0123. J.S. Kelly

4-8

Anchored as before. 0630 - Commenced hoisting in landing craft, first phase of maneuver completed. 0700 - Set Transport Area Condition IV watch. 0710 - Made all preparations for getting underway. 0720 - Under way to new anchorage pursuant to orders of SOPA, Captain at command. 0800 - Anchored in Berth C-4, Cove Point, Md., in 8 fathoms of water with 30 fathoms of chain to port anchor on following bearings: Cove Point Light 327° T, Drum Point, 230.5° T. Ships present: Transport, Amphibious Force, Atlantic Fleet. Lighted ship. Julie E. Casady, Jr. Ensign USNR

8-12

Anchored as before. 0837 Commenced operation to complete hoisting and landing craft after shifting berth. 0840 U.S.S. Calvert got underway to shift anchorage. 0850 U.S.S. Robert A. Taft anchored. 0903 Completed hoisting out all landing craft. 0925 U.S.S. Manana got underway. 0930 Secured Transport Area Condition IV. 1000 Made daily inspection of magazines and made laboratory samples. Condition was normal. 1014 U.S.S. Harry Lee got underway. 1025 U.S.S. Harry Lee anchored in Berth C-3. 1044 U.S.S. Manana anchored in Berth F-3. B.M. Munnally, Ensign USNR

12-16

Anchored as before. 1228 - Set Transport Area Condition IV watch. 1231 - Commenced hoisting landing craft aboard. Various ships of division underway at intervals in order to secure berths for their landing craft. 1432 - Secured from Transport Area entering skeleton crew to hoist remaining three landing craft aboard. 1555 - Completed hoisting landing craft aboard. Julie E. Casady, Jr. Ensign USNR

Approved: B. A. HARTT
Commander, U.S.N.F.
Commanding

Examined: B. B. Ellis
Lieutenant, U.S.N.F.
Navigator

UNITED STATES SHIP

PROCYON

SUN

7

MARCH 1943

ZONE DESCRIPTION

+4

REMARKS.

19-20
 Anchored as before. 1648 Made all preparations for getting
 under way. 1748 Underway to new anchorage just east
 to order of SOPA, Captain at conner, executive officer on
 bridge. Manoeuvring at various courses and speeds.
 1744 Base hoist in Berth "Piper", Cove Point, Ind. in 18 fathoms
 of water with 30 fathoms of chain at the water edge to the
 port anchor are the following bearings: Cove Point Light
 315° T, Essoy Pt 285° T, Drum Point 287° T. Ships present: Transoceanic,
 Amphib forant pt 1903 Darkened ship. J. S. Kelly

20-24
 Anchored as before, anchor bearings checked frequently.
 Drift lead in use. Lloyd Wright

Approved:

[Signature]
 COMMANDING OFFICER,
 U.S.N.S.

Examined:

[Signature]
 E. S. N., Yeoman

200
 11

UNITED STATES SHIP PROCYON

MON

8

MARCH, 1943

ZONE DESCRIPTION

REMARKS.

0-4

Anchored in berth "A" off Cape Point, 21.5 m. 10 fathoms of water, with 30 fathoms of chain at the water's edge to the port anchor. Nos 1 and 2 generators in use. Drift towards starboard. Ship's gun: Transport Area Condition IV, 0037 Commenced hoisting out landing craft. 0149 Completed hoisting out landing craft. 0235 Secured Transport Area Condition IV.

B. M. Munnallee,
 (S. G.) U.S.N.R.

4-8

Anchored as before. 0430 Hoisted off LCV(10) with two officers and salvaging crew to search for 4 landing craft believed missing. 0520 Salvaging boat returned from unsuccessful trip. 0635 Commenced hoisting in landing craft. 0749 Set Transport Area Condition II watch. Other ships of division underway at various times to form line for landing craft. Made all preparations to get underway. 0750 Underway on various courses and speeds to form line for landing craft. Lighted ship.

John E. Lavelle, Jr.
 Ensign, U.S.N.

8-12

Underway at various courses and speeds to make line for boats. 0816 Commenced hoisting landing craft aboard. 0935 Completed hoisting landing craft aboard. LCVs 10, 11, 16 missing. 0935 Underway to form line for LCVs, from starboard to starboard of SCDA, Captain at con, Executive Officer on the bridge. Turned and engaged various courses and speeds. 0944 Sailed from Transport Area (Condition IV), 1045 Transferring to make a line. 1040 LCT 459 came along port side with LCV 11. 0955 LCV 11 hoisted aboard. 1100 Daily inspection of machinery and supplies powder samples. Condition normal. 1149 Completed hoisting landing craft underway to form line for boats. 1155 Anchored in berth C 4 ^{30 fathoms} with 30 fathoms of chain at the water's edge to the port anchor on the following bearings: Cape Point 320° T, Dunes Point 231° T, Cedar Point 190° T. Engines at standby at short notice. Ships present: Transport 1, Amphibious Lt.

J. S. Kelly

12-16

Anchored as before. 1216 Leonard hoisted underway to shift anchorage. 1215 Monrovia underway to shift anchorage. 1245 Monrovia and Leonard hoisted aboard. 1320 Set Transport Area Condition II watch. 1330 Hoisted off LCV-9 in search of two missing landing craft. 1332 Commenced hoisting out landing craft. 1410 Commenced discharging Army cargo. 1420 LCT 411 alongside to assist in cargo operations. 1430 LCT 468 alongside to assist in cargo operations. Completed hoisting

Approved:

Examined:

J. B. Bellis

E. A. HART,
 COMMANDER, U.S.N.,
 COMMANDING.

U. S. N., Abstracter.

100
 12

UNITED STATES SHIP

Procyon

Monday 8

(1943)

March 19 43

ZONE DESCRIPTION

+4

REMARKS.

out landing craft. 1540 - Salvage boat returned to ship after unsuccessful trip.

Julie E. Casler, Jr.
Ensign, USNR

16-70

Anchored as before. 1646 - LCT-486 alongside with second missing LCV in tow. 1650 - Shore Station reports third missing LCV abandoned five miles south of Cedar Point, Md. 1742 - Shove off salvage party under command of Ensign R.M. Luter to retrieve missing LCV. 1848 - Commenced hoisting landing craft aboard. Darkened ship.

Julie E. Casler, Jr.
Ensign, USNR

20-24

Anchored as before. 2010 - Completed discharging Army cargo. 2240 - Make all preparations to get underway. 2250 - Completed hoisting in landing craft. 2253 - Underway to pick up salvage party and missing LCV. Set course 155° (T), standard speed 15 kts (80 RPM). 2319 - Cedar Point Buoy 19 abeam to starboard, distance 200 yds. Changed course to 170° (T). 2330 - Hooper Island Light abeam to port, distance one mile. 2335 - Sighted light from salvage boat. Changed speed to two-thirds. 2348 - Changed speed to one-third astern. 2346 - Anchored off Point No Point in 7 fathoms of water with 30 fathoms of chain to port anchor on following bearings: Point No Point Light, 169° (T); Hooper Island Light, 042° (T); Buoy No. 1, 085° (T).

Julie E. Casler, Jr.
Ensign, USNR

Approved:

[Signature]
R. A. HART,
Commanding, U.S.N.,
COMMANDING.

Examined:

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

UNITED STATES SHIP PROCYON TUES. 9 MARCH 1943

ZONE DESCRIPTION +4 REMARKS.

0-4
 Anchored off Point No Point in 7 fathoms of water with 30 fathoms of chain to the port anchor on the following bearings: Point No Point light 114° T, Heepers Island Light 142° T, buoy No 1 85° T. Engines at standby condition. No 1 and 2 generators in use. 0215 LCM #4, which was in search of missing LCV 16, returned to the ship, having located LCV 16, and was tied alongside No 3 hold, port side. The water was in charge of LCM #4. Number bearings checked frequently. *J.W. Kelly*

4-8
 Anchored as before. 0530 LCM #4 shoved off with a salvage party to retrieve LCV #16. 0650 Made all preparations for getting underway. 0701 anchor awigh and got underway from Point No Point to return to anchorage. 0706 Set Course 350° (T), Standard speed 83 (RPM). 0731 Various courses and speeds made in approaching anchorage. 0749 Anchored in berth C-4 off Cape Point in 8 fathoms of water using Port anchor with 30 fathoms of chain at water edge on the following bearing: Cape Point Light 336° T, Drum Point Light 230 1/2° (T). Engines maintained in a constant state of readiness. 0750 lighted ship. *Higg. W. Wright*

8-12
 Anchored as before. 0828 SOPA signaled "enemy planes approaching". 0829 Examined at General Quarters. 0835 Set Condition II watches. 0840 LCM #4 returned to ship from salvage trip. 1025 LCT 417 left ship with salvage party. 1055 Made daily inspection of machinery and oil sumpless pumps. Standby Condition, normal. 1145 Stationed all special sea details. Made all preparations for getting underway. 1158 Underway pursuant to orders of SOPA, Captain as Comm. Executive Officer on bridge. Standard speed, 14.5 knots, 78 RPM. *W. J. G. USNR*

11-16
 Underway as before in following column formation: Toward Wood Island, Meaner Is., Hoop Is. and Procyon 1227. Set base course 165° (T). Proceeded at various courses and speeds following motions of SOPA. 1234 Left column formation on order of SOPA to retrieve missing LCV 16. 1244 Anchored off Point No Point in 7 fathoms of water with 15 fathoms of chain to the port anchor on the following bearings: Heepers Island 142° T, Point No Point 173° T. 1343 KA2-9 lowered and shoved off with Lt. Bachmann to assist in salvage operations. 1414 KA2-9 came

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

Examined: *R. Bellis*
 R. BELLIS,
 U.S.N. &
 U. S. N., Navigator.

UNITED STATES SHIP PROCYON

TUES

9

MARCH

1943

ZONE DESCRIPTION + 4

REMARKS.

alongside and discharged punt which was towed aboard. 1413 RA 2.6 came alongside with RA 2-16. 1425. All landing craft hoisted aboard. Made all preparations to get underway. 1432 Underway, maneuvering at various courses and speeds to before column. 1458 Resumed position in column, following courses and speeds of column leader. 1513. Point Herbert Lighthouse abeam to port, distance 1.7 miles. Course 165°(T).

W. H. Barchinarr

Underway as before in column. ¹⁸⁻²⁰ Standard speed, base course 159°. true 1619 Smith Point abeam to starboard distance 1.2 miles. Change course to 190°(T) 1643 Great Wicomico River Lighthouse abeam to starboard. 4.8 miles. Change course to 172°(T) 1818 Wolftrap Lighthouse abeam to starboard. distance 4 miles. 1855 entered York Spit Channel. 1905 Starboard ship 1917 change course to 170°(T) 1926 change course to 144°(T).

D. J. Johnson
port USNR

20-24

Underway as before in column formation at various courses and speeds conforming to the channel. 2014 Shumble Shoal Channel Buoy #2 abeam to starboard 2022 Shumble Shoal Channel Buoy #4 abeam to starboard 2030 Shumble Shoal Channel Buoy #6 abeam to starboard 2036 Shumble Shoal Channel Buoy #8 abeam to starboard 2043 Shumble Shoal Channel Buoy #10 abeam to starboard 2049 Shumble Shoal Channel Buoy #12 abeam to starboard 2055 Shumble Shoal Light abeam to starboard dist. 5.00 yds 2057 Shumble Shoal Channel Buoy #14 abeam to starboard 2103 Passed through submerged nets into harbor 2130 Anchored in Berth 2 Hampton Roads, Virginia in 8 fathoms of water with 30 fathoms of chain at the water edge to the port anchor. Included on the following buoys: Buoy #2, 254°T, Buoy #16A 341°T, Old Point Comfort Light 052°T. Drift had over starboard side. Engines stopped and put on stand by status. St. J. [unclear]

M. J. Samuels
port USNR

Approved:

H. A. Hartt
H. A. HARTT,
Commander, U.S.N.,
Commanding.

Examined:

E. B. Bellis

U. S. N., Navigator.

15

UNITED STATES SHIP T. PROCYON

WED 16 MARCH, 1943
(Day) (Date) (Month)

ZONE DESCRIPTION +4

REMARKS.

0-4

Anchored in Berth 2, Hampton Roads, Va, in 8 fathoms of water with 34 fathoms of chain at the weather side to the port anchor on the following bearings B. way 16A 353° T, Old Point Comfort light 051° T, (B way) 2 251° T. E. engine on standby condition No generator in use. Other ships present: 1 Transport, Amphibious fleet.

5-8

W. K. Burchmore

Anchored as before, 0825 completed swinging with all tide stem to starboard 0648 Made all preparations for getting underway 1715. Secant used at underway, 0724 - Lighted ship 0728. Calcut got underway 0734. Underway at various courses and speeds conforming to channel. Captain at conn, executive officer on bridge. 0825 Mercuria got underway.

D. J. Hagan Lt. USNR.

8-12

Underway to dock, 0830. Tugs present. Edgar V. Casey and Roanoke came alongside to assist in docking. Pilot Sexton came aboard. Manuevering at various courses and speeds. 0900 Moored at local dock in Berth 16, Cross Base, Norfolk, Va, using the following lines: 3 bow lines, 1 bow after spring, 1 stern after spring, 1 after waist spring, 1 fore spring, 1 after quarter spring, 1 fore quarter spring, 1 bow line aft, and 1 stern line. All of 2" size. On arrival 2 bow lines and stern line of 2" size. 0900 Pilot ^{got tops} got ship 0925. Commenced cleaning fresh water from the deck.

B. J. ...
Lt. USNR

12-16

Moored as before.

C. H. ... Lt. USNR

K-20

Moored as before.

20-24

Moored as before.

J. E. ... Lt. USNR

Approved:

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

Examined:

E. J. ...

U. S. N., Navigator.

UNITED STATES SHIP *Procyon*

Thurs. 22 *March*, 1943
(Day) (Month)

ZONE DESCRIPTION *#4* REMARKS. *(Ship present)*

Moored as before starboard side to dock in berth #16, Army Base, Norfolk, Va. using the following lines: 1 after bow spring one fore bow spring, 1 after midship spring, 1 fore spring line, 1 quarter spring fore and aft. 1 after stern block and 1 stern line. All lines are 2" manila except 2 bow lines and after breast line and stern line which are of 1/4" wire. No 1 generator in use. Receiving fresh water from the dock. Ship present. Transport *Albatross* (one), Amphibious Force Atlantic Fleet Lt(jg) *W. Wright*
4-5

Moored as before -

Ch. Dupont, En USNR

8-12

Moored as before. Made daily inspection of machinery and machinery parts samples. *Robert T. Taylor, En USNR*
12-16

Moored as before. 1300 Commenced hoisting and landing craft. 1445 Completed hoisting landing craft.
W. B. Hallen, Lt(jg), USNR.

16-20

MOORED AS BEFORE.

R. L. Fisher, Ensign USNR

23-24

Moored as before

J. P. Kirsch, Ensign USNR

Approved: *[Signature]*
Commander, U.S.N.

Examined: *[Signature]*

[Signature]
U. S. N., Albatross

150
17

UNITED STATES SHIP PROCYON

Friday 12 March, 1993

ZONE DESCRIPTION 79 REMARKS.

0-4 ships present: Transdiv 1, Amphib Force, *Atlantic*
 Moved as before, starboard side to docks in berth #16 Army
 Base, Norfolk, Va, using the following lines one after another
 spring and forward bow spring, 1 after midship spring, 1 fore spring
 1 quarter spring fore aft 1 after breast line and one starboard
 line, all three kind of 8" manila except 2 bow lines and after
 breast line and starboard line which are of 1/2" manila. 1 Junction
 in use. Receiving fresh water from docks. *Gas W. J. D. Demand*

8-8
 Moved as before. Army troops continued to embark 463rd LCV 1st Troop
 alongside this vessel. 4726 troops completed embarkation. *J. S. Kelly*

8-12
 Moved as before 0950 commenced loading U.S. Army Cargo 0930. Made
 daily inspection of magazines and 2 P. supplies, conditions normal.
J. M. O'Leary Com. U.S.N.R.

12-16
 Moved as before. *D. J. Gilman Lt. U.S.N.R.*

16-20
 MOORED AS BEFORE 1115. Completed loading U.S. Army cargo.
H. Taylor Com. U.S.N.R.

20-24
 MOORED AS BEFORE. Recd new boats crews.
J. R. Forrest Com. U.S.N.R.

Approved:

B. A. HART
 B. A. HART,
 Commanding Officer, U.S.N.R.
 COMMANDING.

Examined:

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

UNITED STATES SHIP *Procyon* Saturday 13 Mar 1943

ZONE DESCRIPTION *TY* REMARKS.

Moved as before. Aft side to deck in berth = 1/4 Army Sea, V. aft using the following (lines):
after bow spring, forward bow spring, after waist spring, 1/2 post spring, on quarter spring, 1/2 aft
one after waist line, and one stern line, all lots of 18 marks except 2 bow bow, after
lead line and stern line which are of 3/8" wire, 1000 lb capacity in use, various pulleys
on deck. Ships present - transport divisions one, Amphibious Force, Atlantic
Fleet, 55 gunnars. D. P. Quinn, Dist USNR
4-8

Moored as before. *Julie E. Canaler, Jr.*
Ensign USNR

8-12
Moored as before. 10:30 Made daily inspection of magazines
and a.p. conditions normal. H.M. McAllister Ensign USNR

12-16
Moored as before. 13:40 Resumed hoisting aboard landing craft
15:30 completed hoisting aboard landing craft. J.S. Kelly

16-20
Moored as before. *Julie E. Canaler, Jr.*
Ensign USNR

20-24
Moored as before. H.M. McAllister, Ensign USNR

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

Examined: *P. D. Ellis*

U. S. N., Yeoman.

250

19

UNITED STATES SHIP PROCYON SUN 14 MARCH 1943ZONE DESCRIPTION +4

REMARKS.

0-4
 Moved starboard side to dock, Berth 16, Army Base, Norfolk, Va. with the following lines: 1 after bow spring, 1 fore bow spring, 1 after waist spring, 1 fore spring, 1 quarter spring, fore and aft, 1 after breast line, 1 stern line, all 5" manila except bow, after breast and stern lines of 7/8" wire. Ships present: Transdiv 4, Amphib for land, SS James Moore, No 2 generator in use. Receiving fresh water from dock. /S, Kelly

Moved as before.

Helen E. Conner, Jr. En. USNR

4-12
 Under way before 1030 Made daily inspection of magazines and SPS and conditions normal.

D. J. Gherman Lt USNR

12-16
 Under way before 1200 Made all necessary preparations for getting underway. 1245 Fresh water started from dock. LCV 16 hoisted aboard 1247 5 rounded operation detail. 1245 USS Calicut got underway. 1218 USS Mansonia got underway. 1224 USS Hamblee got underway. 1244 Navy tug 149 came alongside. 1245 Pilot RC Edwards came aboard. 1250 Under way. Pilot in command Captain and Executive Officer on the bridge. Manoeuvring at various courses and speeds, proceeding to Berth 2 Hampton Roads Va. 1254 955 Lancel Wood got underway. 1400 Pilot left ship. 1436 Anchored in path of water with 15 fathoms of chain to the port anchor on the following bearings: old Point Comfort 85 1/2° T, Buoy 16A 43° T in Berth 2 Hampton Roads Va. Ships present Transdiv 4, Amphib for land. 1504 Under way. Captain at con, Executive Officer on bridge. Manoeuvring at various courses and speeds in following column formation: USS Lancel Wood, USS Calicut, USS Mansonia, USS Hamblee, USS ^{USS EXPLOIT} ~~Procyon~~ to Com Point, Md. 1514 Examined gear at abandon ship /S, Kelly
 1525 Moved from Berth 2 ship dock 1533 General Quarters 54 Passed through submerged net but undetected. 552 Entered Flamborough Channel

W. J. Flammare, Lieut USNR

16-20
 Under way, as before. 1609 Thistle black buoy #4 clear to port 150 yards distance. 1613 Thistle black buoy #4 clear to port distance 150 yards. 1624 Passed through Thistle black buoy #4 clear to port. (Distance 150 yards. 1627 changed course to 320° T. 1627 changed course to 314° T. 1642 changed course to 320° T. 1715 changed course to 320° T. 1717 changed course to 315° T. 1726 changed course 315. 1736 changed course 315. 1737 changed speed to 1/2. Entered

Approved:

H. A. HETT,
 Commanding Officer, U.S.N. &
 COMMANDING.

Examined:

W. J. Flammare

U. S. N. Aviator.

UNITED STATES SHIP

Procyon

Sunday

14th

March

1912

ZONE DESCRIPTION

+4

REMARKS.

York Spit channel, proceeding at various courses and speeds to
 the ship position 12th York Spit, clear buoy #6 clear to port
 1200 yards 1801 changed course to 016°(T) 1806 changed course to 032°(T)
 18170 light (W) trap bearing 311°(T) 1820 changed course to 358°(T)
 1829 light trap clear to port distant 2 miles 1830 changed course
 to 352°(T) 1834 changed course to 350°(T) 1915 Rappahannock Sp. + buoy
 clear to port distant 500 yards 1923 Windmill point clear to port
 distant 2 miles changed course to 354°(T) 1943 cleared at landing
 ship drill 1950 headed for Abasco ship drill. changed course to
 007°(T).

R. N. D. Allerton, Comdr. U.S.N.R.

20-24

Thursday 20 before 2009 change course to 019°(T)
 2035 Smith Point light Abasco to port, distant one mile
 2050 change course to 334°(T) 2106 changed course 349°(T)
 2124 Point Lookout Abasco to port, distant 2 miles
 2140 Point to Point Abasco to port, distant 2 miles
 2200 change course to 356°(T) 2216 Keeper light Abasco
 to port, distant 2 miles. Approaching anchorage of
 Cove point on various courses and speeds. Capt. and Executive
 Officer on the bridge, Capt. at Cox's. Buoys anchored in
 10 fathoms of water with 30 fathoms of chain to the
 Port Anchor at the waters edge on the following
 bearings; Druse Point 252°(T), Cape Henry #19, 192 1/2°(T)
 and Cape Point 311 1/2°(T). Bearing plotted and
 checked frequently. Ship present; Tangier, Amphibious Force,
 Atlantic Fleet; USS Exploit.

W. H. Bachmann

Approved:

R. A. Hartt
 R. A. HARTT,
 Commander, U.S.N.R.
 Commanding.

Examined:

E. B. Ellis

U. S. N. Navigator.

UNITED STATES SHIP Procyon MON. 15 MARCH 1943
(Day) (Date) (Month)

ZONE DESCRIPTION +4 REMARKS. Ship present

Anchored in 12 fathoms of water with 30 fathoms of chain at the water edge to the Port anchor and the following bearings: Deum Point 258°(T), Cedar Point 141° 19' 22" (T) and Cape Point 311°(T) in company with the following ships: USS Log and Wood, USS Navy Lee, USS Cabot, USS H. H. Arnold and USS Exploit. Checked anchor bearings frequently. 0125 Ship commenced hoisting with 100 ft. stem to 50 ft. (046) 0220 - Completed surveying to H. H. Arnold. (1000) Deum Pt. USNR

4-8
Anchored as before. 0600 Set Transport Area Condition IV watch. 0610 - Commenced hoisting out landing craft. 0710 - Set used from Transport Area. 0719 - Lighted Ship 0945. Guide line broke on 30 ft. boom of Lucie E. Canaler Jr. No 2 hatch. Boom bent due to strain. No injury to personnel. 8-12 Ensign USNR
Anchored as before. 0800 Completed hoisting out boats. 0843 Sailed from Condition IV. 0814 commenced swinging in to flood tide, stem to port and completed surveying at 14935 4953 15A 23 located out 1036 Made all preparations to get underway 1045 Daily magazine and smokeless powder inspection; condition normal
A. S. H. Kelly

12-16
Anchored as before. 1415 Underway on signal from flagship. Captain at color, executive officer on bridge. Proceeding at various courses and speeds to new anchor age. 1429 - Set Transport Area Condition IV watch. 1501 - Anchored in Berth C-3, Cape Point 2nd in 8 fathoms of water with 30 fathoms of chain to port anchor at following bearings: Cone Point Lighthouse 322°(T); Deum Point 224°(T); Cedar Point 163.5°(T). Ships present: transport 1, Amphipole at; USS Exploit; various landing craft from Fort Belknap Island Amphibious Base. 1504 - Commenced unloading U.S. Army cargo and equipment. Lucie E. Canaler Jr. Ensign USNR

16-20
Anchored as before, continuing to unload U.S. Army cargo and equipment. 1911
Darkened ship. Checked bearings frequently. David T. Johnson Lieut USNR

20-24
Anchored as before. Continuing to unload U.S. Army cargo 2200 Ceased unloading. 0253 Commenced hoisting boats to water. Checked bearings frequently. Left 5 LCMs in water alongside. H. M. McAllister Ensign USNR

Approved: B. A. HART
B. A. HART, U.S.N.R.
Commander

Examined: E. J. Ellis
E. J. Ellis
U. S. N., Navigator

UNITED STATES SHIP PROCYON TUES 16 MARCH 1943
(Day) (Date) (Month)ZONE DESCRIPTION 14

REMARKS.

0-4

Anchored in Base C-3 at Cove Point Hd., in 8 fathoms of water with thirty fathoms of chain to the port anchor on the following bearings: Cove Pt. Lt. 222° T, Damon Point Lt. 222° T, Harper Island Lt. 146° T. Engines on standby condition. No 1 and 2 generators in use. Ships present: Transport, Amphibious, USSC, and various landing craft from Solomon Islands Amphibious Base. 0605 Coxed hoisting boats aboard. 5 LCMs tied along port side. 0609 secured from Condition IV. Anchor bearings checked frequently. J.S. Hobbly

14-8

Anchored as before. 0653-455 Harry Lee and 455 Monrovia got underway to new anchorage. 0718-455 Harry Lee anchored. 0725-455 Monrovia anchored. 0730-Set trap report area watch. Commenced hoisting out landing craft. Lighted ship. Julius E. Canale Jr.
Ensign, USNR

8-12

Anchored as before. 0900 Arrived in port. 1045 Arrived in U.S. Army camp from 455 and CT 463. 1100 Made daily inspection of magazines and stores. Conditions normal. Casualties none. J.S. Hobbly

D.V. Sherman Lieut. USNR

10-16

Anchored as before. Continued to load U.S. Army Cargo from LCT 464 and LCT 463. 1342 Tuted ship's rigging and whistles.

M.M. Ollerton, Ensign, U.S.N.R.

16-20

Anchored as before. Continued loading U.S. Army cargo. 1647 Commenced hoisting boats aboard. 1922 Completed loading U.S. Army cargo. J.S. Hobbly

20-24

Anchored as before. 2106 Completed hoisting in landing craft, two LCM's left tied alongside. Secured from port area watch.

Julius E. Canale Jr.
Ensign, USNR.

Approved:

E. A. HART,
Commanding Officer, U.S.N.R.

Examined:

E. B. Ellis

U. S. N. Navigator.

UNITED STATES SHIP

PROCYON

WEDNESDAY 17

MARCH

1943

ZONE DESCRIPTION

REMARKS.

0-4
Anchored in berth 2-3 at gas pier, Mainland in 8 fathoms of water with
30 fathoms of chain to the post anchored on the following beam: Cove #1 left
322 (T), Deck #1 + 225 (T), 50 ft. Deck #2 + 4 (T) Engine on stand by
Condition #1 generator in use. Ships Present. Transducer on aft hull port. 4 ft. Fuel tank
Various landing craft near Johnson Island on platform. 1.50 AM is used along port beam.
The 1.50 AM is used along starboard side. 2.00 AM is used along port beam.
D. J. Biberman Coast U.S.A.R.

11-12

Anchored as before.

11:30 AM All lights on 4-2, U.S.A.

5-12

Anchored as before. 5:00 AM Sounded Condition III. Commenced hoisting
out landing craft #947. Completed hoisting out landing craft
#948. Daily magazine and 200 lbs powder sample inspection,
condition normal. 8:54 Sounded from Condition III. 10:30
Commenced swinging to starboard, stem to starboard and
completed swinging at 11:29. 11:25 Sounded Condition IV.
11:35 Commenced hoisting boats aboard. 15:15 all by

12-16

Anchored as before. 14:50 Completed hoisting landing craft aboard. Sa-
vored from transport areas with.

Lester E. Conroy
Coast U.S.A.R.

16-20

Arrived 20:00 all preparations made for getting underway 17:01 Underway
to new anchorage. Captain and executive officer on deck. 17:45 Anchored in Special Berth 2 on off 80 m. port side
in 8 fathoms of water with 30 fathoms of chain to the post anchored on the
following beam: Cove #1 + 225 (T), Deck #1 + 270 (T) Engine
#1, #2, #3 (T) Ships present. Transducer on aft hull port and
main deck. 18:25 Darkened ship.

D. J. Biberman Coast U.S.A.R.

20-24

Anchored as before.

15:30 AM All lights on 4-2, U.S.A.R.

Approved:

B. A. HARTZ
Coast U.S.A.R.

Examined:

D. J. Biberman
Coast U.S.A.R.
U. S. N., Navigator.

UNITED STATES SHIP PROCYON

THURS 18 MARCH 1943

ZONE DESCRIPTION +4

REMARKS.

6-4
 Anchored in berth 2 off Cedar Pt. Md. in 8 fathoms of water with 30 fathoms of chain. To the port anchor on the following bearings: Core Pt Light 379°T, Cedar Pt 270°T, Buoy 19 024°T. Engines in steady condition. No 1 and 2 generators in use. Ship present. 7 awarded, 1 Army Lieutenant, USN pilot, various landing craft from Solomon Is. and Amphibious Base. 0615 Sounded Condition IV, commenced hoisting out boats. 0945 Completed hoisting out boats. J.S. Kelly

4-8
 Anchored as before 0655. Made all preparations to get underway. 0733 Cabaret and Messroom got underway. 0704 - Underway at various courses and speeds. 2 new anchorages, Captain at core, executive officer on bridge. 0714 - Tied up ship. 0734 - Heavy fog set in. 0757 - Anchored in 10 fathoms of water off Brown Point, Md. using 30 fathoms of chain to port anchor. Commenced ringing fog bell. Stationed special lookout. Engines on standby action. Leslie E. Church Jr. Ensign USNR

5-12
 Anchored as before 0925. Made inspection of magazines and ventilator pipes. Samples Condition normal. Made weekly test of Magazines & fire alarm system. 1130 Made all preparations for getting underway. 1217 Underway at various courses and speeds to new anchorage. W. J. Leman Just USNR

12-16
 Underway in order to change anchorage at various courses and speeds. 1235 Det transport area Condition IV. 1-4 - Anchored in Berth 5-2, got anchor in 8 fathoms of water with 30 fathoms of chain with following bearings: Cedar Point 188° Core Point 296° and Buoy 219 326°. 0303 Commenced unloading U.S. Army Cargo. Am. W. Accetta, Ensign USNR

16-24
 Anchored as before. Continued unloading US Army cargo. 1715 Darkened ship 1814 commenced swinging stern to starboard and completed swinging at 1955. J.S. Kelly

20-24
 Anchored as before. 2200 - Commenced swinging to ab tide, stern to port. 2312 - Completed unloading Ch. 5 Army cargo. Commenced hoisting landing craft aboard. 2308 - Completed swing to ab tide. 2330 - Completed hoisting in landing craft. Secured transport area Condition IV watch. Leslie E. Church Jr. Ensign USNR

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

Examined:

[Signature]
 U.S.N. Navigator.

75

UNITED STATES SHIP

Proceps

Friday 19 March 1943

1943

ZONE DESCRIPTION 14

REMARKS.

0-4
 Anchored on Beach E-2 off low point Mid in eight fathoms of water with 30 fathoms of chain to the Port anchor and the fore lead beam; low point 296° (E) Loran Point 148°, mid Beach 975°. Engines in stand by condition #2 generator in use. Ships present: Towed out amphibious tank USS #42, various landing craft from Johnson Island amphibious base. Checked beams, freights.
 D. W. Williams Lieut. U.S.N.R.

4-8
 Anchored as before
 D. W. Williams Lieut. U.S.N.R.

8-12
 Anchored as before. 8445 Secured condition IV. Commenced hoisting out boats. Fog; rehoisted boats. 8813 Commenced unloading fog bell, forecastle. 8845 Secured from condition III on order of SCPA. 8850 Daily magazines and smokeless powder samples inspected, condition normal. 8955 Secured condition IV. Commenced hoisting out boats. 1458 Commenced hoisting U.S. Army cargo on board. 1458 Commenced unloading to flood tide, stern to starboard and completed unloading at 1723.
 15 Kelly

12-16
 Anchored as before. 1535 - Secured fog bell.
 Leslie E. Conley Jr.
 Ensign U.S.N.R.

16-20
 Anchored as before. 1907 Made all preparations to get underway. 1915 Darkened ship. 1930 finished hoisting cargo. 2000 Underway at various courses and speeds & new exchanges. Captain at the Conn, Executive Officer on the bridge.
 D. W. Williams Lieut. U.S.N.R.

20-24
 Underway as before. 2030 Anchored in berth. Low rising port anchor with 30 fathoms of chain on deck in 2 fathoms of water on the following bearings: Loran Point 225° (T), Loran Point 136° (T), Loran Bury 14 east (T), Johnson Island light 108° (T), 2045 Secured from condition IV. 2045 Let transport Green condition forward. 2055 Commenced hoisting landing boats aboard. Commenced hoisting shot on anchor. 2200 Underway at various courses and up anchor to Green berth, Captain at the Conn, Executive Officer on the bridge.
 D. W. Williams Lieut. U.S.N.R.

Approved:

[Signature]
 Commanding Officer
 U.S.N.R.

Examined:

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

UNITED STATES SHIP PROCYON

SAT.

20

MARCH, 1943

ZONE DESCRIPTION +4

REMARKS.

0-4

Underway at various courses and speeds, proceeding to new anchorage by order of SOFA. Captain at work, Executive Officer on bridge. 0615 Stopped to make a lee and commenced hoisting boats aboard. Ceased hoisting boats aboard. Underway to new anchorage. 0130 Made haul in Beth C-1 Pt. Md. in 8 fathoms of water with thirty fathoms of chain to the port anchor on the following bearings: Cass. Pt. Light 311° T, Drum Pt. Light 220° T, Droy 19A 35° T. Engines in steady condition. No generator in use. Ship present USS Monrovia 0135 S. Steamed condition IV 0205 USS Harry Lee underway to new anchorage. 0234 USS Harry Lee anchored 4.8 1.5 Kelly

Anchored as before. 0458 Increased lookouts due to light fog. 0525 Secured additional lookouts. 0615 Commenced swinging. Left tide, steamed to port. 0700- USS Leonard Wood and USS Calvert underway to shift anchorage. 0715- USS Calvert anchored in Beth E-7. Lighted ship. 0735- USS Leonard Wood anchored in Beth C-1. 0745- Heavy fog closed in on ship. 0750- Commenced sounding fog bell - completed swinging with the Haler E. Captain J. E. U.S.N.

9-1 ✓

Anchored as before. 1010 Secured fog bell. 0925 Made daily inspection of magazines and combustibles per standard conditions manual.

12-K

Anchored as before. 1340 Extinguished a fire in a 1201 pint steam water was played out at the scene of the fire. 1359 Release from fire drill.

H. M. McAllister, U.S.N.

1.6-20

Anchored as before. 1917 Darkened ship.

1.5 Kelly

20-21

Prepared as before. 2110- Ensign P. W. BARNUM, USNR, reported aboard ship for temporary observation duty during scheduled maneuvers. 2132- Made all preparations for getting in company. 2135- Two LCM's, under command of Ensign E. B. Babbitt, shoved off from ship to await completion of maneuvers. 2200- Underway pursuant to orders of SOFA, Captain at Coren, executive officer on bridge. Transmitted in column formation as follows: USS Harry Lee, Leonard Wood, Calvert, Procyon and Monrovia. USS Procyon and two (2) LCM's in wings of formation. Base course 156° (T). Steamed speed 10K. 2235- Changed base course to 168° (T). 2305- Hooper Island light abeam to port, distance 3 miles. 2320- Emergency turn 180° to port (all ships). 2325- Set base course 325° (T). 2338- Hooper Island light abeam to starboard, distance 3 miles. 2345- Base course changed to 000° (T).

Leslie E. Tomlinson

Approved:

B. H. HART,
Commander, U.S.N.
Commanding.

Examined:

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

UNITED STATES SHIP

Procyon Tuesday 21 March 1943

ZONE DESCRIPTION 4

REMARKS.

01-04

Underway on before at various courses and speeds to sea alongside Captained at ship's command. Searchlight Officer on the bridge, Trenchin 1000. Information as follows: U.S.S. Perry Lee, Leonard Wood Cabnet. Procyon and Monrovia U.S.S. Effort (and two LCM's on wing) of for matter 0015 anchored in 8 fathoms of water using port anchor with 30 fathoms of chain on deck, following bearings: Cedar Beach # 167 257 (T), Hooper Island Light 126 (T). Engines in standby condition. Number 1 generator in use. Other present: Team for the Amphibious U.S.S. Effort remain loading craft from Delmore Island Amphibious Base. 0030 landed twilight area condition in water. 0037 began unloading landing craft. 0141 dispatched remaining craft to U.S.S. Monrovia and U.S.S. Cabnet. checked bearing frequently.

01-05 of Hon Mr. O'Leary, En. U.S.N. 15/1000

01-12

Underway on before. 0510. Medical preparation for getting underway. 0520. Underway at various courses and speeds pursuant to orders of SOFA, captain of command, executive officer on bridge. 1000. Stopped 1008. Commenced pulling landing craft, ship drifting forward. Made daily inspection of magazines and smokeless powder samples. Conditions normal. 1127. Underway. Proceeding at various courses and speeds to approach vicinity of remainder of division. Stable E. Canada Is. En. U.S.N.

01-16

Underway on before. 1005. Doubled "transport area" 1300 anchored 960. Port anchor in full 14 using port anchor with 30 fathoms of chain on deck on the following bearings: Cove Point 200 (T), Raven Point 220 (T), buoy 216 320 (T). Engines on standby. Number 1 generator in use. Other present: Trenchin the Amphibious U.S.S. Effort, remain loading craft, 016 Commenced unloading U.S. Army cargo 1531. Snow setting in from North. Hon Mr. O'Leary, En. U.S.N.

01-20

Anchored on before. Continued unloading U.S. Army cargo. 1417. darkened ship and commenced signaling fog bell 1520. Red searchlight caps on signal from SOFA. Commenced unloading landing craft alongside. Showings healthy. Visibility poor. Stable E. Canada Is. En. U.S.N.

01-24

Underway on before. 2055. Scoured fog bell. 2115. Two LCM's, En. C. L. McKeegan in charge left for beach to spend night, ship being made to point then ahead. 2315. Commenced

Approved: [Signature] U.S. Navy

Examined: [Signature] D. S. N., Antiquator.

UNITED STATES SHIP

*Procyon**Sunday 21**March 1943*

ZONE DESCRIPTION

REMARKS.

ringing fog bell due to approaching ship on collision course. 2325 secured fog bell, ship having safely passed. 2330 cloud drift had been started and etc.

*Lubin E. Conley, Jr.
Ensign, USNR*

Approved:

D. A. Harte

D. A. HARTE,
COMMANDER, U.S.N.
COMMANDING.

Examined:

E. D. Ellis

E. D. ELLIS
I. S. N., Absecon.

UNITED STATES SHIP

ProcyonMonday 22 March, 1943

(Day)

(Date)

(Month)

ZONE DESCRIPTION T-1

REMARKS.

02-04

Anchored as before in berth #1 off Cox Point. Anchored in 10 fathoms depth. Wave height around 30. *[Faint illegible text]*
 The *[faint]* in area. Both ship's *[faint]*; *[faint]* one *[faint]*.
 U.S. Fleet and *[faint]* being *[faint]*. *[faint]* bearing *[faint]*.
 Light *[faint]* were *[faint]*. *[faint]* *[faint]*.
 H. M. *[faint]* U. S. N. R.

4-8

Anchored as before, 4754 Commenced ringing fog bell. Anchor bearings checked constantly. J.S. Kelly

8-14

Anchored as before. 0925 Received by bell. 1010. 4755 Calvert underway to shift anchor age, 1044. 4755 Calvert anchored in berth E-2. 1107 LCM-3 returned to ship from overnight's stay at beach. 1120. Made daily inspection of magazines and exploded powder samples. Conditions normal. J.S. Kelly
 J.S. Kelly
 Com. U.S.N.R.

12-16

Anchored as before. 1326 UCM #7 returned to ship from overnight's stay at beach. 1428 LCM #3 and #7 about off for beach. H.M. *[faint]* U. S. N. R.

18-20

Anchored as before. 1718 Dewatered ship. J.S. Kelly

20-24

Anchored as before.

J.S. Kelly
 Com. U.S.N.R.

Approved:

[Signature]
 U. S. N. R.
 COMMANDING.

Examined:

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

UNITED STATES SHIP Brooklyn Tuesday 23 March 1945

ZONE DESCRIPTION +4 REMARKS.

00-04

Anchored as before in berth F-1 off Cape Point Maryland 10 fathoms of water. Used port anchor with 30 fathoms of chain on deck. Engine on standby, No. 1 generator in use. Other ships present: Transier on Amphibfloat. Drift fuel over 4" shell. Checked bearings of propeller. 0255 hour began falling.

W.M. McClintock U.S.N.R.
4-5

Anchored as before 0445 Heavy squall from north, no rain, wind velocity 7, visibility 1. 0455 Examined special sounder. 0425 Drifted starboard anchor with 15 fathoms of chain. 0424 U.S.S. Monrovia out underway. 0430 Small subsided. 0500 U.S.S. Monrovia anchored 0715. 5 at Completion IV 0727 Commenced hoisting out boats. J.S. Kelly

7-12

Anchored as before. 0820 Commenced loading Army cargo from LCT 464 and LCT (S)-1. 0845 Made daily inspection of magazines and explosion powder samples. Conditioned normal. 0850 Commenced hoisting in landing craft. 1125 Completed loading Army cargo. 1150 Completed hoisting in landing craft. Two (2) LCMs being left at Solomons School Amphibious Base to await return of ship base. 1155 Secured from transport area watch. Heaved in starboard anchor.

Leake E. Canale Jr
Ensign U.S.N.R.

12-16

Anchored as before. 1515 Make all preparation for getting underway.

W.M. McClintock U.S.N.R.

16-20

Anchored as before. 1625 Underway from anchorage, pursuant to orders from SUPA, to Hampton Roads, Virginia, Cap. at Conn. Eng. Effort on the bridge. Proceeded on various courses. Hard speeds in order to keep station. 1650 Assumed standard speed of 70 RPM, 14 1/2 knots, on base course 162° T. In information formation as follows: 2555 U.S.S. Howard, U.S.S. Monrovia, U.S.S. Robert, U.S.S. Harry Lee, U.S.S. Brooklyn. 1712 Cedar Point Light abeam T starboard, distance 3 miles. 1724 Hooper Island Light abeam to port station 3 miles. 1756 Pt. No Pt. Light abeam to starboard distance 1.5 miles. Changed base course to 173° T. 1819 Point Judith Light abeam to starboard distance 3.2 miles. Changed base course to 156° T.

Approved: W.M. McClintock
Commander, U.S.N.R.
COMMING

Examined: W.M. Kelly

U. S. N., Washington

UNITED STATES SHIP PROCYON

TUES

23

MARCH

1903

ZONE DESCRIPTION 44

REMARKS.

1835 Changed base course to $179^{\circ}T$ 1837
 Conducted first firing of 20MM gun 2 & 4.
 Twenty rounds of promunition expended
 from each gun. No captures. 1900 Smith
 Point abeam to starboard distance 12 miles
 1903 Changed base course $194^{\circ}T$ 1920 Destroyed
 ship. 1924 Great Waves light abeam to
 starboard distance 4.1 miles 1927 Changed
 base course to $172^{\circ}T$

M. L. Samuels

20-24

Underway as before 2008 Windmill Pt. Hope to 3rd
 distant 4 mi. 2055 Wilt Trap Hope to 3rd distant 3 mi.
 2100 Change course to $150^{\circ}T$ 2141 Entered Yorkport
 Channel. 2156 left Yorkport Channel change course
 to $180^{\circ}T$ 2207 Change course to $202^{\circ}T$ 2242 Change
 course to $202^{\circ}T$ 2315 Entered Thimble Shoal Channel.
 2352 Thimble Shoal light abeam to 3rd

W. A. Hartt

Approved:

W. A. HARTT,
 Commander, U.S.N. &
 Commanding.

Examined:

R. L. Ellis
 Lt. J. G. Ellis
 U.S.N. &
 U.S.N. &
 U.S.N. &
 U.S.N. &

UNITED STATES SHIP PROCYON WED 24 MARCH 1943
(Day) (Date) (Month)

ZONE DESCRIPTION +4 REMARKS.

06-04

Underway as before at various courses and speeds to Hampton Roads, Virginia in following column formation: U.S.S. Leonard Wood, U.S.S. Macbride, U.S.S. O'Brien, U.S.S. Larry Lea, U.S.S. Procyon, 0601. Passed through Lubronnae Narrows to Hampton Roads, 0620 anchored in Bush's Hampton Roads, Virginia, using port anchor with 30 fathom of chain at the wildcat in 7 fathoms of water using following bearings: Buoy #16A 303°(T), Buoy F-1 244 1/2°(T), Old Point Comfort Light 054°(T). Other ships present: Trawler Amphibolant. Engines on steady condition. No generator in use. De-Rad Bearings frequently.
H. M. Allister, Com. U.S.N.R.

4-8

Anchored as before. 0500. Commenced swinging 7 abt. Tides stern to starboard * 0645. Completed swing with tide 0650. Made all preparations to get underway. 0655. U.S.S. Leonard Wood underway, Division following at ten minute intervals. 0720. Underway to dock, Captain at conn, executive officer on bridge. Maneuvering on various courses and speeds conforming to channel. 0747. Lighted ship.
Leslie E. Canale, Jr.
Com. U.S.N.R.

8-12

Underway as before. 0815 Tug 147 came along port side. Pilot R.S. Edwards came aboard. 0840 moved starboard side to, Berth 11, Pier & Army Base, Hampton Roads, Va. Following lines in use: 2 bow lines, 1 bow breast, 2 fuel spring lines, 2 quarter springs 1 quarter breast 2 stern lines, all 8" manila except 1 bow 2 stern, and the quarter breast lines of 1 1/2" and 1" wire respectively. 0846 Pilot left ship, tug departed. 0912 Receiving fresh water from dock. Other ships present: Trawler Amphibolant. 1030 Daily inspection of magazines and smokeless powder samples; condition normal. 1030 U.S. Army officers and enlisted men began to leave ship.
J. Kelly

12-16

Moved as before

J.D. Jones

16-20

Moved as before

Leslie E. Canale, Jr.
Com. U.S.N.R.

20-24

Moved as before

J.R. Stovetter
Com. U.S.N.R.

Approved: *[Signature]*
R. R. HART,
Commander, U.S.N.R.,
COMMANDING.

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

UNITED STATES SHIP PROXYON Thursday 25 1943

ZONE DESCRIPTION 4 REMARKS.

0-4.
Manned ^{as before} ~~as before~~ and ready to receive the British Army Base, Norfolk, Va. with following lines in use: 2 bow lines, 2 bow breast, 2 bow spring lines, 2 quarter spring, 1 quarter breast, 2 stern lines, all 5" manila except 1 bow, 2 stern and 1 quarter breast line of 1" and 1" were actually No. 1 dimension in use. Ships present: Transdiv 1, Amph fordist.
Cdr H. B. Reynolds U.S.N.R.

4-8
Manned as before. - Ens R.C. Niedermiller
9-12

Manned as before. 0730 Commenced General Landing craft 1010 made daily inspection of magazines and ordnance powder samples. Per letter - m. B. B. L.
Ens John S. Lyons

12-16
MANNED AS BEFORE. 1230 SOUNDED TRANSFER AREA SET CONDITION 12. 1235 COMMENCED MUSTING LANDING CRAFT ABOARD. 1315 COMPLETED MUSTING LANDING CRAFT ABOARD. 1350 SOUNDED SPECIAL SEA DETAIL. PILOTS J. WILSON AND H. C. EVERTON CAME ABOARD. 1445 SHIP UNDERWAY TO PANTSMOUTH NAVAL YARD. ^{To fit broken beam.} AT 1600 H., USING VARIOUS COURSES AND SPEEDS CONFORMING TO ELIZABETH RIVER CHANNEL. 1610 MOORED STARBOARD SIDE TO DOCK IN PANTSMOUTH NAVAL YARD, BERTH #13 WITH FOLLOWING LINES IN USE: 2 BOW LINES, 1 FWD SPRING, 1 AFT BOW SPRING, 1 QTR. BREAST, 1 STERN. ALL 2" MANILA EXCEPT 1 STERN OF 1 1/2" WIRE AND 1 QTR. BREAST & 1 BOW OF 1" WIRE.

R. J. ...
Ens USNR

16-20
Manned as before. 1620 Pilots and two other signals. 1645 Navy yard workmen came aboard. Ho. ~~...~~ receiving telephone message from the dock.
H. M. B. ... Ens U.S.N.R.

20-24
Manned as before
R. L. Lythman Ens. U.S.N.R.

Approved: [Signature]
D. A. WARTT,
Commander, U.S.N.R.,
Commanding Officer.

Examined: [Signature]
Cdr. U.S.N.R.,
U. S. N., Navigator.

UNITED STATES SHIP Procyon Friday 26 March 1945
(Day) (Date) (Month)

ZONE DESCRIPTION 14

REMARKS.
00-04

Moved starboard side to dock in Portsmouth Navy Yard, Berth #13 with following lines in use: 2 bowlines, 1 FWD spring, 1 aft bow spring, 1 1st breast, 1 stern, all 8" manilla except 1 1/4" of 1 1/2" wire and 1 1/2" breast and 1 bow 7" wire. No. 2 generator in use. Ship's crew on USS Mohite SOPA and various members of U.S. Fleet Navy workmen working night and day replacing 30 ton beam.

C. L. Barrett, Ensign,
U.S.N.R.

4-8

Moved as before.

J. S. Kelly

8-12

Moved as before. 0930 MADE DAILY INSPECTION OF MACHINES AND SMOKELESS TENDER. SMOKELESS CONDITIONS MAINTAINED.

R. J. Jones
Ensign U.S.N.R.

12-16

Moved as before. 1530 - Made all preparations for getting underway. 1540 - Pilot G. B. Downing came aboard ship. 1550 - Commercial tug Peerless came alongside. 1555 - Navy tug Weigat alongside. Pilot R. B. McLoe came aboard.

John E. Conroy
Ensign U.S.N.R.

16-20

Underway at maximum engine and speed conforming to the channel. Pilot at the con. Captain and Executive Officer on the bridge. 1740 Moved starboard side to the dock, berth 11. Arrived with the following lines: 2 bowlines, 1 fore spring, 1 aft bow spring, 1 1st breast, 1 stern. Lines all of 1 1/2" manilla except 1 1/2" of 1 1/2" wire and 1 1/2" breast and 1 bow line of 1 1/2" wire. 1748 Started receiving fresh meat from the dock.

J. H. Forrest
Ensign U.S.N.R.

20-24

Moved as before.

Ens. J. F. Reynolds
U.S.N.R.

Approved: B. A. Hart
P. A. HART,
Commander, U.S.N.,
COMMANDING.

Examined: J. S. Kelly

U. S. N., Navigator.

35100

UNITED STATES SHIP PROCYONSat
(Day)27
(Month)3
(Year)

1943

ZONE DESCRIPTION

#4

REMARKS.

0-4

Moved as before with starboard side to Berth 11 - Pier 1, Army Base Norfolk, Va., with following lines in use: 2 bow lines, 1 bow breast, 2 forward spring lines, 2 quarter springs, 1 quarter breast, 2 stern lines, all 2" manila except one bow, 2 stern, and the quarter breast lines of 1 1/2" and 1". No 1 generator in use. Ships present: Trans Bier 1 Amphibious Force, Atlantic Fleet.

Ens H. L. Fiedermiller USNR

4-8

Moved as before

Ens J. L. Lewis

8-12

Moved as before. 0830. Commenced taking aboard gasoline from Naval fuel barge alongside. 0900 - Made daily inspection of magazine and smokeless powder samples. Conditions normal. 0920 - Completed receiving fuel from Naval barge. Six thousand (6,000) gallons received. Barge left from alongside ship.

Julia E. Casler
Ens. USNR

12-16

Moved as before. 1515. Commenced taking aboard gasoline in 55 gal. drums from barge alongside. Rec'd 30 drums.

Ens W. B. O'Brien USNR

16-20

Moved as before; 1605 completed loading gasoline drums from barge; 1560 gal. in 30 drums were received; barge should go.

Ch. Barrett, Ens USNR

20-24

Moved as before. 0930 USS LST 352 moved at end of dock
15 Kelly

Approved:

H. A. HARTZ,
Commander, U.S.N.,
Commanding.

Examined:

J. R. Allen
U.S.N., Norfolk.

U.S.N., Norfolk.

36 100

UNITED STATES SHIP PROCYONSUNDAY 28 MARCH 1943
(Day) (Date) (Month)ZONE DESCRIPTION +4

REMARKS.

0-4
 Moved starboard side to, South 11, Army Base, Hampton Roads, Va with following lines in use: 2 bow lines, 1 bow brail, 2 fore springs, 1 quarter spring, 1 quarter brail 2 after lines, all 5" manilla except 2 bow & stern and quarter brail of 1" wire and 1 stern of 1 1/2 inch to 1 generator in use. 5 hips present. Transient dump held off, 45557 28. Receiving fresh water from dock.

C.P. Morgan, Jr. Enr. U.S.N.

4-8
 Moved as before

R.L. Lightman, Enr. U.S.N.

8-12
 MARCO 10 BEFORE 1012 MADE RAINY INSPECTION OF MACHINES AND SWITCHES. FUMES. SAMPLES. CONDITIONS. MANUAL TESTED SPRINKLER SYSTEM.

R. J. ...
 Enr. U.S.N.

12-16
 Moved as before 1240 made all preparation for getting under way. 1310 Pilot R.C. Edwards came aboard ship. 1258 tug BUS came along side. 1345 Underway from dock, Army Base, Norfolk, Virginia to Cove Point, Maryland. Capt. Good and Pilot on bridge. Pilot at conn. Proceeded on various courses and speeds in forming to the channel. 1413 Tug #142 and pilot left the ship. Pilot at the conn. Proceeded at various compass bearings along Elizabeth River Channel. 1506 Fresh Station on Abandon formation as follows: 255° (true), 233° (true), 215° (true), 195° (true), 175° (true). Boat course 060° T. 1508 Engineered course at Abandon ship dock. 1514 Started from Abandon ship dock. 1515 General Friction. 1523 Changed true course to 070° T. Passed through narrow net to Thimble Shoal Shoal. Standard speed 14.5 knots (96 RPM). 1526 Set Condition to Watch.

M.L. Formale

16-20
 Underway as before at various courses and speeds to keep station. 1617 Changed course to 04° (true) left Thimble Shoal Channel. 1620 Changed course to 324° (true). 1727 Changed course to 012° (true). 1728 Lighted Wood Trap light bearing 394° (true). 1755 Changed course to 000° (true). 1820 Changed course to 302° (true). 1829 Lighted Stingray light 350° (true).

Approved:

H.A. Hart
 H. A. HART,
 Commanding, U.S.N. &
 COMMANDING.

Examined:

E. Bellis
 E. B. BELLIS
 U. S. N., Navigator.

UNITED STATES SHIP

Procyon

Sunday

28

March

1943

ZONE DESCRIPTION

+4

REMARKS.

Cont'd

distance 10 3/4 miles. 1865 Lighted Windmill Pt 323°(T). 10 3/4 miles
 distance 1865 Lighted Papphamack Spit Buoy 332°(T). 1911 Pappa-
 hamack Light abeam to port. 1924 Darkened ship; secured
 Condition of Sea Watcher, 1940 Lighted South Point 350°(T)
 1944 Exposed at anchor Ship Drill 1957 Secured from Alaska
 Ship Drill. 1958 Change course 010°(T).

From McAllister on 11/21/43

20-24

Underway as before. 2000 Lighted Wisconsin River
 Light Abeam to Port, Dist 2 mi. 2024 Lighted Light Abeam
 to Port, Dist. 1 1/4 mi. 2025 Change Course to 334°(T)
 2029 Pt. Sechart Abeam to Port, Dist. 1/2 mi. 2110
 Change Course to 352°(T) 2132 Pt. Se PT. Abeam to
 Port, Dist 1/2 mi. 2136 Change Course to 341°(T)
 2141 Change Course to 318°(T) 2212 ~~Change Course~~
 Steaming at various courses and speeds
 Approaching Anchorage. 2226 Anchored in
 10 fathoms of water with the port anchor and
 30 fathoms of chain to the starboard edge. Obtained
 and plotted the following bearings, Drift and
 288°(T), Cove Pt. 338°(T) South 1/2 025°(T). 2241- Mon-
 rovia underway to shift anchorage. 2246 Monrovia anchored. W. H. Bachmann

Approved:

H. A. HART,
 Commander, U.S.N.,
 COMMANDING.

Examined:

Bellis

E. D. ELIOT
 Commander, U.S.N., Navigator,
 EXECUTIVE OFFICER

UNITED STATES SHIP

Procyon

Monday 27 March 1915

ZONE DESCRIPTION

+4

REMARKS.

0-4

Anchored off Cedar Point, tied in 8 fathoms of water with 30 fathoms to the port anchor on the following bearings: Drum Point 288°T, Cove Point 338°T, Buoy 19 025°T. Engine room at standby. No. 2 generator at use. Ships present: Transport, Amphibolant Cars U.S. Army L.C. Amber bearings checked frequently. J.S. Kelly

04-08

Anchored as before at 04:25 U.S.S. Harry Lee of Transport & Amphibolant anchored in company with 06:50 Transport Area, Marine Section II stations, 06:59 Commenced hoisting net boats, 07:05 Dispatched 11 L.C.'s & 11 S.S. Monrovia 07:40 Dispatched trucks after 11:20 & U.S.S. Cabot 07:45 Dispatched truck lighters K.A. 4 and K.A. 5 & U.S.S. Monrovia.

J.M. Callahan, Com. U.S.N.R.

8-12

Anchored as before. 09:25 Made daily inspection of magazines and shrapnel powder baskets, conditions normal. 09:27 U.S.S. Howard Wood underway to shift anchorage. 10:15-11:35 Howard Wood anchored - 11:55 U.S.S. Leonard Wood got underway to shift anchorage. H.L. Campbell, Com. U.S.N.R.

12-16

Anchored as before. 12:25 U.S.S. Leonard Wood anchored 14:02 Made all preparations to get underway. 14:11 Underway to new anchorage in company with Transport Amphibolant. Captain at the conn. Executive Officer on the bridge. Manoeuvring at various courses and speeds.

15:17 Anchored off

Cove Point, tied in 8 fathoms of water with 31 fathoms of chain to the starboard anchor on the following bearings: (Bath. E-3) Cove Point 311°T, Drum Point 225°T, Cedar Point 188°T. Engines at standby. Ships present: Transport & Amphibolant. 15:54 Commenced unloading US Army cargo. J.S. Kelly

16-20

Anchored as before. Continued to unload Army cargo.

J.M. Callahan, Com. U.S.N.R.

20-24

Anchored as before. 20:50 - Ceased unloading Army cargo on signal from 20:55. 21:06 - Commenced hoisting landing craft aboard. 21:06 - Completed hoisting in landing craft. 21:10 - Received yellow Air Rail alert. Set special lookouts. 21:15 - Secured from Transport Area watch. 21:22 - Received "all clear" signal. Secured special lookouts. 6 L.C.M.s secured along port side. H.L. Campbell, Com. U.S.N.R.

Approved:

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

Examined:

H.L. Campbell
Com. U.S.N.R.

E. J. N., Navigator.

UNITED STATES SHIP PROCYON TUES 30 MARCH, 1943
(Day) (Date) (Month)

ZONE DESCRIPTION + 4 REMARKS.

0-4

Anchored off Cape Point, Md., in 5 fathoms of water with 30 fathoms of chain to the ^{PORT} starboard anchor on the following bearings: Cape Point 318°T, Drum Point 228°T, Cedar Point 198°T. Engine room at standby, No 1 generator in use. Ship's present: Transport 4, Amphibious Landing Craft 95, YMS 80, various landing craft from Amphibious Base Solomons, Md. Anchor bearings checked frequently by S Kelly
101-01

Anchored in by 0700 Sounded Transport Area. ¹⁰¹⁻⁰¹ 101-01
4 Station 10222 began hoisting landing boats into water. Lighted ship. 1571 M. Kelly

4-12

Anchored as before. 0820-Completed hoisting out landing craft. 0920-Commenced hoisting U.S. Army cargo from LCT 475, 474 and 472. 1110-Made daily inspection of magazines and ammunitions powder samples. Conditions normal. 1225-LCM-1 was struck by LCT-472 as latter vessel was coming alongside number 3 hold. LCM-1 was tied up at number 5 hold. No damage to LCM-1.
Julie E. Cavender
Ensign USNR

12-16

Anchored as before. Commenced hoisting out landing craft. 1222 Commenced hoisting boats aboard. 1255 Completed hoisting U.S. Army cargo.
15 Kelly

16-20

Anchored as before. 1730-Completed hoisting in landing craft. 1741-Secured Transport Area. ¹⁶⁻²⁰ 1800-Made all preparations for getting underway. 1923-Underway to Blackwater Island, Md., Captain at helm, executive officer on bridge. Transport 1 attempting in column side as follows: USS Leonard Wood, USS Harry Lee, USS Calvert, USS Monticello. One course 155°(T), speed 14 K (93 RPM). 1921-Hooper's Island Lighthouse beam to port distance 2 miles. 1934-Commenced maneuvering preparatory to anchoring. 2010-Anchored in 10 fathoms of water with 30 fathoms of chain to port anchor on following bearings: Hooper Island Lighthouse 205°(T), buoy 16BB, 147°(C); Point No Point, 112°(T).
Julie E. Cavender
Ensign USNR

20-24

Anchored as before 2109. Ship blacked out on orders of CAPT. 2115-Gen. quarters. 2136-Commenced firing port 3 inch gun battery and starboard 20mm gun on orders of CAPT. (light practice). 2138-Ended firing; six (6) rounds of 3 inch ammunition and 90 rounds of 20mm ammunition expended. No casualties. 2153-Set condition II watch.
Julie E. Cavender
Ensign USNR

Approved: [Signature] Examined: [Signature]
E. A. HART, Commander, U.S.N.
J. E. Bellis, U.S.N., Washington

UNITED STATES SHIP PROCYON

WED
(DAY)31
(DATE)MARCH, 1943
(MONTH)ZONE DESCRIPTION +4

REMARKS.

0-4

Anchored off Blandsworth Island, tied in 16 fathoms of water with 34 fathoms of abain to the port anchor on the following bearings: 1100 pm Island Light 355° T, Buoy 16 RB 147° T, Point Ne Point Light 212° T. Engines at standby, No 2 generator in use. Ships present: Transdiv 1 Amphibolant, various landing craft, AM 95, YMS 84, SC 713, SC 715. Anchor bearings checked frequently.

04-08

Anchored as before. Checked bearings frequently.
J.M. McAllister, U.S.N.R.

8-13

Anchored as before. 0941 - Made daily inspection of magazines and smokeless powder samples. Condition normal. 1145 - Set transport (sea conditions to watch). 1147 - Commenced hoisting out landing craft. 1200 - Completed hoisting out landing craft (11 LCV's). 1204 - Secured from transport deck.
Julie E. Canaler
Enr. USNR

13-16

Anchored as before. 1700 Commenced unrigging to all tugs, stern to port and completed unrigging at 1445. 1545 Set convection TV and commenced hoisting boats aboard. 1553 completed hoisting boats aboard 1556 Secured from convection TV.
J.S. Kelly

16-20

Anchored as before. 1932 Dashed ship.
J.M. McAllister, Enr. USNR

20-24

Anchored as before. 2120 - Electrical power supply failed throughout ship due to damage to outboard 300 kw generator. 2125 - Power resumed using one generator and auxiliary. 2250 - Made all preparations for getting underway. 2320 - Underway to special anchorage off Cedar Point, Md. on orders from SOPA. Captain at conn, executive officer on bridge. Pearl course 338°(T). Standard speed 14K (95 RPM). Ships in column order as follows: 2155 Menavia, 2155 Procyon, 2155 Lee, 2155 Calcutt, 2155 Howard Wood. 2330 - Changed standard speed to 60 RPM.

00

Julie E. Canaler
Enr. USNR

Approved:

J. A. Hart
J. A. HART,
Commander, U.S.N.,
COMMANDING.

Examined:

E. B. Ellis
E. B. Ellis
Commander, U.S.N.,
D. S. N., Navigator.

190



No. 3049, 3209
(Rev. 1944)

Reg. No.	549
U.S. No.	

F2
02675

CONFIDENTIAL

DECK LOG BOOK

U. S. S. PROCYON

Month of April, 1943.

Operations

APR 10 06
NAVY DEPARTMENT
BUREAU OF NAVIGATION

45378

UNITED STATES SHIP

Procyon Thurs. 1 April 1943

ZONE DESCRIPTION *74*

REMARKS.

0.4

Underway to special anchorage off Cedar Point, Md. on orders from S.O.P.A. Captain at con, Executive Officers on the bridge. Base course 338°T; Standard speed 60 RPM. Ships in column order as follows: USS *Hornet*, USS *Procyon*, USS *Harry Lee*, USS *Calvert*, USS *L. Howard Wood*. 0817 A anchored off Cedar Point, Md., in 8 fathoms of water with 30 fathoms of chain to the port anchor on the following bearings: Drum Point 263°T, Buoy 21A 288°T, Buoy 192 25°T. Engines at stand by. No. 1 and 2 generators in use. Ships present: Transdiv 1, Amphib for land, AM 95, YMS 84. 0818 S at condition II and commenced hoisting out boats. 0245 Completed hoisting out boats. 0249 Secured condition II. Anchor bearings checked frequently. 0235 Commenced swinging with the abt tide, stern to port, and completed swinging at 0330.

4-9

151 Kelly

Anchored as before. 0600 fog set in; visibility became poor. Commenced swinging fog bell. 0602 fog lifted. Slip.

8-12

Anchored as before. 0826 Made daily inspection of magazines and smokeless powder samples. Condition normal. 0848 Commenced swinging with abt tide, stern to port. 1004 Completed swinging to abt tide. 1110 Secured fog bell. 1157 Made all preparations to get underway. Fog lifted.

*Jesse E. Lanch Jr
Comdr USNR*

12-15

Anchored as before. 1247 Underway to new anchorage on orders of S.O.P.A. Captain at con, Executive Officers on the bridge. Transferring at various courses and speeds, base course 324°. 1233 Anchored in berth "C-3" of Cove Point, Md, in 8 fathoms of water with 30 fathoms of chain to the port anchor on the following bearings: Cove Point 326°T, Drum Point 223°T, 18' Buoy 128 1/2°T. Ships present: Transdiv 1, Amphib for land, AM 95, YMS 84, SC 713, SS 215. 1345 S at condition II. 1315 Commenced discharging US Army cargo.

16-20

15 Kelly

Anchored as before. 1715 Engines placed on ready condition due to increase in wind (from force 1 to force 2). 08430 Completed unloading Army cargo. 1832 Commenced hoisting aboard landing craft. 1928 Discharged ship. Checked listings frequently.

20-24

Anchored as before. 2030 Completed hoisting landing craft aboard ship.

Approved:

[Signature]
W. H. HART,
Commander, U.S.N.R.
COMMANDING.

Examined:

[Signature]
E. B. Ellis
Comdr., U.S.N.R.
EXECUTIVE OFFICER
U. S. N. Navigator.

*102
2*

UNITED STATES SHIP PROCYON FRIDAY 2 APRIL 1943

ZONE DESCRIPTION +4

REMARKS.

Anchored off Cove Point, Ind. in 8 fathoms of water with 30 fathoms of chain to the port anchor on the following bearings: Cove Point 320° T, Deane Point 328° T, buoy 21A 354° TE. Engines at stand by. No. 0 engine in use. Ship's present; T. Counselor; Amphib. Pilot AM 95, YMS 80, SC 713, SC 715. Anchor bearings checked frequently. of S. Kelly

Anchored as before close lighted ship 6045. Sounded transport area, raised condition IV station, prepared to hoist out landing craft. 0950 out landing craft hoisted out.

8-12

Anchored as before. 0810 - Commenced ranging for lead. 0843 - Completed painting out landing craft. 0900 - Made daily inspection of magazines and searched powder samples. Conditions normal. 0902 - Commenced loading U.S. Army cargo, LCT's 463, 462, 495 and 467 serving as lighters. 0905 - Secured for hell. 1050 - Commenced surging to flood tide, stern to starboard. 1145 - Completed surging with flood tide.

12-16

Anchored as before. 1236 Commenced hoisting in boats. 1352 - Completed loading U.S. Army cargo. 1552 - Secured condition IV. Anchor bearings checked frequently.

16-20

Anchored as before. 1616 Made all preparations for getting underway. 1822 Hoisted aloft on the port anchor 1845 on anchor 1144) and chain to 75 fathoms at water edge. 1853 Commenced dropping anchor, following bearings in line: Cove Point 328 1/2° (T), buoy 12 365° (T). Ship in anchorage. 1855 Special sea detail started. 1856 Heeled in on anchor. 1900 Underway ahead 1/2 speed to new anchorage. Captain at the con, Executive Officer on the bridge. 1930 Turned on main light, ship darkened other lights. Proceeding at 1/2 speed ahead on base bearing of 000° (T). 2010 Anchored off Cove Point, Mayland to port anchor with 130 fathoms of chain in 8 fathoms of water on the following bearings: Hoppen Island 125° (T) Buoy 41 (P) 137° (T). Other ships present. T. Counselor Amphib. Pilot AM 95, YMS 80, SC 713, SC 715.

H. M. M. O'Connell Com. U.S.N.R.

20-25

Anchored as before. 2012 Set transport area water. 2025 - Made preparations to get underway. 2035 Underway to shift anchorage, Captain at con, Executive Officer on bridge. 2040 - Anchored off Cove Point, Ind. using port anchor and 45 fathoms of chain in 10 fathoms of water on following bearings: Cove Point Light, 322° (T); Buoy 11, 261° (T); and Deane Point, 355° (T). 2050 - Commenced surging

Approved: *[Signature]*
 H. M. M. O'CONNELL
 Commander, U.S.N.R.
 COMMANDING.

Examined: *[Signature]*
 E. S. ELLIS
 Comdr. U.S.N.R.
 EXECUTIVE OFFICER.

UNITED STATES SHIP

Procyon

SAT

3

APRIL 1948

ZONE DESCRIPTION 47

REMARKS.

0-7

Underway at various courses & speeds in search for disabled boats. Left at 0800. Exam. report on bridge 0907. Boat recovered and towed aboard 0925. Secured from Transport area. 0947. Hauled off. One Pt. 9M. Hauled in 8 fathoms of water. Used 45 fathoms of chain to the port anchor on the following bearings: One Point 280°T, Down Pt 260°T, Range ±19, 240°T. Engines at steady speed. Max. rpm 142. Generator and air. Stop & anchor. Ship present: Transport area (Amphib) for boat AM 957, YMS 80, SC 713, SC 715, 0120, 1953 Monrovia & 1955 Henry Lee underway 0210. 1955 Monrovia & 1955 Henry Lee anchored. Anchor bearing checked constantly due to strong wind.

Lieut. W. H. Samuel 4517

4-8

Anchor as before. 0440. U.S.S. Leonard Wood underway 0500. U.S.S. Leonard Wood anchor off One Point. 0600. Light of ship checked bearing continuously.

R.M. W. Allen, Ensign U.S.N.

8-12

Anchor as before. 0830. Calvert got underway. 1115. Moderately inspected. Magazines and Shell cases. Powder Samples - Conditions normal. Checked Bearings frequently.

Lieut. W. H. Bradman 4517

12-16

1200. Anchored as before. 1225. 1955 Calvert underway 1323. U.S.S. Calvert anchored. 1325. 1955 Calvert underway. 1340. Made all preparations for getting underway. 1350. Underway to shift anchorages. Captain at helm. Executive officer on the bridge. Transmissions at various courses and speeds. Reached new anchorage 1435. Hauled off. One Pt. tied in Back C-3 in 8 fathoms with 30 fathoms of chain to the port anchor on the following bearings: Down Point 223°T, One Point 318°T, Range 211 352°T. Ship present: Transport, Amphib, 1953, 1955, SC 712, SC 715.

Lieut. W. H. Samuel 4517

16-20

Anchor as before. 1930. Barked ship. Checked bearings frequently.

R.M. W. Allen
Ensign U.S.N.

Approved:

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

Examined:

W. H. Bradman
W. H. Bradman
Commander, U.S.N.,
EXECUTIVE OFFICER
U.S.N. Navigator.

UNITED STATES SHIP

Procyon

Saturday

3 April 1943

ZONE DESCRIPTION

+4

REMARKS.

20-24
 Anchored as before - 2140 - Made all preparations for getting underway. 2207 - Underway on night exercise pursuant to orders of SOPA, captain at room, executive officer on bridge. Maneuvering at various courses and speeds in order to take station. 2232 - Set base course 168° (T), Standard speed 10K (562PM). Divisions steaming in column order as follows: USS Hatteras, USS Lamont, USS Calvert, USS Procyon, USS Monahan. 2320 - Made 180° turn to course 348° (H).

Lieut M. J. Somerville USNR

Approved:

M. J. Hart
 M. J. HART,
 Command, U.S.N.R.,
 COMMANDING.

Examined:

E. B. Ellis
 E. B. ELLIS
 Comdr., U.S.N.R.,
 EXECUTIVE OFFICER, Navigator.

UNITED STATES SHIP Bronson Sunday 4 April 1943

ZONE DESCRIPTION 4 REMARKS.

0-4

Underway on course to new anchorage in following order, USS Monrovia, USS Bronson, USS Calvert, USS Henry Lee, USS Leonard Wood. Captain at the conn, Executive Officers on the bridge. Manuevering at various courses and speeds. Ship departed 0015 Sat Condition IV. 0225 USS Monrovia anchored. 0228 A anchor off Cape Pt. Ind, in 8 fathoms of water with 30 fathoms of chain to the port anchor on the following bearings: Buoy 21A 50° T, Buoy 19 254° T, Hoopoe Island 146° T. Engines at stand by No. 1 and 2 generators in use. Ships present: Transient Amphib for boat, YMS 84, AM 95, SC 712, SC 715, 0540 Commenced unloading local coal. Commenced heaving boats aboard 0230 Completed heaving boats aboard 0305 Secured from condition IV. Vanced chain to port anchor to 45 fathoms. 0337 USS Leonard Wood anchored. 0342 Let go starboard anchor with 15 fathoms of chain at the lower pipe. A motor bearings checked constantly.

J. S. Kelly

4-9

Anchored as before. 0415 Port lift lead over the side. 0647 Light of ship checked bearing continuously.

H. A. McAllister, Ensign

8-12

Anchored as before. 0819 - Sat Condition II water. 0830 - Commenced hoisting out landing craft. 0845 - Hoisted in starboard anchor. 0945 - Completed hoisting out landing craft. 0950 - Secured condition II water. 1005 - Made daily inspection of magazines and explosives powder samples. Conditions normal.

Leslie E. Clavel, Jr. Ensign, USN

12-16

Anchored as before. 1208 Made all preparations to get underway. 1217 Underway on orders of SOPA to new anchorage in company with other ships. Captain at conn, Executive Officers on the bridge. Manuevering at various courses and speeds. 1249 Anchored off Cape Pt. Ind, in 8 fathoms of water with 30 fathoms of chain to the port anchor on the following bearings: Cape Pt 222° T, Drum Pt 222° T, Buoy 21A 357° T. Ships present: Transient Amphib for boat, YMS 84, AM 95, SC 713, SC 715. 1304 Sat Condition IV. 1405 Commenced hoisting boats aboard. 1530 Completed hoisting boats aboard. 1537 Secured from condition IV. 1538 USS Calvert underway. 1535 Calvert anchored. Bearings checked frequently. J. S. Kelly

16-20

Anchored as before. 1750 Made all preparations for getting underway. 1800 Underway to new anchorage. Captain at the conn, Executive Officers on the bridge. 1800 USS Monrovia anchored. 1849 Anchored off Cape Point in 9 fathoms of water using port anchor with 20 fathoms of chain outside the lower pipe.

Approved: [Signature]
R. A. HART,
Commander, U.S.N.,
Commanding.

Examined: [Signature]
E. B. ELLIS
Commander, U.S.N.,
Executive Officer.

6

UNITED STATES SHIP *Procyon* Sunday 4 April 1943
(Day) (Date) (Month)

ZONE DESCRIPTION *44* REMARKS. *cont'd*

on the following bearings: Hooper Island 138°(T) Cedar Point 216°(T),
 Area Point 228°(T) Cove Point 212°(T) Cedar Point 172°(T). Other ships
 present Transier I Amphipolest, YMS 80, AM 95, SC 712, SC 915, 1849
 Bounded Transport Area. Net Condition IV watch. USS Cabot and US
 Local Wood anchored 1107 USS Harry Lee anchored. 1900 Commenced
 hoisting out landing craft. 1930 Landing craft dispatched to opposite
 ship for follow up to U.S.S. Monrovia (C 12.11.2), 10 LCVL's, USS Cabot
 Unit 2 LCVL's.

H.M. McAllister, Com. U.S.N.R.

20-24

Anchored as before. 2000- Completed hoisting out landing craft.
 2010- Swirled from Conditions IV watch. 2140- Set starboard
 anchor and 15 fathoms of chain due to high wind and heavy
 sea. 415° - But drift lead down starboard side. 2700 - Set Conditions
 IV watch.

*Julius E. Conner, Jr.
 Com. U.S.N.R.*

Approved: *B.A. Hart*
 B. A. HART,
 Commander, U.S.N.R.
 Commanding.

Examined: *E.P. Oliver*
 Comdr., U.S.N.R.
 EXECUTIVE OFFICER
 U.S.N. Navigator.

UNITED STATES SHIP *Procyon* Monday 5 April 1943

ZONE DESCRIPTION *1F* REMARKS.

Anchored off Cedar Point, Md. in 8 fathoms of water with 29 fathoms of chain to the port anchor and 15 fathoms of chain to the starboard anchor on the following bearings: Hoopoe T Island 140°T, Drum Pt. 256°T, Cedar Buoy 19 179°T. Engines at standby. No. 1 generator in use. Ships present: Transdiv 1, Amphib for land (MOT 195, MTS 8, SC 713, SC 715. Ship decked out for transport as before. 0815 Commenced hoisting boats aboard. 0835 USS Leonard Wood in distress 0103 USS Leonard Wood anchored. 0859 All lights, including anchor lights, secured in order of SOPA. Anchor bearings checked continuously 15 Kelly

Anchored as before. 0849 Heaved in starboard anchor. 0631 Commenced heaving out landing craft. 0707 Made all preparations for getting underway. 1200 Heaved in port anchor. H.A. McAllister, Com. U.S.N.R.

8-12

Anchored as before. 0910 - Commenced discharging U.S. Army cargo. 0930 Underway at various courses and made to steam anchored pursuant to orders of SOPA - captain at bow, executive officer on bridge. 1020 Anchored off Cape Point, Md. in 8 fathoms of water with 30 fathoms of chain to port anchor on following bearings: Cape Point Light House, 325°(T); Drum Point, 225°(T); Cedar Point, 181°(T). 1030 Made daily inspection of magazines and smokeless powder samples, conditions normal. Eans. Leslie E. Canahan, J. D. M.

12-16

Anchored as before. Continued discharging U.S. Army cargo. 1200 All boats committed for. 1515 Hampton anchored. Bearings checked frequently. 15 Kelly

16-20

Anchored as before. 1200 Commenced discharging U.S. Army cargo. 1200 Commenced heaving landing craft aboard. 1723 Underway. Special sea details. 1724 All preparations made for getting underway. 1728 Underway to make ^{at reception column and 1730} for landing craft + 1955 completed landing landing craft aboard. H.A. McAllister, Com. U.S.N.R.

20-24

Underway as before. 2030 Anchored off Cove Point, Md. in 8 fathoms of water with 30 fathoms of chain to port anchor and 15 fathoms of chain to starboard anchor on following bearings: Cove Point Light, 324°(T); Drum Point, 226°(T); Buoy 37-A, 254°(T). Drift dead over starboard side. Leslie E. Canahan, Jr. Com. U.S.N.R.

Approved: *[Signature]*
E. A. HARTT,
Commanding Officer, U.S.N.R.

Examined: *[Signature]*
E. B. KELLS
Comdr., U.S.N., Executive Officer,
EXECUTIVE OFFICER.

UNITED STATES SHIP *Procyon* *Tuesday* *6* *April*, 19*43*

ZONE DESCRIPTION *4*

REMARKS.

6-4
Anchored in berth 2-3 off Cove Pt, land, in 8 fathoms of water with 34 fathoms at the water edge to the port anchor and 15 fathoms on deck to the starboard anchor on the following bearings: Cove Pt 32.4° T, Dawn Point 226° T, Cadiz Pt 155° T. Engines at standby, Nos 1 & 2 generators in use. Drift lead over the starboard side. Ship present: Transport 1, Amphibious LVT USS Charles Carroll. Ship darkened; anchor lights on. Anchor bearings checked incessantly. Drift lead checked frequently.
Lieut. M. J. Samuels USNR

4-8
Anchored as before. Wind gusty, force five to seven. Ship yawing moderately. Anchor bearings and drift lead checked constantly. 0645 Lighted ship. 0735 Assailed air bombing and stopped plus attack. Det conditions two make able. 0750 secured from condition two make able.
D. F. ... Lt of USNR

8-12
Anchored as before. 1108 Made all preparations for getting underway. 1115 Made daily inspection of magazines and ammunitions powder samples. Conditions normal. 1125 Underway at various courses and speeds to make see for LCT 495, captain at con, executive officer on bridge. 1132 Commenced loading Army cargo from LCT 495.
Ens. Lucius E. Chaulkoff USNR

12-16
Underway as before. 1275 Completed loading operation. 1300 USS Carroll underway. 1350 USS G. ... 1330 Proceeding at various courses & speeds to anchorage, left at con. Exec. Off. on bridge. 1425 Underway on orders of SOCA to berth to land to form USS Escort in salvaging operation of one LCV of USS Calvert. Bear course 170° T standard speed 14 knots. 11000 furlow. Left steam to port, distance 2 miles. 511 Pt. No. Point. A beam to starboard, distance 3 miles. 1537 Pt. Lookout beam to starboard, distance 4.5 miles. 1534 Joined by USS Escort 1537 stopped. 1545 Lowered personnel boat with orders to proceed to berth, to with USS Escort to recover USS Calvert's LCV.
Lieut. M. J. Samuels USNR

16-20
Underway as before, ship lying to ... off Point Lookout.

Approved: *[Signature]*
U. A. HARTT,
Commander, U.S.N.R.
Examined: *[Signature]*
Comdr., U.S.N.R.
EXECUTIVE OFFICER, West Gate.

100
9

UNITED STATES SHIP

Procyon

Tuesday

6
(Date)

April
(Month)

1943

ZONE DESCRIPTION *+4*

REMARKS.

1912 Underway as before. Approximate position Lat. $37^{\circ}55'15''$ Long. $76^{\circ}10'45''$. 1918 U.S.S. Calvert anchored eastern. 1937 Engine at $\frac{1}{2}$ speed ahead. 1945 Proceeding at various command orders to new anchorage in following column formation U.S.S. Leonard Wood, U.S.S. *Monaghan*, U.S.S. *Calvert*, U.S.S. *Ham*, U.S.S. *Procyon*
2005 U.S.S. *Procyon* left Column to Recover (LCV) *LCV* *Howe* all *LCV*

20-24

Underway as before. 2005 - Transfer 1, from U.S.S. *Procyon* and U.S.S. *Calvert* left for Base "Howe" 2025 - anchored off Smith Point, Md. in 8 fathoms of water with 30 fathoms of chain to port anchor and following bearings: Holland Island $024^{\circ}(T)$; Point Lookout $302^{\circ}(T)$; Solomons Sharp Light $051^{\circ}(T)$. Checked bearings constantly. 2350. Made preparations to extend tow. Missing LCV of U.S.S. *Calvert* to be left on beach. *Procyon's* Salvage Boat (LCM-7), having been damaged in *LCM* *W.H. Buchanan* U.S.S. *R* operations, to be hoisted by U.S.S. *Calvert*,

Approved:

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

Examined:

E.B. Ellis
E. B. ELLIS
Comdr., U.S.N.R.
EXECUTIVE OFFICER & Navigator.

UNITED STATES SHIP *Durango*

Wednesday 7 April 1943
(Day) (Date) (Month)

ZONE DESCRIPTION *#4*

REMARKS.

0-4

Worked off Smith Island, Va. in 7 fathoms of water with 30 fathoms of chain to the first anchor on the following bearings: Holland Island Bar $92.4^{\circ}T$, Point Lookout $502^{\circ}T$. Engines at stand by, No. 1 and 2 generators in use. Ships pursuant USS Calvert, USS E. A. Pratt, and USS A. B. Hunt underway. 0004 Underway on orders of SOPA to proceed to Hampton Roads, Va. Captain at cover, Executive Officer on the bridge. Transferring various courses and speeds to form column. 0045 USS E. A. Pratt underway 0102 Ships in column in following order: USS Calvert, USS Durango, USS E. A. Pratt. Set standard speed at 14.5 knots and bore course $150^{\circ}T$. 0110 Smith Point light abeam to starboard, distant 12 miles. 0116 changed course to $185^{\circ}T$. 0118 changed course to $193^{\circ}T$. 0119 changed course to $195^{\circ}T$. 0126 Range 1276 abeam to starboard. 0135 Wardsmill Point abeam to port. 0147 changed course to $174^{\circ}T$. 0224 Mappaunchuck Spit Range abeam to starboard, distant 12 miles. Wolf Trap bearing $185^{\circ}T$ distant 14 miles. 0266 changed course to $172^{\circ}T$. Wolf Trap abeam to starboard, distant 3.25 miles. changed course to $182^{\circ}T$. 0325 New Plantation abeam to starboard, distant 3.25 miles. 0348 changed course to $195^{\circ}T$. 0350 Port and York Spit Channel.

Lieut. J. P. Williams U.S.N.R.

4-8

Underway as before. 0251 changed course to $176^{\circ}(T)$. 0324 Range #7 abeam to starboard. 0357 Range #5 abeam to starboard. 0400 changed course to $191.5^{\circ}(T)$. 0402 Range #2 abeam to starboard. 0406 changed course to $180^{\circ}(T)$. 0411 Range #7 abeam to starboard. 0411 changed to $185^{\circ}(T)$. 0418 changed course to $185^{\circ}(T)$. 0424 changed course to $280^{\circ}(T)$. 0429 changed course to $285^{\circ}(T)$. entered Thimble Shoals Channel. 0540 changed speed to $\frac{1}{2}$ ahead. 0545 stopped. 0549 ahead $\frac{1}{2}$ speed. 0559 changed speed to $\frac{1}{2}$ ahead. 0559 changed speed to standard. 0618 changed course to $252^{\circ}(T)$. 0618 Passed submarine nets and entered Hampton Roads. 0618 Manning at various corners and opened to lower. 2 L.S.V. landing craft. 0642 Landed ship 0700 Commercial tug Helen along Interocean side with pilot on board. Released special sea details. 0741 Pilot P.C. Edwards came on board. 0747 Commercial tug W. H. at Cape along port side. 0750 Commercial tug, released ahead of Henry tug #131 came along Port another. D.F. record 28 of 1119.

8-12

Underway as before. 0815 - Moored starboard side to dock, Berth 16 Army Base, Norfolk, Va. with following items in use: two bowlines, bow bract, two forward springs, one after spring, one quarter bract.

Approved: *[Signature]*
Commander, U.S.N.R.
Commanding.

Examined: *[Signature]*
U.S.N.R.
U.S.N., Navigator.

Joc
11

UNITED STATES SHIP

Procyon

Wednesday 7 April 1913

(Day) (Month) (Year)

ZONE DESCRIPTION

+4

REMARKS.

one stern line. 0820- Pilot left ship. 0827- Set Transport Area watch. 0835- Commenced receiving fresh water from dock. 0900- U.S. Army personnel left ship. 1020- Commenced from Transport dock. 1030- Made daily inspection of magazines and snickeloo powder samples. Conditions normal. Lieut. E. Canavan, Jr. USNR

12-76

Moved as before. 1300- Made all preparations for getting underway. 1320- 425 Howard Wood underway. 1351- Pilot R.B. McLaughlin came aboard. 1355- Commercial tug "Marsacant" alongside. 1408- 455 Calvert underway. 1422- Underway from dock, pilot at conns, captain and executive officer on bridge. Manoeuvring at various courses and speeds conforming to channel. 1448- Tug and pilot left ship. 528 Blad Point Comfort light abeam to port distance 5.5 miles. 1530- Passed Flamingo submarine net. 1535- Entered Thimble Shoal Channel

16-20. Lieut. W.A. Johnson USNR

Underway as before on various courses conforming to channel and Standard Speed of 16.5 knots (82 Revs.). 1611 left Thimble Shoal Channel. 1624 left of the Horse Shoe buoy #1 Abm. to Port, Dist. 600 yds. 1645 Middle ground Spar buoy Abm. to Stbd. Dist. 100 yds. 1654 Middle ground lighted buoy #10 Abm. to Stbd. Dist. 400 yds. 1702 Middle ground Spar buoy #12 Abm. to Stbd. Dist. 100 yds. 1711 Entered Spook Spit Channel. 1725 left Spook Spit Channel. 1741 New Pt. Comfort Lt. Abm. to Stbd., Dist. 7.2 mi. 1800 West trap light Abm. to Port, Dist. 2 1/4 mi. 1842 Spungray Lt. Abm. to Port, Dist. 4.9 mi. 1845 Kappahanock Spit buoy Abm. to Port, Dist. 1000 yds. 1850 Windmill Pt. Abm. to Port, Dist. 3.5 mi. 1929 Chesapeake Bay East Side buoy #2 TL Abm. to Stbd., Dist. 1000 yds. 1931 Great Wicomico River light Abm. to Port, Dist. 4 mi. 1932 Observed sunset, Darkened ship, Turned on navigation lights. 1954 Smith Pt. light Abm. to Port, Dist. 1.3 mi.

Lieut. W.A. Johnson USNR

16-20-24

Underway as before on various courses conforming to channel, standard speed 83 Revolutions. 2043 Point Comfort light abeam to Port, distance 9.2 miles. 2054 Point No Point light abeam to Port, distance 1.5 miles. 2119 Hooper Island light abeam to Stbd, distance 2 miles. 2147 Drum Point light abeam to Stbd, distance 3 miles. 2153 Cove Point light abeam to port, distance 1.4 miles. 2250 Sharp's Island light abeam to Stbd, distance 3.7 miles. 2316 buoy 20A abeam to Port, Dist. 5 mi.

Approved:

H. H. Hart
HART, H.
Commander, U.S.N.,
Commanding.

Examined:

E. B. Ellis
E. B. ELLIS
Lieut. U.S.N.,
U.S.N.R.

See 12

UNITED STATES SHIP *Procyon*

Wednesday 7
(Day) (Date)

April . 19*43*
(Month)

ZONE DESCRIPTION *+4*

REMARKS.

20-24 (contd)

*2336 Bledy Point Lgt. Light Abasco to 94d, distance 1 mile. 2348 Thomas
Shal Pt. Light abeam to port, distance 15 miles. 2349 Approaching entrance
to Upper Chesapeake Channel. Slowed to 1/2 speed. 2351 Stopped all engines,
awaiting pilot.*

D. S. ...

Approved:

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

Examined:

E. D. ELLIS
E. D. ELLIS
Comdr., U.S.N.,
INSPECTIVE U.S.N. Navigator.

UNITED STATES SHIP *Procyon* *Thursday* *8 April* 19*43*

ZONE DESCRIPTION *4* REMARKS.

0-4

Underway to Philadelphia Navy Yard, Philadelphia Pa. Engines stopped. Substituting pilot off Penna. Pilot Boarded Nov 102 generator in use. Ship dashed. 0010 Pilot P. Villiers came aboard for commercial launch. 0015 Proceeded at various courses & speeds conforming to side channel. Pilot at command Capt. C. Carpenter Officer on bridge speed 10 knots 56 RPM. 0031 Started turning right. 0044 Sounding Pt light ahead to port distance 1 mile. 0055 Baltimore light ahead to port distance 2.5 miles 0202 Potomac light ahead to starboard distance 150 yds. 0250 Sound Pt light ahead to starboard distance 15 miles.

4-8 Lieut. W. J. Sparrows 935M

Underway as before on various courses and speeds conforming to the Channel. 0410 Elk River Channel buoy #2 ahead close ahead to port. 0526 Old Town Pt. Wharf light ahead to starboard. 0535 Tugs, U.S. Fish and the Port Covington. 0543 Court House Pt. buoy #2 ahead to starboard. 0549 Bull Minnow Pt. buoy #5 ahead to port. 0601 Entered Chesapeake and Delaware Canal. 0625 Pilot B.C. Swain, Canal Pilot came aboard. 0632 channel light #44 ahead to port. 0635 Pilot W. Callumson left ship. 0641 Cleared Buoy, lighted ship, turned off navigation lights. 0652 Canal light #36 ahead to port. 0700 Tug Pilot Nelke came aboard. 0715 Passed Under Pennsylvania R.R. lift bridge. 0718 Passed Army Engineer bridge to port at reduced speed. 0723 Passed Under St. Georges bridge. 0753 Canal light #5 ahead to starboard.

Lieut. W. H. Barchman 1150P

8-12

Under way as before on various courses and speeds conforming to channels. 0801 Canal light #1 ahead to starboard. Entering Delaware River. 0811 Top Forecast alongside, Pilot A.F. Hard came aboard; Canal Pilot B.C. Swain left the ship. 0832 Delaware River Channel buoy #4N ahead to starboard. 0846 Channel buoy #6 D ahead to starboard. 0947 channel buoy #8 B ahead to starboard. 1055 Off Navy Yard Philadelphia; Commercial Tug Curtis buoy alongside; Pilots R. H. Marshall and H. M. Burrows came aboard. 1115 Moved starboard side to back with following lines in use: 2 bowlines, 1 forward bow breast, 1 forward bow spring, 1 aft bow spring, 1 quarter spring, 1 quarter breast and 2 stern lines, all of 2" in diameter except the breast line 2 1/2" wire.

Approved: *W. H. HART*, Commander, U.S.N., COMMANDING.

Examined: *E. B. Allen*, Lieut. U.S.N., U.S.N. Inspector.

UNITED STATES SHIP Procyon Thursday 8 April 1943
(Day) (Date) (Month)

ZONE DESCRIPTION +4 REMARKS.

¹²⁻¹⁶
moored as before. 1245 - commenced receiving fresh water from dock. 1316 - commenced receiving telephone service from dock.
C. J. Lancaster
Ensign U.S.N.R.

¹⁶⁻²⁰
moored as before. Men worked in after magazine until 1930 when they secured & went ashore.
Cassett J. Robertson
Ensign, U.S.N.R.

²⁰⁻²⁴
moored as before.
Max W. Hibel
Ensign U.S.N.R.

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

Examined:

[Signature]
Comdr., U.S.N.R.
Ensign U.S.N.R.

15

UNITED STATES SHIP *Procyon*

Friday 9 April 1948

ZONE DESCRIPTION *+4*

REMARKS.

0-4

Moored forward side to dock, Pier 5, Philadelphia Navy Yard, with following lines in use: two bowlines, one forward bow breast, one forward bow spring, one after bow spring, one quarter spring, one quarter breast, and two stern lines, all 7/8 inch rope, except bow and stern line of one inch wire. Recovering fresh water and telephone service from dock. No. 1 generator in use. Undergoing alterations and repairs.

Comdr. W. E. Reynolds

4-8

Moored as before.

Lester E. Chamber, Jr., Ensign USNR

8-12

Moored as before. 0705-Commenced unloading ammunition into lighter along port side.

12-16

Moored as before. 1400 Completed removal of ammunition from ship to lighter. Posted watch on the lighter. 1515 Commenced taking off gas from ship to tank car 18541

T. J. Bennett, Ensign USNR

16-20

Moored as before. Completed removal of gasoline from ship to tank car (1440 gals.)

H. J. Miller, Ensign USNR

20-24

MOORED AS BEFORE

R. J. Taylor, Ensign USNR

Approved:

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

Examined:

Lester E. Chamber, Jr.
Lester E. Chamber, Jr.,
Executive Officer, U.S.N.

UNITED STATES SHIP *Paragon*

Sat 10 April 1943
(Date) (Month)

ZONE DESCRIPTION *+4*

REMARKS.

0-4
 Moved as before with starboard side to dock, New York Philadelphia
 Penn pier with the following lines in use: 1st bowline, one
 forward bow brunt, one forward bow spring, one after bow
 spring, one quarter spring, one quarter sheet lead two
 stern lines, 1/2 inch of mainline except bow and stern
 lines of one each wire. Receiving fresh water from dock
 service and electric from dock. *submarine operations with deck water*
 system hose from dock ported, engine room detried,
 began replace lower side flushing water system
 hose from dock replaced, resumed receiving flushing
 water system supply from dock.

*H.M. McClinton
Comdr. U.S.N.*

Moved as before.

8-12 J.R. Turner, Com. U.S.N.

*Moved as before. 2842 Tug departed with ammunition
lighter and work parties.*

Em. C. Brown, USNR

12-16
 Moved as before
 1440 Wake Detail returned from ammunition
 detail under Em. H.M. Mallister &
W.F. Leopold

Moved as before.

20-24 G.J. Roberts, Com. USNR

*Moved as before. 2850 - Secured fresh water line from dock
 Leslie E. Chandler Jr.
 Em. USNR*

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

Examined:
[Signature]
 G. S. ELLIS
 Comdr. U.S.N.-R
 EXECUTIVE OFFICER.

UNITED STATES SHIP

Prougen

Sunday

11 April

19*43*

ZONE DESCRIPTION

+4

REMARKS.

0-4

moored as before, starboard side to clock at pier Phil. Navy yard. Under way, alterations and repairs. Following lines are in use. Two bow lines, one forward bow spring, one aft bow spring, two quarter spring, one quarter breast and two stern lines. All of 7" manila except bow & stern lines of one inch wire. Receiving telephone service and electricity from dock. Fresh water from dock has been secured. This equipment in use about ship.

*M. W. Hubel
Ensign U.S.N.R.*

Moored as before.

4-7

*G. J. Hancock
Ensign U.S.N.R.*

moored as before.

8-12

*C. J. Robertson
Ensign U.S.N.R.*

MOORED AS BEFORE

12-16

*R. Luster
Ensign U.S.N.R.*

moored as before

16-20

*L. Underhill
Ensign U.S.N.R.*

Moored as before.

20-24

*N. M. O'Neil
Ensign U.S.N.R.*

Approved:

E. M. Hartt
E. M. HARTT,
Commander, U.S.N.,
COMMANDING.

Examined:

L. E. Conley Jr.
L. E. CONLEY JR.
Commander, U.S.N.,
EXECUTIVE OFFICER.

UNITED STATES SHIP

Troyon

Monday 12 April 1943

ZONE DESCRIPTION 74

REMARKS.

0-4
 Moored as before, starboard side to dock, at Pier 5, Philadelphia Navy Yard undergoing alterations and repairs. Following lines are in use: two bowlines, one forward bow hawt, one forward bow spring, one after bow spring, one quarter spring, one quarter hawt and two stern lines, all 7/8" manilla except bow and stern lines of 1" wire. Radio, post-telephone, telephone strain and electricity from dock.

R. P. J. ...
 Com. U.S.N.R.

4-8
 Moored as before.

Roderic E. ...
 Com. U.S.N.R.

8-12
 Moored as before. 1025 - Fire broke out at base of dock amidships, starboard side. The electrical cables underneath the dock started to burn intensely. The yard fire department was notified immediately. Men from the ship put out the fire with the aid of extinguishers and ship's fire hose.

McDermid ...
 Com. U.S.N.R.

12-16
 Moored as before.

M. W. Field
 Ensign U.S.N.R.

16-20
 Moored as before.

Ensign G. J. Lancaster U.S.N.R.

20-24
 Moored as before.

W. F. Reynolds
 Ensign U.S.N.R.

Approved:
 R. H. ...
 Commanding Officer, U.S.N.R.

Examined:
 Roderic E. ...
 Comdr. U.S.N.R. Navigator
 EXECUTIVE OFFICER

UNITED STATES SHIP

PROCYON

Tuesday 13 APRIL 1943
(Day) (Month)

ZONE DESCRIPTION

74

REMARKS.

0-4

Moved as before, starboard side dock, at Pier 5, Philadelphia Navy Yard undergoing alterations and repairs. The following lines are in use: two bowlines, one forward bow hant, one forward bow spring, one after bow spring, one quarter spring, one quarter hant, and two stow lines, all of 8" manilla except bow and stow lines of 1" wire. Receiving fresh water, electricity, steam and telephone service from dock.

L. E. Lambert,
Ensign U.S.N.R.

4-9

Moved as before

E. S. Robinson
Ensign U.S.N.R.

9-12

Moved as before, 0810 made all preparations for moving into drydock. Moved sides of all lines, 0835 tug "Fort St. Henry" & "Hercules" came alongside, Pilot P. M. Marnett came aboard 0845 tug "Century Day" came alongside, 0854 tug "New Castle" came alongside, 0907 entered drydock no. 3 Philadelphia Navy Yard, 0910 tug left ship, 0930 commenced painting drydock, 0945 pilot left ship, 1042 ship lifting on blocks, commenced receiving fresh water, electricity, & telephone service from dock.

M. W. Nibel
Ensign U.S.N.R.

12-16

Moved as before.

P. Foster
Ensign U.S.N.R.

16-20

Moved as before.

J. R. Tomlinson
Ensign U.S.N.R.

20-24

Moved as before.

H. M. McCallister
Ensign U.S.N.R.

Approved:

W. M. BART,
Commander, U.S.N.,
CG, LANDING.

Examined:

L. E. Lambert,
Commander, U.S.N.,
Executive Officer.

UNITED STATES SHIP *Procyon* Wednesday 14 April, 1943

ZONE DESCRIPTION

REMARKS.

++

0-4

Moved as before in Drydock 3, Philadelphia Navy Yard, Philadelphia, Pa., undergoing alterations and repairs. Receiving fresh water, telephone service and electricity from dock.

C. J. Ross, Ensign USNR

4-8

Moved as before.

H. A. Kiderman, Ensign USNR

9-12

Moved as before.

R. B. ... Ensign USNR

12-16

Moved as before. Received for general cargo 200 lbs of supplies, importance quality by Allen, D. H., as to quantity by Earl Morgan, C. P. Morgan, Jr. Ensign U.S.N.

16-20

Moved as before. 1630 5 security inspection made by Kelly

20-24

Moved as before

R. T. Lightman, Ensign U.S.N.

Approved:

D. A. ...
D. A. ...
Commander, U.S.N.
COMMANDING.

Examined:

E. B. ...
E. B. ...
Comdr. U.S.N., Navigator
EXECUTIVE OFFICER.

UNITED STATES SHIP PROCYON THURSDAY 15 APRIL 1943

ZONE DESCRIPTION F-4 REMARKS.

0-4

Moved as before in Bay No 3, Philadelphia Navy yard, Philadelphia Pa. undergoing alterations and repairs. Receiving fresh water, telephone service and electricity from shore.

E. J. Robertson
Ensign, U.S.N.R.

4-8

Moved as before in dry dock

J. S. Loring
Ensign U.S.N.R.

8-12

Moved as before

C. P. Morgan Jr.
Ensign U.S.N.R.

12-16

Moved as before in No 3 dry dock

C. Y. Brouette
Ensign U.S.N.R.

16-20

Moved in place in No 3 dry dock

E. J. Robertson
Ensign U.S.N.R.

20-24

Moved as before

Hermisdermelle
Ensign U.S.N.R.

25-29 A thorough inspection of the stern, its screw, screw aperture, hub and bearings, rudder, stern post, pintle and gudgeons revealed a cracked stern post. The crack circumscribed seventy-five percent of the stern post and was located two inches beneath the underside of the uppermost gudgeon. E. P. Ellis

Approved: *E. P. Ellis*
E. A. HARTT,
Commander, U.S.N.,
COMMANDING.

Examined: *E. J. Kelly*
E. J. Kelly
Commander, U.S.N.R.,
EXECUTIVE OFFICER

UNITED STATES SHIP Passage Friday 16 April 1943
(date) (date) (date)

ZONE DESCRIPTION 4 REMARKS.

0-4

MOORED AS BEFORE IN DRYDOCK #3, PHILADELPHIA NAVY YARD, PHILADELPHIA, PA. UNDERGOING MAINTENANCE AND REPAIRS INCLUDING TACK WINTER, ELECTRICITY AND TELEPHONE SERVICE FROM DECK

R. Jantzen
Engineer USNR

4-8

Moved as before

ATA Mr. Collector, End U.S. Mail

8-12

Moved as before in drydock #3

C. H. Barrett, Ensign USNR

12-16

Moved as before

J. S. Kelly

16-20

Moved as before

R. D. Lythman, Ensign USNR

20-24

Moved as before in drydock #3

Ensign J. S. Lewis U.S. NR

Approved:

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

Examined:

J. S. Kelly
E. B. KELLS
Commander, U.S.N.R.
EXECUTIVE OFFICER.

UNITED STATES SHIP PROCYON

SATURDAY

17

APRIL

1942

ZONE DESCRIPTION +4

REMARKS.

0-4
 Moved as before in drydock #3, Philadelphia Navy Yard, Philadelphia, Pa. for the purpose of rendering alterations and repairs. Receiving fresh water, electricity and telephone service from dock.

C. P. Morgan Jr.
 Ensign, U.S.N.R.

Moved as before

4-5

J. S. Kelly

Moved as before

8-12

R. L. Githman Ensign U.S.N.R.

Moved as before

12-16

R. J. Factor
 Ensign U.S.N.R.

16-20

Moved as before 1630 Security inspection held.

R. C. Wiedermiller Ensign U.S.N.R.

20-24

Moved as before in No 3 drydock.

Ensign C. V. Bassett U.S.N.R.

02-12

~~Moved~~

Approved:

E. L. Ellis
 LTJG, U.S.N.
 COMMANDER, U.S.N.R.
 COMMANDING.

Examined:

J. S. Kelly
 LTJG, U.S.N.
 EXECUTIVE OFFICER.

UNITED STATES SHIP *Tracyon*

Monday 18
(Day) (Month)

April 19*43*
(Year)

ZONE DESCRIPTION *14*

REMARKS.

00-04

moved as before in drydock #3, Philadelphia Navy yard, Philadelphia, Pa., for the purpose of undergoing alterations and repairs. Receiving fresh water, electricity and telephone service from docks

*Everett T. Robertson
Ensign U.S.N.R.*

4-8

Moved as before

H.M. McCallister, Ensign U.S.N.R.

8-12

moved as before

H.C. Niedermeiller, Ensign U.S.N.R.

12-16

Moved as before

J.B. Lewis, Ensign U.S.N.R.

16-20

Moved as before

*Security inspection held
C.L. Morgan, Jr. Ensign, U.S.N.R.*

20-24

Moved as before.

J.S. Kelly

00-04

Moved as before in drydock #3, Philadelphia Navy yard, Philadelphia, Pa. for the purpose of undergoing alterations and repairs. Receiving fresh water, electricity and telephone service from docks

R.T. Lightman, Ensign U.S.N.R.

04-08

Moved as before

J.B. Lewis, Ensign U.S.N.R.

Approved:

E. B. Kelly
Commander, U.S.N.R.
COMMANDING.

Examined:

J.S. Kelly
Executive Officer.

UNITED STATES SHIP PROCYON Monday 17 APRIL 1943
(Day) (Date) (Month)

ZONE DESCRIPTION +4 REMARKS.

0-4

Moved as before in drydock #3 Philadelphia Navy Yard, Philadelphia, Pa. for the purpose of undergoing alterations and repairs, Receiving fresh water, electricity and telephone service from docks

R. V. Lythman Enr. USNR

04-08

Moved as before

J. B. Linn Enr. USNR

08-12

Moved as before.

C. P. Morgan Jr.
Engr. U.S.N.R.

12-16

Moved as before

R. L. Lander
Engr. USNR

16-20

Moved as before.

C. L. Bassett
Engr. USNR

20-24

Moved as before.

C. J. Robertson
Enr. USNR

Approved:

E. B. Ellis
 E. B. ELLIS,
 Commander, U.S.N.R.
 Commanding.

Examined:

15 Kelly
 E. B. ELLIS
 Comdr. U.S.N.R.
 EXECUTIVE OFFICER.

UNITED STATES SHIP *Procyon**Tuesday* 20
(Day) (Date)*April* 1913
(Month)

ZONE DESCRIPTION

+4

REMARKS.

0-4

Moved as before in drydock #3 Philadelphia Navy yard, Philadelphia, Pennsylvania for the purpose of undergoing alterations and repairs, receiving fresh water, electricity and telephone service from the dock.

H. M. O'Center, Ensign, U.S.N.R.

4-8

Moved as before

Ens. H. C. Widemiller U.S.N.R.

8-12

Moved as before

A. Pantua
Ens. U.S.N.R.

12-16

Moved as before.

1420 Sea chests and sea chests secured

1430 Began flooding of drydock 1500 Electricity and water from the dock received. Made all preparations for shift berth.

C. P. Morgan, Jr.
Ensign U.S.N.R.

16-20

Moved as before. 1615 5 pipes was water borne.

1620 Set special sea detail.

1657 Pilot H. E. Marvel came aboard.

1735 Left Drydock #3 - 1744 tugs Port Covington, Dupont Delaware and Ft. M. Henry came alongside. - 1800 moored port side to Pier #5 Phila. Navy Yard with the following lines in use: 1 bow line, 1 bow breast, 1 bow spring, 1 after bow spring, 1 quarter spring, 1 quarter breast, 2 stern line, all doubled and all 8" manila, except 1 bow, 1 stern, 1 quarter breast line of 1" wire.

1815 Pilot and tugs left ship. 1950 receiving fresh water and electricity from dock.

R. L. Lightman, Ens. U.S.N.R.

20-24

Moved as before. 2030 Held security inspection of S/Kelly

Approved:

B. Green
COMMANDANT, U.S.N.R.
COMMANDING.

Examined:

J. S. Kelly
E. D. KELLY
Commanding Officer
EXECUTIVE OFFICER.

UNITED STATES SHIP PROCYON

WEDNESDAY 21 APRIL 1943
(Day) (Month) (Year)

ZONE DESCRIPTION +4

REMARKS.

0-4

Moved as before with port side to Pier #5 Philadelphia Navy Yard. Philadelphia Penn will the following items in stock: 1 box line, 1 box lockout, 1 box spray, 1 pack long spray, 1 quart sprig, 1 quart breast 2 button knife all doubled and all 7" regular except 1 box, 1 item, 1 quart breast in 1" case. Receiving electricity, fresh water and telephone service from dock.

Moved as before 7-8

J. L. Brown Ensign U.S.N.R.

Moved as before

C. P. Morgan Ensign U.S.N.R.

Moved as before

8-12

R. J. Lightman Ensign U.S.N.R.

Moved as before

12-16

W. L. Reynolds Ensign U.S.N.R.

Moved as before

18-20

G. J. Wansley Ensign U.S.N.R.

Moved as before

20-24

M. W. Niel Ensign U.S.N.R.

28-

Approved:

B. A. Hart

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

Examined:

L. E. ...
Lieut. E. ...
Commander, U.S.N.,
EXECUTIVE OFFICER.

UNITED STATES SHIP

Procyon

Thursday 22

April 1912

ZONE DESCRIPTION

+4

REMARKS.

0-4

Moved as before, port side, at pier 5, Philadelphia Navy Yard, undergoing alterations and repairs. The following lines are in use: one bow line, one bow breast, one after bow spring, one quarter spring, one quarter breast and two stern lines, all of 1 1/2" manilla except bow and stern line of 1" manilla. Receiving electricity, fresh water and telephone service from land.

*Julie E. Casler Jr.
Com. U.S.N.R.*

4-8

Moved as before

*H. L. Berggren
Com. U.S.N.R.*

0 P - 12

Moved as before

5 o'clock Special Sea Detail in preparation to change position of ship. This was delayed until 11:30.

*G. J. Arcuate
Com. U.S.N.R.*

12-11/2

Moved as before 12:15 but cannot go ahead as 8 o'clock all preparations to shift to pier 12. At 12:15 ship left pier 8 and came along side pier 12. At 12:45 ship came along side pier 12. At 1:00 ship came along side pier 12. At 1:15 ship came along side pier 12. At 1:30 ship came along side pier 12. At 1:45 ship came along side pier 12. At 2:00 ship came along side pier 12. At 2:15 ship came along side pier 12. At 2:30 ship came along side pier 12. At 2:45 ship came along side pier 12. At 3:00 ship came along side pier 12. At 3:15 ship came along side pier 12. At 3:30 ship came along side pier 12. At 3:45 ship came along side pier 12. At 4:00 ship came along side pier 12. At 4:15 ship came along side pier 12. At 4:30 ship came along side pier 12. At 4:45 ship came along side pier 12. At 5:00 ship came along side pier 12. At 5:15 ship came along side pier 12. At 5:30 ship came along side pier 12. At 5:45 ship came along side pier 12. At 6:00 ship came along side pier 12. At 6:15 ship came along side pier 12. At 6:30 ship came along side pier 12. At 6:45 ship came along side pier 12. At 7:00 ship came along side pier 12. At 7:15 ship came along side pier 12. At 7:30 ship came along side pier 12. At 7:45 ship came along side pier 12. At 8:00 ship came along side pier 12. At 8:15 ship came along side pier 12. At 8:30 ship came along side pier 12. At 8:45 ship came along side pier 12. At 9:00 ship came along side pier 12. At 9:15 ship came along side pier 12. At 9:30 ship came along side pier 12. At 9:45 ship came along side pier 12. At 10:00 ship came along side pier 12. At 10:15 ship came along side pier 12. At 10:30 ship came along side pier 12. At 10:45 ship came along side pier 12. At 11:00 ship came along side pier 12. At 11:15 ship came along side pier 12. At 11:30 ship came along side pier 12. At 11:45 ship came along side pier 12. At 12:00 ship came along side pier 12.

16-20

Moved as before

J. S. Lewis Jr. U.S.N.R.

20-24

Moved as before

C. F. Morgan Jr. U.S.N.R.

Approved:

[Signature]
Commander, U.S.N.,
COMMANDING.

Examined:

[Signature]
Comdr., U.S.N.R.,
EXECUTIVE OFFICER.

UNITED STATES SHIP PROCYON FRIDAY 23 APRIL, 1943
(Ship) (Day) (Month) (Year)

ZONE DESCRIPTION +7 REMARKS.

0-4

Moved starboard side to at Pier # 6 Philadelphia Navy Yard, Phila. Pa. for the purpose of undergoing alterations - repairs. The following lines are in use: 1 bow line, 1 bow breast, 1 after bow spring, 1 quarter spring, 1 quarter breast and 2 stem lines, all of 8" manilla except 1 bow line, 1 bow breast and 2 stem lines of 1" wire, all line doubled. Receiving fresh water, electricity and telephone service from docks.
 R. L. Lightman Ensign U.S.N.R.

4-8

Moved as before
 J. D. Irvine Ensign U.S.N.R.

8-12

Moved as before.
 J. L. Starnes
 Purveyor U.S.N.R.

12-16

Moved as before
 W. W. Siebel
 Ensign U.S.N.R.

16-20

Moved as before.
 Leslie E. Cancler, Jr.

20 - 24

Moved as before
 G. J. Lancaster
 Ensign U.S.N.R.

Approved: *W. W. Siebel*
 W. W. Siebel
 Commander, U.S.N.R.
 COMMANDING.

Examined: *Leslie E. Cancler, Jr.*
 E. B. ELLIS
 Comdr., U.S.N.R. (Inspector)
 DEPUTY OFFICER.

UNITED STATES SHIP Tracy Sat. 24 April, 1943
(Year) (Date) (Month)

ZONE DESCRIPTION 4

REMARKS.

0-4

Moved starboard side to at Pier #6 Philadelphia Navy Yard, Phila. Pa. for the purpose of under going alterations & repairs. The following lines are in use: 1 bow line, 1 bow breast, 1 after bow spring, 1 quarter spring, 1 quarter breast and 2 stern lines. All 1 1/2" manila except bow line & bow breast and 2 stern lines of 1" were. All lines doubled. Securing fresh water, electricity, and telephone services from dock.

Cdr. H. F. Buehler
U.S.N.R.

4-8

moored as before.

M. W. Niebel
Ensign U.S.N.R.

Moored as before.

8-12

Leslie E. Canale Jr.
Ensign U.S.N.R.

Moored as before.

12-16

E. P. Morgan Jr.
Ensign U.S.N.R.

Moored as before.

16-20

R. J. Lythman, Ensign U.S.N.R.

Moored as before.

20-24

J. P. ...
Ensign U.S.N.R.

Approved:

Examined:

W. A. ...
 W. A. HART,
 Commander, U.S.N.R.
 COMMANDING.

Leslie E. Canale Jr.
 Leslie E. Canale Jr.
 Comdr. U.S.N.R.
 EXECUTIVE OFFICER.

UNITED STATES SHIP *Procyon* *Dec* *25* *April* 19*43*

ZONE DESCRIPTION *+4* REMARKS.

Moored starboard side, to at Pier #6 Phila. Navy Yard, Phila. Pa for the purpose of undergoing alterations and repairs. The following lines in use: 1 bow line, 1 bow bunt, 1 after bow spring, 1 quarter spring, 1 quarter bunt and 2 stern lines. All of 3" manilla except 1 bow line, 1 bow bunt and 2 stern lines 2 1/2" rope. All lines doubled. Receiving fresh water, electricity, and telephone services from dock.

J. S. Lewis, En. U.S.N.

4-8
Moored as before.

*C. P. Morgan Jr.
Ensign, U.S.N.*

8-12
Moored as before

A. D. Lightman, En. U.S.N.

12-16
Moored as before

G. J. Lancaster, En. U.S.N.

16-20
Moored as before

H. F. Reynolds, En. U.S.N.

20-24
Moored as before

M. W. Field, En. U.S.N.

Approved:

Walter A. Perbell
D. W. HATT,
Commander, U.S.N.,
COMMANDING.

Examined:

Lester E. Lachapelle
Comdr U.S.N.,
EXECUTIVE OFFICER.

UNITED STATES SHIP

*Procyon**Monday 26**April 1943*

ZONE DESCRIPTION

+4

REMARKS.

0-4

Moored starboard side of Pier 6, Philadelphia Navy Yard, undergoing alterations and repairs. The following lines are in use: one bow line, one bow breast, one after bow spring, one quarter spring, one quarter breast and two stern lines, all of 8 inch manilla except bow and stern lines of one inch wire. Receiving fresh water, electricity and telephone service from dock.

4-8 *Leslie E. Canby Jr*
Ensign, U.S.N.R.

Moved as before.

4-8

C.J. Lancaster
Ensign, U.S.N.R.

Moved as before.

8-12

H.F. Buppert
Ensign, U.S.N.R.

Moved as before.

12-16

J.R. Forrester
Ensign, U.S.N.R.

Moved as before.

16-20

J.D. Irwin
Ensign, U.S.N.R.

Moved as before.

20-24

C.P. Morgan, Jr.
Ensign, U.S.N.R.

Approved:

E.A. Hartt

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

Examined:

L.E. Canby Jr

L.E. ELLIS
Ensign, U.S.N.R.
EXECUTIVE OFFICER.

UNITED STATES SHIP Procyon

Tuesday 27 April 1945
(Day) (Date) (Month)

ZONE DESCRIPTION +4 REMARKS.

0-4

Moved starboard side to Pier #6 Phila. Navy Yard Phila. Pa. undergoing alterations and repairs. The following lines in use: one bow line, one bow breast, one after bow spring, one quarter spring, one quarter breast and two stern lines all of 8" manilla steel. Two and stem line of one with wire necessary fresh water, electricity and telephone engine from docks.

J. A. Lightman, Ensign U.S.N.R.

Moved as before. 0715 A.R. CO. 9 Oil barge came along port side.

J. L. Forester
Ensign U.S.N.R.

8-12

Moved as before. 1100 commenced fueling ship. Draft of ship fwd. 14' 11". Draft of ship aft 20' 9".

J. B. Davis
Ensign U.S.N.R.

12-16

Moved as before. 1440 Completed fueling ship having received on board 135,000 gallons of fuel oil. Draft of ship forward 16ft. 7 in.; aft, 20ft. 1 inch.

Leslie E. Casler, Jr.

Moved as before.

W. W. Nibel
Ensign U.S.N.R.

Moved as before.

H. E. Reynolds
Ensign U.S.N.R.

Approved:

Victor J. Hubert
D. A. HUBERT,
Commander, U.S.N.,
CO. COMMANDING.

Examined:

Leslie E. Casler, Jr.
LESLIE E. CASLER, JR.,
EXECUTIVE OFFICER.

UNITED STATES SHIP

Procyon Wednesday 28 April 1947

ZONE DESCRIPTION 74

REMARKS.

0-4
 moved starboard side to Pier #6
 Philadelphia yard, Phila, Pa. for the
 purpose of undergoing alterations
 & repairs, the following items acci-
 used: 1 bow line, 1 fore beam, 1
 after bow spring, 1 quarter spring,
 1/2 stern beam & 2 stern lines. All
 8" manilla except 1 fore line, 1 fore
 beam, & 2 stern beam of 1" jute.
 All lines dished. Receiving mail
 radio, electricity & telephone service
 from dock.

4-8 C.J. ... En. 745. ...

Moored as before.

Julie E. ... En. 2512

8-12

Moored as before

12-16

moored as before

Eno H.C. ... 265NR.

16-20

Moored as before. 18th commenced loading ammunition
 of the
 Ensign USS 12

20-24

Moored as before 2005 Completed taking aboard ammunition
 on forward hold. Light was moved to stern 2030 tested engine
 at one-third (1/3) speed; satisfactory.

C.F. ... Ensign 26115

Approved:

[Signature]
 B. A. HARTT,
 COMMANDER, U.S.N.
 COMMANDING.

Examined:

[Signature]
 J. D. ELLIS
 Commanding, U.S.N.R.
 EXECUTIVE OFFICER

UNITED STATES SHIP *Procyon* Thursday 29 April 1943

ZONE DESCRIPTION *+4* REMARKS.

0-4
 Moored to starboard side at Pier #6 Philadelphia Navy yard, Philadelphia, Pa. for the purpose of undergoing alterations & repairs, the following lines are in use: one bow line, one bow breast line after bow spring, one quarter breast and two stern lines all of 8" Manila except bow & stern lines of 1" wire, receiving fresh water, electricity, and telephone service from dock.
C. J. Robertson
 Assign USNR.

4-8
 Moored as before. 1500 Commenced loading cargo aboard (Landing craft)
H. C. Henderson
 Ensign USNR.

8-12
 Moored as before. 0720 PILOT MILLER, RA, LT. COMDR USCG CAME ABOARD. 1145 MADE ALL PREPARATIONS FOR GETTING UNDERWAY. Completed cargo operations. *Assign USNR.*

12-16
 Moored as before. 1225 yard pilot, Vltt, Lt. came aboard. 1236 Long Delaware Lt. H. J. ... also came aboard. 1239 Under way from dock. They left Philadelphia Pa. to ... at ... speed conforming to the channel. Left ... at the same time. 1242 Pilot Vltt, Lt. left the ship. Long Delaware ... left from alongside ship. Proceeded at various ... conforming to the channel with Pilot Miller, RA, Lt. ... at the bow. 1500 Stopped engine upon approach of ... & ... and ... off entrance. The ... proceeded 1525 US Army boat "Ecoot" came alongside, port side to. 1530 Pilot Miller, Lt. ... left the ship. US Army boat "Ecoot" left from alongside 1535 ... 6 ... of ... at the ... to the port ... the following bearings: Ready Point light 32.2° (T), Bridge tower 204° (T) Ready Island ... light 25.7° (T) Engines put on stand by ...
Assign USNR

16-20
 Anchored as before. 1615 Commenced tug H. C. Jefferson alongside port

Approved: *[Signature]*
 Commander, U.S.N.A.
 COMMANDING.

Examined: *[Signature]*
 E. S. ELLIS
 Comdr., U.S.N.A.
 EXECUTIVE OFFICER.

100
 36

UNITED STATES SHIP *Perry* *Thursday* *29* *April* 19*43*
(Date) (Date)

ZONE DESCRIPTION *+4*

REMARKS.

16-20 (cont)

*Loc. 1629 Commercial tug H.J. Falk alongside port quarter.
1632 Commercial tug H.C. Jefferson and H.J. Falk left
ship.*

W.H. Pennington

20-24

Anchored as before. Anchored bearings checked frequently.

*D.F. [unclear]
[unclear] USMT*

Approved:

[Signature]
F. N. HARTT,
Commander, U.S.N.,
COMMANDING.

Examined:

[Signature]

E. D. ELLIS
Comdr USN, *[unclear]*
EXECUTIVE OFFICER.

UNITED STATES SHIP Procyon FRIDAY 30 APRIL 1943
(Day) (Date) (Month)

ZONE DESCRIPTION +4 REMARKS.

7-4

Anchored off Ready Point, Delaware City, Delaware in 6 fathoms of water with 300 fathoms of chain at the water edge to the port another 100 fathoms to the starboard. Proceeded through Chesapeake Delaware Canal en route to Hampton Roads Va. Arrived on the following morning: Ready Point light 325°(G), Bridge tower 215°(G) Ready Point Bar light 185°(G). Engine on standby status. No 2 generator in use. Port had out starboard side ship decked. Anchor having checked fragments.

Lieut M. S. Samuels USNR

4-8

Anchored as before. 0732 Made all preparations for getting underway, 0840 Tug U.C. Telferson, came alongside and made fast on the Port Bow. 0845 Tug H.F. Falk came alongside and made fast on the Port Quarter. 0849 Observed sunrise and lighted ship. 0828 Pilot E.M. Rowe (Canal) boarded from tug "Escort". 0842 Anchors aweigh, awaiting clear signal from Canal Dispatcher. Steaming at various courses and speeds, Captain executive officer and Pilot on the Bridge, Pilot at the conn. 0940 U.S.S. Aquilla passed through Canal, proceeding toward Canal Entrance. 0950 Entered Chesapeake and Delaware Canal with Canal Lighted Bony #2 Abeam to Starboard. Various courses & speeds conforming to Channel.

W. H. Stover

8-12

Underway as before. 0940 Pilot H. Schuck, USNR came aboard. 0942 Tug, U.S. 222, 240 fms abeam. 0942 Tug U.C. Telferson left from abeam. 0945 Pilot, E.M. Rowe left the ship. 1003 Passed through Chesapeake and Delaware Canal, entering Rte River. 1020 Changed speed. Standard ahead. Wind velocity increasing. 1048 Passed Turkey Point light abeam to starboard distance 1/2 mile. 1135 Ready Point light abeam to port, distance 500 yards. 1140 Slight inspection of magazines and Sonobuoy folder complete. Conditions normal.

D. F. Frazier
Lieut of USNR

12-16

Underway as before. 1207 Passed Holchester Beach light

Approved:  **Commanding Officer, U.S.N.**
 Examined:  **Executive Officer, U.S.N.**

UNITED STATES SHIP

PROCYON

FRIDAY

31

APRIL 1943

ZONE DESCRIPTION

REMARKS.

(CONTINUED) 12-16

ahead to port, distance 200 yards. 1253 Passed Love Point
 light ahead to port, distance 2.25 miles. 1254 Changed course to
 180° (T). 1305 Changed course to 210° (T). 1313 Love Point light
 ahead to starboard, .5 miles. 1315 Changed course to 215° (T).
 1327 Stopped engines. 1330 Port Star Searchlight 5566 left
 the ship. 1337 Resumed standard speed. 1357 Flash
 flood light ahead to starboard, distance .5 miles. 1412
 Bloody Point light ahead to port, distance 1.5 miles.
 1435 Changed course to 177° (T). 1500 Flash flood
 light ahead to port, distance 2.7 miles. 1518 Changed
 course to 165° (T). 1545 Changed course to 155° (T).
 (Sent 445 message USNR)

16-20

Underway as before. 1605 Cove Pt. light ahead to
 Starboard, Distant 1.3 mi. 1606 Change course to 165° (T).
 1619 Drum Pt. light ahead to Starboard, Distant 2 1/2 mi.
 1626 Cedar Pt. light ahead to Starboard, Distant 2.0 mi.
 1628 Hooper Is. light ahead to port, Dist. 2.8 mi. 1628
 H. No Pt. light ahead to Starboard, Dist 1.5 mi.
 1715 Exchanged calls with U.S.S. Iowa 1723 Pt
 lookout ahead to Starboard Dist. 5.1 mi. 1807 South
 Pt. light ahead to Starboard, Dist. 1.5 mi. 1810 Exchanged
 calls with U.S.S. Speer, and U.S.S. Winblack.
 1812 Changed course to 193° (T). 1830 Great
 Whincannon River light ahead to Starboard, Dist 5 mi.
 1832 Changed course to 171° (T). 1913 Windmill Pt light.
 ahead to Starboard, Dist 5.5 mi. 1913 Exchanged
 calls with U.S.S. Patchogue 1918 Observed Sunset,
 Darkened Ship.

W. H. Bachman

20-24

Underway as before. 2005 Flash flood ahead to Starboard
 distance 3 + miles. 2010 Changed course to 180° (T). 2042 changed
 course to 190° (T). 2047 Entered York Spit channel. 2107 left
 York Spit channel. 2114 changed course to 145° (T). 2120 changed
 speed to 1/2 speed. 2127 changed speed to ahead standard.
 2149 changed speed to 2/3 ahead. 2208 changed course to 225° (T).
 2209 Stopped. 2210 changed speed to 2/3 ahead. 2219 changed
 course to 284° (T). changed speed to standard ahead. 2220
 Entered Hamlet Shoals. 2253 left Hamlet Shoals. 2306
 Engines stopped. 2312 changed speed to 1/2 ahead. 2325
 Passed through Gutierrez Pass and entered Hampton Roads.
 2337 Old Point Comfort ahead to Starboard, distance 500 yards.

D. H. Foreman Lt. jg USNR

Approved:

[Signature]
 E. W. HARTT,
 Commander, U.S.N.R.,
 COMMANDING.

Examined:

[Signature]
 Comdr., U.S.N.R.
 EXECUTIVE OFFICER



N. PERS. 389
(Revised July 1942)

05426
FR

CONFIDENTIAL

OPERATIONS
DECK LOG BOOK

J. S. S. *PROCYON*

Month of *MAY*, 19*43*

CONFIDENTIAL

48903
U

UNITED STATES SHIP *Procyon* Saturday 1 May 1943

ZONE DESCRIPTION *+4* REMARKS. *05128*

0-4
 Undocking maneuvering to berth on Hampton Roads, Va. as required by SOPA, 2-1-43. 0035 Undocked at 900 ft. narrow channel with 5 ft. low water. 100 fathoms of chain at 7.1k. 0115 Pipe to the port ahead on the following bearings: (1) 35° (T), Middle Ground 232° (T), Newport News Channel Buoy #2 100° (T), 9th ft. narrow channel buoy #4 251° (T). 0145 Fuel had overboard. Engines ready to get underway. Nos 1 & 2 generators were set to discharge and checked constantly. 0320 Ended maneuvering to flood tide, station to port.

4-8
 Docked as before. 0610 Observed Sunrise, lighted ship. *W. H. Richardson*

8-12
 Docked as before. 0815 Made preparations for getting underway. 0915 Underway to ship berth, Captain at Conn. on narrow channel. 0935 Undocked Hampton Roads. 1000 100 fathoms of water, 100 ft. anchor with 2d station of chain on deck on the following bearings: Old Point Comfort 046° (T), Middle Ground 232° (T), Clock Tower 282° (T). 1130 Daily inspection made of magazines and Submarine Rocket samples. Conditions normal. *R. L. Lamm*
 Engine used.

12-16
 Moored as before. 1410 - Made all preparations for getting underway. 1500 - Navy tug *Massasoit* came alongside. Pilot R. C. Edwards came aboard. 1508 - Underway at various courses and speeds. 2.00k, pilot at Conn, Captain and executive officer on bridge. 1542 - Moored port side to dock at Pier 4 (Berth 46) Naval Operating Base, Norfolk, Va. The following lines are in use; one bow line, one low spring, one stem breast, one forward quarter spring, one after quarter spring, one stern line. All 7/8" manilla, except bowline and stern line of 1" wire and stem breast and bow breast of 7/8" wire. 1552 - Pilot left ship. *Hubert E. Lusk Jr.*
 Eng - 4012

Approved: *[Signature]*
 W. A. HART,
 Commander, U.S.N.,
 PROCYON.

Examined: *[Signature]*
 W. S. HILLS
 Commander, U.S.N.R.,
 EXECUTIVE OFFICER.

220
31

CONFIDENTIAL

UNITED STATES SHIP *Procyon* *Saturday 1 May* 19*43*

ZONE DESCRIPTION *+4* REMARKS. *05426*

16-20
Moored as before. 1605 Receiving fresh water from dock.
Crewman C. P. Morgan, Jr. did duty.

20-24
moored as before.
E. J. Robertson
Crewman U.S.N.R.

Approved:

[Signature]
 Commander, U.S.N.R.
 PROCYON

Examined:

[Signature]
 E. J. HILLIS
 Commander, U.S.N.R.
 EXECUTIVE OFFICER

120
3

UNITED STATES SHIP *Procyon* (Day) *2* (Date) *2* (Month) *May* 19*42*

ZONE DESCRIPTION *1-9*

REMARKS.

0-4

*Moved as required and subjected to firing of 90mm
Naval Operating Base, York, Pa. ^{Lead Store.}
Line in line. One 90mm in line. One 90mm in
spring, One stern breast, one bow breast, one
forward quarter spring, one aft quarter
breast. ^{100mm} ^{100mm}
bow line and stern line of 1" wire and stern
breast and bow breast of 7/8" wire. ^{Freezing fresh}
water fender - 10.2 gallons in use. ^{M. W. Ward}
^{Com. U.S.N.R.}*

4-8

Moved as before

8-12

*Moved as before 1920 made daily inspection of engine
and amble powder samples; conditions normal.*
^{Exp. Cit. Report}
^{U.S.N.R.}

12-16

*Moved as before. 1440 commencing loading landing
craft ahead ship. 1545 Yellow Air Raid alert sounded
for area. 1557 All anti-aircraft batteries engaged
1600 - all clear sounded for area. ^{Exp. U.S.N.R.}*

16-20

*Moved as before. 1800 received 21 rounds of 5/57 am
munition and 4 rounds of 350 ammunition ahead ship. 1820
sounded loading landing craft. ^{Exp. U.S.N.R.}*

20-24

Moved as before. ^{Exp. U.S.N.R.}

Approved:

R. S. Hoffman
Commander, U.S. Navy
REPAIRING

Examined:

R. S. Ellis
R. S. Ellis
Commander, U.S. Navy
REPAIRING

UNITED STATES SHIP

Procyon Monday 3 May 1945

05426

ZONE DESCRIPTION *4*

REMARKS.

0-4

Moored as before. *To lead stars.*
Operations: *Boys* *Wrench* *to lead stars.*
all in order. *Boys* *Wrench* *to lead stars.*
stem bent, one bow bent, one port bent, one
one other bent, one other bent, one other bent
stiff bow bent, stem bent, 1" up, and other
water for *Boys* *Wrench* *to lead stars.*
Boys *Wrench* *to lead stars.*

4-8

Moored as before

H. L. ...
Ensign USNR

8-12

Moored as before. 0928: Commenced tug service alongside.
0929: Pilot T. C. Southworth came aboard. Made all prepara-
tions & got underway. 0937: Underway to anchorage. *Hence.*
using at various courses and speeds conforming to channel. Pilot
at conn, captain and executive officer on bridge. 0946: Pilot
and tug left ship. 1015: Anchored in Benth 9, Hampton
Road, Va., with 30 fathoms of anchor. Got anchor in
seven fathoms of water on following morning: Middle
broad, 23.6° (L), *Boys* *Wrench* *to lead stars.* *F-2*, 32.7° (W).

12-16

Anchored as before. 1442: U.S.S. *Audomeda* got underway
C. P. Morgan, Jr.
Ensign, U.S.N.R.

16-20

Anchored as before. 1645: Made daily inspection
of magazines & ammunition powder samples. Conditions
normal.

E. J. Rabatton
Ensign, U.S.N.R.

20-24

Anchored as before.

J. P. ...
Ensign, U.S.N.R.

Approved: *[Signature]*
Commander, U.S.N.R.
Commanding

Examined: *[Signature]*
Lieutenant, U.S.N.R.
Inspector

UNITED STATES SHIP *Procyon* Tuesday 4 May 1943

ZONE DESCRIPTION *14*

REMARKS.

0515

0-4

Anchored in berth # 7, Hampton Pt., Va., with 30 fathoms of chain to port anchor in ~~50~~ fathoms of water ~~set on~~ the following bearings: middle ground 255°, ~~Sec. F 2~~ 335° (C) ~~Thurston 1 indicator in use.~~

S. C. Wickham
Ensign U.S.N.R.

4-8

Anchored as before at 24 commenced swinging stem to port at 0628 ceased swinging.

C. F. Rowlett, Ensign U.S.N.R.

8-12

Remained as before. 1200 - Made daily inspection of magazines and smokeless powder samples. Conditions normal.

M. W. Mehl
Ensign U.S.N.R.

12-16

Remained as before.

H. F. Reynolds
Ensign U.S.N.R.

16-20

Anchored as before commenced swinging stem to port at 1628 completed swinging at 1836

R. L. Lytton
Ensign U.S.N.R.

20-24

Anchored as before 2305 commenced swinging stem to starboard until 0105

Ensign J. B. Lunsford U.S.N.R.

Approved:

[Signature]
Commander, U.S.N.R.

Examined:

[Signature]
Executive Officer

6

UNITED STATES SHIP *Procyon* *Wednesday* *May*, 1942

ZONE DESCRIPTION *+4*

REMARKS.

05428

3-4
Anchored in Massapon Roads, Virginia in East # 9 with charts (30) fathoms of chain. No port anchor, in six fathoms of water. Number one (1) generator in use.

C. J. Barcott
Ensign U.S.N.R.

4-8

Anchored as before. 0500. Commenced swinging to flood tide, stern to port. 0615 U.S. Pastors got underway and stood out of the harbor. 0655 Completed swinging to flood tide.

John E. Conally
Ensign U.S.N.R.

8-12

Anchored as before. 1140 made daily inspection of magazines and smokeless powder samples; conditions normal.

C. L. Bassett
Ensign U.S.N.R.

12-16

0
Sailed as before. 1208 made all preparations for getting underway. 1252 Underway from anchorage, at various courses and speeds conforming to channel. 1313 All port engine right ahead to port, distant one half mile. 1330 Passed through submarine nets, departed Hampton Roads. 1337 Thimble Shoek light ahead to port, distant one half mile. 1339 changed speed to standard ahead, 10.0 RPM, proceeding to course 108° T through Thimble Shoek Channel. 1415 Cape Henry light ahead to starboard, distant 1 mile. Changed course to 143°. 1437 Cape Charles light ahead to starboard, distant 9 miles. Tested electric battery, fuel and automatic; not satisfactory. 1517 entered port spit channel, Channel buoy # 2 ahead to starboard. 1525 Channel buoy # 6 ahead to starboard; left port spit channel, proceeding to position off Cape Charles City for the purpose of calibrating Radio Direction Finder. 1535 commenced calibration of RDF, proceeding at various courses and speeds as order to swing ship.

16-28

D. F. Francis
LT JG USN

Underway on 16/28. Completed calibrating the Radio Direction Finder. 1758 Entered port spit channel with buoy # 6 ahead to port. 1806 left port spit channel with buoy # 4 ahead to port. 1809 buoy # 4 ahead to port, change course to 157° (D). 1815 buoy # 4 ahead to port, change course to 145° (D). 1845 Cape Charles light ahead to port, 3.9 miles. 1913 Entered Thimble Shoek Channel with buoy # 4 ahead to port. 1941 left Thimble Shoek Channel with buoy # 12 ahead to starboard.

Approved:

Barrett

Examined:

D. F. Francis

A. H. H. H.
Commander, U.S.N.R.

U.S.N.R.
REC'D. OF VISITS
E. S. N., Navigator.

UNITED STATES SHIP

Procyon

Wednesday 5 May 1943

1943

ZONE DESCRIPTION

+4

REMARKS.

63123

(Cont'd)

16-20

1241 Trouble Strait Channel light, 11:20 AM to 11:44 AM, 1947 passing thru submarine net. 1950 Buoy Baker & Wilson to port distant 25 yards 1957 Disbanded Ship

W. H. Buchanan

20-24

Underway as before 2005. Proceeding on same course and speed, conforming to channel, to Anchorage 2015 Anchored in Buoy 13 Hampton Roads Va. in 8 fathoms, 20 fathoms 1/2 hour on deck to anchor. Following bearings used: Buoy 16-240°(T) Bearing F-2, 259°(T); Buoy 11, 152°(T).

J. S. Irvine
U.S.N.R.

Approved:

[Signature]
Commander, U.S.N.R.

Examined:

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

UNITED STATES SHIP Percy Thursday 6 May 1943
(Day) (Date) (Month)

ZONE DESCRIPTION T-4 REMARKS.

0 - 4

Anchored in Hampton Roads, Va. in Buft 1413 in eight (8) fathoms of water. Put anchor in use with thirty fathoms of chain on deck, followed by bearings: Bury 16 - 240° (T), Bury F - 259° (T); Bury 1, - 152° (T). 0015 Commenced surveys at low tide. To flood tide steered to port (100%). Completed surveys at 0200. To flood tide steered to port (232°). 0200 Placed drift lead over starboard side. Number two (2) generator is in use. (Ship awaiting passage to Norfolk Navy Yard for repairs.)
 Surge 9.2 NR

4 - 4

Anchored as before. Tide to ebb for
Sun. 4.3 NR

8 - 12

Anchored as before. 0800 - Preparations for anchor ho about 0805 - Made all preparations for getting underway. 0830 - Underway to Norfolk Navy Yard for repairs, captain at conn. Executive Officer on bridge. Proceeding at various courses and speeds conforming to Elizabeth River Channel. 1025 - Navy tug 120 came along starboard side. Pilot J. R. Wilson came aboard. 1050 - Made daily inspection of magazines and smokeless powder samples. Conditions normal. 1055 - Navy tug 213 came alongside. 1105 - Commercial tug "Reliance" came alongside. 1109 - Navy tug 213 sideswiped YC 834 while maneuvering into ship, knocking down scaffolding used by yard painters on U.S. buoy. 1112 - Moved port side to Pier 4, Norfolk Navy Yard with following leads in use: one bowline, one halyard, one after bow spring, one bow spring, one quarter spring, one after quarter spring and one stern line, all 8' snublines except bow and stern lines. All leads doubled. 1127 - Tug and pilot left ship. 1155 - Commenced receiving fresh water from dock. 1205 - Commenced receiving electricity from dock.
Tide to ebb for
Sun. 4.3 NR

12 - 16

Moved as before. 1445 Commenced receiving telephone service from dock.
E. J. Robertson
Ensign, U.S.N.R.

Approved: [Signature] Examined: [Signature]
 U.S.N. Navigator

9/30

UNITED STATES SHIP

Procyon

Thursday

6 May 1943

ZONE DESCRIPTION

44

REMARKS.

16-20

Moved as before

*E. J. Bassett
Ensign USNR*

20-24

Moved as before

*H. J. Linnick
Ensign USNR*

Approved:

[Signature]
Commander, U.S.N.S.
PROCYON

Examined:

[Signature]
Executive Officer,
U.S.N.S. PROCYON

10

UNITED STATES SHIP *Swan*

Friday 7
(Date)

May 1945
(Month)

ZONE DESCRIPTION *#4*

REMARKS.

0-4

*moored at Navy Yard, Portsmouth, Virginia, with following
arrangements: and low line from bow
breast and stern to low columns, one over
bow spring, one bow spring, one at
stern spring, and one stern line, all
of 2" manila, except bow and stern line
of 1 1/2" and bow breast and stern breast
of 1 1/2" wire. Receiving fresh water, electricity, and telephone
service from dock. Undergoing alterations and repairs.*

4-8

Moored as before.

C. P. Morgan
Ensign U.S.N.R.

8-12

*Moored as before 1145, made daily inspection
of magazine + smokeless powder samples;
Conditions normal*

C. J. Robertson
Ensign U.S.N.R.

12-16

Moored as before.

R. L. Lyttman
Ensign U.S.N.R.

16-20

Moored as before

J. S. Brown
Ensign U.S.N.R.

20 - 24

Moored as before

G. J. Hancock
Ensign U.S.N.R.

Approved:

[Signature]
Commanding Officer, U.S.N.R.

Examined:

[Signature]

U.S.N., Navigator.

UNITED STATES SHIP *Procyon**Sunday 8**May 1943*ZONE DESCRIPTION *+4*

REMARKS.

0-4

Moved ~~as before~~ -port side to pier 4, Norfolk Navy Yard, Portsmouth, Va. with following lines in use
 one bow line, one bow breast one after bow spring, one
 bow spring, one after quarter spring and one stem line, all
 of 5" manilla, except bow and stem lines of 1" manilla and
 bow breast and stem breast of 7/8" manilla. Run in fresh
 water electrically and telephone power from dock.
 Undergoing alterations and repairs.

C. F. Morgan Jr.
Ensign, U.S.N.R.

*4-8**Moved as before.*

B. J. Robertson
Ensign U.S.N.R.

8-12

Moved as before. ¹⁰⁰⁰ Made daily inspection of
 magazines & magazines powder for
 condition & removal.

M. W. Nibel
Ensign U.S.N.R.

*12-16**Moved as before*

C. J. Lancaster
Ensign U.S.N.R.

*16-20**Moved as before*

C. J. Lancaster Ensign U.S.N.R.

Moved as before

Jessie E. Coughlin Jr.
Ensign U.S.N.R.

Approved:

[Signature]
 Ensign, U.S.N.R.

Examined:

[Signature]
 Ensign, U.S.N.R.

UNITED STATES SHIP

Procyon

Monday 10 May 1946

ZONE DESCRIPTION +4

REMARKS.

0-4

Manned - put back in gear of Hoop & Hoop
 yard & water with Va South Railroad
 in case of low tide, and low tide one
 after low spring, one low after one after
 spring tiding, and one still in line of
 2 ft. small draft low tide at low tide
 1 ft. in 2 ft. low (beach and stem
 beach at 3 ft. low, covering back water
 at low tide, and tide gauge for low tide
 back at 2 ft. low, alteration and repair

Manned as before

4-8

R J Lightman
 U.S.N.R.

8-12

Manned as before 0307 tested communication system
 with all frequencies for getting underway 0820
 Commercial Gups. Proposed "Pulitzer"
 came alongside 0851 Pilot Weather came alongside
 0915 Underway from Navy yard to anchorage at
 Vance County and speeds continuing to channel
 of Elizabeth River. Pilot at 0907 Captain and
 Executive Officer on bridge 0920 Commercial Gups
 Porcelain left alongside 0947 - tug "Pulitzer"
 left alongside with Pilot Weather 0952 Made
 daily inspection of magazines and cylinders for
 samples for fitting material, 1007 General quarters
 1048 Secured from general quarters, 1052 Anchored
 in Berth 6 Hampton R.D., Va in 79 fathoms, water
 with 30 fathoms of chain for anchor 1055
 Laying stem to starboard with flood tide. No
 use of generator in use

J. S. ...
 U.S.N.R.

Anchored as before

12-16

C. J. Baswell
 U.S.N.R.
 J. P. Ellis

Approved:

Examined:

UNITED STATES SHIP *Langley* Monday 10 May 1943

ZONE DESCRIPTION *1* REMARKS.

16-20

Anchored at 1520. Made all preparations for
 getting underway 1630. Under way at *Port Point Md.*
 at maximum speed and speed pursuant to orders of Com. *Langley*
 1655 Proceeding on course 263° standard speed 16 knots.
 Captain and executive officer on the bridge. Left the
 anchorage 1707. Passed the anchorage at 1710.
 1710 Passed the anchorage light about 1/2 mile to Port. *Port Point Md.*
 1731 Entered *Windle's* channel about 1/2 mile to Port. *Port Point Md.*
 to Port. 1751 Left *Windle's* channel about 1/2 mile
 to Port. 1755 Change course to 300° (T). 1823 Change
 course to 320° (T). 1845 Change course to 338° (T).
 1851 Change course to 325° (T). 1849 Change course to 300° (T).
 1851 Change course to 317° (T). 1852 Entered *Port Point*
 channel with a distance of 1/2 mile to Port. 1908 Left *Port Point*
 channel with a distance of 1/2 mile to Port. 1944 Left *Port Point*
 light anchorage about 3.5 mi.

W. S. M. P.
Exec. U.S.N.P.

20-24

Made way at 2005. Changed speed about *Port Point*
 2036 Changed speed about standard. 2038 *Windle's* Point
 ahead to Port, dist. 1/2 mi. 2050 Took underway in channel
 to about 1/2 mile to 2112 Changed speed to about *Port Point*
 2120 Changed course to 300° . 2121 Changed course to 312° .
 2129 *Port Point* ahead to Port, dist. 1/2 mi.
 Changed speed to about standard. 2149 *Smith Point* light
 ahead to Port, dist. 1/2 mi. 2150 Changed course to 334° .
 2150 *Holland Island* light ahead to *Port Point*, dist. 1/2 mi.
 2233 *Port Point* light ahead to Port, dist. 1/2 mi. 2254
Port Point ahead to Port, dist. 1/2 mi. Changed course to
 344° . 2322 *Port Point* ahead to *Port Point*, dist. 2 mi.
 2340 Changed course to 342° . Changed speed about *Port Point*
 2350 Changed speed about *Port Point*.

W. S. M. P.
Exec. U.S.N.P.

Approved: *W. S. M. P.*
U.S.N.P.

Examined:

W. S. M. P.

UNITED STATES SHIP

Procyon

Thursday

11

May

19*53*

ZONE DESCRIPTION *17*

REMARKS.

Leading craft 1430. Underway to new anchorage near the
Charles Carroll (flagship) at various courses and speeds. Captain
at command office on bridge 1453. Anchored 1,000 yds
south of the Charles Carroll on 300 ft bottom. Trawl with 30
feet chain on following bearings: Peapack Island
light 088° (1); Coker Point Light 326° (2).

J. E. Conslan, Jr.
Com. USNR

16-20

Anchored as above 1917. 435 - under way. Under way
starboard bow 1944. Set condition II 1953. Commenced
hauling out at 2000. Parked ship. Under
way. Under way frequently.

20-24

Under way as before. 2055. All Landing Craft in the
water. Secured from Transport Area (Condition II).
Checked Anchor Bearings frequently.

W. J. ...
Com. USNR

Approved:

[Signature]
Lieutenant, U.S.N.

Examined:

[Signature]
Lieutenant, U.S.N.

U. S. N., Navigator.

UNITED STATES SHIP

PROCYON

WEDNESDAY 12 MAY 1948

(Day) (Date) (Month) . 1948

ZONE DESCRIPTION 14

REMARKS.

10-20

Underway as before. 2042 completed north and north range on long range. 2042 secured from general quarters. Immersion depth 48 mms 3" 10; 3 mms 7.5. The general compasses 2100 target repair party started to ship 2121 changed speed to standard ahead. Changed course to 250 (T) 2132 changed course to 225 (T). 2152 changed course to 350 (T) 2172 sighted Holland Bar Light bearing 012 (T) dist 14 mi. 2172 South Point light abeam to Port, dist 15 mi 2225 changed course to 040 (T) 2235 changed speed to 1/2 ahead 2245 proceeded on various courses and speeds to anchorage. 2257 Anchored west of Smith Island in 7 fathoms of water with 30 fathoms of chain ^{under} to the Port under on the following bearings: Smith Point, 149 (T); Port Lockport, 303 (T); Holland Island Bar Light, 020 (T). Drift lead over starboard side. Main engine on steady state. Radar bearings checked frequently.

9.7
12.5

20-22

Underway as before. 2042 completed north and north range on long range. 2042 secured from general quarters. Immersion depth 48 mms 3" 10; 3 mms 7.5. The general compasses 2100 target repair party started to ship 2121 changed speed to standard ahead. Changed course to 250 (T) 2132 changed course to 225 (T). 2152 changed course to 350 (T) 2172 sighted Holland Bar Light bearing 012 (T) dist 14 mi. 2172 South Point light abeam to Port, dist 15 mi 2225 changed course to 040 (T) 2235 changed speed to 1/2 ahead 2245 proceeded on various courses and speeds to anchorage. 2257 Anchored west of Smith Island in 7 fathoms of water with 30 fathoms of chain ^{under} to the Port under on the following bearings: Smith Point, 149 (T); Port Lockport, 303 (T); Holland Island Bar Light, 020 (T). Drift lead over starboard side. Main engine on steady state. Radar bearings checked frequently.

Surgeon W. J. ...

Approved:

Examined:

[Signature]

U.S. Navy
U.S. Navy
U.S. Navy

U. S. N., Washington

UNITED STATES SHIP

Prayer Thursday 13 May 1942

ZONE DESCRIPTION + ✓

REMARKS.

Underway off Smith's Island... 30 fathoms of chain to the port anchor on the...
24 inch shot... 303 (1)
and 4 1/2 inch...
23 1/2 inch...
frequently

*W H Buchanan
West USNR*

4-8

Anchor as before, 0557 lighted ship 0700 made all...
preparation for getting underway. 0720 Under way from...
anchorage, on course 180° T, at 1/2 ahead waiting arrival of...
USS *Truxtun* - 0800 ahead US *Salvo*.

*R L Lawrence
West USNR*

8-12

Underway on line 0506 changed to standard speed 0510...
5.1 course 734° T. 0831 formed column of ships in...
following order: USS *Salvo*, USS *Leonard Wood*, USS *Thompson*,
USS *Pringle*, USS *Conner* 11200 speed 2/3 # 4936 Manoeuvring in...
at various courses and speeds to compare to column.
0845 to standard speed 15 knots. 0855 Smooth Down 20...
to starboard. Commenced turning 180° port 0905...
change to 350° T. 0920 changed speed to 1/2. 0930...
change to 344° T, speed 1/2. 0935 General Quarters...
0945...
1015...
speed to standard 1102 change course to 114° T. 1105...
to stop 1114 secured from General Quarters, USS *Leonard Wood*,
USS *Salvo* and USS *Henry Lee* having completed Anti Aircraft Exercise...
Practice, departed area on course approximately due South...
1115. Made daily inspection of magazine and ammunition...
conditions excellent.

West USNR

17-16

Underway as before. 1213 Set General Quarters.
1225 commenced firing Hill Batteries at a target...
towed by *Hickatt*. 1227 Ceased firing, Completed...
First Run 1230 Commenced firing, 2nd Run...
1231 Ceased firing. 1235 Commenced firing, 3rd Run...
1239 Ceased firing 1247 Commenced firing, 4th Run...
1248 Ceased firing 1250 Completed Exercise, Secured

Approved:

[Signature]
Commander, U.S.N.R.
SQUADRON

Examined:

[Signature]

Executive Officer, U.S.N.R.

UNITED STATES SHIP *Tracyan* *Thursday 13 May 1918*

ZONE DESCRIPTION *4*

REMARKS.

(Cont'd)
 From GENERAL GUNNERS, having expended 26 rounds of 2 1/2's and 134
 rounds of 20mm. AMMUNITION. No casualties. 1255 Set Course 363° (T)
 Standard Speed of 15.5 knots. 1336 Altered to West
 to Starboard, Dist. 6 mi. 1358 Lt. N. H. H. H. H.
 to Port, Dist. 2 1/2 mi. 1436 Hatched in net of
 water with 31 fatheads of Chinook the last of which
 on the following bearings; 4000 ft. Light, 135° (T),
 Cedar Pt. 310° (P) Hatched from Southwest of
 Wishes, Set Anchor Watch. Checked signals frequently
 frequently. Ships present (U.S.S. *Albatross*, U.S.S.
Albatross (Comtransport) U.S.S. *Charles Carroll*
 (Comtransport 5) U.S.S. *Albatross*, U.S.S. *Harpoon*, U.S.S.
Albatross (Comtransport 7); U.S.S. *Albatross*.

W. H. H. H.
Comdr. U.S.N.R.

16-20
 Unusual in life 1628 ...
 ...
 ...
 ...
 ...

Archived as before
landing craft.

J. R. ...

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

Examined: *E. D. ...*
 E. D. ...
 U.S.N.R.
 EXECUTIVE OFFICER, U.S.N., *Albatross*.

21/188

UNITED STATES SHIP PROCYON FRIDAY 14 MAY 1913

ZONE DESCRIPTION 44

REMARKS.

0-4

A haul of 1000 lbs. ... in 16 fathoms of water with 24 fathoms of chain ... following ... USS Leeward Wood ... USS Harry Lee ... USS ...

4-8

... before ... USS ...

8-12

... USS ...

12-16

... USS ...

16-24

A haul of 1000 lbs. ... USS ...

Approved:

Examined:

T. A. ... U.S.N.

Signature of Executive Officer

UNITED STATES SHIP *Procyon* Friday 14 May 1943

ZONE DESCRIPTION *74*

REMARKS.

16" abeam to port, distant 2 3/4 miles. 1828 Point Ledge light abeam to starboard, distant 5.2 miles. 1852 Hullshead Island Bear to starboard 77° to port, distant 1.4 miles. 1913 Smith Point light abeam to starboard, distant 1.1 miles. 1917 changed course to 196° T. 1921 Great W. compass light house abeam to starboard, distant 6.6 miles. 1939 Great W. compass light abeam to starboard, distant 4.3 miles. 1943 changed course to 166°. 1945 Baring T.L. abeam to port, distant .6 miles.

D. J. Freeman Lt. jg USNR

20.24

Underway as before. 2002 changed course to 163°(T) 2013 changed speed to 1/2 ahead. 2016 changed speed to 1/2 ahead. Changed course to 167°. 2027 changed speed to ahead standard. 2029 stopped engines. 2037 sounded general quarters. 2040 changed speed to ahead standard. 2045 changed speed to stop. 2054 changed speed to 1/2 ahead. 2054 changed course to 175°(T). 2135 changed speed to stop. Proceeding at ^{to night spotting position} ~~various courses~~ and speed to maintain position in column formation. 2125 commenced making with mine on firing range. 2137 completed with mine on firing range. Ammunition expended during ^{NIGHT} ~~gun firing exercise~~ 2150. No personnel casualties. 2202 Proceeding at standard ahead, course 187°(T). 2305 Windmill Point Light abeam to starboard, distant 7.0 miles. 2306 changed course to 183°(T). 2314

Lieut. M. J. Lamoreaux USNR

Approved:

Examined:

[Signature]
 W. R. HARTY
 Commander, U.S.N.S.
 PROCYON

[Signature]
 D. J. Freeman

U. S. N., Navigator.

UNITED STATES SHIP *Procyon* *Saturday 15 May* 1943

ZONE DESCRIPTION

REMARKS.

12-16
anchored as before.

E. J. Robertson
Ensign, U.S.N.R.

16-20
Anchored as before

M. W. Nibel
Ensign, U.S.N.R.

20-24
Anchored as before 2135 Commenced swinging star to
port

C. F. Bassett, Ensign
U.S.N.R.

Approved:

[Signature]
F. A. HARTS,
Commander, U.S.N.R.
ASSTANT

Examined:

[Signature]

U. S. N., Navigator.

75

UNITED STATES SHIP

P. H. ...

Sunday 16 July

1942

ZONE DESCRIPTION *+4*

REMARKS.

0500(T), 1639 Passed Middle Shoal Channel to a point 1/2 mile
 point. 1649 Changed course to 325°(T). 1716 Passed Middle Shoal
 Bury 1/2 mile to 2nd distant 1/2 mile. 1731 Changed course to
 085°(T). Changed speed to 1/2 ahead. 1733 Passed Middle Shoal Bury
 1/2 mile to 2nd distant 1/2 mile. 1742 S. turned to 114°(T) ahead
 Bury 1/2 mile to point 1/2 to 50 yards. 1749 Reached Middle Shoal
 Channel Bury 1/2 mile to point 1/2 to 50 yards. 1800
 1826 Passed Middle Shoal Bury 1/2 mile to point distant 1/2 mile. 1826
 Passed Windmill Shoal Bury 1/2 mile to point distant 1/2 mile.

W. K. ...

20-24

Under way before noon. Changed course to 352°(T)
 2005 Passed Bury 1/2 mile to point distant 1/2 mile. Changed course to
 008°(T) 2013 Changed speed to 1/2 ahead. 2014 Changed speed
 to 1/2 ahead. 2030 Passed Middle Shoal Bury 1/2 mile to point distant 1/2 mile.
 2035 Changed course to 327°(T). 2044 Changed course to 315°(T).
 2045 Changed course to 320°(T). 2045 Changed course to 330°(T).
 2056 Changed course to 325°(T). 2110 Engine stopped.
 2115 Changed course to 43°(T) ahead. Changed speed to 1/2 ahead.
 2116 Arrived in 6 fathoms. 2120 Arrived in 30 fathoms.
 2130 Arrived at the port anchor in the following order:
 1st, 305°(T), Holland Island Light 071°(T).
 2nd, 305°(T) Bury 1/2 mile. 2135 Arrived at the port anchor
 in 6 fathoms. 2140 Arrived at the port anchor in 30 fathoms.
 The bay.

Approved:

[Signature]
Commander, U.S. Navy

Examined:

[Signature]
Lieutenant, U.S. Navy

UNITED STATES SHIP *Procyon* Monday 19 May 1954

ZONE DESCRIPTION *-4*

REMARKS.

2-4
Anchored off Port Lockport, La. in usual (1) fairway of a narrow
with Trinity (30) Light of chain 2. The port anchor on
the following bearings: Point Lockport light, 305°(T); Wallard
Light, 177°(T); and Buoy 1, 275°(T). Ship's current
2.4 knots to north. Number 2 generator in use. Ship
at anchor.

*Julie E. Casler, Jr.
Com USNS*

4-4

Anchored as before. 1515 Make all preparations for getting
underway. 1557 Under way. Underway on various
courses and speeds conforming to channels. Capt.
and Executive Officer on the bridge. 1615 Set course 016°(T)
at Standard Speed of 15 knots. 1637 Point Lockport light
abeam to port, distant 3.5 mi. 1640 Altered course to
345°(T) 1705 Hooper V. light abeam to starboard, distant 4 mi.

*W. H. Richardson
Lieut USN*

8-14

Underway as before. 2001 Passed USS *Procyon* in fairway
offshore and the *William T. Dennis* at anchor in fairway at
various courses and speeds to approach anchorage. 2512
USS *Charles Carroll* anchored. 2514 Anchored in fairway of
Point, and in 12 fathoms of water. At 30 ft. Towed cable
to the port anchor in the light of training.
Saw Pt. 176° 7, Buoy 210 238° 24. Emergency generator
No. 2 in use. Ship's current 2.1 knots to north. S. of
Amphibious Lf. 1925 Commenced maneuvering to port to
stem to starboard. 1925 USS *Thomson* approached from
1119 USS *Arctura* underway. 1130 Daily magazine and
ammunition under way. Conditions for 1145 USS
under way. 1157 USS *Arctura* anchored. 1158 USS *Kelly*

12-16

Anchored as before. 1240 Completed swinging with flood tide.
1302 *Wm. P. Biddle* anchored to Port X 3.

*Julie E. Casler, Jr.
Com USNS*

16-20

Anchored as before.

*Julie E. Casler, Jr.
Com USNS*

20-24

Anchored as before. 2000 Darkened ship. 2020 Set conditions TV

Approved: *[Signature]*
Commander, U.S.N.S.

Examined: *[Signature]*

D. S. W. Milligan

70 102

UNITED STATES SHIP PROCYON Monday 17 MAY, 1943
(Ship) (Date) (Month)

ZONE DESCRIPTION 14

REMARKS.

²⁰⁻²⁴
2030 Commenced hoisting out landing craft, 2045
USS Taney & Anthony anchored on the port beam. 2141
Succored Condition IV. A motor hoist checked frequently.
J. S. Kelly

Approved:

[Signature]
N. A. Harbo
Commander, U.S.N.
PROCYON

Examined:

[Signature]
J. S. Kelly
U. S. N., Yeoman

UNITED STATES SHIP TROCYN TUESDAY 18 MAY 1943
(Day) (Date) (Month)

ZONE DESCRIPTION 74

REMARKS.

0-4

Anchored north of Cav. Point, Maryland, in 12 fathoms of water with 30 fathoms of chain to the port anchor on the following bearings: Cav. Pt. Light (76° 17') Buoy 219 236° (17) Generators #1 and #2 in use. Signal present: Transport Service Flag, Hospital Unit 020. It transport area, Section II. 0225 Commenced loading cargo. 0230. Unpacked loading cargo. Small transport area, Section II. Under way, steered frequently.

R. Lewis, Ensign, USNR

4-8

Anchored as before 0545. It commenced arriving to the tide stem to port. 0553. Tug led ship, 0608 - U.S. P. Thomas Jefferson, USS William P. Ciddle and USS Arthur got underway and stood down bay, 0751. Completed survey with Lt. J. E. Cavalier, Ensign, USNR

5-12

was anchored as before 0845. It commenced... 1142. Completed... and... 12-16

12-16

Anchored as before. 1349. USS Ciddle anchored in berth 4-3. 1519. USS Jefferson anchored in berth 4-1. 1522. USS Arthur anchored in berth 4-2.

R. Lewis, Ensign, USNR

16-20

Anchored as before. 1615. USS Susan E. Anthony underway to draft anchor age. 1625. USS Susan E. Anthony underway to draft anchor age. 1702. USS Susan E. Anthony underway to draft anchor age. 1843. USS Susan E. Anthony underway to draft anchor age. 1933. USS Susan E. Anthony underway to draft anchor age and stood down bay.

J. E. Cavalier, Ensign, USNR

20-24

Anchored as before. 2011. ... 2029. ... 2030. ... 2148. Secured from location to all passengers' water.

J. E. Cavalier, Ensign, USNR

Approved:

[Signature]
 Commander, U.S.N.S.
 COMMANDING

Examined:

[Signature]
 E. S. A., Navigator

PL
70

UNITED STATES SHIP PROCYON WEDNESDAY 19 MAY, 1943

ZONE DESCRIPTION 74

REMARKS.

0-4

Anchored south of Cove Point, Md. in 12 fathoms of water with 34 fathoms of chain to the port anchor on the following bearings: Cove Pt light 176° T, Buoy 21 B 236° T. Engaged at steadily. No sand generators in use. Ships present: Dore T. Adams, Lieutenant. 0440 S. at Condition IV. 0820 Commenced hoisting boats aboard 0217 Completed hoisting boats aboard. Secured from Condition IV. Anchored bearings checked frequently. J.S. Kelly

Anchored as before, 0510. Made all preparation to get underway. 0625 Underway for on anchorage pursuant to confidential assignment orders 3-43 of 18 July 1943. Captain on bridge. Manoeuvring at various courses and speeds to form column formation. 0635 Took position in column formation as follows: 1st Charles Carroll, 2nd William P. Childs, 3rd Thomas Jefferson, 4th Susan B. Anthony, 5th Procyon and 6th Materias. Steamed at speed 15 knots (53 RPM), Blue course 163° (1). 0655 Passed Cove Point light ahead, distance 3 miles. 0710 Passed Cape Kent light ahead, distance 2.5 miles. 0745 Passed Hooper Island light ahead, distance 1.5 miles.

L. E. Lewis Jr. Com. USCGC

8-12

Underway as before. 0810 Changed course to 173° (4). 0815 Pt. Lookout ahead, distance 2 miles. 0830 Changed course to 158° (7). 0855 Passed Smith Pt. ahead, distance 1.5 miles. 0900 Passed Smith Pt. light ahead, distance 1.2 miles. 0910 Passed Smith Pt. light ahead, distance 1.0 miles. 0925 Changed course to 173° (4). 0935 Pt. Lookout ahead, distance 1.5 miles. 0940 Lighted searchlight ahead, bearing 183° (7), distance 1.5 miles. 0945 Changed speed to 12 knots. 1015 Changed speed to 13 knots. 1045 Passed light ahead, distance 2 miles. 1075 Changed course to 168° (2). 1115 Passed light ahead, distance 7.5 miles. 1145 Changed speed to 13 knots. 1156 Changed speed to 13 knots. 1158 Made daily inspection of magazines and searchlight for samples; condition of stores.

L. E. Lewis Jr. Com. USCGC

12-12

Underway as before. 1210 Changed course to 31° (1). 1220 Changed

Approved:

Examined:

L. E. Lewis

F. A. [Signature] Commander, U.S.N.G.

EXECUTIVE U.S.N.G. Navigator.

UNITED STATES SHIP *Albatross* (Day) *Whitby* (Hour) *10* (Month) *1913*

ZONE DESCRIPTION *44* REMARKS.

1213 - Changed course to 149° W. ...
1244 - Changed speed - two third ahead ...
1246 - Changed speed to two third ahead ...
1252 - Changed speed to two third ahead ...
1307 - Changed speed to two third ahead ...
1340 - Made 45° ...
1410 - Made 45° ...
1423 - Made 45° ...
1433 - Secured ...
1526 - Detached from command of ...
1534 - Tarpier Island Bury #6 ...
1554 - Changed course to 141° True

D. F. Brewer Lt. jg USNR

16-20

1619 - Passed ...
1625 - Changed course to 315° W. ...
1710 - Anchored off ...
1731 - Water ...
1735 - Charles Carroll, USN ...

John S. ...

20-24

2025 - ...
2025 - ...

Approved:

[Signature]
U.S.N.

Examined:

[Signature]
U.S.N., Abstrigator

UNITED STATES SHIP

Proctor

Monday 30

May

19

ZONE DESCRIPTION *+ 4*

REMARKS.

Quantity 5000... (illegible) ...
 he... (illegible) ...
 water... (illegible) ...
 the... (illegible) ...
 from... (illegible) ...

... (illegible) ...
 ... (illegible) ...
 ... (illegible) ...
 ... (illegible) ...
 ... (illegible) ...

... (illegible) ...
 ... (illegible) ...
 ... (illegible) ...

Approved: *[Signature]*
 W. L. HARTY,
 Commander, U.S.Navy,
 PROCTOR.

Examined: *[Signature]*
 T. S. W., Navigator.

UNITED STATES SHIP

PROXYON

Friday 21 May 1943

1943

ZONE DESCRIPTION

REMARKS.

0-4

Unanchored at Cape Point, hid in 19 fathoms of water with 30 fathoms of chain to starboard and 100 fathoms of chain to port. ...

4-8

Unanchored at Cape Point, hid in 19 fathoms of water with 30 fathoms of chain to starboard and 100 fathoms of chain to port. ...

8-12

Underway on 18th. 0800 changed course to 165° (T). 0830 changed course to 187° (T). 0850 changed course to 187° (T). 0914 changed course to 175° (T). 0940 changed course to 175° (T). 1000 changed course to 155° (T). 1000 changed course to 155° (T). 1046 changed course to 132° (T). 1116 changed course to 132° (T). 1140 changed course to 146° (T). 1145 changed course to 146° (T). 1146 changed course to 146° (T). 1151 5700H.A. Engines.

St. W. J. ...

12-14

Underway on 14th. ... 1240 rpm to ahead standard (80 RPM). 1246 rpm to ahead 3/4. Streamed fog horn at 400 yards. 1250 rpm to ahead standard. Exercised all kinds of general quarters. Convoy exercising at emergency turn (145 degrees). 1301 rpm to 3/4 ahead. 1325 rpm to 1/2 ahead. Under simulated dive-bombing attack. 1422 ceased exercise of emergency turn. Proceeding on course 081 T. ...

Approved:

[Signature]

Examined:

[Signature]

U. S. N. Navigator

UNITED STATES SHIP PROCYON SS-1034X 23 MAY 1943

ZONE DESCRIPTION 14

REMARKS.

0-4

Underway pursuant to orders of Commander Treasurer S. Sullivan, USN, command of column. Column course: USS Charles F. Smith, USN, bearing 167° T, 10.4 miles. USS Point No Point, USN, bearing 167° T, 10.4 miles. Point No Point ahead to starboard, distance 2 miles. Standard speed about 8.4 RPM. 0221 Point No Point ahead to starboard, distance 4.4 miles. 0234 Reduced speed of column to take station at rear of column due to critical speed on orders of Comtransit. Manoeuvring at various courses and speeds to take station. 0241 1/2 speed about 6 RPM. 0257 Took station at rear of column. 0315 Changed course to 163° T. 0316 South Point Lighthouse bearing starboard, distance 2.2 miles. Changed course to 154° T. 0322 Same. Changed course to 185° T. 0326 Point No Point ahead to starboard, distance 1.7 miles. 0346 Great Neck Lighthouse bearing starboard, distance 4 miles. 0356 Changed course to 175° T. 0325 Standard speed. 0346 W. Mitchell Pt. Light ahead to starboard, distance 3.5 miles. 0349 Changed course to 168° T. 0353 Slingshot Pt. Light ahead to starboard, distance 5.4 miles. 0344 Changed course to 174° T. 0322 set speed at 1/3. 0344 Wolf trap light ahead to starboard, distance 3 miles. Changed course to 150° T. 0401 set speed at 1/3. D. J. Brewer
Rt. of 1/3

4-5

Underway as before. 0423 Entered York Spit Channel. 0437 Left York Spit Channel. 0457 Changed course to 147° E. Bands light. 0537 Changed speed to one-third ahead. 0542 Changed course to 261° (6). Changed speed to standard. 0635 Changed speed to two-thirds ahead. 0640 Entered the Middle Shoals Channel. Lighted ship, 0641. Changed course to 293° (6). 0645 Left Middle Shoals Channel. Manoeuvring at various courses and speeds approaching section with mate. Leslie E. Coulter Jr.
Com 1034X

5-10

Underway as before. 0654 Passed through section with mate. 0658 Changed speed to 1/2 ahead. 0718 Stopped engines. 0719 Got back ahead to port. Dist 1500 yds. 0721 Changed speed to 1/2 ahead. Sound measuring system. 0725 Stopped engines. 0730 Changed speed to 1/2 ahead. 0735 Changed course to 240° (6). Changed speed to 1/2 ahead. 0747 Stopped engines. 0751 Hampton Roads buoy #1 clear to port. Got to port. 0804 Changed speed to 1/2 ahead. 0818 Stopped engines. 0819 Got to port anchor. 0823 Sound at port anchor to shift anchor. 0826 Anchored.

Approved: *[Signature]*
Commander, U.S.N.
SULLIVAN

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

UNITED STATES SHIP

Procyon Saturday 22 May 1942

ZONE DESCRIPTION *+4*

REMARKS.

8-12 cont

*Hang gun ... to bottom of water ...
anchors with ... of chain ...
following bearings: ²⁰⁰⁰ Middle ground 228° (C), 200 2 353° (C)
black tower 203° (C), ...
inspection of magazines and ...
conditions normal*

12-15

*Anchored as before ...
following of water ...
on following bearings: Middle ground 228° (C)
black tower 203° (C), ...
at 1400 ...*

*C. J. Lancaster
Ensign U.S.N.*

16-20

*Anchored as before 1605, completed swing; stern
to stern with ab-tide*

*J. S. Livingston
Ensign U.S.N.*

Approved: *[Signature]*
Lt. A. HARRIS,
Commander, U.S.N.

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

UNITED STATES SHIP

Procyon

Sunday 13 May

(Day) (Date) (Month)

1943

ZONE DESCRIPTION

+ 4

REMARKS.

2-4
 Anchored in South Eight Hamble Roads, Va. in six fathoms
 of water with 200 fathoms of chain to the port anchor
 with the following bearings; Wick (ground 238 (true) bearing
 357 (true) 700 feet from Radio tower 267 (true). Ships
 Present; Trans. No. 5, U.S.S. Leonard Wood, U.S.S. Mt. Baker,
 U.S.S. Albatross, U.S.S. Albatross, U.S.S. Albatross, U.S.S. Albatross
 U.S.S. Albatross. No. 2 generator in use. Ship doctor called
 commenced surgery with all the. R. J. Lightman
 Ensign U.S.N.R.

4-7
 Anchored as before. 2425 Completed taking with all tide
 steam to port. 0715 - Fuel oil large Harbor Bells from 200
 Norfolk, Va. came alongside and was secured at number 4 main
 oil separation vessel. 7 secure fuel oil.
 Ensign U.S.N.R.

8-12
 Anchored as before. 0810 Commenced receiving
 Diesel fuel oil. 1015 Commenced taking
 1015 Completed taking fuel oil, having received
 1530 total fuel oil. Draft of ship present 12' 4"
 aft 20' 4".
 Ensign U.S.N.R.

12-16
 anchored as before. Has a three engine port boat
 all under way.
 Ensign U.S.N.R.

16-20
 Anchored as before.
 Ensign U.S.N.R.

20-24
 anchored as before.
 Ensign U.S.N.R.

Approved:

[Signature]
 U.S.N.R.

Examined:

[Signature]

U. S. N., Investigator.

39

UNITED STATES SHIP Procyon

(DAY)

(YEAR)

(MONTH)

19

ZONE DESCRIPTION 7-4

REMARKS.

0-4

Anchored in berth 7. Hauling in 30 fathoms of chain to the port anchor on the following bearings: Wholaf ground 234 true, Buena Vista 359 true, The port Chesapeake tower 264 true. Ship's present true bearing U.S.S. Procyon, U.S.S. Langard Wood, U.S.S. Dick, U.S.S. White Oak, U.S.S. Susan B. Anthony, U.S.S. O'Hara, U.S.S. Witing, U.S.S. Kilmer, U.S.S. Hargreaves, U.S.S. Changer. No. 1 & 2 generators in use. 0230 commenced swinging stern to port with abt. tides. M.W. Michel
Ensign U.S.N.R.

4-8

Anchored as before. 0410 - completed swinging to abt. tides. E.J. Barrett
Ensign U.S.N.R.

8-12

Anchored as before. J.C. McDermott
Ensign U.S.N.R.

12-16

Anchored as before. J.H. [unclear]
Ensign U.S.N.R.

16-20

Anchored as before. R.L. Lightman
Ensign U.S.N.R.

20-24

Anchored as before. 2215 commenced swinging stern to starboard with abt. tides. 2215 completed swinging. J.B. [unclear]
Ensign U.S.N.R.

Approved:

[Signature]
Commander, U.S.N.R.

Examined:

[Signature]

Ensign, U.S.N.R.

UNITED STATES SHIP

Procyon *Treasury* 25 May 1945

ZONE DESCRIPTION *4*

REMARKS.

9-4
 Anchored in Bass Harbor, Road No. 30 in six fathoms water with 30 fathoms 7/8" float buoys on following bearings: Middle Island Light 335° True, Beacon No. 339° True and Newport News Radio Tower 217.5°. Number 2 generator in use. Ships present: Philadelphia, Charles Carroll, Thomas Jefferson, Susan B. Anthony, Mattala, Astoria, Aerial, Solara and Saturn. Also various small craft.
Radio E. Canal from En U.S.N.

4-D
 Anchored as before. 0200 commenced surveying with tide, stem to port. 0525 completed survey with tide, 0755. Commencement bearing 200° magnetic. 7 men secured at Number 4 Hatch. ~~Port~~ ~~side~~ made to port. ~~at~~ ~~anchor~~ ~~side~~ ~~ship~~.
C. J. Morgan U.S.N.

8-12
 Weather clear 1130 commenced taking of samples for "iron" analysis. 36 samples collected; 5 samples analyzed. 1130 Middle Island, weather clear. ~~at~~ ~~anchor~~ ~~side~~ ~~ship~~.
 1145 following... ~~at~~ ~~anchor~~ ~~side~~ ~~ship~~.
 1150... ~~at~~ ~~anchor~~ ~~side~~ ~~ship~~.
 1200... ~~at~~ ~~anchor~~ ~~side~~ ~~ship~~.
 1210... ~~at~~ ~~anchor~~ ~~side~~ ~~ship~~.
 1220... ~~at~~ ~~anchor~~ ~~side~~ ~~ship~~.
 1230... ~~at~~ ~~anchor~~ ~~side~~ ~~ship~~.
 1240... ~~at~~ ~~anchor~~ ~~side~~ ~~ship~~.
 1250... ~~at~~ ~~anchor~~ ~~side~~ ~~ship~~.
C. J. Morgan U.S.N.

12-16
 Anchored as before.
C. J. Morgan U.S.N.

Approved: *[Signature]*
 Commander, U.S.N.M.S.

Examined: *[Signature]*
 U.S.N. Navigator.

UNITED STATES SHIP *Procyon* *Tuesday 26 May* 1943

ZONE DESCRIPTION *+4* REMARKS.

16-20
Anchored as before 1930. Lighter tied up along side with fidd stow
E. T. Robertson
Ensign, U.S.N.

20-24
Anchored as before 2145 completed taking stow down from lighter 2345, tug came alongside and showed up with lighter.
C. J. Bennett
Ensign, U.S.N.

~~Anchored as before~~

Approved: *[Signature]*
Commander, U.S.N.

Examined: *[Signature]*
Lieutenant, U.S.N.

4219c

UNITED STATES SHIP Procyon

 Wed 26 May 1943

 ZONE DESCRIPTION +V

REMARKS.

0-4

Anchored in Berth 8, Hampton Roads Va, in six fathoms of water with 30 fathoms of chain on port anchor having the following leadings. Middle ground light (2 3/4) S. Beacon F-2 354 (T) - Airport News Radio Tower (207 T) no two generator in use. Ships present: Philadelphia, C. Carroll, T. Jefferson, B. Anthony, match, various police & ^{various} small craft

W. C. Underhill
Com USNR

4-8

Anchored as before. 0830 Commenced swinging to ebb tide stem to post 0720. Completed swinging to ebb tide

C. P. Morgan Jr.
Com USNR

8-12

Anchored as before.

C. P. Morgan Jr.
Com USNR

12-16

Anchored as before

R. L. Lightman
Com USNR

Anchored as before

J. B. Brown
Com USNR

20-24

Anchored as before 1125 Commenced swinging to flood tide stem to post

L. E. Cavaler Jr.
Com USNR

Approved:

[Signature]
Commander, U.S. Navy
Hampton Roads, Va.

Examined:

[Signature]

W. C. Underhill
Com USNR, Navigator

UNITED STATES SHIP *Procyon*

Thursday 27 May 1943

ZONE DESCRIPTION *+4*

REMARKS.

Anchored in lead #1 S. Tanker, Regde, Virginia, in air (A) patches of water with thirty fathoms of chain on end. Under way at 10:00 AM. Middle ground light (200-1) Beacon Fa 357° T 1.9. 200 ft. 200 ft. 1.9. (200-1) ships present; Ariel, Mattok, Biddle, T. Jefferson, Arcturus, & other small craft. Number one generator in use. 0110 ship completed repairs to flood tide stem to gust.

G. J. Lancaster
Ensign U.S.N.R.

8-12
Anchored as before.
1130 Made daily inspection of magazines and ammunitions ^{sample} ~~findings~~
Condition normal

R. J. Lightman
Ensign U.S.N.R.

12-16
Anchored as before.

E. J. Robertson
Ensign U.S.N.R.

16-20
Anchored as before.

H. C. Widenmiller
Ensign U.S.N.R.

20-24
Anchored as before 2125. Stem barge "General Putnam" and drag and No. 4 barge 2245 Completed taking stores aboard "General Putnam" shoved off.

Ens. C. J. Pasutti U.S.N.R.

Approved:

[Signature]
Commander, U.S.N.R.
PROCYON

Examined:

[Signature]
Commander, U.S.N.R.
PROCYON
U. S. N. Volgastor.

UNITED STATES SHIP Procyon

Friday 28 May 1943

 ZONE DESCRIPTION 74

REMARKS.

0-4

Anchored in Bath 8, Hampton Roads, Va. in six fathoms of water with 20 fathoms of chain to port anchor. In the following bearings Middle Ground Light 234°(T), Beaches Pt. 357°(T), and Newport News Radio Tower 267°(T). Number 1 generator in use. Ships present: Arad, Astoria, Vulcan, Hobbs Land, Susan Anthony, Arcturion, Glomar, Jefferson, Herculana. Also various small craft. 0125 commenced swinging to flood tide. 0230 completed swinging to flood tide.

C. P. Johnson
Ensign U.S.N.R.

4-8

anchored as before 0730, started swinging with abt 1/2 turn to starboard. 0800 stopped swinging with abt 1/2 turn.

E. J. Roberts
Ensign U.S.N.R.

7-12

Anchored as before. 1100 made daily inspection of magazines w/ amorphous powder samples. Conditions no real.

M. W. Nibel
Ensign U.S.N.R.

12-16

Anchored as before. 1200 commenced swinging with flood tide. 1400 stopped swinging with flood tide. 1430 stopped swinging with flood tide.

J. B. Lewis
Ensign U.S.N.R.

16-20

Anchored as before

T. J. R. [unclear]
Ensign U.S.N.R.

20-24

Anchored as before. 2000 ship commenced swinging with abt 1/2 turn to port. 2140 ship completed swinging with abt 1/2 turn to port.

C. J. [unclear]
Ensign U.S.N.R.

Approved:

[Signature]
Commander, U.S.N.R.

Examined:

[Signature]
Ensign U.S.N.R.

UNITED STATES SHIP *Preycor* *Saturday 29 May 1945*

ZONE DESCRIPTION *++*

REMARKS.

0-4
Anchored in Beth & Hampton Roads Va. with 25 fathoms of chain to port anchor in six fathoms water. Washed two generators in sea. Ships present: Transcon 2, Vulcan, Fox and Wood and Nitro 0158. Ship commenced receiving to flood tide. Turn to port, 0245. Completed wiring to distribution.

*John E. Lamb Jr.
Ensign U.S.N.R.*

2-4
Anchored as before. 0200-04 Transport Area with Company of Landing Craft.

*John E. Lamb Jr.
Ensign U.S.N.R.*

3-12
Anchored as before 0330 Completed hoisting and landing craft. 0915, made all preparations for getting underway 0946 Underway from Beth & Hampton Roads Va. to Army Dock Newport News Va. at various speed and courses conforming to channel. Captain and Executive Officer on bridge. Captain at conn. 1025 Commercial Chief spoke W. R. P. There came aboard 0950 Pilot R. H. Fox came aboard 1030 Made daily inspection of magazines and searchlights. Powder in the arsenal 1100 Made first start of side to starboard. News Va with yellow lines in use. One bow light, one bow breast light, two stern lights, 2 quarter lights, 1 quarter breast and one stern line, all lights of 3' diameter except bow and stern which are 1' in diameter and bow and stern searchlights 1' in diameter. Reserve fresh water from dock. No. 2 & 3 generators in use. 1115 Commenced unloading of W. R. P. with Pilot R. H. Fox left ship.

*John E. Lamb
Ensign U.S.N.R.*

13-16
Moved as before. 1500 commenced localizing Army cargo.

*M. W. Nichol
Ensign U.S.N.R.*

16-20
Moved as before

*John E. Lamb
Ensign U.S.N.R.*

20-24
Anchored as before

*R. E. H. ...
Ensign U.S.N.R.*

Approved:

[Signature]
Commanding Officer, U.S.N.R.

Examined:

[Signature]
U.S.N. Navigator.

UNITED STATES SHIP

Procyon

Sunday

30

May

1943

ZONE DESCRIPTION 74

REMARKS.

0-4

Moved starboard side to pier 5 Army Dock, Newport News, Va. Loading army cargo day and night. Following lines in use: one fore line, one bow breast, two bow springs, two quarter springs, one quarter breast and one stem line. All lines of 8" manilla except bow and stem lines which are of 1" rope and lower quarter spring which are of 1/2" rope. Receiving fresh water from dock. Has one and two generators in use. Ship present: Tradiviv. 5, USS West Point

C. J. Morgan, Jr.
Ensign, U.S.N.R.

4-8

Moved as before. 0700 stopped taking ^{USA Army} ammunition on board. Ceased cargo operations due to ^{US Army} unavailability of locked prison ship.

E. J. Robinson
Ensign, U.S.N.R.

8-12

Moved as before. 1130 made daily inspection of magazines and a number of powder samples. Conditions normal. ~~See also land side~~

M. W. Nibel
Ensign U.S.N.R.

12-16

Moved as before.

B. J. Hancock
Ensign U.S.N.R.

18-20

Moved as before. 1230 started loading United States Army Cargo

H. F. Thompson
Ensign U.S.N.R.

20-24

Moved as before

R. L. Luffman
Ensign U.S.N.R.

Approved:

[Signature]
Commander, U.S.N.R.
RECORDED

Examined:

[Signature]

U. S. N., Navigator

47/110

UNITED STATES SHIP *Procyon* Monday 31 (1976) May (1976) 19-73

ZONE DESCRIPTION *+1* REMARKS.

0-4
moored starboard side to pier #5 Army Dock, Newport News, Virginia. Loading Army cargo bag and night. The following items are in use: one bow thruster, one bow breast, two bow spring, one quarter breast, two quarter springs, and one stern line. All lines 7" inside except bow and stern lines of 1" wire and four and quarter springs of 3/4" wire. Drawing fresh water from the dock. There are 1 and 1/2 generators in use. Ships present - Transdis. 5, U.S.S. West Point. C. J. Bassett, Ensign, U.S.N.R.

4-8
Moored as before. 0600 - Lighted ship. *Galie E. Cavalry*, Ensign, U.S.N.R.

8-12
Moored as before. 1115 made daily inspection of magazines and smokeless powder samples. Conditions normal. C. J. Bassett, Ensign, U.S.N.R.

12-1606
Moored as before. C. J. Bassett, Ensign, U.S.N.R.

16-20
moored as before. H. C. Middlemister, Ensign, U.S.N.R.

20-24
Moored as before. C. J. Morgan, Jr., Ensign, U.S.N.R.

Approved: *[Signature]*
Commander, U.S.N.R.
REARWARD

Examined: *[Signature]*
U. S. N. Navigator.



N. PERS. 500
(Revised July 1942)

Dep. No. 639
S.S. No.

0176175

CONFIDENTIAL

OPERATIONS

DECK LOG BOOK

U. S. S. PROCYON

Month of JUNE, 1943

[Handwritten flourish]

CONFIDENTIAL

53749

RECEIVED
U.S. FLEET
31 23 16

To: ComInch, U.S. Fleet.

UNITED STATES SHIP

Procyon *Tuesday* *1* *June* *1948*

ZONE DESCRIPTION *+4*

REMARKS.

0-4

Moved starboard side to Pier 5, Army Dock, Newport News, Va. with following lines in use: one bow line, one bow breast, two bow springs, one quarter breast, two quarter springs and one stern line, all of 8" manilla except bow and stern line of 1" wire and bow and quarter springs of 1/2" wire. Loading U.S. Army cargo day and night. Receiving fresh water from docks. Number 1 and 2 generators in use. Ship's account: Traded 5.1155 West Point.

4-8

Moved as before.

W. E. Casler, Jr.
Ensign U.S.N.R.

8-12

Moved as before 1825 L.S. (W) Warden brought on board under guard the sum of \$42,500 dollars for the First National Bank, Newport News, Virginia for pay accounts and disbursements. 1145 Made daily inspection of magazines and amble powder samples. Conditions normal.

O. J. Bassett
Ensign U.S.N.R.

12-16

Moved as before

W. F. B. ...
Ensign U.S.N.R.

16-20

Moved as before

R. J. Lightman
Ensign U.S.N.R.

20-24

Moved as before

J. B. Irvine
Ensign U.S.N.R.

Approved:

[Signature]
Commander, U.S.N.R.

Examined:

E. B. Ellis
Comdr., U.S.N.R.
EXECUTIVE OFFICER
U. S. N. R. Navigator.

UNITED STATES SHIP Procyon Wednesday 4 June 1943
(Day) (Date) (Month)

ZONE DESCRIPTION ++ REMARKS.

2-4

Manned starboard side to Pier 5, Army Dock, Newport News, Va. with following items in use: one bow line, one bow breast, two bow pins, one gable breast, two quarter spinnaker and one stern line, all of 3 inch manilla except bow and stern line of one inch wire and bow and quarter spinnaker of 1/2 inch wire. Feeding U.S. Army cargo day and night. Receiving fresh water from both. Both generators in use. Ship's plot set: Transport Division 2 and U.S. West Point.

Asst. E. Lander, Jr.
Ensign, U.S.N.R.

4-7

Manned as before.

C. J. Lancaster
Ensign, U.S.N.R.

8-12

Manned as before. 1130 in and daily inspection. Insulation normal.

Asst. E. Lander, Jr.
Ensign, U.S.N.R.

12-16

Manned as before.

Asst. E. Lander, Jr.
Ensign, U.S.N.R.

16-20

Manned as before.

C. J. Korman, Jr.
Ensign, U.S.N.R.

20-24

Manned as before.

C. J. Korman, Jr.
Ensign, U.S.N.R.

Approved: *[Signature]*
 COMMANDER, U.S.N.R.
 COMMANDING

Examined: *[Signature]*
 E. B. ELLIS
 COMDR., U.S.N.R.
 EXECUTIVE (U.S.N.R. Navigator)

UNITED STATES SHIP Procyon 1919 3 19

ZONE DESCRIPTION 14 REMARKS.

0-4

Moved asternboard side to Gun 3, Army Dock, Newport News Va. with the following lines in use: one bow line, one bow breast line, two gunwales, one quarter board, two quarter springs, and one stern line. 11:00 P.M. Manboard except bow and stern lines of one inch wire and bow and quarter springs of seven-eighth inch wire. Receiving fresh water from dock. Generator in use. Ships present: Transport Division 5 and U.S.S. West Point.

W. W. Michel
Ensign, U.S.N.R.

4-8

Moved as before

5-12

Moved as before. 0910 Exercised at Fire Quarters. 0915 First stream at scene of fire 0922 secured from drill.

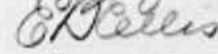
C. F. Beatty
Ensign, U.S.N.R.
E. C. Maden
Ensign, U.S.N.R.

12-16

Moved as before. 1230 Four officers and 114 enlisted men, U.S. Army, reported aboard this vessel for further transportation. 1340 Made all preparation for getting underway. 1357 Pilot E. Ruesess came aboard. 1400 Underway from dock at various speeds, pilot at con, Captain and Executive officer on bridge. 1406 Commercial tug Richmond came alongside. 1411 Commercial tug F. D. V. Litcher came alongside. 1418 Ship steadied on course. Pilot and tugs left ship. 1430 Entered Newport News Channel, proceeding at various courses and speeds to anchorage in Hampton Roads. 1459 Anchored Hampton Roads, Va. Depth 8, in 6 fathoms of water, using port anchor with 30 fathoms of chain on the following bearings: Middle Grounds 228° (11), Fox 3 347° (11), Radio Tower 267° (11).

C. S. Morgan, Jr.
Ensign, U.S.N.R.

Approved: 
Commander, U.S.N.R.

Examined: 
E. B. ELLIS
Commander, U.S.N.R.
EXECUTIVE OFFICER.

4 1/2

UNITED STATES SHIP

PROCYON

Tuesday 3
(Day) (Month)

JUNE 1945
(Year)

ZONE DESCRIPTION

+4

REMARKS.

16-20

Anchored as before. 1700 commenced swinging to flood tide stem to starboard. 1850 Tug "Peerless" brought lighter alongside #2 Hatch with provisions for ship. 1855 Completed swing to flood tide.

*R. Fisher
Ensign USNR.*

22-24

Anchored as before. 2030 Completed loading 85,000 lbs of frozen meat for ship's stores, inspected as to quantity by 1144 Warden ^{USN} due to quality by Ensign Robertson (MC) USN. 2130 Made preparations to get underway. 2151 Underway to shift anchorage. Captain at conn, Executive Officer on the bridge. Manoeuvring at various courses and speeds to adjust anchorage. 2207 Anchored in Hampton Roads, Va. in berth 3 with 30 fathoms of chain to the port anchor on the following bearings: Radio Tower, Newport News 273° T, Navy Pt L 424° T, Middle Ground Light 231° T. Newport News Channel buoy 2 at time in berth. 2230 - tug "Peerless" came along starboard side and showed off with lighter. Anchor bearings checked frequently.

*J. S. Kelly, Jr.
USNR*

Approved:

[Signature]
Commander, U.S.N.R.
Commanding

Examined:

[Signature]
E. B. Ellis
Comdr., U.S.N.R.
EXECUTIVE OFFICER.
U. S. N., Navigator.

UNITED STATES SHIP

Loeyon Friday, 4 June, 1943

ZONE DESCRIPTION +4

REMARKS.

0-4

Anchored in South V, Hampton Roads, Va., in 6 fathoms of water, with 30 fathoms of chain to the port anchor, on the following bearings: Radio Tower, Newport News $73^{\circ}07'$, Buoy E.L. (drift) $15^{\circ}09'$ White Star Light $721^{\circ}07'$, Ship's present: U.S.S. Case, U.S.S. Nitro, & U.S.S. Bellatrix. The local generator in use. 0105 Commenced swinging to ebb tide, stern to starboard. 0600 Completed swinging to ebb tide. Anchor bearings checked frequently.

J. R. Fitzgerald
Comdr., U.S.N.

4-8

Anchored as before. 0534 made all preparations for getting underway. 0544 Anchor awash. Back of speed. 0557 Ahead of speed. Proceeding at various courses and speeds to clear submarine nets. Captain and Executive Officer on the bridge. Captain at Con. 0619 English Bay Channel buoy abeam to starboard. 0626 changed speed to ahead of. 0628 First look abeam to starboard. 0629 stopped engine. 0630 Old Point Comfort abeam to port, dist. 4 mi. 0638 Passed through submarine nets. Entered Thimble Shoal Channel. Changed speed to standard ahead. 0700 Thimble Shoal Channel buoy abeam to port. 0704 Thimble Shoal Channel buoy 4 abeam to port. 0727 changed course to $95^{\circ}17'$. 0734 changed course to $040^{\circ}17'$. 0737 changed course to $346^{\circ}17'$. 0749 changed course to $324^{\circ}17'$.

D. J. Kucenore
Lt Jg USNR

8-12

Underway as before. 0800 Cape Charles light abeam to starboard, distant 12 miles. 0807 Buoy 15 abeam to starboard, distant 3 1/4 miles. 0812 Experienced general quarters. 0826 Buoy 12 abeam to starboard, distant 200 yards. 0829 changed course to $060^{\circ}07'$. 0834 secured from general quarters. In condition II, M.S. 0836 changed course to $010^{\circ}07'$. 0837 York Spit Channel buoy 2 abeam to starboard, distant 200 yards. Change course to $012^{\circ}07'$. 0842 changed speed to 1/2. 0844 changed course to $015^{\circ}07'$. 0908 Manoeuvring at various courses and speeds to approach assigned anchorage. 0925 Anchored off Old Plantation Island in 13 fathoms of water with 20 fathoms chain at the water's edge to the port anchor on the following bearings: Old Plantation Light $136^{\circ}07'$, Wolf Trap Light $025^{\circ}07'$,

Approved: *J. A. Harte*
J. A. HARTE
Commander, U.S.N.
Commanding.

Examined: *E. D. Ellis*
E. D. ELLIS
Commander, U.S.N.
Executive Officer.

UNITED STATES SHIP PROCYON FRIDAY 4 JUNE 1943
(Ship) (Date) (Month)

ZONE DESCRIPTION 14 REMARKS.

New Port Comfort 2270 T. No 1-2 generators in use. Skips present. Standing by light 5, USS former O'Hara, USS Anderson 0925 S secured from Condition II MS. Sat. regular watch. 1100 USS Santee passed on starboard side, course approximately due south. 1120 Hold drills magazine and smokeless powder sample inspection. Conditions normal. Harbor bearings checked frequently. J.S. Kelly
12-46

Anchored as before. 1311 Examined at General Quarters 1329 Secured from General Quarters. 1330 Personnel at Abandon Ship Stations. 1406 Secured from Abandon Ship Stations. 1507 Examined at the Hoist Drill. 1514 H.M.S. Queen Elizabeth straddling up the bay. Anchor bearings of ship frequently. J.H. Stogdole
Design. U.S.N.R.

Anchored as before. 16-20

R. Link
Surgeon USN.

Anchored as before. 2020 Towed ship. 2429 USS Nightingale anchored. 2513 Commenced swinging to flood. Chds stem to port, and completed swinging at 2254. Harbor bearings checked frequently. J.S. Kelly

Approved: *[Signature]*
 F. A. HAST, Jr.
 Commander, U.S.N.R.
 COMMANDING.

Examined: *[Signature]*
 E. B. ELLEN
 Comdr. U.S.N.R.
 EXECUTIVE OFFICER.

UNITED STATES SHIP *Corsican* Saturday 5 June 1943

ZONE DESCRIPTION *4-1* REMARKS.

9-4
Anchored off Old Plantation Flat Va. in 13 fathoms
of water with 30 fathoms of chain to the port
anchor and 10 fathoms of chain to the starboard
anchor. Ship's present: High Chap. Conell USCP, Transport
Division One, U.S. Coast, U.S.S. Spruill and U.S.S.
Nightingale. Anchor bearing check frequency.
J. H. Sturges
Comdr. U.S.N.

4-8
Anchored as before 0502 Completed survey to flood tide
stem to port

8-12
Anchored as before. USSP anchored at General Quarters 0535
Examined abandoned ship number 1128 ^{covered from abandoned ship drill} *15 July 1943*
unusable powder sample inspection. Collected 2 boxes Normal.
1142 USS Examination anchored. 1842 Commenced surveying
to flood tide, stem to port

12-16
Anchored as before. 1300 Examined at General Quarters
1330 Examined abandoned ship number 1327 *15 July 1943*
at Abasco Ship Station. 1355 Examined abandoned
Ship Station. 1435 commenced surveying to flood
tide, stem to starboard. 1500 Examined at Ship Station
No. 1. 1600 Completed flap first drill. *15 July 1943*
Comdr. U.S.N.

16-20
Anchored as before. 1619 Completed surveying to starboard,
stem to port. 1950 USS Comdr. anchored.
R. H. Sturges
Comdr. USN

20-24
Anchored as before. 2421 Darkened ship. *15 July 1943*

Approved: *R. H. Sturges*
Commander, U.S.N.R.
Commanding

Examined:

R. H. Sturges
R. H. Sturges
Comdr. U.S.N.R.
Executive Officer

UNITED STATES SHIP *Procyon* Sunday 6 June 1954

ZONE DESCRIPTION *14* REMARKS.

9-4
Anchored off Old Plantation Flats, Va., in 13 fathoms
dragnet with 30 fathoms of chain to the foot
anchor on the following bearings: Old
Plantation 125°(T), Wolf Trap 345°(T), New Kent
Camp 277°(T) and Luckys Lane 102°(T). There is
1 generator in use. Ships present: *Trinidad 1, 5*
old 7. Anchor bearings checked frequently.
J. B. Harris
Comdr. U.S.N.R.

1-8
Anchored as before. 0800 completed swing to flood tide
down to port.
R. Harris
Comdr. U.S.N.R.

65-12
Anchored as before. 0844 Examined at general quarters.
0855 Secured from General Quarters. 0914 USS Vulcan underway.
1145 Made daily inspection of magazine and search for
powder samples. Conditions normal. Anchor bearings
checked frequently. *J. S. Kelly*

17-16
Anchored as before. 1314 - General quarters 1326 - Secured
from general quarters. 1514 - USS Mt. Baker anchored 1000
yds southeast of ship. *Leslie E. Caswell Jr.*
Com U.S.N.R.

14-20
Anchored as before. 1734 Completed swing to flood tide,
down to port.
R. Harris
Comdr. U.S.N.R.

24-24
Anchored as before 2422 Parked ship 2525 Completed
swing to abt. tide, stern to port and completed
swing to 442. Anchor bearings checked frequently. *J. S. Kelly*

Approved: *J. A. Harris*
J. A. HARRIS,
Commander, U.S.N.R.
Commanding.

Examined:

E. B. Ellis
E. B. ELLIS
Comdr., U.S.N.R.
EXECUTIVE, U.S. NAVY

UNITED STATES SHIP

Procyon Monday 7 June 1933

ZONE DESCRIPTION

REMARKS.

1-4 Anchored off Old Plantation State, Va., in 13 fathoms of water with 30 fathoms of chain. The following bearings were taken: Old Plantation 125°(T), Holy Top 325°(T), New Point Comfort 277°(T), and Radio Tower 124°(T). Two percent Diesel generator in use. Anchor bearings checked frequently.

J. L. Fairbairn
J. S. W. R.

2-8 Anchored as before. 8222 commenced swinging with all tide stem to starboard. 8444 USS released and 8444 made 1/2 mile of 1/2 fathoms of chain. Sample taken from 1/2 fathoms of chain. Anchor bearings checked frequently.

5-12 Anchored as before. 8222 commenced swinging with all tide stem to starboard. 8444 USS released and 8444 made 1/2 mile of 1/2 fathoms of chain. Sample taken from 1/2 fathoms of chain. Anchor bearings checked frequently.

12-16 Anchored as before. 1302 commenced at present time. 1319 released from General Practice. 1320 commenced swinging with all tide stem to starboard. 1332 released from General Practice. Anchor bearings checked frequently.

J. L. Fairbairn
J. S. W. R.

16-20 Anchored as before. 1626 commenced swinging with all tide stem to starboard. 1728 commenced swinging with all tide stem to starboard. 1923 USS targeted and 1923 anchor bearings checked frequently.

J. L. Fairbairn
J. S. W. R.

24-24 Anchored as before. 2421 commenced swinging with all tide stem to starboard. Anchor bearings checked frequently.

J. S. W. R.

Approved:

F. A. HARTT, Commanding Officer, U.S.N.R.

Examined:

E. B. ELLIS, Comdr., U.S.N.R., EXECUTIVE OFFICER

10 JSC

CONFIDENTIAL

NO. 1099
Page

UNITED STATES SHIP *Procyon* Tuesday *8 June* 19*44*

ZONE DESCRIPTION *10* REMARKS.

0-1

Anchored off Old North Star Pt., in 13 fathoms of water with 30 fathoms of chain to the port and the eye the following bearings: Old North Star light 125°(T) 2 1/2 mi. (light 3x5' 49'), North Point light 219°(T) 1 1/2 mi. (light 10x7' 49'). Ships present: transport divisions 1, 5, 4, 7, U.S.S. Vulcan DD 634, DD 639. Number 2 gun water in use. Ancho bearing changed for gunnery. *J. B. Phillips, U.S.N.R.*

4-5

Anchored as before. 0555 with all necessary preparations for getting underway. 0725 continuing pursuant to secret order 3-43. Task force 65. Rear Adm. Kirk OTC, in "Ancon"; U.S.S. Procyon in Transport Division, Convoy Comdr., Comtrans Amphib for Lt. Commodore Phillips, CTG 65.4 in "Leonard Wood". Captain + Nav. on bridge. *R. B. Phillips*

8-12

Underway as before. Task force proceeding down Chesapeake Bay to sea in order to proceed 0830. Entered York Spit Channel at various speeds to best temperature station between 114.2.5.211. Later 0912 left York Spit Channel. Changed course to 132°(T) 2921. Changed speed to standard 10.05. Underway and increasing force of destroyer joined task force. 1010. Manoeuvring at various courses and speeds approaching except standard 1016. General quarters. 1130. Task force departed from Cape Henry. Light took course 127°(T) speed two-thirds ahead 10.00. Changed course to 127°(T) 1120. Changed course to 132°(T) 1120. Partly able ahead to port, distance 1120. Set conditions to watch. 1122. Passed buoy, taken ahead to port, distance 100 yards. 1145. Passed buoy VI ahead to port, distance 100 yards. Changed course 090°(T) 1200. Distance underway since departure from Cape Henry, 17 miles. Ship pitching easily. Heavy weather. Choppy sea. *1st Lt. W. J. Lewis, USNR*

12-16.

Underway as before. Task force proceeding to sea in order to form convoy. Standard speed 7.6 K.P.M. 1204 changed course to 090°(T) 1206. Changed course to 075°(T) 1210. Buoy 16 ahead to port; distance 500 yards. 1218 changed course to 080°(T) 1220. Buoy P3 ahead to port. 1226 Standard speed changed to 7.4 K.P.M. 1240 Buoy P2 ahead to port. 1255 Buoy P1 ahead to port. Commenced subsiding to 11th. 1309 Changed course

Approved: *[Signature]*
A. HART
Commander, U.S.N.R.
COMMANDING

Examined: *[Signature]*
E. S. LEWIS
Comdr., U.S.N.R.
EXECUTIVE OFFICER
D. B. W., Navigator.

UNITED STATES SHIP *Procyon* *Tuesday* 8 June 1943

ZONE DESCRIPTION *+4* REMARKS.

12-16 (Cont.)

To 125° 47', 1319 Sounding "P" ahead to port; distance 500 yds. Change course to 126° 47', 1345 Change course to 126° 47', 1345 Sounding "X" ahead to port; distance 500 yds. 1403 Sounding "X6" ahead to port; distance 500 yds. 1420 Sounding "X5" ahead to port; distance 500 yds. 1434 Sounding "X4" ahead to port; distance 500 yds. 1452 Sounding "X3" ahead to port; distance 500 yds. 1501 Sounding "X2" ahead to port; distance 500 yds. 1523 Sounding "X1" ahead to port distance 300 yds. 1534 Change course to 129° 47', 1545 Sounding "X11" ahead to port; distance 200 yds. Change course to 115° 47', 1545 Change course to 106° 47', 1555

the findings and Sentence in the case of Target, Kingfisher 574 U.S.M.C., tried by S.C.M. for Absence Without Leave. Findings: Guilty. Sentence: "Confinement for a period of twelve months and to lose twenty seven dollars (\$27.00) per month of his pay for a period of six months. Total loss of pay, administration, to include medical, sixty two dollars (\$62) approved by Commanding Authority June 6, 1943 and U.S.C. June 6-1943.

W.H. Parkman

16-20

Underway as before at various courses and speeds conforming to the swept channels. 1627 Left column formation and commenced maneuvering to take station in Convoy Cruising Disposition, in accordance with secret operation order 58-43175. Took station in cruising disposition; Ships in the following positions: Officer in Tactical Command, Rear Admiral Kirk ST665, in USS Anson, Taff Elice Guide; Convoy Commander, CTG 65.4, Captain Phillips, USN aboard USS Leonard Wood. Ships in convoy as follows:

- | | | | | | |
|--------------------|-------------------|---------------------|-----------------------|-------------------|-----------------------|
| <i>11 Tarazed</i> | <i>21 O'Hara</i> | <i>31 Correll</i> | <i>41 Wood</i> | <i>51 Calvert</i> | <i>61 Vulcan</i> |
| <i>12 Chernung</i> | <i>22 Adkema</i> | <i>32 Jefferson</i> | <i>42 Nightingale</i> | <i>52 Neville</i> | <i>(2) Salamander</i> |
| <i>13 Arcturus</i> | <i>23 McPhee</i> | <i>33 Anthony</i> | <i>43 Dix</i> | <i>53 Arnold</i> | <i>63 Belleair</i> |
| <i>14 Morena</i> | <i>24 Procyon</i> | <i>34 Abelle</i> | <i>44 Lee</i> | <i>54 Erston</i> | <i>64 Alyson</i> |

1758 Changed speed to convoy standard speed 14.5 knots (78 RPM). 1803 Changed course to 117°T. 1805 Commenced zigzagging according to plan 40 (Zigzag Diagram, 1942) 2000 Position - 36° 44' N, 73° 44' W.

*D. F. Freeman
Lt Jg USNR*

24-24

Underway as before 2423 Destroyed ship. 2436 Commenced zigzagging 2437 Commenced zigzagging in accordance with previous plan. 2142 Commenced zigzagging.

Approved: *[Signature]*
F. A. HART,
Commander, U.S.N. &
Commanding.

Examined: *[Signature]*
E. B. Ellis
Commander, U.S.N. &
Executive Officer.

Lee
12

UNITED STATES SHIP

Crosby

Wednesday 9 June 1943
(Day) (Date) (Month)

ZONE DESCRIPTION **+S**

REMARKS.

0-4

Underway pursuant to secret orders with task force 65. Ship standing in assigned convoy position on base course (17°T), speed 14.5 knots. Both generators in use. Ship pitching easily. Hazy weather. Cloudy 0100. Set ship clocks to ahead signal 3 times.

Lieut. W. H. Bondhus, USNR

4-8

Underway as before. 0510 commenced zigzagging according to plan 407. Hazy weather. Cloudy. Light steady breeze. Smooth sea. Ship pitching easily.

0627 Replied ship

D. F. Freeman
Lt. USNR

8-12 0500 position - 35°33'N, 70°50'W.

Underway as before. 0925 Made a 45° turn to port to avoid and avoid contact with surface conditions in general. 1115 Made a 45° turn to port to avoid 252(T) 1125 Made a 45° turn to port to avoid 128. 1132 Made a 45° turn to starboard to avoid 162(T). 1133 Changed course to 117(T). Base course 1142. 3000 Made a 45° turn to port to avoid 19 on base course. 1150 Made a 45° turn to port to avoid 19 on base course. 1217

317 miles 1200 position 35°12'N, 69°43'W.

Lieut. W. H. Bondhus, USNR

12-16

Underway as before. 1212 Under way and engaged on base course and pulled out of position on 1215. 1216 Under way and returned to position. 1220 Under way and ship pitched bearing 335W. Distance approx. 6 miles. 1255 Columned rain falling. Ship pitching easily. Hazy weather. Ship pitching easily.

Lieut. W. H. Bondhus, USNR

16-20

Underway as before. 1935 ceased zigzagging, wheeled to new base course 204.

D. F. Freeman
Lt. USNR

2000 position - 34°31'N, 67°59'W. 24-24

Underway as before. 2048 Commenced zigzagging in accordance with Plan 19 on base course 190°T. 2041 Darkened ship. 2215 Ceased zigzagging and returned base course. 2230 Changed to course 220°T by wheeling.

Lieut. W. H. Bondhus, USNR

Approved:

[Signature]
W. A. HARRIS
Commander, U.S.N.R.
COMMANDING

Examined:

[Signature]
C. R. Bliss
Commander, U.S.N.R.
EXECUTIVE OFFICER

UNITED STATES SHIP *Procyon* Thursday 10 June 43 1943

ZONE DESCRIPTION *+2* REMARKS.

0-4
Underway pursuant to Secret orders with Task Force 65. Ships steaming in assigned convoy positions on Base Course of 120 (T) at a Standard Speed of 14.5 knots. Both Main Engines and Nos. 1 and 2 Generators in use. 2000 Admitted back 1 hour to Zone + 2 Time. Weather Fine and Clear, Light Breeze.
Lieut. W. H. Barchmann U.S.N.R.

4-8
Underway as before. 0542 commenced zig-zagging according to Plan #11. 0710 sighted ship. 0800 position - 33° 21' N, 64° 57' W
D. F. Cannon Lt. jg USNR

08-12
Underway as before. 1000 Adjusted base course to 115° T. 1045 made clearly imprecise of remaining conditions. 1100 position - 33° 16' N, 64° 10' W
Lieut. W. H. Barchmann U.S.N.R.

16-16
Underway as before.
Lieut. W. H. Barchmann U.S.N.R.

16-20
Underway as before. 2000 position - 32° 31' N, 62° 17' W
D. F. Cannon Lt. jg USNR

20-24
Underway as before. 2121 Detached ship.
Lieut. W. H. Barchmann U.S.N.R.

Approved: *[Signature]*
E. B. HARTT,
Commander, U.S.N.R.,
Commanding.

Examined:

[Signature]
E. B. HELLER
Commander, U.S.N.R.,
Executive Officer.

UNITED STATES SHIP *Asagou Friday* ⁽¹⁹⁴³⁾ ^(Date) ^(Month) **19**⁴³

ZONE DESCRIPTION 12

REMARKS.

0-4 3.43

Underway pursuant to secret orders with task force 65. Ship steaming in assigned convoy position on a bearing course of 115° T at a standard speed of 14.5 knots and zigzagging in accordance with plan #19. Both main engines and no. 1 & 2 generators in use. CRV4 ceased zigzagging. Weather clear, slight cloudy, moderate winds. Ship pitching easily.

Lieut. W. H. Borchmann USNR

4-8

Underway as before 0536 wheeled to main course 088° (T) 0603 . Commenced zigzagging according to plan #19. 0651 lighted ship. 2000 position $-31^{\circ}39'N, 59^{\circ}15'W$

J. F. Johnson USNR

8-12

Underway as before. 1145 Made daily inspection of magazines and ammunitions powder supplies. Made weekly test of magazine sprinkling system and flood valve. Conditioned gunnery. Run north to noon 328 miles. 1200 position $-31^{\circ}40'N, 58^{\circ}09'W$.

Lieut. W. H. Borchmann USNR

12-16

Underway as before. 1930 Reduced standard speed of Convoy to 17 knots.

Lieut. W. H. Borchmann USNR

16-20

Underway as before. 1704 Ceased zigzagging. 1715 changed course by wheel to 106° T. 1735 Commenced zigzagging on plan #11. 1725 Increased convoy speed to 16.5 knots (CRV4 standard speed). 2000 position $-31^{\circ}35'N, 56^{\circ}00'W$

J. F. Johnson USNR

20-24

Underway as before. 2040 Darkened ship. 2350 Ceased zigzagging and steamed on course 106° T.

Lieut. W. H. Borchmann USNR

Approved:

[Signature]
Commander, U.S.N.R.
Commanding Officer

Examined:

[Signature]
E. S. Ellis
Comdr., U.S.N.R.
EXECUTIVE OFFICER

UNITED STATES SHIP Procyon Saturday 12 June 1944

ZONE DESCRIPTION +1/2

REMARKS.

0-4

Underway pursuant to secret orders ³⁻⁴³ with Task Force 65. Ship steaming in assigned convey position on a base course of 106°(4) at a standard speed of 14 knots. 0015 commenced zigzagging in accordance with plan 19. 0100 Elvika ahead one-half hour. 0313 Ceased zigzagging. Both main engines and ^{zone +1/2} generator in use. Weather fine & haze. Moderate winds. Ship pitching easily.

4-8

Underway as before. 0530 Commenced zigzagging according to plan #11. 0652 Sighted ship. Destroyer screen made contact with the surface vessel; as identified as friendly merchant ship, record not yet identified. 0800 position - 30°52'N, 52°58'W. D. F. Fournier 71st USNR.

8-12

Underway as before. 1120 Made daily inspection of magazines and projectile powder samples. Conditions normal. Run down to noon 321 miles. Surgeon W. J. Samuels USNR.

12-16

Underway as before. 1200 position - 30°43'N, 52°01'W. Lieut. W. H. Barckmann USNR.

16-20

Underway as before. 1750 - heard zigzagging. Returned to base course 106°(2). 1957 - the S. G. Lusk observed position 62 in convey and S. G. Lusk in convey. 2000 changed speed to one-third ahead. 1852 - U.S.S. Tanager (DDG-32) was maneuvered alongside USS forward Wood on order & transfer patient to latter vessel. 1917 - Changed speed to standard ahead. 1918 - Commenced zigzagging according to plan 11. 1950 - Talasco zigzagging. Ships in convey following are as follows: 61 - U.S.S. Vulcan, 62 - U.S.S. Alcione, 63 - U.S.S. Bell, 64 - U.S.S. Talisman. 2000 position - 30°13'N, 50°03'W. D. F. Fournier 71st USNR.

20-24

Underway as before. 2000 Changed base course to 124°T. 0720 Commenced zigzag in accordance with Plan #11. 2050 Discovered ship. 2120 Emergency turn 45° to port to course 104°T. 2130 Resumed base course. 2139 Commenced zigzagging in accordance with Plan 11. Surgeon W. J. Samuels USNR.

Approved: B. A. Hart
Commander, U.S. Fleet
COMMANDING OFFICER

Examined: E. B. Ellis
Executive Officer

UNITED STATES SHIP

Oregon Sunday 13 June, 1943

 ZONE DESCRIPTION +1

REMARKS.

0-4 3-43

Underway pursuant to secret orders with Task Force 65. Ships steaming in assigned convoy position on a base course of $125^{\circ}(T)$ at a standard speed of 14.5 knots. Zigzagging in accordance with zigzag plan #11. 0100 Set clocks ahead one-half hour to zone +1. Both main engine and number 14's generators in use. Weather fine and clear. Ship pitching easily.

Lieut. W. H. Barkman USNR

4-8

Underway as before 0413 ceased zigzagging according to plan #11 and resumed base course of $124^{\circ}(T)$ 0545 Commenced zigzagging according to plan #11 0635 Ceased zigzagging 0647 Took stations for repelling destroyers. 0825 Commenced repelling screening destroyers (654) Changed speed to ahead $2/3$ (60 R.P.M.) 0705 Commenced zigzagging according to plan #30 on base course $124^{\circ}(T)$ 0710 Digitized ship.

D. F. Freeman USNR

5-12

0800 Position $28^{\circ}50'N$ $47^{\circ}23'W$

Underway as before, maneuvering at various speeds to conform to movements of column and convoy. 0919 Ceased zigzagging and resumed base course, $124^{\circ}T$. 0954 Convoy speed changed to 14 knots (74 R.P.M.) 0955 Changed convoy course to $104^{\circ}T$ by turning to port. 1017 Changed convoy speed to 8 knots (45 turns) 1022 Changed convoy course 20° to starboard to $124^{\circ}T$. 1025 Made daily inspection of magazine and smokeless powder samples. Conditions normal. 1026 Commenced zigzagging in accordance with plan 30, Base course $124^{\circ}T$. 1124 Changed convoy speed to 13 knots (72 R.P.M.s).

Lieut. W. H. Barkman USNR

12-16

1200 Position $28^{\circ}37'N$ $46^{\circ}49'W$ - Run room to room 374 miles

Underway as before

Lieut. W. H. Barkman USNR

16-20

Underway as before. 1557 Completed repelling screen destroyers (1604) Changed speed to ahead to standard (1709) U.S.S. Salamonia and U.S.S. Chomney resumed detentions in convoy. 1721 Ceased zigzagging and returned to base course $124^{\circ}(T)$ 1736 Changed speed to standard (28 R.P.M.)

Approved:

W. H. Barkman
 W. H. BARKMAN
 Commander, U.S.N.R.
 COMMANDING OFFICER

Examined:

D. F. Freeman
 D. F. FREEMAN
 Commander, U.S.N.R.
 EXECUTIVE OFFICER

UNITED STATES SHIP

Crocyon Sunday 13 June 1945
(Ship) (Date) (Month)

ZONE DESCRIPTION T1

REMARKS.

1741 Commenced zigzagging according to plan 19. 1933
 U.S.S. *Bonne* reported *plunderer* sighted on her starboard
 beam. At direction of *plunderer* commander *convo* commenced
 evasive action by emergency turns. 2.7 *Evans* Lt # USNR
 2000 position - 29°54' N, 45°42' W. 20-24
 Underway as before 2404 Resumed Base Course together,
 124° T. 2407 Commenced zigzag, Diagram 19. 2409
 Adjusted Base Course together to 126° T. 2432 Emergency
 turn 45° to starboard to 191° T. 2436 Emergency turn
 45° to port to 146° T. 2440 Resumed Base Course, 126° T.
 2442 Commenced zigzag, Plan 19. 2459 Darkened ship
Port Lt *Evans* USNR

Approved:

E. B. Ellis
 Commanding Officer,
 U.S.N.R.

Examined:

E. B. Ellis
 E. B. ELLIS
 Comdr., U.S.N.R.
 EXECUTIVE OFFICER

UNITED STATES SHIP *Procyon* Monday, 14 June, 1948
(Day) (Month)

ZONE DESCRIPTION 71 REMARKS.

and

Underway pursuant to secret order with Task Force 65. Ship's steering in assigned column position, zero fuel consumption 126° (T) at a standard speed of 14.5 knots. Zigzagging in accordance with zigzag plan #19. Both main engines and number 1 & 2 generators in use. 3-43

Underway as before 0725 Lighted ship
4-8 Lieut. W. H. Harrison USNR
W. F. Emerson USNR

8-12

0800 position - $26^{\circ}04'N, 42^{\circ}16'W$. Underway as before 0853. Changed zig zag, assumed broad beam course 126° (T) 0900 commenced zig zag in accordance with plan #19. 1021 Changed zig zag + assumed broad beam 126° (T). 1029 Changed zig zag to $2/3$ ahead. 1030 Changed speed to standard ahead. 1031 commenced zig zag. 1040 Commenced zig zag in accordance with plan #19. 1135 Sound signal 200M test firing. Light signal (24) made expended with no casualties.

12-16

1200 position $25^{\circ}32'N, 42^{\circ}27'W$. Run noon to noon 298 miles. Under 1024 25 before 1300 changed speed (200M). 1325-1330 commenced fire drill. 1319 First steam at sea of fire. *1025-1030 sound signal*

16-20

Underway as before 1743. Changed zig zag 1757. Changed speed to ahead $2/3$ wheeled to head fore course 182° (T). 1810 changed speed to standard (7.8 RPM). 1725 commenced zig zagging according to plan #19.

20-24

Underway as before 2035 Destroyer ship
W. F. Emerson USNR
Lieut. W. H. Harrison USNR

Approved:
[Signature]
 Commander, U.S. Navy
 COMMANDING OFFICER

Examined:

[Signature]
 E. B. ELLIS
 Comdr., U.S.N.R.
 EXECUTIVE OFFICER, Navigator

UNITED STATES SHIP

Logan Tuesday 15 June 1943

ZONE DESCRIPTION #1

REMARKS.

0-4

Underway pursuant to secret order 3-43 with Jack Torch 65. Ships steaming in assigned convoy pattern on a base course of 102°(T) at a standard speed of 14.5 knots. Zigzagging in accordance with zigzag plan #19. Both main engines and number 1 and 2 gun motors in use.

Lieut. W.H. Barkmann USNR

4-8

Underway as before. 2541 Destroyer commenced holding 20 mm gun practice. 2632 Destroyer ceased 20 mm gun practice. 2644 Destroyer - 21°57'N 37°51'W.

8-12

Underway as before. 0853 Ceased zigzag and resumed base course 102°T. 0859 Made base course to 089°T. 0913 Commenced zigzag in accordance with plan #19. 0936 Emergency turn 45° to port to 244°T. 1043 Emergency turn 45° to starboard to 089°T. 1246 Commenced zigzag in accordance with plan #19. 1130 Made daily inspection of magazines and in helms paid for plan, and other record.

Lieut. W.H. Barkmann USNR

12-16

1200 position - 24°07'N, 37°02'W. Run now to - now 310 miles. Underway as before. 1311 Made emergency turn of 45° to port to course off to 1313 Made emergency turn of 45° to course 359°(T) 1319 Made emergency turn of 45° to port to course 244°(T) 1322 Made emergency turn of 45° to port to course 089°(T). 1327 Commenced zigzag until 19 1341 Ceased zigzag. 1351 Ceased zigzag. 1353 First searchlight scan. 1368 Second searchlight scan.

16-20

Underway as before. 1933 Destroyer made sound contact. 1937 Commenced evasive action by making emergency turns. 1955 Returned to base course 089°(T). 1959 Commenced zigzag according to plan 19. 2000 position - 24°03'N, 35°23'W.

20-24

Underway as before. 2010 Destroyer 2327 Emergency turn 45° to port to 244°T. 2331 Emergency turn 45° to starboard to 089°T. 2336 Commenced zigzag in accordance with plan #19.

Approved:

W.H. Barkmann, Commander, U.S.N.R., COMMANDING.

Examined:

E.P. Ellis, Comdr., U.S.N.R., EXECUTIVE OFFICER.

UNITED STATES SHIP

Lycopers Nederland 16 June 1943

ZONE DESCRIPTION

1 1/2

REMARKS.

0-4

Underway pursuant to recent orders 3-43 with
Jacksonville. Ship's steering in assigned emergency
position on a base course (089°T) at a steady
and speed of 14.5 knots. Zig-zagging in accordance
with zig-zag plan #19. All main engine and
auxiliary machinery in use. 0700 set clocks
ahead one-half hour to zone + 1/2.

Lieut. W. H. Barkmann USNR

4-8

Underway as before 0657 sighted ship
Dr. Fickens of USNR

5-12

0800 position - 24° 05' N, 32° 21' W. Underway as before. 0845
started telemetric steering system and found in good
order. 0949 based zig-zag end received on base
course 089°T. 0950 changed course to 080°T. 1006
commenced zig-zag in accordance with plan #11
base course 080°T. 1020 made to by inspection of
magnetics and smokes to be at 0800
in US zone arrival.

Lieut. W. H. Barkmann USNR

12-16

1200 position - 24° 16' N, 31° 36' W. Can see to us 30.8 miles
Underway as before. 1550 observed 6 contacts. 1551
Earsied contact 1551 1551 first stream of water
of scene of fire 1556 secured from shells, resumed
and 4 watches.

Lieut. W. H. Barkmann USNR

16-20

Underway as before
Lt. F. Brunner USNR

20-24

2000 position - 24° 33' N, 29° 44' W. Underway as before. 2013 Dashed ship
Lieut. M. L. Lammick USNR

Approved:

W. H. Barkmann
Commander, U.S.N.R.
Commanding

Examined:

E. J. DeLoe
Comdr., U.S.N.R.
EXECUTIVE OFFICER
U.S.N., Westport.

UNITED STATES SHIP

Reaper Thursday 13 June 1948

ZONE DESCRIPTION 0

REMARKS.

0-2

Underway pursuant to general order 3-43 with
 Jack Sparrow 65. Ships standing in assigned column
 positions on a base course of 060°T at a standard
 speed of 14.5 knots zigzagging in accordance
 with zigzag plan #11. Both main engines
 numbered 14 & generator in use. 0100 set
 clocks ahead one half hour to zone zero.

Lieut W. H. Bachmann USNR

4-8

Underway as before 0635 ceased zigzagging. 0644
 changed course to 10.5 knots (60 R.P.M's)
 0648 wheeled to new base course
 0650 (T) ← → 0654 commenced
 zigzagging according to plan 30. 0657 lighted
 ship 0658 U.S.S. Denham and 4.55 lighted
 two stations for refueling destroyers. 0700 commenced
 refueling destroyers.

D. F. Freeman Lt jg USNR

8-12

0800 position - 25°01'N, 26°39'W. Underway as before
 0841 course speed changed to 14 knots. 1144 Made
 daily inspection of gunwales and archbar powder samples.
 Conditions normal.

Lieut. W. H. Bachmann USNR

12-16

1200 position - 25°13'N, 26°33'W. Run now 7 nm. 283 mi.
 underway on base 1300 General Quarters 1302 commenced
 crew life drill. 1305 first alarm at station 3000 of fire.
 1307 secured from drills.

Lt. W. H. Bachmann USNR

16-20

Underway as before 1618 commenced 50 cal and
 30 cal. Hot firing 1755 secured from 50 cal and
 30 cal test firing. Rounds expended: 50 cal, 50;
 30 cal, 60. No casualties.

D. F. Freeman Lt jg USNR

20-24

2000 position - 26°10'N, 24°26'W
 Underway as before 2023 Darkened ship

Lieut. W. H. Bachmann USNR

Approved:

W. H. Bachmann
 COMMANDER, U.S.N.R.
 COMMANDING OFFICER

Examined:

E. B. Ellis
 E. B. ELLIS
 Comdr., U.S.N.R.
 EXECUTIVE OFFICER
 (U. S. N., Washington)

UNITED STATES SHIP

Seeyond today (Day) 15 (Date) June (Month) 1943

ZONE DESCRIPTION - 1/2

REMARKS.

0-4

Underway pursuant to secret orders 3-43 with
 tank fuel 65. Ship steaming in assigned convoy
 position on a base course of 057000 at a
 standard speed of 14.5 knots. Zigzagging in ac-
 cordance with zigzag plan #11. Both main
 engines and shafts 1 and 2 generation in
 use. 0100 set clocks ahead and half hour
 to - 1/2 zone.

W H Barkman Lieut USNR

4-8

Underway as before 0705 lifted ship
 D. F. Lawrence Lt JG USNR

8-12

0800 position - 27° 21' N, 22° 50' W. Underway as before. 0850
 Commenced 50 cal ord and 30 cal. That firing. 1040 secured
 from 50 cal to 30 cal that firing. 1150 rounds of 50 cal
 and 220 rounds of 30 cal expended, no casualties.
 1105 made daily inspection of magazines and
 smokeless powder samples. Conducted normal
 fire 900 rounds of 30 cal.

Lieut JMS Samuels USNR

12-16

1200 position - 28° 02' N, 21° 52' W. Run now to a new 302 mile
 Underway as before. 1545 British Cruiser 547 observed
 7/10 miles at true bearing 157° true distance of 10 miles
 at range of five 1554 secured from 30 cal.

W H Barkman Lieut USNR

16-20

Underway as before. 1916 Destroyer reported contact
 with submarine 1918 at direction of my command
 Convoy started evasive action by emergency turns 1940
 stopped evasive action and returned to base course
 1945 commenced zig zagging according to plan #11
 D. F. Lawrence Lt JG USNR

20-24

2000 position - 29° 00' N, 20° 15' W. Underway as before.
 2051 Darkened ship.
 Lieut JMS Samuels USNR

Approved:

[Signature]
 Commander, U.S.N.R.
 SEABOARD

Examined:

[Signature]
 Lieut JMS Samuels
 EXECUTIVE OFFICER

UNITED STATES SHIP

Procyon Saturday 19 June 1943

ZONE DESCRIPTION - 1

REMARKS.

0-4
Underway pursuant to secret order 3-43
with task force 65. Ships steaming in assigned
convoy positions on a bearing of 051°(9)
at a steady speed of 14.5 knots. Zig-zagging
in accordance with zig-zag plan 11.
Both main engines and auxiliary engines
to operate in use. 1100. Set clock ahead
one-half hour to minimize 1 zone.

W. H. Buchanan West USNR

4-8
Underway as before 0715 sighted ships

D. F. Freeman Lt jg USNR

8-12
0800 position - 30° 27' N, 17° 50' W. Underway as before. 1105
Made daily inspection of magazine and expended
hopper refilled. Conditions normal. 1125 commenced
20MM test firing. 1135 secured from 20MM test
firing temporarily.

Lt. J. M. Samuel USNR

12-16
0800 position 31° 00' N, 17° 00' W. Remained near 14 miles
Underway as before. 1300 observed 1302 fire from
one of two ships. 1305 first contact. 1308 secured
at two. 1318 secured from shells.

W. H. Buchanan West USNR

16-20
Underway as before 1625 Destroyer reported
contact with submarine 1627 at direction of
commander, convoy started evasive action
emergency turns 1637. Stopped evasive action and
returned to base course. 1646 commenced zig
zagging according to plan 11

D. F. Freeman Lt jg USNR

20-24
0800 position - 22° 00' N, 15° 07' W. Underway as before.
2109 Destroyed ship.

Lt. J. M. Samuel USNR

Approved: *[Signature]*
Commander, U.S. Fleet
Commanding

Examined:

[Signature]
E. B. Ellis
Comdr. U.S. N.R.
EXECUTIVE OFFICER

UNITED STATES SHIP *Reagan Smith* 10 June 1948

ZONE DESCRIPTION - *1 1/2* REMARKS.

0-1
Underway pursuant to recent orders 3-43 with
Task Force 65. Ship steering in assigned course
position, course being 054°T at a
standard speed of 14.5 knots. Zigzagging in
accordance with zigzag plan #11. Both
main engines and 18 diesels are under
time gear transmission.

4-8 *W.H. Barkman Lt. USNR*
Underway as before. 0643 Lighted ship 0645
Set locks ahead on half hour to - 1 1/2 zone
upon receiving delayed orders from Commanding
Officer's room at 0715.

8-12
0800 position - 33°22'N, 120°40'W. Underway as before. 0800
Received base course to 052°T. 1053 Increased speed
4.5 to standard to 072°T. 1100 Resumed base course 052°T
1145 Commenced zigzag in accordance with plan
#11. 1108 lighted vessel bearing 035°T. 1118 Vessel identified
as *Port of Spain*. 1130 Made daily inspection of compass
and other instruments. Conditions of fuel
found satisfactory. *Sgt W.P. Smith USNR*

12-16
1200 position - 33°54'N, 11°54'W. Underway as before. 310 miles
from base. *W.H. Barkman Lt. USNR*

16-20
Underway as before. 1605 General Quarters. 1607
Exercised crew at fire drill. 1609 First stream of water at
scene of fire. 1613 Secured from drills. *D.F. Freeman Lt. USNR*

20-24
2000 position - 35°04'N, 10°13'W. Underway as before.
2100 changed standard speed to 14.5 knots.
2227 Darkened ship. 2200 tested new signaling equipment
2226 Resumed base course 052°T. 2234 changed course
to 050°T. 2305 Commenced zigzagging in accordance
with Plan #11, base course 080°T. 2315 secured
new signaling test. *Sgt W.P. Smith USNR*

Approved:
[Signature]
Commanding Officer, U.S.N.S.

Examined:

[Signature]
Commanding Officer, U.S.N.S.
EXECUTIVE OFFICER
U.S.N.S.

UNITED STATES SHIP *Procyon* Monday 21 June 1954

ZONE DESCRIPTION **-2** REMARKS.

0-4

Underway pursuant to secret orders 3-43 with spark down 65. Ships steering in assigned emergency positions on a bearing of 040°(T) at a rate of speed of 14 knots. Zigzagging in accordance with zigzag plan #11. Both main engines and shaft line on 1. Two generator engines were also set back to their lane half hour to remove two jams.

W. H. Buchanan Lt. USNR

4-8

Underway as before 0545 Reduced emergency speed to 14.5 knots (70 RPM). 0714 Sighted ship 0745 Whistled to new base course 025°(T). Continued zigzagging on plan 11.

D. F. Fineman Lt. USNR

8-12

0800 position - 35°44'N, 7°11'W. Underway as before 0842 Emergency turn 45° to starboard to 130°T. 0846 Emergency turn 45° to starboard to 175°T. 0849 Emergency turn 45° to port to 130°T. 0854 Emergency turn 45° to port to 085°T. 0856 Commenced zigzagging on accordance with Plan #14, bearing 085°T. 1000 set down main system 1915. Main drive operation of main engine and shaft line under samples; condition normal. 1048 Turned base course 085°T. 1047 View obscured by smoke to column behind columns 2 and 5. Emergency speed 14 knots. 1058 Sighted Cape Sable, Massachusetts, bearing 085° distant 2.5 miles. 1102 Changed course by wheeling to 085°T. 1115 Course maneuvered to form two columns changed speed to 8 knots. 45 RPMs columns 2 and 5 formed station of columns 3 and 4 respectively. 1136 Changed course by wheeling to 075°T and proceeded through channel.

Lt. J. M. Harvick USNR

12-16

1200 position - 35°50'N, 6°03'W. Remained to near 51.8 miles. Underway as before. 1220 Sighted Light House at Cape Sable, distance 4 miles. 1231 Changed course by wheeling to 057°(T). 1234 Changed speed to 1/3 ahead. 1237 Changed speed to 1/3 ahead. 1239 Changed speed to ahead full. 1247 Changed course to 041°(T) by wheeling. 1318 Changed course to 071°(T) by wheeling. 1342 Sighted Light House

Approved: *[Signature]*
Commander, U.S.N.R.

Examined: *[Signature]*
E. B. Ellis
Commander, U.S.N.R.
EXCUB, U.S.N. Aviator

UNITED STATES SHIP *Trocyon* Monday 21 June 1943
(Day) (Date) (Month)

ZONE DESCRIPTION *-2* REMARKS.

12-16 (cont.)

aboard and left 2 miles. 1406 changed course to 151°(T) by wheeling. 1415 Ships began to form column in assigned position as before. 1425 changed course to ahead. 1436 changed course to 055°(T) by wheeling. 1438 left zone. From Straits of Heligoland. Land Camera Lighthouse Bearing 314°(T). Head of Europe Point Lighthouse Bearing 013°(T). Set course of 054°(T) at Standard Speed of 14.5 knots (18 RPM) 1442 Changed course by wheeling to 052°(T). 1457 Commenced zig zag plan.

16-20

Underway as before 1720 (and zig zagging) 1735 Wheeling to new course 089°(T) 1749 Commenced zig zagging according to plan 11

D. A. Freeman 18/1/43

2000 position - 36°15'N, 3°50'W - 24

Emergency as before 2126 Engines stopped due to tripping out of generator. 2131 Reversed shaft and speed 14.5 knots, 73 RPM, and repaired column. 2135 Darkened ship. 2204 Adjusted base course to 092°T. 1131 Emergency turn 45° to starboard to 157°T. 1135 Reversed base course, 092°T.

Sgt M. H. ... 18/1/43

Approved: *[Signature]*
 T. A. HART,
 Commander, U.S.N.R.,
 ORLANDING.

Examined:

[Signature]
 E. D. HILLIS
 Comdr., U.S.N.R.,
 EXECUTIVE OFFICER.

UNITED STATES SHIP

Procyon *Sunday* *22* *June* 19*46*

ZONE DESCRIPTION ✓

REMARKS.

0-4

Underway pursuant to secret order 345 with ship down 15. Ships stopping in various positions and bearing changes of approx 40° at the standard speed of 13 knots. Both main engines and number one and two generators in use. 114 commenced zig-zagging in accordance with zig-zag plan #46.

W. V. Buchanan Lt. USNR

4-8

Underway as before. 0430 Ceased zig-zagging and wheeled to new base course 170°(T) for 20 minutes and zig-zagging according to plan 40. 0637 changed course 210° for 14 knots. Standard speed (75 RPM) 0642. Ceased zig-zagging. 0644 halted ship. 0650 commenced zig-zagging according to plan 41. 0722 Ceased zig-zagging. 0728 wheeled to new base course 150°(T)

J. T. Brown Lt. USNR

8-12

0700 position - 36°30'N, 00°40'W. Underway as before. 0817 Turned 60° to starboard, ships turning together, to course 240°T. 0823 Turned 60° to starboard, ships turning together, to course 270°T. 0827 Conway speed changed to 14 knots, 75 RPM, two tanks speed set at 15 RPM. 0834 Turned 60° to starboard, ships turning together, to course 330°T. 0839 set 2/3 standard speed at 60 RPM. 0843 turned 60° to starboard, ships turning together, to course 030°T. 0844 set 1/2 speed at 55 RPM. 0905 2/3 speed set at 50 RPM. 0925 Turned 60° to starboard, ships turning together, to course 090°T. 0930 set 1/2 speed at 50 RPM. 0945 Manoeuvring at various courses and speeds to form column. 1005 Formed column in preparation for entering swept channel. Ships in following order: USS Philadelphia, USS Tallmadge, USS Chambers, USS Procyon, USS O'Hara, USS Leonard Wood, USS Biddle, USS Neville. 1019 USS Ballantine took Formation Guide. USS Philadelphia left column. 1125 USS Philadelphia took position in column astern of USS Procyon. 1140 Manoeuvring at various courses and speeds to proceed through swept channel. 1134 Small boat came alongside and an officer of the port came aboard with orders. 1146 Small boat pulled away with officer of the port. 1154 Made daily inspection of magazines and subcaliber powder samples, gun locker, and coal.

Lieut. W. J. Edwards Lt. USNR

Approved:

W. A. Hart
W. A. HART,
Commander, U.S.N.R.,
Commanding Officer

Examined:

E. B. Ellis
E. B. ELLIS
Comdr., U.S.N.R.,
EXECUTIVE OFFICER

UNITED STATES SHIP

Procyon (Deck) *Tuesday 27 June 1913*

ZONE DESCRIPTION - 2

REMARKS.

12-16

Underway as before. 1210 civilian Pilot came aboard ship. Commenced maneuvering at various courses & speeds, proceeding to anchorage. 1254 entered Freshwater. 1227 let go starboard anchor in 9 fathoms of water and commenced backing stern to port in order to secure ^{stern line} mooring buoy. 1248 secured stern of ship to mooring buoy ^{6.15} 70 fathoms of chain in use. 1306 Pilot left ship! 1344 485 fath. damaged starboard gangway while attempting to secure on the starboard side of ship. Deep water. Not over 15, occasional U.S. surface buoys nearby. Guard crest. Rescue from Hampton. See U.S. Hydrographic Chart No. 1135.

16-20

Moved as before

20-24

Moved as before. 2/29 - ^{Eng J. D. Brown, U.S.N.} ^{John E. Lawrence, P.} ^{Eng. H. H. R.} anti-aircraft batteries.

Approved:

[Signature]
 F. A. HARTZ,
 Commander, U.S.N.,
 COMMANDING.

Examined:

[Signature]
 E. B. ELLES
 Comdr, U.S.N.,
 P. S. N. Navigator,
 EXECUTIVE OFFICER.

UNITED STATES SHIP

Procyon Helmsby 23 June 1943

 ZONE DESCRIPTION *- 2*

REMARKS.

0-4

Moor'd inside blackwater, Orion, plumb, on 9 fathoms
 of water using starboard anchor and 90 fathoms
 of chain 4th stern secured to buoy 6A. Ship
 Present: Just prior to 05, various US and foreign
 merchant vessels and yard craft. Numerous 2 generators
 in use.
 E. J. Robertson
 Com. USNR

0600-12

Moor'd on half of ast. aircraft
 battery pursuant to orders of SOPA.
 E. J. Robertson
 Com. USNR

8-12

Moor'd as before. 0800 4th stern plumb, inspection of mooring
 and sample taken. 0915 secured from transport area
 and reset and two tow-rope crutches.
 C. J. Latham
 Com. USNR

12-16

Moor'd as before
 C. J. Latham
 Com. USNR

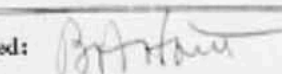
16-20

Moor'd as before
 R. J. Latham
 Com. USNR

20-24

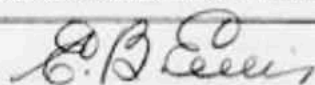
Moor'd as before. 2125 dished out 4000 secured
 anti-aircraft batteries. 2105 Party embarked men
 of 4th US Army reported aboard ship for
 further transportation.
 C. J. Latham
 Com. USNR

Approved:



 N. A. HARTE,
 Commander, U.S.N.R.
 COMMANDING

Examined:



 E. S. ELLIS
 Comd. U. S. N., Navigator
 EXECUTIVE OFFICER.

UNITED STATES SHIP

Procyon Thursday 24 June 1945

ZONE DESCRIPTION - 2

REMARKS.

0-4

Moved inside breakwater, Oran Aloria in 9 fathoms of water using starboard anchor and 90 fathoms of chain with the stern ~~to~~ secured to buoy 67. Slips present: tank force 65, various U.S. and foreign merchant vessels and yard craft, number 2 generator in use.

R.C. Zimmerman
Com U.S.N.R.

4-8

Moved as before 0600 moved merchant party out of batteries pursuant to orders of CAPT. 0645 Lighted ship

W.J. Lewis U.S.N.R.

8-12

Moved as before. 1100 made daily inspections of magazines and smokeless powder bins. Samples conditions normal. Com. W. N. Nichol

12-16

Moved as before 1230 made all preparations for action underway. 1342 British pilot Jarda came aboard 1350 Lt. Michael G. England T and 2nd Lt. G. came along port side. 1356 Underway from anchorage at various course and speed pursuant to secret orders ET 25/A4-3 serial 09383. Captain and Executive Officer in bridge, Captain at gun. Ship in task force 85. Warships in task force on Area 485 Procyon in attack group. Two members from Admiral Davidson in Philadelphia and in transport service. Five in her company. Phillip in 25 Chas. Carroll. 1320 East of P. Tugs. 1325 Cleared breakwater. 1345 Light left ship. 1355 launched buoys 1345 3rd Coastline U.S. Navy proceeding on various courses and speeds in response to Form 100 station.

W.A. Blackman U.S.N.R.

16-20

Underway at various courses and speeds, awaiting completion of action from 2000 and then 2100 hours. Speed 8 knots (4.3 RPM). 1630 came to Base Course 315° T. 1641 commenced series of 60° turns all ships turning together. 1752 Convoy formed, on base course 315° T., composed as follows: Rear Admiral Kirk, CTF 85, in Area, CTC; Rear Admiral Davidson in Philadelphia. Condo Support Force (CTF 85.2) Capt. Phillip in second wave. Convoy Commander. Ships in three columns, interval 1000 yds, distance 600 yds as follows: 21 Calvert 22 Noville 23 Belatrix 24 Arundel 25 Everten 26 Arson 27 Wood 28 Neptune 29 O'Hara 24 Dix 25 Lee 26 Alyson 27 Anderson

Approved:

[Signature]
Commander, U.S.N.R.

Examined:

[Signature]
E. B. Ellis
Commander, U.S.N.R.
EXECUTIVE OFFICER.

UNITED STATES SHIP *Procyon*
Thursday 21
June 1943

 ZONE DESCRIPTION - 2

REMARKS.

16-20 (cont.)

Calms 2, 31 Casella, 32 Tafforeau, 33 Procyon, 34 Antares, 35 Anthony, 36 Biddle.
 Conds. Seaman, Capt. Hartman, with Deckers 15 and 16, messengers and P.C.'s.
 1818 Changed course by wheeling to $300^\circ T$. 1833 Changed course by wheeling
 to $345^\circ T$. 1855 Changed Course Speed to 12 knots (40 RPM). 1910 Commenced
 zig-zagging in Plan II. 1930 Commenced zig-zagging and reduced to true course $245^\circ T$.
 1945 Wheeled to true course $030^\circ T$.

D. F. Freeman Lt. jg USN

20-24

Underway as before, maneuvering on various courses and
 at various speeds, conforming to maneuver of S.O.P.A.
 2117 ~~Commenced~~ General Quarters. 2122 Darkened ship. 2136
 Sat Condition II watch. 2152 Commenced zig-zagging in
 accordance with Plan II, true course $184^\circ T$. 2257
 ended zig-zagging. 2315 Adjusted Base course 5° to structural
 to $189^\circ T$.

J. T. H. [Signature] Lt. jg USN

Approved:

[Signature]
 F. A. HARTY,
 Commander, U.S.S.
 COMMANDING.

Examined:

[Signature]
 E. B. Ellis

E. B. Ellis
 Commanding Officer, U.S.S.
 EXECUTIVE OFFICER.

UNITED STATES SHIP *Procyon* *Friday* *25* - *June* 19*48*

ZONE DESCRIPTION *- 3* REMARKS.

c-1
 Underway pursuant to Secret Movement orders
 FF 7544-3 Ship's Spinning in assigned center
 positions at 0830 Course 0125 1/2 on Standard Speed of
 14 knots. Both Main Engines and Nos 1 and 2
 Generators in use. We proceeded on various courses
 and speeds to Transport Area. Capt. occupying Officer
 on Bridge, Capt of Comm 0102 Lt Transport Area 0107
 Lt Transport Area 0107 - stopped engine. Ship lying to on 140° - 20° down of beam
 approximately 5 miles off shore from Algiers. Several
 increased sightings of landing craft 0132 - 0412 - 12 observed about dawn
 2 engine while being belated out. Surveys out water and
 took up at 0137 - 0137 - 200 - 200 - 200 - 200 - 200 - 200
 recording conditions 0145 - 0415 - 20 and 21 left ship to report to
 455. Helms yellow for duty 0150 - 0415 - 200 - 200 - 200 - 200 - 200
 left assembly and on signal and showed up for temporary duty with
 was changed to all 0255. Commenced maneuvering at various
 courses and speeds to adjust ship's position on line of bearing.
 0332 - Observed people and gear very signals bearing 0150 (10)
 distance 5 miles. 0342 - 12 spotted at number 4 with 2 repair
 throttle rod. 0344 - 20 - 200 - 200 - 200 - 200 - 200 - 200
 craft 0346 - 1000 left assembly area in sunset and showed up for the
 primary duty with the Charles Swell 0342 - "H" hour. Observed
 fire and star shells in black

W. H. Borden Lt USNR

4-8
 Towing to the before, approximately five miles north of Algiers. Officer
 0435 - made the observation in morning up for cargo call down
 0605 - Bureau Balloon launched to 2000 ft. landing craft con
 veyed returning to ship 0620 - commenced distributing the Army
 1200 - all balloons 1000's and 1000's. Landing craft 200
 positions in assembly area 0630 - loaded the Army troops in 1000's
 0649 - Landing craft with troops and vehicles left assembly area
 and showed up for work 0705 - secured from transport
 0710 - set conditions to watch

Leslie E. Lusk Jr.
Lt USNR

8-12
 0800 position - 35° 55' N. 01° 15' W. Ship has paper, approximately
 0830 - made the observation in morning up for cargo call down
 0841 - commenced porting the landing
 1049 - secured from landing craft 1000's
 1000 - prepared for getting underway 1106 - Underway at

Approved: *[Signature]*
Commander, U.S.N.

Examined: *[Signature]*
Executive Officer

UNITED STATES SHIP

Procyon Friday 35 June, 1944

ZONE DESCRIPTION - 2

REMARKS.

Underway as before and speeded commencing to maneuver to
SOPAs in accordance with table station from column
formation. 1115 changed course 390°, speed 10 knots
(20 RPM) 1123 commencing deplaning system. 1125
commenced heading in ballast. *Genl. P. J. Farnell J.F.M.R.*

15-16

Underway as before. Test station in formation as follows:

- 11- 487 *Minut* Fighting
- 12- 485 *Harry* Van
- 13- 482 *Charles* Carroll
- 14- 482 *Alcyon*
- 15- 205 *William* P. Riddle
- 21- 487 *Philadelphia*
- 22- 485 *Procyon*
- 23- 485 *Arthur*
- 24- 485 *Susan* P. Anthony

1204 - lowered barrage balloon. 1222 - Made 90° turn port. 1230
changed course to 280°. 1300 - changed course to 260°. 1303 - changed
course to 240°. 1327 - changed course to 215°. 1335 - changed speed to 14 knots
(26 RPM). 1341 - commenced zig zapping according to Plan 19 on base course
215°. 1406 - General quarters. 1412 - Stretched barrage balloon to
1500 feet. 1420 - unidentified plane reported in starboard quarter. In
fan 1400 miles. Commenced making 30° turn. 1523 - changed course to
174°. 1507 - 1555 *Philadelphia* ceased being formation guide. Proceed
off from column. 1515 - Sub Conductor in watch. 1526 - Commenced
maneuvering at various courses and speeds proceeding down
sweep channel. 1559 - Pilot boat came alongside, with pilot
Jada came aboard.

W. H. Claassen Lt. USNR

16-20

Underway as before. 1633 - Passed through submarine net into Ulmer
at Keli Harbor. 1646 - *French Navy* boat *Charles* came alongside to
aid in docking ship. 1657 - lowered 15V-12 into water with working
party to carry mooring lines to buoy. 1701 - Secured stern line to
mooring buoy "T". 1706 - Secured bowline to mooring buoy "5". 1740 -
Pilot boat left from alongside ship. Ship pursued. Tank pump B. 2,
2.5 Brooklyn, barbed yard craft.

W. J. F. M. R.

20-24

Moored as before. 2125 U. S. L. *Doran* moored alongside
to port. 2135 U. S. L. *Cable* moored alongside to port
outboard of *Doran*. 2240 anti-aircraft batteries secured.
C. E. Morgan, Jr.
Comdr. U. S. N. R.

Approved:

[Signature]
Commanding Officer, U.S.N.R.

Examined:

[Signature]

Comdr. U. S. N. R.
EXECUTIVE, U.S.N.R. Navigator.

UNITED STATES SHIP *Procyon* Saturday 26 June 1943

ZONE DESCRIPTION - 7 REMARKS.

0-4
Moored inside Mussel Basin breakwater with bowline secured to buoy's stem line & attached to buoy "F". USS Ertle tied along port side with following lines: one constant one bow line, one messenger, messenger bridle and one messenger spring, etc. stern line, all lines doubled and 9 1/2" manilla. USS Ertle tied along starboard side of USS Procyon. Thru-hull & generator in use. High speed fuel group 85.7, 1100 lbs. per hour. *Eric W. Hill*
Ensign U.S.N.R.

4-8
Moored as before. 0600 - Manned P.T. Light on half of anti-aircraft battery pursuant to orders. *P. S. Hill*
Ensign U.S.N.R.

8-12
Moored as before. 1600 - Made final inspection of magazines and smokeless powder samples. Conditions normal. *A. J. Lancaster*
Ensign U.S.N.R.

12-16
Moored as before. 1245 - USS Ertle got underway and stood out of harbor. *P. S. Hill*
Ensign U.S.N.R.

16-20
Moored as before. 1630 - Royal staff out to sea. 1710 U.S.S. *Yavros* started to hoist. *A. J. Lancaster*
Ensign U.S.N.R.

20-24
Moored as before. 2118 darkened ship. 2200 secured anti-aircraft battery. *M. W. Hill*
Ensign U.S.N.R.

Approved: *[Signature]*
Commander, U.S.N.R.
COMMANDING OFFICER

Examined:

[Signature]
Commander, U.S.N.R.
EXECUTIVE OFFICER

UNITED STATES SHIP Peru Sunday 29 June 1943

ZONE DESCRIPTION 2

REMARKS.

⁰⁻⁴
 moved inside Mersey keel in brackwater with
 bowline secured to buoy 'S'; sternline attached
 to buoy 'T' USS Doran tied alongside with
 following lines: one bow line; one bow breast
 one bow spring; one quarter breast and one
 quarter spring; one stern line all lines doubled
 and of 6" Danilla. Ship's present tack group
 85.2, USS Brooklyn, and various yard craft.
 Number 2 gunnery in use.

E. J. Robertson
 Ensign U.S.N.R.

⁴⁻⁸
 2600 - Manned on half
 of anti-aircraft battery pursuant to order
 of SOPA.

⁸⁻¹²
 moved as before. 1000 Made daily inspection of magazines and
 smokeless powder samples. Condition normal. C. L. Hoang Ensign.
 Ensign, U.S.N.R.

¹²⁻¹⁶
 Moved as before 1525 USS Peru (403) came alongside USS Doran
 and tied up port side.

E. J. Robertson
 Ensign U.S.N.R.

¹⁶⁻²⁰
 moved as before

R. J. Lightman
 Ensign U.S.N.R.

²⁰⁻²⁴
 Moved as before. 2129 darkened ship. 2500 secured
 anti-aircraft batteries.

E. J. Robertson
 Ensign U.S.N.R.

Approved:

A. Hart
 A. HART,
 Commander, U.S.N.R.,
 COMMANDING.

Examined:

E. J. Ellis
 E. J. ELLIS
 Comdr., U.S.N.R.,
 EXECUTIVE OFFICER.

UNITED STATES SHIP

Procyon

Monday 28

June 1940

ZONE DESCRIPTION - 2

REMARKS.

0-4

Moved inside moor El. Kabin with lashwater with bowlines secured to buoy "5" and stern line attached to buoy "T". USS Doran tied along side with the following lines: one bowline, one bow breast, one bow spring, one quarter breast, one quarter spring and one stern line. All lines doubled and of 6" Manila. Ships present: task group 35.2, USS Brooklyn and various yard craft. Number 2 generator in use. K.C. Undermiller
Ens U.S.N.R.

4-8

Moved as before 0600 manned on half of anti-aircraft battery pursuant to orders of SOPA 0630 USS McKean started to perform 0635 U.S.P. Quick started with 200 lbs lighted ship
J.B. Lewis
Ens U.S.N.R.

8-12

Moved as before. 1100 made daily inspection of magazine and a few kelloggs for the samples. Conditions normal.
M.W. Field
Ens U.S.N.R.

12-16

Moved as before. 1430-155. Down get underway and stood out of harbor.
Julie E. Casler
Ens U.S.N.R.

16-20

Moved as before

20-24

anchored as before. 1700 - started anti-aircraft battery. Received air raid warning at 2310. Sounded General Quarters. Secured at 2340.
K.C. Undermiller
Ens U.S.N.R.

Approved:

[Signature]
H. A. HART,
Commander, U.S.N.R.

Examined:

[Signature]
E. B. ELLIS
Comdr., U.S.N.R.
EXECUTIVE OFFICER

UNITED STATES SHIP *Dragon* Tuesday 29 June 1943

ZONE DESCRIPTION *-2*

REMARKS.

0-4
Moved inside ^{possible} *Muse* at 0400. Reber breakwater with bowline secured to barge's gun d. stem lines ^{secured to} *Luis* T. U.S.S. *Boca*
Tad along ^{side} of the following lines: to bowline, one
line to deck, one to lower spar, one quarter deck, one quarter
spring and one stem line. All lines doubled and of 6"
umbrella. Ship's current task group 75.9 U.S.S. *Brooklyn*
and various yard craft. *Thunder* generators in use.
Ellis
Ensign U.S.N.R.

4-8
Moved on before 0600. Manned A.H. batteries 0700-165. Darrangot
underway and stood out to sea.
H.T. Lighter
Ensign U.S.N.R.

8-12
Moved on before 1000. Made dirt, in preparation
of magazines and supplies for landing craft.
0800 Began lowering
landing craft. 0900 All boats in water. *J.L. Lighter*
Ensign U.S.N.R.

12-16
moved on before 1200. Commenced loading army vehicles.
1300 Completed loading army vehicles. 1500 Ammunition
large field up alongside #5 barge.
X barge
Ensign U.S.N.R.

16-20
Moved on before 1630. Commenced loading explosives in
cases and from lighter ^{along side} of barge *Laurel*
aqueduct ~~1700~~. Completed loading explosives ^{from}
Dragon. *L.H. Lighter*
Ensign U.S.N.R.

20-24
Moved on before 2015 U.S.S. *Birmingham*
and U.S.S. *Franklin* left under way and
stood out of the harbor. 2125 darkened
ship. 2230 secured all gun crews.
W.W. Lighter
Ensign U.S.N.R.

Approved: *[Signature]*
J. A. HARTZ,
Commander, U.S.N.R.,
COMMANDING OFFICER.

Examined:

[Signature]
E. B. ELLIS
Comdr., U.S.N.R.
PERIODIC OFFICER

UNITED STATES SHIP

Procyon

Wednesday 30 June 1945

(Date)

ZONE DESCRIPTION

-2

REMARKS.

0-14
moored inside Merd El Kebir breakwater with bowline secured to buoy "5" and sternline attached to buoy "T".
Present: task group 85.2 and various yard craft. 1 generator in use.

C. J. Robertson
Ensign USNR

4-8

*Moored as before. 0600 Moored on-
hook of anti-aircraft battery
10045. 10045 flight deck ship. 10045
from deck. 10045 (Force 4)*

C. J. Robertson
Ensign USNR

8-2

*Moored as before. 0850 Depart of ammunition bag
from alongside No. 3 hatch 1030 made daily inspection
of acquisition and sample powder samples 10045
normal.*

C. P. Wanger Jr.
Ensign USNR

12-16

Moored as before

C. H. Basnett
Ensign USNR

16-20

*Moored as before. 1810 - Twenty-nine enlisted men US Army,
returned aboard from temporary maneuvers F.F.T. R. J. Latham
Ensign USNR*

20-24

*Moored as before. 2128 darkened ship. 2230
secured anti-aircraft batteries.*

C. J. Lancaster
Ensign USNR

Approved:

B. A. Hart
B. A. HART,
Commander, U.S.N.R.
CONDUCTING.

Examined:

P. B. Ellis
Commander, U.S.N.R.
EXECUTIVE OFFICER.
U. S. N., Navigator.

677
010055



U. S. Form 360
(Revised July 1942)

F-405

CONFIDENTIAL

OPERATIONS

DECK LOG BOOK

U. S. S. PROCYON

Month of July, 1943

CONFIDENTIAL

54133

To: *Commander-in-Chief, U.S. Fleet.*

UNITED STATES SHIP Procyon Thursday 1 July 1943

ZONE DESCRIPTION - 2 REMARKS.

0-4

Moved inside 2500' below low water with bowline secured to buoy 5' and stern line secured to buoy T. Slope present. Tank group 85.2 and various sand with number one generator on unit 2155-112200. Unit 85.2 under command of Kelly in USS Charles Carroll and in tank group 85.2 under Rear Admiral Davidson in USS Philadelphia. Tank force 85 under command of Kirk in USS Queen, acting as attack echelon of others. Tank force 80. This morning under escort of USS. Police & Lancers.

4-8

Moved as before 0755. 0515 Banana lagoon snuffed out and was carried away by high water. 0600 Manned me half of anti aircraft batteries pursuant to order of JG FH. 0750. Tank force 85.5. Fuel 17 piers and one flooded and sixty yards of U.S. Army returned at tank ship pier. Manned for further operations. 0720 U.S.S. Duke Bonsted and Essex. Stood out of harbor 0750 U.S.S. Ashby, Spaul, Fox, Duane and Thayer. J.S. Wright, Commanding U.S.N.R.

8-12

Moved as before. 0815 USS Bush got underway and stood out to sea 0832 USS Indiant and USS Murphy underway. 0850 USS Vicks and underway and stood out to sea. 1100 Following ships got underway and stood out of the harbor USS Cowell, USS Bay, USS Knight, USS Champ, USS Hammett (Commandant), USS Murphy, 1135 Made duty inspection of magazines and missile powder and conditions normally. 1145 Commenced hoisting powder ashore. Put out extra mooring owing to increase in free zone.

12-16

Moved as before. 1240 USS Leah and USS Henderson got underway and stood out for sea. 1445 USS Parker, USS McDevise, and USS Leah standing in. 1545 USS Myrine, USS Duane, USS Knight, and USS Butts standing in. 1555 USS Cowell standing in to harbor.

C.L. Robertson
Comdr, U.S.N.R.

16-20

Moved as before.

Approved: [Signature]
Commander, U.S.N.R.
Commanding Officer

Examined: [Signature]
E.O. Ellis
U.S.N.R. Navigator
Executive Officer

UNITED STATES SHIP Procyon Thursday 1 July 1943
(Day) (Date) (Month)
ZONE DESCRIPTION -2

REMARKS.

²⁰⁻²⁴
 moored as before. 2130 darkened ship. 22-30 secured
 anti aircraft batteries.

C. P. Morgan, Jr.
 Ensign, U. S. N. R.

Approved:

[Signature]
 W. A. HARRIS
 Commander, U. S. N. R.
 COMMANDING OFFICER

Examined:

[Signature]
 E. B. ELLIS
 Ensign, U. S. N. R.
 EXECUTIVE OFFICER

UNITED STATES SHIP *Procyon* Friday, 2 July 1945

ZONE DESCRIPTION -2

REMARKS.

0-4
 Moved inside, *Miss St. Kacie* breakfast with bow lines secured to buoy 5 and stern lines secured to buoy 7. *Shufes* present. Tach group 852 and various yard craft. Number 2 generator in use.

E. J. Barrett, Ensign
 U.S.N.R.

4-8
 Moved as before. 0630. *Miss St. Kacie* battery, permanent tender 700PA. and stood out to sea. 0706 U.S.S. *Plunkett* got underway and stood out to sea.

R. J. Lightman
 Ensign, U.S.N.R.

8-12
 Moved as before. 1130 made daily inspection of magazines and ammunitions powder samples. Conditions were normal.

E. J. Barrett
 Ensign, U.S.N.R.

Moved as before.

J. S. Kelly

16-20
 Moved as before. 1820 *H.M.S. King George* with *Persepolis* destroyer stood out of harbor. 1835 *H.M.S. Lord Howe* stood out of harbor.

E. S. Evans
 Ensign, U.S.N.R.

20-24
 Moved as before. 2120 darkened ship. 2200 secured all gun watches.

M. W. Field
 Ensign, U.S.N.R.

Approved:

[Signature]
 A. H. HARRIS
 Commander, U.S.N.R.
 COMMANDING OFFICER

Examined:

[Signature]
 E. D. ELLIS
 Comdr., U.S.N.R.
 EXECUTIVE OFFICER

CONFIDENTIAL

July 1943

UNITED STATES SHIP

Procyon Saturday 3 July 1943

ZONE DESCRIPTION - 2

REMARKS.

04
 Moved inside Mess-el-kebia breakwater with
 bow lines secured to buoy's and stern
 lines secured to buoy "T". Ship's present
 task group 95.2 and various yard
 craft - Number 11001) operate in area.

E. J. Robinson
 Ensign, U.S.N.

4-8
 Moved as before. 0600 Mannet hoist H & D battery
 present to ship. 0700 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100 2200 2300 2400
 in company and stand out to sea.

J. P. Reynolds
 Ensign, U.S.N.

8-12

Moved as before. 0810 U.S. Kennel got underway
 and stand out to sea. 0900 U.S. Doran got underway and stand out
 to sea. 0955 made daily inspection of magazines and
 smokeless powder samples. Conditions normal. 1045 U.S.
 Gorie got underway and stand out to sea.

C. P. Morgan, Jr.
 Ensign, U.S.N.

12-16
 Moved as before

C. P. Bennett
 Ensign, U.S.N.

16-20

Moved as before

R. J. Lightman
 Ensign, U.S.N.

20-24

Moved as before. 2125 2155 Tillman, 2155 Early,
 2155. Decided starting into harbor. 2130 darkened
 ship. 2200 secured anti-aircraft batteries.

C. J. Hancock
 Ensign, U.S.N.

Approved:

F. A. Harts,
 Commander, U.S.N.,
 COMMANDING.

Examined:

E. P. Ellis
 E. P. ELLIS
 Comdr., U.S.N.,
 EXECUTIVE OFFICER.

UNITED STATES SHIP

Procyon

Sunday 7 July

1943

ZONE DESCRIPTION

-2

REMARKS.

0-4

Moored inside zero-deck keel breakwater with bow lines secured to buoy ⁵ ^{Starboard secured to buoy 7} present; took down 85.2 and various other craft. #2 generator in use.

J.C. Medernallie
Ensign U.S.N.R.

4-8

Moored as before 0600 moved as part of anti-aircraft battery movement to orders 0630 Secured Supply Boat patrol 0630 left ship.

J.C. Medernallie
Ensign U.S.N.R.

8-12

Moored as before 0830 made daily inspection of magazines and bomb holes for water samples. Conditions normal. 0848 Checked transformer power pack R.A. 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

C.P. Barrett
Ensign U.S.N.R.

12-16

Moored as before. 1210 USS PC 556 put out to sea. USS ML 569 put out to sea. 1233 USS ML 580 standing in. USS Champlin, USS Boyle standing in. 1358 USS ML 569 standing in. 1425 USS PC 556 standing in.

E.S. Robertson
Ensign U.S.N.R.

16-20

Moored as before

C.P. Barrett
Ensign U.S.N.R.

20-24

Moored as before. 2025 U.S. L. Wainwright stood into harbor. 2040 U.S. L. Mayrant and U.S. L. Rowan stood into harbor. 2055 U.S. L. Tupper and U.S. L. Rhind stood into harbor. 2135 Docked ship. 2230 Secured anti-aircraft batteries.

C.P. Morgan Jr.
Ensign U.S.N.R.

Approved:

[Signature]
Commander, U.S.N.R.
Commanding Officer

Examined:

[Signature]
E. S. ELLIS
Commander, U.S.N.R.
Executive Officer

UNITED STATES SHIP *Princeton* *Monday* *5* *July* 1945ZONE DESCRIPTION *-2*

REMARKS.

0-4
 Moored inside *Mor-el-Kaber* harbor with bow
 lines secured to buoy "5", and stern lines secured
 to buoy "T". Ships present *Task group 35.2*, and
 various *air* craft. *Number 500 (2) generator* was
 used

C. J. Van Cate
USSR

4-8
 Moored as before. *0600* personnel *to* *aboard* *5 CPA*
 and *one* *half* *of* *the* *A. S. Bottom* *0625* *USS* *Under*
at *midway* *abandoned* *and* *to* *sea*. *0635* *USS* *Under*
Eye *underway* *and* *stood* *out* *to* *sea*

R. J. Lightner
USSR

8-12
 Moored as before. *1900* made *daily* *inspection* *of* *magazines*
 and *ammunition* *powder* *samples*. *Conditions* *normal*.

A. B. Barrett
USSR

12-16
 moored as before. *1300* various ships of the western task
 force got under way and left the harbor, preparatory to
 take stations in convoy. *1500* made all preparations for
 getting under way.

H. C. Niedermiller
Ensign *USSR*

16-20
 Moored as before *1714* *July* *Karmon* came aboard
 Pilot *Caro* came aboard *1725* *Underway* *for* *harbor*
 in accordance with secret *order* *plan* *(paragraph)*
 of various courses and speeds confirmed to *commander*
Captain *Eschert* *of* *USS* *and* *Pilot* *on* *bridge*
Pilot *at* *0800* *1739* *USS* *USS* *USS*
quarters *1737* *USS* *USS* *USS*
 and left *Mor-el-Kaber* harbor *1745* *Pilot* *at*
 ship. *Proceeding* *at* *standard* *speed* *30 knots* *engines*
 with *convoy* *(1750)* *USS* *USS* *USS*
 set condition *U.S.S. 1917* *Task* *group* *43* *and*
 conformed to *convoy* *course* *and* *speed* *course*
Task *group* *315 (T)* *standard* *speed* *3 knots*
(43 R P 1915) *convoy* *commander* *(Captain* *Phillips)*

Approved:

Examined:

H. M. Bennett
 Commander, U.S.S.
 COMMANDER

P. B. Ellis
 U. S. S. Ellis
 U. S. S. "Vanguard"
 EXECUTIVE OFFICER

UNITED STATES SHIP *Procyon* Monday 5 July 1945

ZONE DESCRIPTION - 2

REMARKS.

in U.S.S. Leonard Wood maneuvering convey by
No. 2 of Chancy 7 course, awaited completion
of 000° (T) by wheeling. 1948
at 7:00 P.M. USIA

20 - 24 2000 Patten 36-00N 0-48W

maneuvering as before to form convey, 2124
changed course by wheeling to 045° T. 2126
Convey speed at lat 9.5 knots (51 R.P.M.). In
station 4.3 in convey, OTC (Admiral) in U.S.S.
Arcon, Commander of Convey Captain Phillips in U.S.S.
Leonard Wood, Commander of 5000 (Admiral
Davidson) in U.S.S. Philadelphia, ships in following
order: Column #1 U.S.S. Cabot, U.S.S. Babbalanja, U.S.S.
Andromeda, U.S.S. Fenimore, U.S.S. Arizaba, Column #2
U.S.S. Doolittle, U.S.S. Northumberland, U.S.S. Harry Lee, U.S.S.
Albatross, U.S.S. Nashville, Column #3 U.S.S. Leonard Wood,
U.S.S. O'Hara, U.S.S. Thomas Jefferson, U.S.S. Bidder, U.S.S. Arundel
Column #4 U.S.S. Charles Carroll, U.S.S. Anthony, U.S.S.
Procyon, U.S.S. Archer in U.S.S. Chatham - 5000, Convey
Admiral, U.S.S. Philadelphia, U.S.S. Babbalanja, U.S.S. Arizaba
[2143 on starboard side of convey, four convey boats at 1000 feet,
and patrol craft 2145 changed course by wheeling
to 065° T. 2114 commenced zigzag in accordance
with plan 11, base course 065° T. 2122 Destroyer
ship 2244 secured barrage balloon, in order of OTC
maneuvering of convey

J. W. Daniels USIA

Approved: [Signature]
Commander, U.S.S. [Ship Name]
PROCYON

Examined:

[Signature] E.B. Ellis
Executive Officer, U.S.S. [Ship Name]

UNITED STATES SHIP

Procyon Sunday 6 July 1947

ZONE DESCRIPTION - *V*

REMARKS.

0-4
Underway pursuant to report order of 2 with
jack force 85. Ship steaming in assigned gen-
eral positions at a standard speed of 4.5 knots
on a base course of 068° T. Zigzagging in
accordance with zigzag plan #11. Both
main engines and generators 1 and 2 gen-
erators in use. 0330 Ceased zigzagging.

4-8 *W.K. Buchanan U.S.N.*
Underway as before. 0540 Commenced zigzagging
according to plan #11. 0620 Charted land (Dolly
Island) 2 miles 2 courses. 0643 1st
ship 0657 Ceased zigzagging. 0700 Charted to
new base course 070° T. 0715 Commenced zig-
zagging according to plan #11.

8-12
D.F. Foxon U.S.N.
Position 0800 - 36.44N 1-26E. Underway as before. 0831
Adjusted Base Course 5° E and set to 485° T. 1002 Ceased
zigzag and resumed the base course 485° T. 1007 Course
speed set at 13 knots (72 RPMs). 1028 Engine order telegraph
out of commission. Underway to engine room by 14 phone.
1045 Turned 45° to starboard, ship turning to starboard, to
course 130° T. 1058 Turned 45° E port, ship turning
together, to course 485° T. 11th course speed set at 9.5 knots
(4 1/2 speed set at 51 RPMs). 1124 Engine order telegraph in
commission. 1144 Commenced zigzag in accordance
with Plan # 5.6, Base Course 485° T. 1137 Adjusted Base
course to 487° T. 1140 Made daily inspection of magazine
and smokeless powder samples, conditions normal.
1158 Ceased zigzag and resumed base course 487° T.

12-16
Frank M.B. Samuels U.S.N.
Position 1200 36.44N 2-12E. Run from Misaki 180 miles. Underway
as before. 1208 Charted base course to 130° T. 1210 Engine order
telegraph in commission. 1402 Charted 45° to the right to
base course 035° T. 1407 Commenced zigzag. 1410 Charted
to base course 035° T. 1430 Charted base course
035. Resumed base course. 1443 Charted 45° to the
right to course 08° T. 1530 Charted course to
130° T. 1535 Commenced zigzag. 1535 on Base
course at 118° T.

Approved:

Examined:

[Signature]
Commander, U.S.N.
Commanding

[Signature]
E. H. [Signature]
Commander, U.S.N. Navigator
Executive Officer

UNITED STATES SHIP *Trocyon* Tuesday 6 July 1943

ZONE DESCRIPTION *- 2* REMARKS.

16-20
 Underway as before 1650 Ceased zig zags - 1705
 commenced zig zags according to plan #30 - 1706
 U.S.S. *Orinoco* and U.S.S. *Chatham* *Thru* left *convoy*
pursuant to secret operation orders 1712 Ceased
 zig zags 1720 wheeled to new *convoy*
 090° (T) 1730 Passed Cape Sabine lighthouse
 beam to starboard; distance 4.5 miles 1742 O.T.C.
 commenced underway *convoy* by radical change
 of course with *convoy* first section of *convoy*
 N.C.F. 1 1832 wheeled to new *convoy*
 070° (T) (*convoy* now second section N.C.F. 1)
 1900 commenced zig zags according to plan
 #40 1953 Ceased zig zags 1959 wheeled
 to new *convoy* 090° (T)

D.F. Turner
TL 4 VSN 19

Position 2000 - 36° 57' N 9° 20' E 24 - 24

Underway as before 2044 changed course 20° to
 starboard by wheeling to 090° T 2044 *convoy* speed
 set at 7.2 knots (2/3 speed set at 49 RPM) 2047 commenced
 zig zags in accordance with plan #40. *Convoy* 090° T
 2148 Darkened ship 2200 secured passage balloon.
Frank M. Somers USN

Approved: *[Signature]*
 E. B. HARTS
 Commander, U.S. Navy
 COMMANDING OFFICER

Examined: *[Signature]*
 E. B. ELLIS
 Comdr., U.S. Navy, Navigator
 EXECUTIVE OFFICER

UNITED STATES SHIP Bayona Hedrosda 7 July 1944

ZONE DESCRIPTION 7 REMARKS.

0-4

Underway pursuant to recent orders. Will lead force to ship station in assigned zone. Position at a standard speed of 9.5 knots on a bearing of 290°(T). Zigzagging in accordance with zigzag plan #40. All main engine and auxiliary engine operations in accordance with plan #40.

W. H. Barkman Lt USNR

4-8

Underway as before 0632 Turned ship 0659. Reduced convoy speed to 8 knots standard speed (12 RPM's). Helmsman changed to Freeman. Ship #10.

0800 position: 36°59'N, 5°32'E. Underway as before. 0855 Sound zigzag and resumed base course 0900. 0927 Turned 90° to starboard, ships turning together to 180°T. 0927 Turned 90° to port, ships turning together to 090°T. 0932 Convoy speed set at 9.5 knots (12 RPM's). 0940 Commenced zigzag in accordance with Plan #40, Base Course 090°T. 1030 Made daily inspection of magazine and smokeless powder stowage conditions normal. 1102 Sound zigzag and resumed base course, 098°T. 1110 Turned 22° to port by whistle to course 068°T. 1133 Commenced zigzag in accordance with Plan #40, Base Course 065°T.

Lieut W. H. Barkman Lt USNR

12-16

1200 position: 37°21'N, 6°12'E. Rem. mem to remain 20.9 miles underway to locate 1330 Cape Bougainiere light house ahead to 5th. Dist 4 mi (44) ceased zigzagging and resumed base course 068°(T). 1417 Wheeled to course 090°(T). 1505 Commenced zigzag Plan #40 on base course of 090°(T).

W. H. Barkman Lt USNR

16-20

Underway as before 1600 Turned 90° to starboard, ships turning together to 180°(T). 1619 Turned 90° to port, ships turning together to 090°(T). 1625 Commenced zigzag according to Plan #40. 1650 Upon receiving orders from O.T.C. halted down range balloon. 1749 Reduced convoy speed to 6 knots (11/2 speed set at 33 RPM's). 1900 Steam up paravane. Upon receiving order from O.T.C. 1932 Changed

Approved: [Signature]
Commanding Officer, U.S.N.R.

Examined: [Signature]
Executive Officer, U.S.N.R.

UNITED STATES SHIP

Procyon

Wednesday 7

July 1943

ZONE DESCRIPTION

REMARKS.

16-70 (cont.)

Convoy speed to 9.5 knots (2/3 speed set at 51 R.P.M.s).

D. F. Finner # of USSB.

20-2X

2020 position: 37°14'N, 7°31'W. Underway as before 2052

Darkened ship, 2053 Flare barrage & balloons 2059

~~General quarters 2115~~ 2149~~and next condition watch 2217~~

Convoy speed set at 13 knots (92 R.P.M.s) 2024 saved zigzag

and resumed base course 496°T 2045 Convoy lost

forming, cruising disposition number 4 on order aft U.S.C.

Changed speed to 1/2 ahead, wing columns forming

in line of main columns 2048 changed speed to standard

Retained 1/2 ahead formation, temporarily resumed at port 2048

2024. In cruising disposition 4, ships in columns in

Following order: Column #1 USS Procyon, USS Northumbria, USS

USS Kearsarge, USS Vanille, USS Calcutt, USS Bullfinch, USS

USS F. Johnston; Column #2 USS Leonard Wood, USS O'Brien, USS

Jefferson, USS Biddle, USS A. Randall, USS Carroll, USS

Anthony, USS Procyon, USS Arcturion,

Group #1 USS Samuels 915 NR

Approved:

[Signature]
 A. HART,
 Commander, U.S. Navy
 COMMANDING OFFICER

Examined:

[Signature]
 E. B. ELLIS
 Comdr., U.S. Navy
 EXECUTIVE OFFICER

UNITED STATES SHIP

Loopyard Thursday 1 July 1943

ZONE DESCRIPTION *✓*

REMARKS.

*Underway pursuant to signal and... 5/23/43
 Jack Lane 115. Ship steaming in assigned con-
 voy position at a standard speed of 13 knots
 with base course of 070°T. Ship maneuvering
 at various power levels to maintain
 assigned position. Both main engines and main
 shafts observed to be in normal operation. 0219
 Changed course by wheeling to 070°T. 0241
 Changed course by wheeling to 080°T.*

W. H. Bushaw U.S.N.

*4-8 Underway as before 0500 Forward gunnery 0525
 wheeled to new base course 113°T. 0530 Passed
 Ros Enghela light house ahead to starboard, distance
 4.5 miles. 0604 Lighted gun 0610 Resumed condition
 of watches, manning three-fourths anti-aircraft
 batteries pursuant to order from O.T.C. 0642 H.M.S.
 Princess Charlotte and Princess Astrid joined convoy,
 taking stations 15 and 45. 0652 Passed Cape 13th
 light house ahead to port, distance 4 miles. 0700 Changed
 base speed to 14 knots standard speed 175 RPM. 0715
 0722 Wheeled to new base course 103°T. 0740
 Passed the 11th light house ahead to starboard
 distance 4.7 miles. 0745 Passed Convoy T.J.F. 2 and T.J.M. 2.*

*8-12 0800 Position 37°15'N 10°26'E. Underway as before 0804
 Convoy speed set at 2/3 (52 RPM). 0814 12 ft boat sighted
 on port quarter. 0844 Convoy sighted on starboard beam.
 0858 Convoy speed set at standard (75 RPM). 0923 Tail of
 Zembra head on starboard bow, distant 4 miles. 0931
 Tail of Zembra ahead to starboard, distant 3 miles. 0954
 Convoy sighted on starboard bow. 1023 Cape Bon light house
 ahead to starboard, distant 5 1/2 miles. 1033 Turned 57°
 to starboard to course 159°T. 1053 Convoy speed set at
 2/3 (51 RPM). 1100 Made daily inspection of magazine and
 machineless powder sample; conditions normal. 1137 Convoy
 speed set at 13.5 knots. 1255 Sailing Kalibia ahead to starboard,
 distance 5.5 miles. Turned 51° to starboard to course 210°T.
 1257 Sailing Kalibia ahead to port, distant 5 miles.
 Sun 7th light house U.S.N.*

12-16 1222 position: 36°51'N, 11°19'E. Sun noon 2.56 miles.

Approved: *T. A. Harte*
 T. A. HARTE,
 Commander, U.S.S. *Loopyard*
 COMMANDING OFFICER

Examined: *E. B. Ellis*
 E. B. ELLIS
 Comdr., U.S.N., *Loopyard*
 EXECUTIVE OFFICER.

UNITED STATES SHIP Procyon (Ship) 5 July (Date) 19 45 (Month)

ZONE DESCRIPTION - 2

REMARKS.

12-16 (cont)

Underway as before. 1305 Changed standard speed to 15 knots (8 RPM). 1325 Changed standard speed to 5.5 knots (6 RPM). 1347 Changed course to 180° (T). 1361 Changed standard speed to 13 knots (6 RPM). 1407 Commenced zigzag plan #11 on base course 180° (T). 1433 Changed standard speed to 14.5 knots (78 RPM). 1508 Changed standard speed to 13 knots (6 RPM). 1512 Ceased zigzagging, resumed base course 180° (T). 1542 Changed standard speed to 14.5 knots (78 RPM). 1547 Changed course to 145° (T).
W. H. Birchman Lt USNR

Underway as before. ^{16:20} ship pitching and rolling moderately according to plan #40. 1647 Adjusted zigzagging to 150° (T). 1754 Ceased zigzagging. 1700 Turned 60° to starboard all ships turning together to 210° (T). 1822 Turned 60° to port, all ships turning together to 150° (T). 1830 Increased course speed to 13 knots standard speed (72 RPM). Adjusted course to 145° (T).
P. F. Froum Ltjg USNR

20:24

2000 position: 35° 22' N, 113° 05' E. Underway as before. 2002 Turned 15° to port by wheeling to course 134° 07'. 2025 Conway speed set at 2/3 (46 RPM). 2044 Commenced 210700 in accordance with Plan #11, Base course 134° 07'. 2059 Conway speed set at 14K (standard). Darkened ship. 2305 Emergency Turn 45° to starboard to 145° T. 1124 Returned base course 210° T. 1140 changed speed to 2/3 ahead on signal. 1150 wheeled 50° to starboard to course 150° T.
J. T. M. L. [unclear] USNR

Approved: [Signature]
 CHIEF, U.S.N.R.
 COMMANDING OFFICER

Examined:

[Signature]
 E. E. ELLIS
 Comdr., U.S.N.R.
 EXECUTIVE OFFICER

UNITED STATES SHIP

Bronson Friday 9 July 1945

ZONE DESCRIPTION *-V*

REMARKS.

0-4

Underway as before. Pursued target to westward with about 2000 yds. ship's streamer in tow. Operating quarters at a standard speed of 13 knots on a base course of 150°(T). Both main engines and number one and two gear boxes in gear. 0217 Changed course to starboard heading to 140°(T). 0215 changed speed to 12 knots.

W. J. Thorsness Lt. USN

4-8

Underway as before 0446 commencing zigzag according to plan #11. 0534 changed course to 14 knots (standard speed) (75 RPM) 0550 Course 200° Z 200 0601 speed 14.5 knots 0605 wheel to starboard to 100°(T) 0637 wheel to port to 090°(T) 0720 commencing zigzag according to plan #11 0725 main engine turn 180° to starboard, all ship turn together. 0737 returned to base course. 0743 commencing zigzag according to plan #11 0753 H.M.S. *Thorn* (USN) and listed next course, to proceed on duty previously assigned in secret operation orders.

G. F. Thomas

8-12

0800 position: 33°50'N, 13°18'E Underway as before 0839 Course 200 and resumed base course 0900 0942 Turned 43° port by wheeling to course 043°T 0946 course resumed standard speed, 14.5 knots (75 RPM) 0955 Task Force assumed cruising disposition 1.5V on side of T.C. 0946 Turned 43° to port by wheeling to course 040°T 0923 Turned 10° to starboard by wheeling to course 050°T. 0935 commencing zigzag on starboard with *Thorn* #14, base course 050°T. 1000 with daily inspection of magazines and warbler in port, conditions favorable. 1049 Course 200 and resumed base course 050°T. 1130 Turned 15° to starboard by wheeling to course 035°T. 1155 Turned 10° to port by wheeling to course 025°T. 1217 changed course to 010°(T). 1230

W. J. Thorsness Lt. USN

12-16

1200 position: 34°34'N, 13°22'E Same moon to moon 273 miles. Underway as before. 1300 cleared quarters. 1301 changed course to 010°T. 1314 set conditions (transport) 1333 Sound team transport 1400 H.M.S. *Thorn* 1430 Enlarged country position with USN *Thorn*.

Approved:

W. J. Thorsness
Commanding Officer, U.S.N.R.

Examined:

E. D. Ellis
E. D. ELLIS
Commanding Officer, U.S.N.R.
EXECUTIVE OFFICER, U.S.N.R. Navigator.

UNITED STATES SHIP *Procyon* (Day) *Friday* (Date) *9 July* (Month) 19*42*

ZONE DESCRIPTION *- 2*

REMARKS.

12-16 (Cont'd)

*1441 Commence zig zag Plan # 10, 1457 Changed
Course Speed to 14 knots (45 K.P.H.s). Moderately
rough sea. Ship pitching heavily. Fresh gales
U.S. Barkhamer Lt. U.S.N.R.*

16-20

*Underway as before. 1637 Course zigzagging and rounded upon
course. 1640 Changed course when turning together, 45° to port.
1657 c/c, ship turning together, 20° to starb. 1703 c/c, ship
turning together, to new course 015°(T). Bright light
of Malta, bearing 045°(T) distant 16 miles. 1715 Changed course
speed to 14.5 knots (30 RPM standard speed) 1800 Changed course
speed to 3/4 (35 RPM). 1812 Changed course ship turning
together 20 degrees to port. 1814 USS Charles Carroll and USS Swan
B. Bathing took stations 23 and 34; USS Wal. Fiddler and USS Thom
returned took stations 41 and 42. Announced course for station
5 on orders from OTC. 1843 c/c to Standard ahead (30 RPM)
1850 Rounded base course ship turning together. 1916 c/c 20° to
port, ship turning together. 1935 c/c to 3/4 ahead (35 RPM)
1937 Rounded base course ship turning together. 1956 c/c 50° to
starb, ship turning together. Wind and sea increasing, ship pitching
moderately.
D. F. Freeman Lt. JG U.S.N.R.*

20-24

*3000 position: 36°10', 14°09' W. Underway as before. Moderate sea,
ship pitching heavily, fresh gale (force 7) from northwest. 2022 - Changed
course to 015°(T). 2038 - Changed course to 065°(T). 2049 - Changed
course to 015°(T). 2107 - Changed course to 002°(T). 2120 - Changed
course to 025°(T). 2252 - Set transport area, conditions in water.
Anti aircraft fire seen on beach to northeast. 2300 - Changed
course to 340°(T). 2308 - Changed speed to two-thirds. 2315 - Commenced
maneuvering at various courses and speeds to take station in "Trans-
port Area" ^{2315-500 yds. ahead of transport area} and ^{2315-500 yds. ahead of transport area}
2335 - Anti aircraft fire seen on beach to northeast.
2340 - Numerous bombs observed exploding north of Cape Scalo-
bre, Sicily. Heavy anti aircraft barrage being thrown up.
2345 - All hatches manned and ready. Reckoned orders from
Division Commander by visual to "come within 1000 yards".
2346 - Changed course to 010°(T). 2348 - Changed course to 020°(T).
2349 - Changed speed to Standard. 2353 - Lt. Charles Carroll
reported starting down on ship. Engines full astern; left
full rudder. Carroll sounded danger signal with
whistle. 2354 - 2353 Charles Carroll sounded collision
quarters. Procyon's forecastle entered ahead. Carroll*

Approved: *[Signature]* Examined: *[Signature]*

E. B. Ellis
E. B. ELLIS
Comdr. U. S. N.
EXECUTIVE OFFICER.

UNITED STATES SHIP *Procyon*

Friday 9
(Day) (Date)

July 1943
(Month) (Year)

ZONE DESCRIPTION *- 2*

REMARKS.

*missing bow of ship, starboard to port. 2355-465
sharp carroll placed clear of ship. 2356 - changed
speed to stop. (The order to steady on course 020°(T)
(2355) was not complied with and right rudder
was kept on, thereby causing the danger of
collision.)*

W. Berchman USN

Approved:

[Signature]
Commander, U.S.N.R.
COMMANDING

Examined:

[Signature]
E. B. ELLIS
Comdr. U.S.N.R.
EXECUTIVE OFFICER

UNITED STATES SHIP *Procyon* *Saturday 10 July 1943*ZONE DESCRIPTION *-2*

REMARKS.

0-4

Underway pursuant to secret orders (P), Captain and executive officer on bridge, captain at conn. Both main engines and number 2 air and taxi generators in use. Manoeuvring at various courses and speeds to take station in "Transport Area" approximately 5 miles southwest of Cape Scalambrie, Sicily. Ship pitching heavily. 0020 - Anchored in 56 fathoms of water using port anchor and 75 fathoms of chain of Cape Scalambrie, Sicily. No bearings taken. Distance from Oran, Algeria to Cape Scalambrie, Sicily, 1,040 miles. 0030 - Commenced hoisting out landing craft. 0031 - LCV-19 swinging wildly at number 3 hatch due to pitching of ship. 0035 - LCV-14 swinging from boom out of control at number 5 hatch due to pitching of ship. 0044 - First landing craft (LCV-17) lowered into water from number 4 hatch. 0045 - Four landing craft reported damaged in being hoisted out due to excessive motions of ship: LCV-11, bent rudder; LCV-19, hole in hull; LCV-14, hole in hull; LCM-4, machine guns damaged. Rocket rocks on starboard side of LCV(S)-21 slab damaged. 0046 - Struck off first landing craft to USS Charles Carroll. 0112 - Commenced heaving in anchor preparatory to shifting anchorage to better holding ground. 0122 - LCV-12 capsized upon entering water from number 2 hatch, 4 min thrown overboard. 0126 - Rescue party left ship in LCV-15 to pick up men in water. 0130 - LCV-14 repaired and ready for use. Anchor seaweigh. 0145 - Rescue party returned to ship. Four men in water safe and uninjured. 0159 - Underway at various courses and speeds to new anchor age. Captain at conn, executive officer on bridge. 0202 - LCV-11 repaired. 0211 - LCV-11 lowered into water. 0230 - LCV-14 reported hole in port side. 0234 - Boat officer left for USS Charles Carroll in LCV-16. 0315 - Reported by radio that first wave had showed up for beach. 0317 - Anchored west northwest of Cape Scalambrie using 75 fathoms of chain to port anchor in 58 fathoms of water. No bearings taken. 0330 - Heavy gunfire to seaward observed on beach. 0338 - Warships commenced laying down barrage on beach to northwest of Cape Scalambrie. 0345 - "H" hour. 0346 - Barrage lifted. 0349 - Heavy gunfire seen on beach. 0355 - First wave reported landed on beach.

John E. Cusker, Jr.
Com - U.S.N.R.

4-8

Anchored as before - 0400 - Warships opened fire on town of

Approved:

W. H. ...
Commander, U.S.N.R.
STANDING.

Examined:

E. R. Ellis
Comdr. U.S.N.R. Executive Officer.

UNITED STATES SHIP

Procyon

Saturday 10

July 1943

ZONE DESCRIPTION - 2

REMARKS.

Scapitti, 0430-2655. Philadelphia reported being bombed by enemy planes. 0435- Four bombs dropped one mile off port quarter. 0440- Bombs dropped two miles off port beam. 0443- Orders to close in toward beach. 0445- Opened anti aircraft fire on enemy aircraft overhead. 0455- Three bombs dropped 2000 yards off port quarter. 0500- Bombs, enough. 0515- Opened fire on single enemy plane (W-58) off starboard beam. 0535- Opened fire on three unidentified planes directly overhead. 0555- All gates in water. 0600- Sighted LCM's of 157's, bearing 238° distance 8 miles. 0603- Destroyers backed fire on beach near Scapitti. 0632- Hordorady at various courses and speed to close in on beach. 0650- Sighted numerous LCT's, LC's and other craft vessels on horizon approaching area. 0651- U.S.S. Philadelphia raised fire on shore batteries. Numerous friendly planes circled for bomber protection.

Lieut. M. J. Hancock USNR

9-12

Hudonway on before. 0820- all hatches unmoored and ready to discharge cargo. 0856- Anchored off Point Braccetto, Sicily in 18 fathoms water. 45 fathoms of chain to port anchor on yellow buoy bearing. 1000- Lumber, 16.5' 47' Pt. Della Formosa, 09° 15' 0900 - Commenced discharging vehicles. 0901- Two LCV's and one LCR reported stranded on beach. 1047- Air raid warning. 053- All clear. 1100- U.S.S. Procyon opened fire on enemy beach batteries.

Lieut. E. Cantley Jr.
Com. USNR

12-16

Anchored on before. 1205- P-38's seen performing exercises about 2 miles inland abeam of ship. 1313- Enemy planes observed over beach. 1412- Phase reported Scapitti taken by U.S. Army forces. 1430- Sixty nine vehicles unloaded from ship. 1440- LCT-447 starting in toward ship. 1443- LCT-447 tied up along port side forward. 1526- Commenced loading U.S. Army L-barge LCM's equipment into LCT-447. 1531- Stopped loading LCT-447 on account of rough seas. 1534- LCT-447 adrift off from alongside, sweeping shoreline (all) in getting underway. 1540- High altitude enemy bombers reported bombing Pala.

R. Lauer Ens. USNR

16-20

Anchored on before. 1600- Minesweepers commenced sweeping channel to Scapitti. 1640- Made all preparations for getting underway. 1704- 2155 Sumner B. Anthony got underway. 1706- LCM-3 and LCM-7 reported disabled.

Approved:

M. J. Hancock
Commander, U.S.N.R.
COMMANDING OFFICER

Examined:

E. B. Ellis
Executive Officer
D. S. N., Woolgator.

UNITED STATES SHIP

Procyon

Saturday 10

July

1943

ZONE DESCRIPTION *-2*

REMARKS.

1717. Under way. 1719. Under way at various courses and speeds to new anchorage off Sbaglitta, Sicily, Captain and Executive Officer on bridge, Captain at Conn. 1730. Forming line to first boat. 1920. Ordered to raise "Red" and "Blue" beacons for landings. 1930. Anchored off Sbaglitta, Sicily, in 8 fathoms of water with 30 fathoms of chain to starboard anchor, on following bearings: Sbaglitta light, 036.5°; Cape S. Angelo, 140°; 2000 Reynolds sending cargo to "Red" and "Blue" beacons. *See No. 1375*

20-24

Anchored as before. 2025. Commenced unloading ammunition, medicine and water aft from muzzles 4 and 5 batteries. 2140. "Red" beach beacons unsecured to unloading. 2145. Ordered to cease cargo operations for the night. Commenced tying up truck lighters to starboard side of ship and LCV's to bow from stern of ship. 2215. Scattered explosions and gunfire seen on beach to eastward.

*John G. ...
Comd'g Officer*

Approved:

W. H. ...
Commander, U.S.N.
Commanding Officer

Examined:

E. B. Ellis
E. B. ELLIS
Comdr., U.S.N., Executive Officer

UNITED STATES SHIP

Procyon

(Date) Monday 11 July 1943

ZONE DESCRIPTION - 2

REMARKS.

0-4

Anchored off Sicily. Early in afternoon of water with 30 fathoms of chain to starboard beach on following bearings: bearing light 036.5°(W); Cape Sealabari, 140°(W) Engine on standby, 13th generator in use. 0130 - "13th" beach closed due to heavy surf. 0240 - Flares over beach. Flares over island bearing 590°(W) from ship, 0320. Flares over on horizon bearing 320°(W) from ship, 0349. Unidentified aircraft passed over beach.

Sgt. M. J. Spence USMC

4-8

Anchored as before. 0425 - Several heavy explosions over island due north of ship. Fire started. 0458 - Ordered to credit landing boat to beach. 0504 - Ship to north & opened fire on single enemy plane flying low over beach. 0515 - Commenced reloading cargo. 0552 - 1st Lt. ship. 0630 - Heavy explosion over beach. 0700 - Four enemy bombers (Dornier) attacking ship from northwest at low level. 0715 - Ordered to start ship to get underway at short notice. 0755 - Sent additional men to "Blind" beach to work cargo.

R. Kauter, Design USNR

8-12

Anchored as before. 0837 - Formation of enemy aircraft (W-54) bombed area about 4 miles inland. 0923 - Red air raid alert. 0938 - Formation of 12 enemy bombers sighted off starboard beam approx. 12 miles inland. 0930 - All ships ordered to stand by to lay smoke screen. 0957 - Ship to north beam leaving smoke screen. 1000 - Heavy gun fire observed in 4th area.

Sgt. M. J. Spence USMC

12-16

Anchored as before. 1212 - LCT-442 came along port side forward to pick up rest of balloon equipment for U.S. Army. 1234 - One enemy plane dropped three bombs on beach bearing 050°(W) from ship. 1236 - YMS-58 came along port side of moorage & started to fuel from this ship. 1308 - U.S.S. Philadelphia opened fire on enemy tank column on beach. 1320 - Ship's ammunition unit observed blasting installation on beach. 1328 - LCT-442 moved off from port side forward after having loaded.

Approved:

T. A. HARTY

T. A. HARTY
Commander, U.S.N. &
COMMANDING

Examined:

E. B. Ellis

E. B. ELLIS
Comdr. U.S.N., Your Major
EXECUTIVE OFFICER

UNITED STATES SHIP

Prayon Sunday 11 July 1953

ZONE DESCRIPTION - 2

REMARKS.

Ballroom equipment, 1335-1347 came along starboard side aft of chimney. 500 gallons of fresh water. 1356-1415.58 cast off from along side number 4 hatch having received 1500 gallons of diesel fuel oil. 1425- Low flying enemy to the west. Dropped 4 bombs about 2 miles off the ship. 1455- 200 Army vehicles unloaded from ship. 4 tanks changed to yard and dry rig to discharge 2000 rounds. 1536- Heavy smoke observed on beach bearing 346°(T) from ship. 1537- USS Neville underway to re-anchorage.

R. Lander, Ensign, USNR

16-20

Anchored as before. 1601- Red air raid alert. 2000- Identified planes reported standing in toward our position. 1615- All clear. 1637- YMS-37 came along port side of number 4 hatch for fuel. 1639- Wash on port side of number 3 hold reported over beach. Went halted in hold awaiting repair to wash. 1645- Red air raid warning. 1648- Thunderbolt dropped near beach bearing 231°(T) from this ship. 1650- all clear. 1707- Torpedo explosion, west on horizon bearing 318°(T) from ship. 1742- Floating mines reported to be in area. 1745- Personnel and cargo operations at number 3 hold. 1756- YMS-37 cast off from along side number 4 hatch having received 2000 gallons of diesel oil. 1805- YMS-64 came along port side of number 4 hatch to be refueled. 1820- Heavy explosion on beach in Scragglett's area about 4 miles. 1859- 4th M.S. 37th combat opened fire on enemy tanks about 3 miles inland bearing 1603°(T) from this ship. 1947- YMS-64 cast off from alongside number 4 hatch having received 1500 gallons of diesel fuel oil.

Ensign M.S. Lawrence USNR

20-24

Anchored as before. 2001- YMS-18 came along port side of number 4 hatch for fuel. 2105- YMS-18 cast off from alongside number 4 hatch having received 1600 gallons of diesel fuel oil. 2200- Large amount of gunfire and bombs observed in Yela area. 2215- Cargo operations temporarily stopped due to congestion on beach. 2230- Identified number of enemy planes observed bombing beach and ahead of ship. 2240- Opened anti-aircraft fire on enemy plane overhead, plane dropping flares and bombs. All ships in area firing. 2250- Enemy dive bomber crashed near 2155. Hit the ship and burst into flames.

Approved:

W. A. Hartz
W. A. HARTZ
Commander, U.S.N.R.
Commanding.

Examined:

E. B. Ellis
E. B. ELLIS
Comdr., U.S.N.R.
EXECUTIVE OFFICER

UNITED STATES SHIP

Procyon

Sunday 11 July 1943

1943

ZONE DESCRIPTION - 2

REMARKS.

2255 - Opened fire on unidentified number of enemy planes overhead. All ships in area firing. Three bombs fell about 500 yards astern of this ship. 2305 - Ceased firing. 2310 - LCM-3 came alongside with two casualties: Lattwick, Hugh (N), F4, 402-21-89, USNR, and Johnson, George Joseph, F4, 151-16-72, USNR. Both men had multiple, extreme wounds received in action with the enemy during air attack while en route to the ship. 2312 - Opened anti aircraft barrage fire on unidentified number of planes in area. Ships in area have shot down 5 planes. 2314 - Ceased fire. 2343 - Word received that friendly planes have been found in area. 2344 - Single enemy plane, gliding in with engines off, dropped three bombs between this ship and the USS Susan B. Anthony anchored approximately 700 yards off port quarter. Ship's anti aircraft batteries opened fire. 2349 - Ceased firing, enemy plane having passed out of range. 2350 - Second enemy plane straddled Anthony with 5 bombs. Opened anti aircraft fire. 2354 - All ships ordered to set on alert during night for motor torpedo boat attack.

Sgt. N. J. James USNR

Approved:

18th AUG 1943
 COMMANDER, U.S.N.C.
 COMMANDING OFFICER

Examined:

E. B. Ellis
 COMMANDER, U.S.N.C.
 EXECUTIVE OFFICER

UNITED STATES SHIP

Procyon

Monday 12 July 1943

ZONE DESCRIPTION - 2

REMARKS.

0-4

Anchored off Isoglitte, Sicily, in 8 fathoms of water with 30 fathoms of chain to starboard anchor on following bearings: Isoglitte light, 036°(T), Case Sealambi, 140°(T). Both generators in use - 0506 - Flares observed over beach, bearing 050°(T) from ship. 0538 - all hatches covered for security in case of air attack. 0725 - intermittent gunfire observed inland northwest of ship. 0200 - Constellation on "Blue" track reported dead. Stowed off one LCM to beach with load of ammunition. 0316 - Single aircraft passed low overhead on north-south course.

R. Lauer, Ens USNR

4-8

Anchored as before. 0240 - Made preparations to uncover all hatches. 0300 - Ludwick, Joseph (W), F# 402-21-39 USNR, died from wounds received in action with the enemy around 2230, July 11. 0528 - all hatches uncovered and ready to discharge cargo. 0700 - Commenced discharging cargo into landing craft.

Lieut. W. J. Lawrence USNR

8-12

Anchored as before. 0930 - Enemy plane (SU-82) dropped three bombs on beach to south of Isoglitte. Received orders not to use LCV's for unloading until further notice. 1000 - Sent body of Ludwick, Joseph (W), late F# 402-21-39 USNR, to beach for burial. 1135 - YMS-82 came along port side of number 4 hatch to be fueled.

R. Lauer, Ens USNR

11-16

Anchored as before. 1210 - Transferred fresh supplies to YMS-82. 1332 - Terrific explosion observed in Isoglitte (ammunition unit). 1338 - YMS-82 stowed off from alongside number 4 hatch having received 2,800 gallons of diesel fuel oil. 1345 - YMS-63 came along port side of number 4 hatch to refuel. 1530 - YMS-63 completed fueling and stowed off from alongside number 4 hatch having received 2,700 gallons of diesel fuel oil. 1550 - LST-7 came along port side of ship forward to receive cargo.

Lieut. W. J. Lawrence USNR

Approved:

R. Lauer

R. L. LAUER
Commander, U.S.N.R.
PROCYON

Examined:

E. B. Ellis
E. B. ELLIS
Comdr., U.S.N.R., Navigator.
EXECUTIVE OFFICER.

UNITED STATES SHIP Procyon Monday 12 July 1943

ZONE DESCRIPTION - 2 -

REMARKS.

16-20

Anchored as before. 1907-YMS-58 came along port side aft to pick up fresh provisions.

L. E. Coaker J.
Sgt. USNR

20-24

Anchored as before. 2017-C could discharging cargo in order to get underway and close inside minefield for protection during night, 2020. Made all preparations for getting underway. 2022-157-7 showed up from along port side forward. 2028-Anchored midship. 2030 Following ships standing out to sea in column formation: US Leonard Wood, James O'Hara, Harry L. Anderson, Calvert, Ancon, Florence Nightingale, Neville, Susan B. Anthony and William P. Biddle. 2031-Underway at various courses and speeds to protective position inside minefield, Captain at conn, executive officer on bridge. 2240-Anchored in 19 fathoms of water with 45 fathoms of chain & aboard anchor northwest of Scoglio. Sixty. Unloading secured for the night. All hatches closed for protection in case of air attack. 2242-Johnson, George Joseph, Sk. USNR, died of wounds, multiple entrance, suffered in action with the enemy around 2230 July 11.

Lieut. W. J. Samuels USNR

Approved:

[Signature]
Commander U.S. Navy
BOARDSHIP.

Examined:

[Signature]
E. B. Ellis
Comdr. U.S. Navy
EXECUTIVE OFFICER.

UNITED STATES SHIP *Procyon* Tuesday 13 July 1945
 (Day) (Date) (Month)

ZONE DESCRIPTION - 2

REMARKS.

0-4
 Anchored northwest of Scoglitti, Sicily, in 19 fathoms of water with 45 fathoms of chain to starboard anchor. Both gunwales in use. 0130. Salvage party reported that all Procyon landing craft haul accounted for except LCV-11 which is broken up on beach.
 R. Lauer, Com USNR

4-8
 Anchored as before. 0500. Commenced opening hatch to work cargo. Made all preparations for getting underway. 0515. Underway at various courses and speeds to new anchorage closer to beach, Captain at command, executive officer on bridge. 0548. Anchored in 8 fathoms of water, northwest of Scoglitti, Sicily, with 30 fathoms of chain to starboard anchor. 0553. Lighted ship. 0610. LST-331 came along port side forward to receive cargo from hatches 1, 2, and 3. 0615. Commenced discharging cargo into LST-331. 0632. USS Anne Arundel got underway to new anchorage. 0641. LST-7 came along starboard side aft to receive cargo from hatches 4 and 5. 0645. Commenced unloading cargo into LST-7.
 R. Lauer, Com USNR

8-12
 Anchored as before. 0825. Completed unloading cargo from number 5 hold. 0836. Body of Johnson, George Joseph, late S-1, USNR, sent to beach for burial. 0930. Completed unloading cargo from number 3 hold. 1124. Completed unloading cargo from number 1 hold. 1150. Completed unloading cargo from number 2 hold.
 R. Lauer, Com USNR

11-16
 Anchored as before. 1235. Completed unloading cargo from number 4 hold. All cargo now unloaded. Made all preparations to hoist landing craft on board. 1242. LST-331 cast off from along port side forward. 1309. LST-7 cast off from along starboard side aft. 1400. Commenced hoisting landing craft aboard. 1509. PC-542 came along port side of number 4 hatch to fuel.
 R. Lauer, Com USNR

Approved:

Examined:

R. Lauer
 Commander, USNR
 PROCYON

E. P. Ellis
 Commander, USNR
 EXECUTIVE OFFICER

UNITED STATES SHIP

Procyon

Tuesday 13 July 1943

1943

ZONE DESCRIPTION - 2

REMARKS.

16-20

Anchored as before 1640. Made all preparations for getting underway 1653. PC-542 east of them also. Silch number 4 hatch having vaccine (8,926 gallons) of diesel fuel oil. PC-591 came alongside for fuel. 1725. PC-591 east of them alongside number 4 hatch having replenished 9435 gallons of diesel fuel oil. 1734. Secured from Transport Area, Condition, Th watch. 1736. Anchor aweigh 1759. Underway at various courses and speeds. Take station in column captain at gunn, executive officer on bridge. 1745. Took station in column of ships as follows: USS Chase, USS Frederick Funston, Arcturion, Procyon, Arcturion, Arcturion, and Baltavia. 1803. Re-weigh ballast found dead to 1800. 1813. Changed speed to standard (13 knots). 1837. Took departure of 1st Division, dead; set true course 271.5. 1853. Changed course speed to 13.5 knots. 172 (CPA). 1855. Steamed forward. 1857. Commenced maneuvering to form ships into two column company. 1903. Changed course to 234.5. Speed nine knots. 1915. Course formed in following order:
 11 - Charles Carroll 21 - Procyon
 12 - Frederick Funston 22 - Arcturion
 13 - Arcturion 23 - Baltavia
 14 - Procyon

O.T.C. Captain W.O. Bailey in USS Charles Carroll. Underway in two group 8522
 1924. Commenced zig zag plan 19. 1927. Changed speed to 14.5 knots.

2000 position 36°27'N 115°06'W

20-21

Underway as before 2304. Ceased zig zagging and returned to base bearing 2316. Changed true course to 270.5 by unbolting. 2330. Changed speed to two-thirds, 2335. Changed speed to standard. 2345. Commenced zig zag plan 40.
 Lt Jg VSNR

Approved:

13th Navy
 W. A. HANLEY
 Commander, U.S. Fleet
 COMMANDING

Examined:

E. B. Ellis
 E. B. ELLIS
 Comdr., U.S.N.R.
 EXECUTIVE OFFICER.

UNITED STATES SHIP *Procyon* *Wednesday 4 July 1943*

ZONE DESCRIPTION - 2

REMARKS.

Underway pursuant to recent orders. Ships steaming in two columns in the following order: Column one: U.S.S. *Thetis*, U.S.S. *Funston*, U.S.S. *Arcturus*, & U.S.S. *Procyon*; Column two, U.S.S. *Albatross*, U.S.S. *Albatross*, U.S.S. *Ballast*, zigzagging in accordance with zigzag plan #40. The zigzag course is 270° (T) at a standard speed of 14.5 knots. Both main engines are running on 4 tone generators in place.

W.H. Procyon of USN

4-8

Underway as before 0530 Ceased zigzagging 0537 wheeled to new base course 321° (T) 0556 Commenced zigzagging according to plan #40. 0605 Lighted 0640 Commenced flooding deep tank. 0700 0812

0800 position: 36° 27' N, 11° 26' W. Underway as before.
 0824 Ceased zigzag and resumed base course, 321° T.
 0826 Starboard column of convoy maneuvered to form astern of port column. Convoy forming single column of ships in preparation for entering swept channel; ships in following order: U.S.S. *Thetis*, U.S.S. *Funston*, U.S.S. *Arcturus*, U.S.S. *Procyon*, U.S.S. *Albatross*, U.S.S. *Albatross*, U.S.S. *Ballast*.
 0927 Sighted land dead ahead 0945 changed course 270° to starboard by wheeling to course 025° T. 1026 changed course 30° to starboard to 031° T by wheeling. 1039 Cape Mustang abreast to port, distance, 5 miles. 1055 changed course 50° to port by wheeling to course 340° T. 1100 Made daily inspection of magazines and smokes powder sample, conditions normal. 1135 Sailed from falling #4 deep tank. 1152 changed course 4 degrees to port by wheeling to 336° T.

W.H. Procyon of USN

12-16

1200 position: 37° 04' N 11° 09' E. Rain from Scaghill, Saily 2.2 miles. Underway as before 1210 Cape Pen light house 11/2 mi to Port Dist 4 mi 1217 changed course to 217° (T). 1220 Tow line of Port Paravane broken 1226 Cut away hauling in line on Port Paravane, Paravane jettisoned. 1230 Hauling in line of STD Paravane parted while attempting to retrieve Paravane. Paravane being towed by Tow line, position, beneath hull. 1303 Isb of Zembra 2/3 mi to Port, Dist 4 mi 1317 Isb of Zembra 2/3 mi to

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

Examined: *[Signature]*
 E. J. [Signature]
 U.S.N.R.
 EXECUTIVE OFFICER.

UNITED STATES SHIP *Princeton* Wednesday 17 July 1943

ZONE DESCRIPTION **- 2**

REMARKS.

12-16 (cont'd)

Port, Dist. 3 mi. 1445 Course of Friendly
 LST's, LCT's, LCI's and Sub Chasers
 Passed abeam to Starboard on an Easterly Course,
 1453 Changed Course to 259°(T), 1545 Aft of
 Coast Abeam to Starboard Dist. 3 mi. Changed
 course to 198°(T)

W. H. Buchanan U.S.N.R.

16-20

Underway as before 1624 Adjusted course to 293°
 (T) 1648 Adjusted course to 239°(T) 1701 Passed
 Cape May Light, then through abeam to port, distance 4 miles
 1705 Wheelled to new base course 260°(T) 1715 Sighted
 Les Fratelli rocks bearing 244°(T) 1720 Passed Les
 Fratelli rocks abeam to port, distance 5 miles 1735 Sighted
 the De la Helle bearing 293°(T) distance 20 miles 1807
 Passed Cape Fear Light abeam to port, distance 1/2 miles
 of 7 Frigate St. J. V. N.R.

20-24

2000 position: 37°18'N, 8°56'E. Underway as before.
 2002 changed course by wheeling 7° to starboard to 267°
 2002 on order of C.T.C., convoy maneuvered to form two
 columns, in lines abreast, having passed through swept
 channels. Ships in following order: Column 1, USS Church,
 USS Fenimore, USS Arcturion, USS Princeton, Column 2, USS
 Akeley, USS Arundel, USS Bellbird. 2106 Convoy speed
 changed to 8 knots. 2021 Convoy speed changed to
 14.5 knots (78 RPM). 2027 Commenced zigzag in
 accordance with Plan #19, Base course 267°
 2040 Darkened ship.

Lieut. M. J. Sennels U.S.N.R.

Approved:

A. Harty
 A. HARTY
 Commander, U.S.N.R.
 COMMANDING

Examined:

E. B. Ellis
 E. B. ELLIS
 Comdr., U.S.N.R.
 EXECUTIVE U.S.N.R. Navigator

UNITED STATES SHIP Wagon Thursday 15 July 1945

ZONE DESCRIPTION - 2

REMARKS.

12:16 (Cont'd)

1510 Ceased zigzagging, 1515 Commenced
zigzag Man #19.

11:20

W. H. Richardson of USNR

Underway as before 1145 Passed Cape Light house
also to port distance 4 miles 1648 Ceased zigzagging
1652 Wheeled to new base course 267° (T) 210° (S)
Commenced zigzagging according to plot # 19

20-24

2000 position: 36°52'N, 1°59'E. Underway as before 2112
Darkened ship, 2226 Ceased zigzag and resumed base course
267°T. 2246 Changed course 25° to port by wheeling to
course 242°T. 2305 Commenced zigzagging in accordance
with plot #19, base course 242°T. (Downy speed set
at 15.5 knots (7.5 RPM))

Approved:

[Signature]
T. A. HARTZ,
Commander, U.S.N.R.,
COMMANDING OFFICER

Examined:

[Signature]
E. B. ELLIS
Comdr., U.S.N.R.,
U.S.N. Navigator,
EXECUTIVE OFFICER.

UNITED STATES SHIP Procyon Friday 16 July 1942

ZONE DESCRIPTION - 2

REMARKS.

1-4

Underway pursuant to Secret movement orders No 5/x3. Ships Steaming in two columns in the following order: Column one, USS Chas. Carroll, U.S.S. Finster, U.S.S. Hesperus, U.S.S. Procyon, Column two, U.S.S. Hesperus, U.S.S. Arch, U.S.S. Bellatrix. Zig-zagging in accordance with Plan 49, on a base course of 242° (T) at a standard speed of 13.5 knots. (75 R.P.M.s.) Both Main Engines and Aux are and two Generators in use.

4-8

Underway as before. 0615 Ceased zig-zagging. 0634 Wheeled to new base course 130° (T). Stalled column of two way maneuvered to form column of four. Following order: U.S.S. Arch, U.S.S. Finster, U.S.S. Arthur, U.S.S. Procyon, U.S.S. Albatross, U.S.S. Juno. U.S.S. Bellatrix. 0650 Changed course again to 145° standard speed (20 RPM). 0658 Lighted 0700 wheel to new base course 140° (T). 0720 Adjusted to new base course 145° (T). 0730 Wheeled to new base course 125° (T). 0753 Wheeled to new base course 171° (T).

9-12

0800 position 138° 49' N, 172° 3' W. Underway as before. Manoeuvring at various courses and speeds to conform to requirements of column. During this period about 0830 M.D. incoming at all courses and speeds. At about 0840 counter-attack from the air. Made full inspection of deck and below deck. Collected samples.

12-16

Underway as before, lying to just outside Chan harbor. 1300 Dropped 1.5 miles north of entrance to Chan harbor with 45 fathoms of chain to port anchor in 30 fathoms of water on following bearings: Beacon, 204° (T); Beacon R, 215° (T); and Chapel, 235° (T). 1418 - Made all preparations for getting underway. 1424 - Pilot boat and Pilot Duran came aboard. 1433 - Anchor raised. Underway at various courses and

Approved:

[Signature]
 W. X. HARRIS
 Commander, U.S.N.R.
 COMMANDING OFFICER

Examined:

[Signature]
 E. S. ELLIS
 Comdr., U.S.N.R.
 EXECUTIVE OFFICER

UNITED STATES SHIP Procyon

Friday 16 July 1943

ZONE DESCRIPTION - 2

REMARKS.

speed conforming to swept channel, pilot, captain and executive officer on bridge, pilot at con. 1453 - entered Ovar holewater. 1515. French Haug tug galaxy 2 came alongside. 1530 First Line Helms 1537 Helms Starboard side to dock berth 10 off the Millward. Two tugs left ship 1550 Pilot left ship distance from South to Ovar, approx 828 miles. W.D. Buchanan, U.S.N.R.

16-20

moved as before 1945 made all preparations for getting underway. 1950 Pilot left ship con board 1955 Reg Island II ~~west~~ east. Stanley E. Gaudin, U.S.N.R.

20-24

made all preparations for getting underway. 2003 tug galaxy 3rd made port to starboard. 2007 last line cast off from dock and anchor was 2017. Both tugs left ship 2022 pilot Duran left ship. 2045 pilot Jean to starboard came aboard. 2117 tug Hauvean tied up at stern. 2118 darkened ship. 2145 moved bow to tug "Procyon" to the starboard using starboard wire for chain on bow. Hoysed using two 1" cables and one 7/8" cable on bow. Hoysed 2147 tug Hauvean left ship. 2214 Pilot Jean to starboard left ship. W.D. Nielsen, U.S.N.R.

Approved:

B. H. [Signature]
Commander, U.S.N.R.
COMMANDING OFFICER

Examined:

E. B. Ellis
E. B. ELLIS
Commander, U.S.N.R.
EXECUTIVE OFFICER

UNITED STATES SHIP

Procyon

Thursday

17

July

1943

ZONE DESCRIPTION - 2

REMARKS.

0-4
 Moved as before inside. Moved El Behin beneath
 with south house. Roger and started to lay
 "Sugar" using Starboard anchor chain on
 buoy "Roger" using two 1" cables and one 2"
 cable on buoy "Sugar". Number two generator
 in use. Ship quiet, track buoy 8-7 and
 minimum fuel left.
 Lt. Kibitzer
 Ensign, U.S.N.R.

4-9
 Moved as before. 1130 made daily inspection of
 engine room. All oil line found in compliance
 condition normal.
 Charles P. Henson
 Ensign, U.S.N.R.

12-16
 Moved as before
 Lt. Henson
 Ensign, U.S.N.R.

16-20
 Moved as before. 1750 USS Knight got underway and
 stood out to sea. 1930 tugboat Foxman and barge came
 alongside of #4 tank port side to take off T.A.T. from ship
 area. The tug and barge showed off from alongside.
 (Removal equipment)
 Lt. Lightman
 Ensign, U.S.N.R.

21-29
 Moved as before. 2112 deckhand ship 2200
 secured anti-aircraft watch.
 Lt. Henson
 Ensign, U.S.N.R.

Approved:

A. H. Hart
 A. H. HART,
 COMMANDER, U.S.N.R.,
 COMMANDING.

Examined:

E. J. Ellis
 E. J. ELLIS
 COMMANDER, U.S.N.R.,
 EXECUTIVE OFFICER,
 U. S. N., Navigator.

UNITED STATES SHIP

Procyon

Sunday 18

July 1943

ZONE DESCRIPTION *-2*

REMARKS.

0-4

Moved inside Mercal solar evaporator, with two men in
to buoy "Bogie" and stern to buoy "Sugar", using starboard anchor
chain and buoy "Bogie" and "Tine" cables which are cable on
buoy "Sugar". Member two generator in use. Ship
pursued. All force 85.2 and concerned with craft.
Robert L. Lusk
Ensign U.S.N.R.

4-8

Moved as before 0600 manned way buoy
into aircraft battery pursuant to order of
SOPA. 0658 lifted ship.

J.B. Lyons
Ensign U.S.N.R.

8-12

Moved as before. 1120 made daily inspection
of magazines and smokeless powder samples.
Conditions normal. 1015 held Pathologic notes
St. Bellingher conducting the exercise.

M.H. Hall *Ensign U.S.N.R.*

12-16

Moved as before.

E.J. Robertson
Ensign U.S.N.R.

16-20

Moved as before 1510 started to
clear tank for purgation of ballast.

Frank W. Hall

20-24

Moved as before. 2120 Dashed ship. 2230 secured
inter-aircraft switch.

C.L. Morgan, Jr.
Ensign, U.S.N.R.

Approved:

W. A. Hackett
W. A. HACKETT
Commander, U.S.N.R.
COMMANDING OFFICER

Examined:

E. B. Ellis
E. B. ELLIS
Comdr., U.S.N.R.
EXECUTIVE OFFICER, Navigator.

UNITED STATES SHIP *Procyon* *Monday* 19 July 1943

ZONE DESCRIPTION - 2 REMARKS.

0-4

Mooded inside. Two 4' tubes graduated with bow secured to buoy "Roger", and stern to buoy "Lugar", using starboard anchor, chain on buoy "Roger", and two 4' cables and one 7 1/2" cable on buoy "Lugar". Number two generator is in use. Ships power last force 85.2, and various yard craft oils completed filling #2 keeltank for ballast. *C. J. Wancosta*
Ensign U.S.N.P.

4-8

Mooded as before. 0600 ²⁶⁰⁰ Manned ~~main~~ ^{main} half of A.A. batteries, pursuant to order 8507H and stood out to sea. 0654 U.S.S. *Conrad* got underway and stood out to sea. 0659 U.S.S. *Dallas* got underway and stood out to sea. *R. I. Lytleman*
Ensign U.S.N.P.

812

Mooded as before. 0830 Completed filling keeltank #3 for purpose of ballast. U.S.S. *Grand* stood into harbor. 0915 U.S.S. *Andromeda* stood into harbor. 1025 Made daily inspection of magazines and smokeless powder samples. Condition normal. *J. S. Lewis*
Ensign U.S.N.P.

12-16

Mooded as before, 1300 Number 3 keeltank reported filled. *M. W. Nibel*
Ensign U.S.N.P.

16-20-24

Mooded as before. 1605 U.S.S. *Quilt* standing in. 1700 added ^{two} ~~two~~ ^{and two high} 7 1/2" wire cables to stern moorings. *Quilt* ~~is~~ ^{is} standing in to harbor. *C. J. Roberts*
Ensign U.S.N.P.

20-24

Mooded as before. ^{Increasing} ~~light~~ ^{light} breeze. 2120 darkened ship. 2230 secured and ~~anchored~~ ^{anchored} watch. *H. B. ...*
Ensign U.S.N.P.

Approved: *J. R. HART*
J. R. HART,
Commander, U.S.N.P.
COMMANDING OFFICER

Examined: *E. B. Ellis*
E. B. ELLIS
Comdr U.S.N.P.
EXECUTIVE OFFICER

UNITED STATES SHIP *Procyon* *Tuesday 20 July 1943*

ZONE DESCRIPTION -2

REMARKS.

9-4
 Moved inside Mess at Pelus breakwater with lead secured to buoy "Roger" and stem to buoy "Sugar" using standard anchor chain on buoy "Roger" and one 1/2 inch cable and three 7/8" wire cables on buoy "Sugar". Number one generator in use. Super present. Tank 2. Sips 8.5.2 and various yard craft.

C. P. Morgan Jr.
 Ensign, U.S.N.R.

4-2
 Moved as before. 0600 manned one half anti-aircraft watch, pursuant orders of Sopa. 0657 lighted ship.

E. J. Hancock
 Ensign, U.S.N.R.

8-12
 Moved as before. 1100 made daily inspection of magazines and smeltless powder samples. Condition was normal. 1112 U.S.S. Quick got underway and stood out to sea.

R. L. Lightman
 Ensign, U.S.N.R.

12-16
 Moved as before. 1239 U.S.S. Mc Kenzie stood into harbor. 1242 U.S.S. Jullman stood into harbor.

J. S. Brown
 Ensign, U.S.N.R.

16-20
 Moved as before. 1620 Ammeter in refrigerator of wardroom pantry burnt out, just needs repair.

C. P. Bassett
 Ensign, U.S.N.R.

20-24
 Moved as before. 2120 Darkened ship. 2230 started anti-aircraft watch.

C. P. Morgan Jr.
 Ensign, U.S.N.R.

Approved:

[Signature]
 H. A. HARTZ
 Commander, U.S.N.R.
 COMMANDING.

Examined:

[Signature]
 E. B. ELLIS
 Comdr., U.S.N.R.
 EXECUTIVE OFFICER

UNITED STATES SHIP *Procyon* *Week* (Day) *21* (Date) *July* (Month) 19*43*

ZONE DESCRIPTION *-2* REMARKS.

0-4

Moved inside general keel breakwater with
 left side "long Roger" and stern "long Roger"
 using starboard anchor chain as "long Roger"
 and "long" wire cable and three #11 wire cables
 on "long Roger". Number two generator in
 use. 8 ships present, tank group 153 and
 other various yard craft
 M. W. Nield
 Ensign U.S.N.R.

4-8

Moved as before. CEOO - Manned one half of
 anti aircraft battery pursuant to orders of CEOA
 J. E. Robertson
 Ensign U.S.N.R.

8-12

Moved as before 1000 - Made daily inspection of magazines and
 unexploded powder samples. Conditions normal.
 J. E. Robertson
 Ensign U.S.N.R.

12-16

Moved as before 1200 Pursuant to orders of Commander of
 Transports, Amphibious Force, Atlantic Fleet, (Authority,
 mailgram No. 191555 B of July 1943), five
 U.S.V. landing boats were transferred to this
 ship from the 7155 Calicut.
 G. J. Lancaster
 Ensign U.S.N.R.

16-20

Moved as before. 1842 U.S.S. Champlin stood out the
 harbor 1848 U.S.S. Quirk stood with the harbor
 R. E. Lottman
 Ensign U.S.N.R.

20-24

Moved as before 2117 Dashed ship 2230 Secured
 anti-aircraft watch
 J. E. Robertson
 Ensign U.S.N.R.

Approved:

J. K. Hartz
 J. K. HARTZ
 Commander, U.S.N.R.,
 COMMANDING.

Examined:

E. B. Ellis
 E. B. ELLIS
 Comdr., U.S.N., Stationer.
 EXECUTIVE OFFICER.

UNITED STATES SHIP *Procyon* Thursday 22 July 1943

ZONE DESCRIPTION **-2**

REMARKS.

⁰⁻⁴
 Moved inside mine at Kiley breakwater with bow
 made fast to buoy "Procyon" and stern to buoy "Sugar"
 using starboard lancher chain on buoy "Procyon" and
 one 1/2 inch cable, and three 7/8" wires carrying fuel lines
 "Sugar" Humboldt generator in use. Ship from West
 Wharf 85.2 and various yard craft.

E. B. Ellis
 Ensign U.S.N.R.

⁴⁻⁸
 Moved as before. 0600 - started out east of A.F. battery pierment to berth 2 SART.
 0725 U.S.S. *Procyon* got underway and
 stood out of harbor. 0743 U.S.S. *Procyon* got underway and
 stood out of harbor. 0751 U.S.S. *Procyon* got underway and
 stood out of harbor.

S. J. ...
 Ensign U.S.N.R.

⁷⁻¹²
 Moved as before. 0433 *Procyon* and U.S.S. *Procyon*
 stood out of harbor. 0915 U.S.S. *Procyon*
 U.S.S. *Procyon* and U.S.S. *Procyon* stood out of harbor. 0945 U.S.S. *Procyon*
 1020 U.S.S. *Procyon* stood out of harbor. 1020 U.S.S.
 1120 - much dark inspiration of magazines used
 1130 U.S.S. *Procyon* stood out of harbor.

M. W. ...
 Ensign U.S.N.R.

¹²⁻¹⁶
 Moved as before. 1210 U.S.S. *Procyon* stood out to sea.
 1220 U.S.S. *Procyon* stood out to sea. 1340 U.S.S. *Procyon*
 stood out to sea. 1412 U.S.S. *Procyon* standing in harbor.
 1447 U.S.S. *Procyon* standing in harbor. 1440 U.S.S.
 standing in harbor. 1520 U.S.S. *Procyon* and
 U.S.S. *Procyon* standing in harbor. 1523 U.S.S. *Procyon*
 alongside and standing in harbor. The following
 line, 1 bow line, one fore and aft bow spring,
 1 fore and aft quarter spring and one stern
 line all of 3/4" Manila line. 1550 U.S.S. *Procyon*

Approved:

[Signature]
 W. K. HART,
 Commander, U.S.N.R.
 COMMANDING OFFICER

Examined:

[Signature]
 E. B. ELLIS
 Comdr U.S.N.R.
 EXECUTIVE OFFICER

UNITED STATES SHIP Procyon Wednesday 27 July 1943

ZONE DESCRIPTION - 2

REMARKS.

standing in harbor 1555 USS Borinquen standing in harbor. 16-20 continued
 E.S. Robertson
 Ensign, U.S.N.R.

1620
 Moved as before. 1610 - USS Evangeline stood into harbor. 1640 - USS Maumee stood into harbor. 1640 - USS Sherman stood into harbor. 1645 - USS Murphy stood into harbor. 1645 - USS Murphy stood into harbor.
 E.S. Robertson
 Ensign, U.S.N.R.

20-24
 Moved as before. 2230 secured anti-aircraft watch.
 O.J. Lancaster
 Ensign, U.S.N.R.

Approved:

[Signature]
 T. A. HARTY
 Commander, U.S.N.R.
 COMMANDING OFFICER

Examined:

[Signature]

E. S. ELLIS
 Ensign, U.S.N.R.
 RECEIVING OFFICER

UNITED STATES SHIP Procyon Tuesday 23 July, 1943
(1943) (Date) (Month)

ZONE DESCRIPTION - 2 REMARKS.

~~Moved inside~~ 0-4

Moved inside from el. Keber freshwater with bow made fast to buoy "Roger" and stern to buoy "Sugar" using starboard anchor chain on buoy "Roger" and one 1" wire cable and three 7/8" wire cable on buoy "Sugar". Number two generator in use. Ships present task group 8.5. 2.2, ~~and~~ various yard craft, USS Quincy, Maize, Bronze, Example and Shewnee.
R. F. Lightman
 Ensign U.S.N.R.

4-8

Moved as before. 0600 Manned one-half anti-aircraft batteries pursuant to order of CAPT 0703. Lighted ship 0705 U.S.S. Dawson started out to sea 0710 U.S.S. Dallas got under way from port side and stood out to sea 0720 U.S.S. Stuyvesant stood out to sea. 0800 Manned entire anti aircraft battery and assumed harbor guard for next 24 hours.
J. L. Brown
 Ensign U.S.N.R.

8-12

Moved as before 1130 made daily inspection of magazines and am. powder sample. Conditions satisfactory. Tested sprinkler system in magazines which proved satisfactory.
C. F. Bassett
 Ensign U.S.N.R.

12-16

Moved as before.
C. P. Morgan
 Ensign, U.S.N.R.

18-20

Moved as before.
M. W. Nield
 Ensign, U.S.N.R.

20-24

Moved as before 2115 Dawson ship.
C. F. Robertson
 Ensign U.S.N.R.

Approved: *H. A. Hartz*
 H. A. HARTZ,
 COMMANDER, U.S.N.R.,
 COMMANDING.

Examined: *C. B. Ellis*
 E. B. ELLIS
 Comdr., U.S.N.R.,
 EXECUTIVE OFFICER.

UNITED STATES SHIP

24

19

ZONE DESCRIPTION

REMARKS.

0-4

Moored as before. Mine B. K. (breakwater) with
light made fast to buoy "300" and other lines
secured along stevedore line on davit in way
"300" and other cables and lines. Mine
cable and buoy line. Mine B. K. (breakwater)
mine. Light made fast to buoy "300".
Mine B. K. (breakwater) mine.

4-8
Moored as before. 0630. Lighted slip. 0800. Remained
quarters of A.A. Battery pursuant to order of S.A.P.A.
C.J. L. W. C. U.S.N.

4-12

Moored as before. 1035 Transferts Division three con-
sisting of the following ships: U.S.S. Samuel Chase (flag-
ship), U.S.S. Dickman, U.S.S. Bennett, U.S.S.
Elizabeth Stanton, U.S.S. Olson, U.S.S. Lyon stood
into M.E.K. and moored. 1130 made daily inspection
of magazines and smelted powder samples for lead
content.

R. J. Lightman,
Ensign U.S.N.R.

12-16

Moored as before. Following ships stood into harbor:
1215-USS Wilkes; 1225-USS Lander; 1245-USS Ordronaux;
1250-USS Davidson; 1300-USS Knight; 1305-USS Dallas;
1312-USS Cole; 1315-USS Barnadon; 1545-USS Trippe

P. D. Branham
LT (jg) U.S.N.R.

16-20

Moored as before:

J. B. Brown
Ensign U.S.N.R.

20-24

Moored as before. 2105 darkened ship. 2230 learned
ant-aircraft watch.

C. P. Morgan, Jr.
Ensign U.S.N.R.
E. B. Ellis
Commander, U.S.N.R.
U.S.N. Navigator.
EXECUTIVE OFFICER.

Approved:

[Signature]
E. A. HARRIS
Commander, U.S.N.R.
COMMANDING OFFICER.

Examined:

UNITED STATES SHIP

Procyon

Sunday 25 July 1943

1943

ZONE DESCRIPTION *-2*

REMARKS.

4-4

Moved as before. *0600* Manned one-fourth anti-aircraft battery pursuant to order of SOPA. *0700* Lighted ship.

Manned as before. 1130 Manned one-fourth anti-aircraft battery pursuant to order of SOPA. *0700* Lighted ship.

*M. U. Night
Ensign U.S.N.R.
E. J. Robertson
Ensign U.S.N.R.*

8-12

Moved as before. *1130* Manned one-fourth anti-aircraft battery pursuant to order of SOPA. *0700* Lighted ship.

*H. J. Thompson
Ensign U.S.N.R.*

12-16

Moved as before. *1610* U.S.S. Knight stood in to M.E.R. and moored.

*C. J. Hancock
Ensign U.S.N.R.*

16-20

Moved as before. *2230* Secured anti-aircraft battery, *2045* Set picket boat watch near harbor entrance.

*R. L. Lightner
Ensign U.S.N.R.*

20-24

Moved as before. *2230* Secured anti-aircraft battery, *2045* Set picket boat watch near harbor entrance.

*J. S. Branham
Ensign U.S.N.R.*

Approved:

A. H. Hines
A. HINES,
Commander, U.S.N.R.,
Commanding Officer

Examined:

E. B. Ellis
E. B. ELLIS
Ensign, U.S.N.R.,
Executive Officer

UNITED STATES SHIP

Peruigon

Monday 26

July 19 43

ZONE DESCRIPTION

- 2

REMARKS.

0-4
 Moved inside Mess El Kabi breakwater with bow secured to buoy "Boyer" and stern to buoy "Loyon"; using standard anchor chain on buoy "Boyer" and And the 1" wire cable and three 7/8" wire cables to buoy "Loyon". Slugs present Transport Div 5 and 3 and various ~~yard~~ yard craft. Also U.S.S. Mexico, U.S.S. Peruvian, U.S.S. Arizona, U.S.S. Lawrence, U.S.S. Wagoner, U.S.S. ~~Howard~~ and U.S.S. Knight. Number 100 greaser in use.

J. D. Brown
 Comd. U.S.N.R.

4-6
 Moved as before. 3600. Moved one fourth of anti-aircraft battery placement to rear of S.P.P.A. 2415. Lightened ship.

C. J. Morgan
 Ensign, U.S.N.R.

8-12
 Moved as before. 1100. Made daily inspection of magazines and smokeless powder samples. Conditions normal. S.C. Friedman, Ensign, U.S.N.R.

12-16
 Moved as before. 1430. U.S.S. Dallas and U.S.S. Murphy standing in harbor.

E. J. Robertson
 Ensign, U.S.N.R.

16-20
 Moved as before. 1930. ^{U.S.S.} ~~Alabama~~ ~~standing in harbor~~. ~~U.S.S. ~~Alabama~~~~ ~~standing in harbor~~.

J. D. Brown
 Comd. U.S.N.R.

20-24
 Moved as before. 2113 darkened ship. 2330 secured anti-aircraft watch.

C. J. Brown
 Comd. U.S.N.R.

Approved:

W. H. HART
 Commander, U.S.N.R.
 COMMANDING.

Examined:

E. B. Ellis
 Comd. U.S.N.R.
 EXECUTIVE U.S.N. Navigator.

UNITED STATES SHIP *Procyon* Tuesday 27 July 1943

ZONE DESCRIPTION *- 2*

REMARKS.

0-4

Moored inside Mers. el Kebir breakwater with bow secured to buoy "Roger" and stern to buoy "Sugar" using starboard anchor chain on buoy "Roger" and one 1" wire cable and three $\frac{3}{4}$ " wire cables to buoy "Sugar". Ship present. Div 5 and 3 and various ~~other~~ yard craft. Also USS Mexico, USS Borinquena, USS Albatross, ~~USS Albatross~~, USS Evangeline, and USS Knight. Number two generator in use.

D. J. Branham
Lt. (j.g.) USNR.

4-8

Moored as before 0600 named one-fourth antenna and battery present to buoy. SODA 0715 light ship of USNR. 2 USS USNR.

9-12

Moored as before. 0200 U.S.S. Murphy stood in and moved alongside, bow to bow port side to. 0805 U.S.S. Trooper stood in and moved alongside U.S.S. Murphy bow to bow. 0805 U.S.S. Brooklyn standing in. 0830 U.S.S. Birmingham standing in. 0840 U.S.S. Albatross standing in. 0848 U.S.S. Benson standing in. 0855 U.S.S. Plunkett standing in. 0902 U.S.S. Edison standing in. 1008 U.S.S. Tolson standing in. U.S.S. Tubark standing in. Made daily inspection of magazines and ammunitions powder samples. Conditions were normal.

R. J. Lightner
Sgt. U.S. N.R.

Moored as before.

12-16

C. P. Morgan, jr.
Ensign, U.S. N.R.

12-20

Moored as before. 0645 USS Argon left the harbor. H.C. Underhill
USNR.

Moored as before. 2115 darkened ship. 2200 secured under anchor watch. 2240 darkened ship. 2300 darkened ship. 2300 darkened ship. 2300 darkened ship.

Approved:

T. A. Hantz

T. A. HANTZ,
Commander, U.S.N.R.,
Commanding.

Examined:

E. B. Ellis

E. B. ELLIS
Commander, U.S.N.R.,
Executive U.S.N., Food gal.

UNITED STATES SHIP

USS *Albatross* *Albatross* *Albatross*

(Day)

(Date)

(Month)

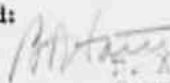
19

ZONE DESCRIPTION

REMARKS.

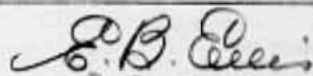
*measured the distance between the two ships at
 about water line 2:04 PM. The distance was
 27 22.50. (Fire was confined to a fuselage between the
 two ships.)*

Approved:



F. A. HARTZ
 Commander, U.S.N.S.
 COMMANDING.

Examined:



E. B. ELLIS
 Comdr. U.S.N.S.
 EXECUTIVE OFFICER.

UNITED STATES SHIP

Procyon

Wednesday 28 July

19*45*

ZONE DESCRIPTION

-2

REMARKS.

0-4

Moved inside Mess pl Kefir bread into with
bowline secured to buoy "Roger" and then
line to buoy "Sugar" using starboard anchor
Chain on buoy "Roger" and one 1" wire cable
and three 1/2" wire cables on buoy "Sugar"
Ship present: Division 5 and 3 and various
yard craft. also: USS Mexico, USS Ouzel
USS Shawnee, USS Evangelist and USS Knight
Number 2 generator in use.

*E. J. Robertson
Comdr., U.S.N.R.*

4-8

Moved as before. 0600 manned emergency anti
aircraft batteries pursuant to order of Lops. 0715
lighted ship.

*P. J. Lancaster
Comdr., U.S.N.R.*

8-12

Moved as before. 1105 made daily inspection of magazines
and smelter powder samples. Conditions were normal

R. L. Lightman Com. U.S.N.R.

12-16

Moved as before 1214 USS Chemung stood out to sea 1331
USS Bernadon stood out to sea 1445 USS Zephyr Unmanned
from port side of Murphy to ship with 1500 USS Murphy
Unmanned from port side to ship with 1530 all SS ships
stood out to sea 1553 USS Ordronaux stood out to sea
1553 USS Sander stood out to sea 1553 USS Walker
stood out to sea
J. S. Lutz U.S.N.R.

15-20

Moved as before. 1625 USS Walker
countered 1628 USS Sander a look out to
sea 1700 USS Murphy stood out to sea
1700⁵³ USS Chemung a look out to sea
1745⁵³ USS Sander a look out to sea
1745⁵³ USS Walker a look out to sea

*J. S. Lutz
Com. U.S.N.R.*

Approved:

[Signature]
F. X. HARTZ,
Commander, U.S.N.R.
COMMANDING

Examined:

[Signature]
E. B. ELLIS
Comdr., U.S.N.R.
EXECUTIVE OFFICER

UNITED STATES SHIP *Passageon* *Wednesday 28 July* 19*43*

ZONE DESCRIPTION *-2*

REMARKS.

20-24
Monitored as before. 2100 darkened ship. 2230 secured
anti aircraft watch.
C. P. Morgan, Jr.
Ensign, U.S.N.R.

Approved: *[Signature]*
W. A. HART,
Commander, U.S.N.R.,
Commanding.

Examined: *[Signature]*
E. B. ELLIS
Comdr., U.S.N.R.,
Executive Officer.

UNITED STATES SHIP Procyon Thursday 29 July 1943
(DAY) (DATE) (MONTH)

ZONE DESCRIPTION - 2 REMARKS.

0-4

Moored inside Mers-El-Kebir breakwater with bowline secured to buoy "Roger" and sternline to buoy "Sugar", using starboard anchor chain on buoy "Roger" and 1 wire cable also three 7/8" wires cables on buoy "Sugar". Ships present are ^{USS O'Connell, USS O'Connell, USS O'Connell} 5 + 3, also various yard craft. Number 2 generator in use.

H.C. Niedermiller
Ensign U.S.N.R.

4-8

Moored as before. 0600 manned one-fourth anti aircraft guns pursuant to orders of Japa. 0715. Lighted ship.

P.D. Branham
LT (j.g.) U.S.N.R.

8-12

Moored as before. The following ships standing out: 0935 USS Arcus, 0935 USS Jiffey, 1000 USS Schmitt, 0940 USS Tiger, 0900 USS Nelson, 1015 USS Murphy, 1010 USS Knight, 1040 USS Crystal, 1100 USS Mexico, 1130 USS Boniquier, USS 252 Longline. Most ships in condition normal.

E.J. Holton, Ensign U.S.N.R.

12-16

Moored as before. 1510 U.S.S. Salomon stood in and moved.

H.L. Lightman, Ensign U.S.N.R.

14-20

Moored as before. 1630 - USS Miller and USS Bernadine stood in and moved.

P.D. Branham
LT (j.g.) U.S.N.R.

20-24

Moored as before. 2115 darkened ship. 2230 second anti-aircraft watch.

R.J. Lancaster
Ensign U.S.N.R.

Approved: *Pott*
P. A. HARRIS,
Commander, U.S.N.R.,
COMMANDING.

Examined:

E.B. Ellis
E. B. ELLIS
Comdr U.S.N.R.
EXECUTIVE OFFICER.

UNITED STATES SHIP

Procyon

Friday 30

July

19

ZONE DESCRIPTION

-2

REMARKS.

0-4
 Moved inside Mer. El. Kabu breakfast, with bowline secured to buoy "Roger" and sternline to buoy "Sugar" using steel and anchor chain on buoy "Roger" and one 1" wire cable and three 7/8" wire cables on buoy "Sugar". Ship's present Division 5 and 3 and U.S.S. Salamanka also engaged and cast.

4-8

Moved as before. 0600. Manned one-fourth of anti-aircraft watch pursuant to orders of SOPA.

8-12

Moved as before. 0955 made daily inspection of magazines and smokeless powder samples. Conditions normal.

12-16

Moved as before. The following ships standing in 14555 station: Thiery, 1500 U.S.S. Marcus.

16-20

Moved as before 1618 1555 Steam standing in 14555 station.

20-24

Moved as before. 2115 Docked ship. 2300 Secured anti-aircraft batteries.

Approved:

T. A. HARRIS
 Commander, U.S.N.S.
 PROCYON

Examined:

E. P. ELLIS
 Comdr., U.S.N.S.
 EXECUTIVE OFFICER

UNITED STATES SHIP

Perry or

Saturday 31

July, 1953

ZONE DESCRIPTION - 2

REMARKS.

0-4
 Moved inside Messal-Kabin freshwater with
 low trim secured to buoy "Pug" and then
 line to buoy "Sugar" using standard anchor
 chain on buoy "Pug", and on 1" wire cable
 and three 1/2" wire cables on buoy "Sugar". Also
 secured ^{fast} tension five 4 three, 1/2" 1/2" manila.
 Also secured yard craft. Number 2 generator
 in use.

C. J. Lancaster
 USNR

4-8
 Moved as before. 0600 Manned one-fourth anti-aircraft
 batteries ^{per} orders of OPA 0700 Secured
 perched ^{at} 0700. L. J. Phillips. J. B. Livingston USNR
 7-12

Moved as before. 0905. USS Barstead into harbor. 0930. USS
 Barstead got underway and stood out to sea. 0935. Laden
 all preparations to get underway. Ship to move alongside USS
 Shantung 7. Fuel. 0845 - French tug Mistral came alongside. Pilot
 H. A. Baker came aboard. 0944 - Anderson at deck. Sherman and
 Spinks, pilot captain and executive officer in bridge, pilot at
 sea. 1005 - Moved starboard side to port side of Shantung
 1010. French tug Mistral left from alongside ship. 1020. Pilot H.
 Baker left ship. 1040 - Commenced fueling ship. Draft 20 ft.
 forward. 17 ft 7 inches; aft 23 ft 2 inches. Made daily inspection
 of magazines and ammunitions powder samples conditions. 1000 L.
 P. T. Branham, Lt. (j.g.) USNR

12-16

Moved as before along side tanker USS Shantung 1500
 completed taking on 212,624 gallons of fuel oil. Draft 19 ft forward
 18 ft. draft aft 24 ft.
 H. C. Madenath
 USNR

16-20

Moved as before, 1735 X30 John Lawrence, 1810 John Walter Standing
 in.
 E. J. Robertson, Lt. (j.g.) USNR

20-24

Moved as before. 2110. Manned ship. 2230 secured
 anti-aircraft watch.

C. L. Morgan, Lt. (j.g.) USNR

Approved:

P. A. Ellis
 P. A. ELLIS
 COMMANDER, U.S.N.,
 COMMANDING

Examined:

E. B. Ellis
 E. B. ELLIS
 COMDR. U.S.N.,
 EXECUTIVE OFFICER.

673
021023

1F-405

CONFIDENTIAL

*OPERATIONS
LOG*

*USS PROGYON
AKA2*

CONFIDENTIAL

UNITED STATES SHIP

Pearcy Sunday, August 19 -

ZONE DESCRIPTION

REMARKS.

Log No. 673
C21023

F-405

0-4
Moved inside several Kabin separate, starboard side
top of side of U.S.S. Chequamegon between bows. Helms and
"Walker" with 1" square on one; one bow line of
1" wire to lower "Walker" and one stem line of 1/2" line to
lower "Walker". ~~one~~ one bow line of 7/8" wire, one
line of 2" manila, one stem line of 7/8" wire
and two bow lines of 1/2" wire. One stem line of
1/2" wire, one stem line of 7/8" wire and two
1/2" wire. One stem line of 7/8" wire. All to U.S.S. Chequamegon
Department, U.S.S. Chequamegon and three, U.S.S.
Chequamegon, U.S.S. Chequamegon, U.S.S. Roe. U.S.S. Chequamegon
was on board. U.S.S. Chequamegon.

4-8
Moved as before. 0600 moved one-fourth anti-
aircraft batteries pursuant to order of Sigs.
0715 lighted ship.
B. J. Vanacker
Com U.S.N.R.

8-12
Moved as before. 0820 U.S.S. Roe stood out of harbor.
1050 Made daily inspection of magazines and small arms powder
samples. Conditions are normal. 1155 U.S.S. Chequamegon and
moved.
R. L. Lightman, Com U.S.N.R.

12-16
Moved as before. 1200-1200-4, 1200-1200-12 transferred to 1200-1200-12
1200-1200-12 transferred to 1200-1200-12
1200-1200-12 transferred to 1200-1200-12
1200-1200-12 transferred to 1200-1200-12
1200-1200-12 transferred to 1200-1200-12

16-20
Moved as before. 0907 U.S.S. Roe stood out of harbor.
1200-1200-12 transferred to 1200-1200-12
1200-1200-12 transferred to 1200-1200-12
1200-1200-12 transferred to 1200-1200-12
1200-1200-12 transferred to 1200-1200-12
1200-1200-12 transferred to 1200-1200-12
20-24
Moved as before. 2110, Barbed wire, 2200 secured
gun watches pursuant to order of Sigs.
C. J. Robertson, Com U.S.N.R.

CONFIDENTIAL

Approved: [Signature]

Examined: [Signature]
R. P. Ellis
Com U.S.N.R.
EXECUTIVE OFFICER

UNITED STATES SHIP Preseyon Monday 2 August 1913

ZONE DESCRIPTION - 2 REMARKS. 021023

0-4

Worked inside Men-el-Haber breakwater, starboard side to port side of the clewings between hazy "Victor" and "William" with the following lines in sections: two bow lines of 1" wire to hazy "Victor" one hazy line of 7/8" wire to hazy "William" and one bow line of 7/8" wire one bow breast of 8" manilla one forward spring line of 2 1/2" wire, two bow and breast lines of 7/8" wire one spring line of 7/8" wire and two after breast lines of 7" manilla all to U.S.S. Clewings. Slips present: two port and two starboard and five U.S.S. hazy "Victor" U.S.S. hazy "William", U.S.S. hazy "Robert" and various yardcraft. Humber and generator in use. C.P. Morgan, Jr. Surgeon U.S.S.

Moved as before 0100 - 0105. Pilot Durin came aboard 0905. Tug "Taurus" came alongside aft. 0909 Tug "Metal" came alongside. Forward. 2 1/2" manilla wire to new head at various compass and speeds. Pilot, Captain and Executive Officer on bridge. Pilot at 0922 let go starboard anchor in 18 fathoms of water. 0923 let go port anchor. Commenced backing toward Men-el-Haber mole. 0922 Tug "Metal" left ship forward inside Men-el-Haber breakwater, stern to mole using both port and starboard anchors in 165 fathoms of plain 5/8" iron anchor. Then secured to mole with hazy (1) one inch wire, one 1 1/2 inch wire, and two 3" manillas. 0945 Tug "Taurus" left ship. 0945 Pilot Durin left ship. 1105 ashore deck. 1105 hazy "Robert" and hazy "William" powder samples conducted westward.

8-12

Moved as before. 1251 U.S.S. Daffin, Larkin and moved. 1326 U.S.S. Row and moved. 1412 U.S.S. Cole started and moved. 1414 U.S.S. Menaden and moved. 1438 U.S.S. Cole got underway and started at sea. 1528 U.S.S. Cole started and moved.

12-16

H.A. Lightman, Comd. U.S.N.R.

Approved: *[Signature]*
Examined: *[Signature]*
E.R. Ellis
Comdr., U.S.N.R.
Executive Officer.

CONFIDENTIAL

UNITED STATES SHIP *Procyon* *Monday 2 August 1943*

ZONE DESCRIPTION *-2* REMARKS. 021023

16-20
Moored as before. 1706 - U.S.S. Cole got underway and stood out to sea.
20-24
Moored as before.
Lt. (jg) F. D. Bramham, USNR
W. C. Fredermiller
Ensign USNR

CONFIDENTIAL

Approved: *[Signature]*
T. X. [unclear]
[unclear]

Examined:

[Signature]
E. D. HALLIS
Comd. U.S.H.R.
U. S. N., Yvlester.
EXECUTIVE OFFICER.

UNITED STATES SHIP

Procyon Tuesday 3 August 1943

ZONE DESCRIPTION *-2*

REMARKS.

021023

0-4
 Moved in view of fisher boat water, stern to me, ^(Barth 9) both
 jibs and starboard anchors with six 1/2" diameter galv. mesh
 anchor 3/4" secured to moor with three (3) original wires, one of wire, and
 two 8" manila. St. present: Transport division plus *USS Olyson*,
USS O'Brien, *USS Oberon*, *USS Chesler*, *USS Sealane* and *USS*
gold craft. Number 2 generator in use.
E. J. Robinson, USNR.

4-8
 Moved as before. 0600 transferred one fu. oil and 100 lbs
 batteries, pursuant to orders of *E. J. Robinson, USNR.*

8-13
 Moved as before. 0930 made daily completion of magazine
 and moved to 2nd deck. *E. J. Robinson, USNR.*

12-16
 Moved as before. 1355 *USS Procyon* took in and
 moved.
E. J. Robinson, USNR.

16-20
 moved as before.
E. J. Robinson, USNR.

20-24
 moved as before. 2115 *Procyon* ship. 2130 commenced
 fuel oil boat patrol pursuant to orders of *SOPA*, 2230
 burned out. *Procyon* followed to *SOPA*.
E. J. Robinson, USNR.

CONFIDENTIAL

Approved:

[Signature]
 U.S.N.

Examined:

[Signature]

E. J. ROBINSON
 Comm. U.S.N. Investigator
 EXECUTIVE OFFICER

UNITED STATES SHIP *Procyon* *Wed* *4* *August* 19*43*

ZONE DESCRIPTION *- 2* REMARKS. 021023

0-4
moored inside mure El Kabin Breakwater, stern to mole using both port & starboard anchors with (60) fathoms of chain on each anchor stern secured to mole with (three) one inch wire, one one 4/2 wire and two 3" manila. Ships present; transport division 3, USS *Albatross*, USS *Beetle*, USS *Cheroke*, USS *Cherry* and the *Jalaviat*. Various yard craft. Recorder 2. generator in use.
J.C. Suedermuller
Ensign U.S.N.R.

4-8
moored as before. *0209* maintained one-fourth of A.P. battery pursuant to order 1581A. USS *Barr* standing out.
C.J. Bassett, Ensign U.S.N.R.

8-12
moored as before. 0807 U.S.S. *Lyon* got underway and stood out to sea. 0839 U.S.S. *Emulator* got underway and stood out to sea. 0908 U.S.S. *Tilcon* stood in and moored. 0911 U.S.S. *Murphy* stood in and moored. 0917 U.S. A.T. *Cruzata* stood in and moored. 0922 U.S.A.T. *Evangelina* stood in and moored. 1014 U.S.A.T. *Shannon* stood in and moored. 1032 U.S.A.T. *Merica* stood in and moored. 1111 took daily inspection of magazines and ammunitions powder samples. Condition was in good.
R. J. Lightman, Ensign U.S.N.R.

12-16
moored as before. 1228 U.S.S. *Corvix* stood into harbor. 1248 U.S.S. *Elk* yale stood into harbor. 1300 U.S.S. *Bournequien* stood into harbor. 1429 U.S.S. *Genevieve* stood into harbor. 1517 U.S.S. *Murphy* got underway and stood out of harbor. 1520 U.S.S. *Chatan* got underway. 1528 U.S.S. *Elk* yale stood into harbor.
M. C. Michael
Ensign U.S.N.R.

16-20
moored as before.
E. J. Robertson, Ensign U.S.N.R.

20-24
moored as before. 2125 Dashed ship. 2130 commenced picket boat patrol pursuant to orders of 2004. 2230 commenced aircraft watch pursuant to orders of 2004.
C. H. Morgan, Jr. Ensign U.S.N.R.

Approved: *[Signature]*
Commander, U.S.N.R.

Examined: *E. B. Ellis*
E. B. Ellis
Commander, U.S.N.R., Recorder.
RESERVE OFFICER.

CONFIDENTIAL

UNITED STATES SHIP

Procyon

Sunday 5 August 1945

(1945) (Month)

ZONE DESCRIPTION - 2

REMARKS.

0-4
 Moved into moor El Keli base station. Both 9, also
 do make using both boat and station and engine with
 (V) 10 tons of chain to spool anchor. Two covered moor
 with three 7" wire one 1 1/2" and two 8" one the other
 present USS De Haven, USS Intrepid, USS Anderson,
 USS Samuel B. Roberts, USS Clancy, USS Salomon, USS
 USS Nelson, USS T. G. Thompson, USS T. G. Thompson, USS
 USS T. G. Thompson, USS T. G. Thompson, USS T. G. Thompson,
 and various other ships. Members of station in use

4-8
 Moved as before. 0600-0700 F.A. Gately, Lieutenant & orders to open
 the harbor. 0710 USS De Haven stood in the harbor + moored.
 0712 USS Clancy stood out to sea.

H.C. Medemiller
 Ensign U.S.N.R.

8-12
 Moved as before. 1054 - Made daily inspections
 of moorings and conditions of other moorings
 conditions normal

J. J. Branham, Lt (jg), USNR

12-16
 Moved as before. 1531, USS Nicholson stood into
 the harbor and moored.

E. J. Robertson, Ensign USNR

16-20
 Moved as before. 1539 USS Nicholson stood into harbor
 and moored.

C. P. Morgan, Lt (jg), USNR

20-24
 Moved as before. 2152 USS Nicholson, ^{at anchorage and} stood out of harbor.
 2159 USS Anderson stood into harbor. 2230 Received
 anti aircraft watch.

H.C. Medemiller, Ensign USNR

Approved:

[Signature]
 H. C. Medemiller
 Ensign, U.S.N.R.

Examined:

[Signature]
 E. J. Robertson
 Ensign, U.S.N.R.

UNITED STATES SHIP Procyon Friday 6 August 1945

ZONE DESCRIPTION -2

REMARKS.

0-4
 Moved in life line E of ship breakwater berth 9 stern to
 single mooring with port and starboard anchors with (60)
 fathoms of chain on each anchor. Stern secured to mole
 with three 1" wire and one 2" wire and two 8" manila stays
 forward which were USS Artisan, USS Orion, USS Andromed, USS
 Lanning Chase, USS Channing, USS Salamoni, USS Zebulon, USS Arizona
 USS Tanager, USS Starbuck, USS Zoroastro, USS John Y. Ford, USS
 Green, USS Stanton, and various yard craft. Thurbyson (Generator case)
 C.L. Babin, Sr. USN

4-8
 Moved as before 0600 Moved mo South end
 away of (middle line) and to mooring 0701 USS
 Nelson got underway and stood out to sea 0712 Landed
 ship 0714 U.S.S. King stood into port and moved 0720
 U.S.S. Lendon got underway and stood out to sea
 J.S. Llewellyn USN

8-12
 Moved as before. 0838 U.S.S. Corwin stood into the factory
 and moved. 0935 Made daily inspection of magazine and
 ammunition powder samples. Conditions were normal. 1019 U.S.S.
 Beach got underway and stood out to sea. 1135 U.S.S. Jaffee
 got underway and stood out to sea.
 R.L. Lightman, Sr. USN

12-16
 Moved as before.
 C.F. Morgan, Jr. Ensign USN

16-24
 Moved as before. 1945 55 East (F-4) moved into berth and
 moved 1945 HMS Pembroke III stood into harbor and moved. Wally (Higgins)

20-24
 Moved as before 2058 HMS (A-178) stood into harbor and moved.
 2042 HMS (S175) stood into harbor and moved. 2048 HMS (S-61) moved
 into harbor and moved 2102 darkness ship 2104 HMS (A-178) stood into harbor and moved 2122
 USS Nelson D633 stood into harbor and moved. 2230 Secured with
 aircraft ballast pursuant to order 5041.
 C.F. Kowalski, Sr. USN

Approved: [Signature]

Examined: [Signature] E.B. Ellis
 E. B. Ellis
 Chief, S. M. Affairs

CONFIDENTIAL

UNITED STATES SHIP Crocyon Salisbury 7 August, 1945

ZONE DESCRIPTION -2

REMARKS.

00-04
 Moved vessel from E. Keia to temporary berth
 9 at 11 AM. Used 100 ft. both starboard and
 port anchors with (60) sixty fathoms of chain
 on each anchor. Also secured to wharf with
 (3) three 1" wire cables, (1) one 1 1/2" wire cable, and
 (2) two 1" manila lines. Ship present U.S.S. Dickson,
 U.S.S. O'Leary, U.S.S. Anselmetta, U.S.S. Picturus, U.S.S.
 Daniel P. Hall, U.S.S. Phoenix, U.S.S. Salmon, U.S.S.
 Nelson, U.S. Mt. Orizaba, U.S. Mt. Schamoun, U.S. Mt.
 E. Angeline, U.S. Mt. Melica, U.S.S. ~~Liberty~~, U.S.S.
 Bowditch, U.S.S. Stanton and various yardcraft.
 Number one generator in use.

M.W. Nichol
E. no. U.S. 18

4-8

Moved as before. 0600 - received one-quarter of anti-aircraft battery
 pursuant to orders of SOPA. 0651 USS Murphy got underway and
 stood out of harbor. 0712 - Lighted ship. *Leslie E. Chandler Jr. Encl. 188*

9-12

Moved as before 0749 U.S.S. Warden attended to
 and moved to 1100. Moved to 1100. Moved to 1100. Moved to 1100.
 Moved to 1100. Moved to 1100. Moved to 1100. Moved to 1100.

17-16

Moved as before. 1200 USS Antronda got underway and changed
 berth. 1500 USS Murphy stood out harbor and moved.
E. J. Robertson, Encl. U.S. 18

16-20

Moved as before. *C. J. Bennett, Encl. U.S. 18*

20-24

Moved as before. 2200 Squared AA batteries. *A. S. Kelly Encl. U.S. 18*

Approved:

[Signature]
Commander, U.S.N.

Examined:

[Signature]

E. S. 1880
Commander, U.S.N., Navigator,
EXECUTIVE OFFICER.

CONFIDENTIAL

UNITED STATES SHIP *Preycor* Sunday 1 August 1943

ZONE DESCRIPTION *-2* REMARKS.

0-4

Moored inside Mure el Kebir breakwater, stern to mole, in berth 9, using both port and starboard anchors with 65 fathoms of chain to each. Stern secured to mole with following lines: three one inch wires, one 1 1/2 inch wire and two 8 inch manillas. Number one generator in use. Ships present: USS Dickman, USS Samuel Chase, USS Stanton, USS Tappan, USS Tolson, USS Arcturus, USS Andromeda, USS Salamone, USS Chemung, USS Emergence, USS Nelson, USS Orizaba, and following Army Transports: Mexico, Evangelina, and Spaulding. 0205. Wind freshened from the North.
L. E. Coulter, Jr. Com USNAK

4-1

Moored as before 0600 manned one berth anti aircraft battery pursuant to orders of SOPA. 0600 Sealed in berth for fuel. 10:48 U.S.S. Herndon got underway and headed out to sea. 0708 U.S.S. Samuel Chase got underway and steamed out to sea. 0709 Lighted ship
J. S. Davis, Gun Director

8-12

Moored as before. 0700 watch - landing inspection of magazines and aircraft on forward ramp. Conditions normal.
W. W. H. [unclear]
Com USNAK

12-16

Moored as before. 1225 U.S.S. Demarest stood into the harbor and moored. 1235 U.S.S. Herndon stood into the harbor and moored. 1246 U.S.S. Barnett stood into the harbor and moored. 1320 U.S.S. Lyon stood into the harbor and moored. 1331 U.S.S. Jefferson stood into the harbor and moored. 1432 U.S.S. Emerton stood into the harbor and moored. 1435 U.S.S. Remond stood into the harbor and moored.
R. T. Lightman, Com USNAK

16-20

Moored as before
R. T. Lightman, Com USNAK

20-24

Moored as before. 2230 Secured anti aircraft watch.
L. E. Coulter, Jr.
Com USNAK

Approved: [Signature]
Commander, U.S.N.A.K.

Examined:

[Signature]
E. B. Ellis
Comdr., U.S.N.A.K.
EXECUTIVE OFFICER

CONFIDENTIAL

UNITED STATES SHIP *Procyon* *Monday 2 August 1943*

ZONE DESCRIPTION - *2*

REMARKS.

cont.
29-24
Monday before 2101. banked ship.
P.I. Robertson, Quincy, Mass.

CONFIDENTIAL

Approved: *[Signature]*
Commander, U.S.N.R.
EXECUTIVE OFFICER.

Examined: *[Signature]*
E. J. ELLIS
Comdr., U.S.N.R.
EXECUTIVE OFFICER.

UNITED STATES SHIP *Procyon* (Date) *January 11, 1919* (Month) *19*

ZONE DESCRIPTION <i>-2</i>	REMARKS.
<i>00-04</i>	<i>Washed down deck of laboratory, etc. to make it ready for use. Washed down deck of laboratory, etc. to path of chain on each side. It is a small boat with 1/2 inch diameter lines. Then it was washed with 1/2 inch cable and two 2 inch cables. It is a small boat on the deck of U.S.S. Procyon. U.S.S. 26th U.S.S. 27th U.S.S. 28th U.S.S. 29th U.S.S. 30th U.S.S. 31st U.S.S. 32nd U.S.S. 33rd U.S.S. 34th U.S.S. 35th U.S.S. 36th U.S.S. 37th U.S.S. 38th U.S.S. 39th U.S.S. 40th U.S.S. 41st U.S.S. 42nd U.S.S. 43rd U.S.S. 44th U.S.S. 45th U.S.S. 46th U.S.S. 47th U.S.S. 48th U.S.S. 49th U.S.S. 50th</i>
<i>4-8</i>	<i>Moved as before. 0715. Loaded with 2719 U.S.S. 1, when got underway and started to sea.</i>
<i>8-12</i>	<i>Moved as before. 0805. Increased rate aircraft guard. Continued manning out part of rate aircraft setting precedent in order of 20th. 1000. Made daily inspection of magazines and models, some less samples. Conditions excellent. <i>Rich. P. Conley, Jr. Com. USNK</i></i>
<i>12-16</i>	<i>Moved as before. 1225. U.S.S. 1, etc. took into harbor and moved to the yard. 20th. 1000. 11th.</i>
<i>16-20</i>	<i>Moved as before. 1810. U.S.S. 1, etc. 10th.</i>
<i>20-24</i>	<i>Moved as before. 2100. U.S.S. 1, etc. 20th. secured anti- aircraft gun battery watch. <i>W. W. Mott, Exec. U.S. 11th.</i></i>

Approved: *[Signature]*
Commander, U.S. Fleet

Examined: *[Signature]*
Executive Officer

UNITED STATES SHIP

Procyon

(TYPE)

(CLASS)

(GRADE)

1943

ZONE DESCRIPTION

REMARKS.

0-4

Moved main mess hall forward, stern to main
in berth #9, some both anchors with installed patterns
P. L. in on sea. Stern section to main with jacks one
line. Three 12" pure cables, one 1" and one 1 1/2" wire
cable and two 3 member lines. Ship present U.S.S.
Kilham, U.S.S. [unclear], U.S.S. [unclear], U.S.S. [unclear],
U.S.S. [unclear], U.S.S. [unclear], U.S.S. [unclear], U.S.S. [unclear],
U.S.S. [unclear], U.S.S. [unclear], U.S.S. [unclear], U.S.S. [unclear],
yard craft. [unclear] [unclear] [unclear] [unclear] [unclear] [unclear]
J.D. Lewis Ensign U.S.N.R.

4-8

Moved as before. 0600 Manned out fourth of anti aircraft batteries
pursuant to order 307H. 0630. The Ende got underway and stood
out to sea. 0640. The Lee got underway and stood out to sea. 0647. The
Crest got underway and stood out to sea. 0658. The [unclear] got
underway and stood out to sea. 0710. The [unclear] got underway and
stood out to sea. 0745. The [unclear] got underway and stood out
to sea.
John E. [unclear] Ensign U.S.N.R.

8-12

Moved as before. 0820 U.S.S. [unclear] got underway and
stood out to sea. 0830 U.S.S. Cole got underway and stood out
to sea. 1120 Made daily inspection of magazines and
ammunition storerooms. Condition normal.
P.T. [unclear] J.G.P., U.S.N.R.

12-16

Moved as before. 1255 U.S.S. [unclear] got underway
and stood out to sea. 1255, U.S.S. [unclear] got under-
way and stood out to sea. 1320 U.S.S. [unclear] got
underway and stood out to sea. U.S.S. [unclear]
got underway and stood out to sea. 1510 [unclear] got
underway and changed anchorage.
E. [unclear] Ensign U.S.N.R.

16-20

Moved as before. [unclear] Ensign U.S.N.R.

20-24

Moved as before. 2101 [unclear] slip 2200 [unclear]
Anti aircraft battery etc.
J.D. Lewis Ensign U.S.N.R.

Approved:

[Signature]
Commander, U.S.N.R.

Examined:

[Signature]
E. S. Ellis
Comdr., U.S.N.R.,
EXECUTIVE OFFICER, U.S.N.R.

CONFIDENTIAL

UNITED STATES SHIP

Proxima

Thursday

22 *August*, 19 *43*

(Day) (Date) (Month)

ZONE DESCRIPTION *-2*

REMARKS.

0-4
Measured inside Naval Lab's incubator. Both 3 atm. 7 inch, main both east and westward, samples sent to lab. - of chain to each. 3 atm secured 2 mole with following from three 4 inch side one 4 inch wire one 3 inch wire and two 8 inch. incubation bag present: 255 Thomas Jefferson, 255 Ocean, 255 New York, 255 Broadway, 255 Park, 255 Madison, 255 Washington, 255 Belmont, 255 Green yard west. Member 1 gram to 1000.

4-8
Measured as above. Manned *M. W. Field, Ensign U.S.N.*
pursuant to order of SOPA.

3-12
Measured as before. 1002 made daily inspection of incubator and incubation powder samples to 1004. were not used.
R. J. Loftman, Ensign U.S.N.

12-16
Measured as before. *A. S. Kelly*

10-20
Measured as before. *J. B. Lewis, Ensign U.S.N.*

20-28
Measured as before. 2200 - secured ante aircraft in the air pursuant to order of SOPA.
L. E. Leachman, Ensign U.S.N.

CONFIDENTIAL

Approved:

E. B. Ellis
Commander, U.S. Public Health Service

Examined:

E. B. Ellis
Commander, U.S.N., Major, Executive U.S. Army

UNITED STATES SHIP

Paragon

Friday (Day)

15 (Date)

March (Month)

19 33

ZONE DESCRIPTION -2

REMARKS.

0-4

Mooded as before. ...
 1. SS. Blaney, ...
 2. SS. Walden, ...
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 200. SS. Walden, ...

4-8

Mooded as before. ...

8-12

Mooded as before. ...

12-16

Mooded as before. ...

16-20

Mooded as before. ...

20-24

Mooded as before. ...

24-28

Mooded as before. ...

Approved:

[Signature]
 Commanding Officer, U.S. Ship

Examined:

[Signature]
 E. H. ...
 Comdr., U.S.N.R.
 EXECUTIVE OFFICER, U.S. Ship

CONFIDENTIAL

UNITED STATES SHIP *Procyon* *Sunday* *13 August*, 1915
(Day) (Date) (Month)

ZONE DESCRIPTION *-2*

REMARKS.

0-4

Moved inside zone 50 ft. for inspection, light 9, store to
be used for inspection of engine with light 12 following
to be used. Then moved to work with light 12. Light 12
was not put in use and the engine was not started.
Light 12 was used for inspection of engine with light 12
and light 12 was used for inspection of engine with light 12.
USS *Procyon* A

4-1

Moved as before. 0700 secured two heat pipes and
ditch pursuant to orders of SOFA 0715. Light 12
C. J. Gable, En 4520

8-12

Moved as before. 0830 secured an engine guard,
continued manning one point antenna, pulled, pursuant
to orders of SOFA. 0904 Made daily inspection of engine
and sandblast powder sample collection. 1014
SS cadmium stood into harbor and moved 1105 completed
pump out #4 was tank for purposes of light
draft forward 16 feet, draft aft 22 feet. J. S. Kelly

12-16

Moved as before 1453 U.S.A.H.S. Academy stood into harbor
and moved J. L. Gable, En 113NR

16-24

Moved as before 1955 U.S.S. B. consulted to be
a command, 1048 U.S.S. 2 to be returned into harbor and
moved. W. W. Field, En 05 NR

20-24

Moved as before 2000 secured radar guard from V. H. of SOFA
SOFA 2045 U.S.S. 2 to be returned into harbor and moved 2145
U.S.S. 2 to be returned into harbor and moved 2200 secured out
aircraft gun watch pursuant to orders SOFA
C. L. Brent, En 11 NR

CONFIDENTIAL

Approved:

[Signature]
F. A. HAMILT
Commander, U.S. Navy

Examined:

[Signature]
W. S. HILDS
Commander, U.S. Navy
EXECUTIVE U. S. N., Navigator

UNITED STATES SHIP *Procyon* Monday 16 Aug 1943

ZONE DESCRIPTION - 2 REMARKS.

0-4
Worked inside Messal Kabin for quarter in Berth 2 started to
work using hot ~~tools~~ ~~tools~~ etc. with 50 feet
pipes to back. Then covered 2 holes with following dimensions:
1 1/2 inch wide one 1 inch wide, ~~and~~ one 1 1/2 inch wide and two
8 inch manholes. Messal present. USS En with 103 Thomas
Jefferson 415 Dickman 415 Stanton 415 Lyon 415 by Lieut Fruster
415 Olson 415 Lottman 415 Anderson 415 Macdonald 415 Stiles
415 Secub 415 Bernaden 415 AHS Cordia and various other
craft numbers are present in use. 0332 - yellow air
raid alert. Julie E. Casler, Jr. 415

4-8
From 1000 hours. 2425. 2425. 2425. 2425. 2425. 2425. 2425. 2425. 2425. 2425.
on front of A.P. bottles pursuant to orders of S.O.P.A.
Worked on below 1100. 1100. 1100. 1100. 1100. 1100. 1100. 1100. 1100. 1100.
and installed powder samples. Conditions normal.
C. J. Robertson, Ensign, USNR

12-16
Worked on below 1235 2155. 2155. 2155. 2155. 2155. 2155. 2155. 2155. 2155. 2155.
back and forward. 1235 2155. 2155. 2155. 2155. 2155. 2155. 2155. 2155. 2155. 2155.
into back and forward. 1235 2155. 2155. 2155. 2155. 2155. 2155. 2155. 2155. 2155. 2155.
back and forward. 1235 2155. 2155. 2155. 2155. 2155. 2155. 2155. 2155. 2155. 2155.
temporarily with USS En Casler. C. J. Robertson, Ensign, USNR

16-20
Worked on below 1500. 1500. 1500. 1500. 1500. 1500. 1500. 1500. 1500. 1500.
temporary duty with USS En Casler and USS En Casler. C. J. Robertson, Ensign, USNR

20-24
Worked on below 2000. 2000. 2000. 2000. 2000. 2000. 2000. 2000. 2000. 2000.
temporary duty with USS En Casler and USS En Casler. C. J. Robertson, Ensign, USNR

Approved: *[Signature]*
M. A. HART
Commander, U.S.N.,
COMMANDING.

Examined: *[Signature]*
E. D. HARRIS
Comdr. U.S.N.,
EXECUTIVE OFFICER.

CONFIDENTIAL

UNITED STATES SHIP Procyon Tuesday 17 August 1943

ZONE DESCRIPTION - 2 REMARKS.

0-4

Moved inside Mass El Kebir breakwater in Bitch 9, stern to mole using both anchors with 60 fathoms of chain on each, stern secured to mole with following lines: three 7/8" wire, one 1" wire, one 1 1/2" wire, two 2" Manila lines.
 Ships present: USS Barnett, USS Charles Carroll, USS James O'Hara, USS Thomas Jefferson, USS Frederick Funston, USS Andromeda, USS Stanton, USS Arcturus, USS Abasco, USS Lyon, USAFS Acadia, USS Weehawken, USS Salvo, USS Ideolite, USS Cole, USS Bernadou, and various yard craft. Number one generator in use.
 P.J. Holman, Comd. USS

4-9

Moved as before. 0500-1100 worked on port of anti aircraft battery pursuant to order of SOPA. 0700-1100 worked port of anti aircraft battery pursuant to order of SOPA.
 Leslie E. Lamb, Jr. Com. USS

8-12

Moved as before. 1100 Made daily inspection of magazines and smokeless powder samples. Conditions were satisfactory.
 P.J. Holman, Comd. USS

8-16

Moved as before. 1232 USS Acadia at midway and berthed at bar 236. Made all preparations for arrival of USS Stanton at 1424. USS Barnett at midway and started out of bar 1429. USS Stanton at midway and started out of bar 1453. USS Arcturus at midway and started out of bar 1544. USS O'Hara at midway and started out of bar 1546. USS Dickman at midway and started out of bar 1548. USS Bernadou at midway and started out of bar 1551.

16-20

Moved as before. 1607 Commercial tug Seabird came alongside. 1620 Pilot Carver came aboard. 1644 Landing from Mass El Kebir to Gen. Algeria pursuant to verbal order from Gen. Smith. Striker conference to comply conform to channel. System Accutec and Pilot in Bridge Pilot at 1651. Two tug Bernadou at 1700. Pilot left at 1750. Pilot Carver came aboard at 1750. Pilot at 1812. Moved up in Bitch 9. 1920 moved port side to dock in Bitch 9. Gen. Algeria left the following line in use: one bow line, 1 stern line, 2 forward spring, 2 middle spring, 1 bow line and 1 stern line to fill spaces between 2 3/8" wires up to 2 3/8" wires. 2 3/8" Manila. All lines labeled. 1935 Two tug Bernadou at 1935. Pilot Carver left at 1945. USS Acadia smoothly working up to pier at 1905. USS Infanteria to harbor and moved. 23. From 9. U.S. 114.

Approved: *[Signature]*
 Commanding Officer, U.S.S. Procyon

Examined:

[Signature]
 E. B. Ellis
 Comdr., U.S.N.R.
 EXECUTIVE OFFICER, Navigator.

CONFIDENTIAL

UNITED STATES SHIP

Protector

Tuesday

17

August

1945

ZONE DESCRIPTION *-2*

REMARKS.

20-24
received on before 2050 darkened after 2130 LCM-2
delivered from USS Samuel B. Roberts (LST-1165) in
transportation of 2200 received in quantity and
was off 5 1/2 hrs. Will Wild Form 153

CONFIDENTIAL

Approved:

[Signature]
 E. S. HARRIS
 Commander, U.S. Navy
 COMMANDING

Examined:

[Signature]
 E. B. ELLIS
 Comdr., U.S.N.R.
 EXECUTIVE OFFICER, U.S. Navy

UNITED STATES SHIP Procyon Wednesday 14 August 1943

ZONE DESCRIPTION 2 REMARKS.

2-4
Forward port side to deck in Boat 2, Gran Thruway
with 4th following lines in use: 1 bow line, 1 stern
line, 2 bow and stern, 2 quarters, 1 bow
line, 1 stern line. All lines are 4" wire
except 2 quarters which are 1" and 1/2" wire.
Ship's weight 4155, net weight 4155.
Anchor 121 lbs. Trawl 121 lbs, 4155 Trawl V. 10 lbs
4155 Dickson 2155. 121 lbs. 121 lbs. and
sawyer yard craft. Number 2 generator in use
2, 121 lbs. in 2155.

4-8
Moored as before. 0600 removed one fourth of aircraft
batteries pursuant to order of SOFA.
E. J. Roberts, Executive Officer

8-12
Moored as before. 0800 removed one fourth of the batteries
and moved. 0820 2nd duty inspection of passengers and made
one second sampling, conditions normal. 10:30 Frederick
Stewart stood into the barbet and moored. 11:30. Personnel
leading U.S. Army camp (qualifier) 11:45. 11:55 Charles Carroll
stood into barbet and moored. 11:55. One officer this morning
should stop for temporary duty and further transportation (T. A. M.)
11:57. 11:58 Stewart stood into the barbet and moored.
Julie E. Campbell, Jr. 11:58

12-16
Moored as before. 11:25 U.S. 1st and 2nd Deck got underway and stood
out of barbet.
C. P. Morgan, Jr. 11:25

16-20
Moored as before. Miller, T. A. M. on U.S.N.F.

20-24
Moored as before. 2200 moved onto aircraft batteries.
Julie E. Campbell, Jr.
Exec. U.S.N.F.

CONFIDENTIAL

Approved: [Signature]
Commander, U.S.N.F.

Examined: [Signature]
E. D. ELLIS
Comdr., U.S.N.F.
EXECUTIVE OFFICER, U.S.N.F. Navigator

UNITED STATES SHIP *Procyon* Thursday 19 August, 1943

ZONE DESCRIPTION -2 REMARKS.

0-4
 Moved port side to dock in Beeth 2, Oran, Algeria with the following lines in use: one bow line, one stern line, two forward springs, two quarter springs, one bow breast and one quarter breast. All lines are of 7/8" wire except 2 quarter springs of 8" manila. All lines doubled. Ships present: USS *Sturdevant Chase*, USS *Lyon*, USS *E. Harag*, USS *Dickman*, USS *Stanton*, USS *Conell*, USS *Andromeda*, USS *Arcturus*, and various yard craft loading US Army cargo day and night. No's 1 and 2 generators in use. E. J. Robertson, Engineer, USNR

4-2
 Moved as before. Bill Warner on fourth of anti aircraft battery pursuant to order of LCDR C. L. Morgan, USNR

Moved as before. Made daily inspection of magazines and search for powder in magazines. M. W. Hall, USNR

Moved as before. The E. L. Luff, USNR
 16-20
 Moved as before. E. J. Robertson, Engineer, USNR

Moved as before. 23-24
 Moved as before. Bill Warner on fourth of anti aircraft battery. C. L. Morgan, USNR

CONFIDENTIAL

Approved: *[Signature]*
 Commanding Officer, U.S. Ship
 PROCYON

Examined: *[Signature]*
 E. J. ROBERTSON
 Chief Engineer, U.S. Ship
 PROCYON

UNITED STATES SHIP Procyon Friday 24 August 1945

ZONE DESCRIPTION 2 REMARKS.

0-4
Inspected port side to stern, butler's room, galley with the following items in use: one low back counter sink, two quartz lighting, two forward sprays one down breast, and two quartz thrust. All lines and 2 1/2" were used two quartz sprays of 8" diameter. All lines double lead. Ship present: USS Albatross, USS Loran, USS O'Hara, USS Pegasus, USS Stanton, USS Thales, USS York, USS R. Williams, USS Century, USS O'Brien and various war boat No. 2 generator in use. 2352, Coast lighting US Army Corps of Engineers. Design 403116.

0-7
Inspected on lower deck. Inspected one-quarter of anti-aircraft battery present to order of J. P. P. 2352, Coast lighting US Army Corps of Engineers. Design 403116.

6-12
Inspected as before. 10:30 comment on heavy spray engine. 11:29 remark on condition of machinery. Also remark on powder sample. Condition good. Will report to US Army Corps of Engineers.

12-16
Inspected as before. J. E. Coulter, Jr. Ensign, USN

16-20
Inspected as before. E. J. Robertson, Ensign, USN

20-24
Inspected as before. 2045 Distressed ship. Set condition II and anti aircraft search present to order of J. P. P. 2245. Inspected anti-aircraft search present to order of J. P. P. 2250. Inspected cargo operation present. C. P. Morgan, Jr., Ensign, USN

CONFIDENTIAL

Approved: *[Signature]*
Commander, U.S. Navy

Examined:

E. B. Ellis
E. B. ELLIS
Comdr., U.S.N.R.
EXECUTIVE OFFICER

UNITED STATES SHIP Presyan Sanby 23 August 1943
(Day) (Date) (Month)

ZONE DESCRIPTION 3

REMARKS.

Manned as before with 2 crew members, with the following items in 2nd hold bin: 1. 100 lb. 2. 100 lb. 3. 100 lb. 4. 100 lb. 5. 100 lb. 6. 100 lb. 7. 100 lb. 8. 100 lb. 9. 100 lb. 10. 100 lb. 11. 100 lb. 12. 100 lb. 13. 100 lb. 14. 100 lb. 15. 100 lb. 16. 100 lb. 17. 100 lb. 18. 100 lb. 19. 100 lb. 20. 100 lb. 21. 100 lb. 22. 100 lb. 23. 100 lb. 24. 100 lb. 25. 100 lb. 26. 100 lb. 27. 100 lb. 28. 100 lb. 29. 100 lb. 30. 100 lb. 31. 100 lb. 32. 100 lb. 33. 100 lb. 34. 100 lb. 35. 100 lb. 36. 100 lb. 37. 100 lb. 38. 100 lb. 39. 100 lb. 40. 100 lb. 41. 100 lb. 42. 100 lb. 43. 100 lb. 44. 100 lb. 45. 100 lb. 46. 100 lb. 47. 100 lb. 48. 100 lb. 49. 100 lb. 50. 100 lb. 51. 100 lb. 52. 100 lb. 53. 100 lb. 54. 100 lb. 55. 100 lb. 56. 100 lb. 57. 100 lb. 58. 100 lb. 59. 100 lb. 60. 100 lb. 61. 100 lb. 62. 100 lb. 63. 100 lb. 64. 100 lb. 65. 100 lb. 66. 100 lb. 67. 100 lb. 68. 100 lb. 69. 100 lb. 70. 100 lb. 71. 100 lb. 72. 100 lb. 73. 100 lb. 74. 100 lb. 75. 100 lb. 76. 100 lb. 77. 100 lb. 78. 100 lb. 79. 100 lb. 80. 100 lb. 81. 100 lb. 82. 100 lb. 83. 100 lb. 84. 100 lb. 85. 100 lb. 86. 100 lb. 87. 100 lb. 88. 100 lb. 89. 100 lb. 90. 100 lb. 91. 100 lb. 92. 100 lb. 93. 100 lb. 94. 100 lb. 95. 100 lb. 96. 100 lb. 97. 100 lb. 98. 100 lb. 99. 100 lb. 100. 100 lb.

Manned as before. Manned one quarter of anti-aircraft battery pursuant to orders of CAPT. Julia E. Landry, Ensign USNR. 8-12

Manned as before. 1021 Commenced loading US Army cargo. 1030 Commenced tacking on fresh water from No. 4 Fresh water barge. 1130, made daily inspection of magazines and small arms powder samples. Conditions normal. E. J. Robertson, Ensign, U.S. Navy. 12-16

Manned as before. 1449 Completed tacking on 20 tons of water from barge to water boat alongside. C.P. Pringay, Ensign USNR. 16-20 Manned as before. 16-20

Manned as before. 20-24 Set condition to anti-aircraft watch. 2300 Manned anti-aircraft battery. Julia E. Landry, Ensign USNR. 20-24

Approved:

[Signature]
Commander, U.S.N.

Examined:

[Signature]

E. B. ELLIS
Comdr., U. S. N., Navigator.
EXECUTIVE OFFICER.

UNITED STATES SHIP *Procyon* *Monday* *23* *August* 19 *44*

ZONE DESCRIPTION *- 2*

REMARKS.

20-24
Inspected as before. 2045. Set Condition II anti-
aircraft watch. 2045. Secured all anti aircraft
batteries. U.S. Fishery Service 2344

CONFIDENTIAL

Approved: *[Signature]*
R. A. HUNT,
Commander, U.S.N.,
EX-1000.

Examined: *[Signature]*
E. B. ELLIS
Comd. U.S.M. *[Signature]*
EXECUTIVE OFFICER.

UNITED STATES SHIP

PROXYON

CREWSONY 25

AUGUST 1943

ZONE DESCRIPTION

-2

REMARKS.

0-4
 Moved stack side to dock, berth 2 Ocean Albatross
 with the following lines in use: two bow lines, one bow breast,
 one forward port spring, one after bow spring, one quarter
 breast, one forward quarter spring, one after quarter spring
 and one stern line. All lines are hauled and 2 1/2 inch
 were kept forward and after quarter springs of 8 inch
 maintain. Ship's present: USS Ogo, U.S.S. Ogo, U.S.S.
 O'Hara, U.S.S. Chapman, U.S.S. Stanton, U.S.S. Chaler,
 Carroll, U.S.S. Andromeda, U.S.S. Astoria, U.S.S. Albatross
 and various yard craft. No. 1 gun station in use.
 R. J. Lafferty, Bu. U.S.N.R.

4-8
 Moved as before. Manned by Yard aircraft
 batteries pursuant to orders of CPT.
 R. J. Lafferty, Bu. U.S.N.R.

8-12
 Moved as before. 1100 commenced taking on water
 from scull, because the bilge remained within the
 scull about 4 inches. Moved Quarter 112 made daily
 inspection of scull and bilge. Condition of bilge
 satisfactory. Condition of bilge satisfactory. U.S.S. Albatross
 from
 Medical Quarters. R. J. Lafferty, Bu. U.S.N.R.

12-16
 Moved as before. 1200 bilge was still about 4 inches
 General Quarters. 1215 all clear. Ground from bilge with
 1040 bilge pumped to bilge (60) to bilge water. Bilge
 water bilge #2. R. J. Lafferty, Bu. U.S.N.R.

16-20
 Moved as before. R. J. Lafferty, Bu. U.S.N.R.

20-24
 Moved as before. 2045 bilge condition of anti-aircraft
 watch 2300 secured all anti-aircraft batteries.
 R. J. Lafferty, Bu. U.S.N.R.

Approved:

[Signature]
 T. A. HARRIS,
 Commander, U.S.N.R.

Examined:

[Signature]
 E. B. ELLIS
 Comdr., U.S.N.R.
 EXECUTIVE U.S.N.R. Navigator.

CONFIDENTIAL

ZONE DESCRIPTION -2

REMARKS.

A-4

Moved as before...
With the following...
low board...
4.5. S. *York*, U.S.S. *Ohio*, U.S.S. *Harcourt*, U.S.S. *Chase*,
U.S.S. *Howe*, U.S.S. *Dickens*, U.S.S. *Brenton*, U.S.S. *Phelps*, U.S.S. *Parrott*, U.S.S. *Parrott* and American...
Craft No. 2 generator in use. W.W. Welch Ensign.

4-12

Moved as before...
stood out to sea. 1103 made daily inspection of mess...
and snuff...
R. S. Lightman, Ensign U.S.N.R.

12-14

Moved as before...
underway. 1300...
slipped... 1410...
slipped... 1420...
slipped... 1450...
at water in the following...
221° - 223°...
Entrance buoy... 251°...
at 2000.

16-20

Moved as before. 1935 made all preparations for getting underway. Ensign... U.S.N.R.

20-24

Moved as before. 1955 Underway...
New... Captain and... the bridge.

Approved: *[Signature]*
Commander, U.S.N.R.

Examined: *E. B. Ellis*
E. B. ELLIS
Comdr. U.S.N., Navigator,
EXECUTIVE OFFICER.

CONFIDENTIAL

UNITED STATES SHIP

Intrepid

Thursday, 26 August, 1943

August, 1943

ZONE DESCRIPTION - 2 -

REMARKS.

Capt. Tom. at 2010. Pilot Counsel came aboard ship. 2020
 Passed buoy out. 2045 Moored in South number 277
 Breakwater. Moved to make use of both
 anchors. 25 fathoms of chain to each. Taken
 secured to make up the following line: one $1\frac{1}{2}$ " wire, one
 $1\frac{1}{4}$ " wire, one 1" wire, one $\frac{3}{4}$ " wire and one 2" manilla line.
 2050 Secured ship. Set condition of anti-aircraft watch.
 2100 Secured ship. 2115 Pilot Counsel left ship.
 2300 Secured anti-aircraft watch.

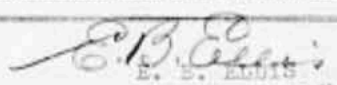
C. F. Morgan, Surge, U.S.N.

CONFIDENTIAL

Approved:


 E. B. LEWIS
 COMMANDER, U.S.N.R.
 EXECUTIVE OFFICER

Examined:


 E. B. LEWIS
 COMMANDER, U.S.N.R.
 EXECUTIVE OFFICER
 U. S. N., Navigator

UNITED STATES SHIP

Procyon

Friday 27

(DAY)

August 1943

(MONTH)

ZONE DESCRIPTION - 2

REMARKS.

0-4

Moved inside mass El Kabir, Algeria broadcast, with No. 6
 stern secured to mole. Using both anchors with ~~60~~ fathoms
 on each; stern secured to mole with the following lines: one
 1 1/2" wire, one 1 1/2" wire, one 1" wire, one 3/4" wire and one 7" manila
 line. Ships present: USS Savannah, USS Prairie, USS Wayne, USS
 Glanville, USS Barnett, USS Nicholson, USS Edison, USS Charles Carroll,
 USS O'Hara, USS Wickham, USS Jefferson, USS Acton, USS Lyon,
 USS Okan, USS Weehawken, USS Salmon, USS Ketchikan, No. 1
 generator in use. C. T. Robertson, Ensign, USN.

4-8

Moved as before 0500. Moved on path of anti-aircraft
 batteries pursuant to orders of 56th. C. T. Barnett, Ensign, USN.

8-12

Moved as before 0515. Made all preparation for getting underway.
 0555. Pilot Galois Gabriel came aboard ship 0900. French tug
 Energie came alongside to assist in unmooring ship 0900.
 French tug Energie left for alongside ship 0900. Underway
 to new anchorage outside harbor pilot captain and crew
 where officer to bridge pilot at 0900. Moved through
 Mass El Kabir submergence net 0900. Pilot Gabriel left
 ship. Proceeding at various courses and speeds comprising
 0900-0909. Anchored one mile north of
 Cape Maria in 31 fathoms. Towed wire 75 fathoms of
 chain to the port anchor and following harbor: Oran
 Entrance buoy (59° 00'); depth 227.5' (6); and port Mass El
 Kabir 275' (6). 1000. Made body inspection of magazines
 and ammunitions powder samples. Conditions normal.
 1130. Made all preparation for getting underway.
 Julie E. Caswell, Jr. Ensign, USN.

12-16

Moved as before 1200. Underway pursuant to secret orders 1-43 of
 Commandant's Task Force 51 of August 24, 1943. Six officers and
 seventy-six enlisted men of the U.S. Army on board 1200. 1205
 Barnett underway 1242. Manoeuvring at various courses
 and speeds to form column 1218. U.S. structures underway
 1322. Exercised at Abandon Ship Stations 1345. Secured from Abandon Ship
 Stations. Exercised at General Quarters 1355. Exercised at Fire
 Quarters 1358. Fuel alarm at scene of fire 1406. Secured from Fire
 Quarters and General Quarters Sat. Condition II (MA) 1408. Turned 60°
 to starboard, ships turning together to course 222° (T) 1415. Turned 60°
 to port, ships turning together to course 276° (T) 1420. Underway

Approved:

[Signature]
 W. A. HARRIS
 Commandant, U.S.N.

Examined:

[Signature]
 E. S. ELLIS
 Comdr., U.S.N.
 EXECUTIVE OFFICER.

CONFIDENTIAL

UNITED STATES SHIP PRUCYON

FRIDAY

27

August 1943

(1943)

(Date)

(Month)

ZONE DESCRIPTION - 2

REMARKS.

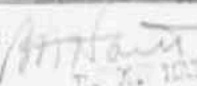
formed in Base Course 270°. Formation as follows: Column 1
 USS Blandford, USS Bane, USS Berwick, USS - Warbler; Column 2
 USS Blinn, USS Bonner, USS Brossard, Column 3 USS Bonnett,
 USS Lopez, USS A Schmitt; Column 4, USS Samuel Chase, USS Stanton,
 USS Fenster; Column 5 USS Garret, USS C. Howe, USS Jefferson.
 Commander Tachibana's USS Samuel Chase, USS Garret,
 USS Bonnett, Support Group: USS Tubo, USS Bane, USS - Warbler
 USS Admiral Beale in USS Philadelphia in tow. Base course
 1425 Course speed set at 14 knots (1500) 1430 Commenced
 zig-zag according to Plan #11, base course 270°(T) 1515
 changed zig-zag and resumed base course 270°(T) 1525 Change
 course by 180°(T) 1545 Commenced zig-zag in
 accordance with Plan #11, base course 270°(T)

16-20

Underway at 1600 closed zig-zag. 1620
 wheeled to new base course 339°(T) 1630 Commenced
 zig-zag according to plan #11 1705 closed zig-zag
 and resumed base course 034°(T) 1715
 commenced zig-zag according to plan #11 1800 closed
 zig-zag and resumed base course 067°(T)
 1830 Commenced zig-zag according to plan #11
 1910 closed zig-zag and resumed base course 113°(T) 1950
 Commenced zig-zag according to plan #11

20-24

2000 Position: 36°22'N, 00°50'W. Underway at 2000 - 2500
 Cloudy with fog and wind. Base course 133°(T) 2115 Commenced
 zig-zag according to plan #11. 2150 Closed zig-zag and
 resumed base course 12:40H. 23:40H.
 1-4 USS Bonner; 15-16 USS Lopez; 17-18 USS Brossard; 19-20
 USS Bane; 21-22 USS Bonnett; 23-24 USS Richardson; 25-26
 USS Samuel Chase; 27-28 USS Stanton; 29-30 USS Garret; 31-32
 USS C. Howe; 33-34 USS Jefferson. 2355 changed course to 152°(T) 2415
 Commenced zig-zag according to plan #11 at various course and speed
 approaching transport area.

Approved: 

F. K. HOWITT
 Commanding Officer, U.S.N.R.
 U.S.S. Prucyon

Examined: 

E. B. ELLIS
 Commanding Officer, U.S.N.R.
 EXECUTIVE OFFICER
 U.S.S. Prucyon

CONFIDENTIAL

UNITED STATES SHIP Procyon Saturday 28 March, 1945
(1945) (1945) (1945)

ZONE DESCRIPTION - 2 REMARKS.

3-0
Underway from T. to southward 4-47 (August 24, 1945) of
Commander T. J. F. ...
1125 Sounded Transport Area 4844 ...
1150 Sounded Transport Area 4844 ...
1155 Sounded Transport Area 4844 ...
1200 Sounded Transport Area 4844 ...

Underway as before. 0926 Commenced sighting board
landing craft, beach having completed temporary duty in
connection with U.S. Army Training Exercise.
1000 position: 35° 55' N, 00° 10' W. Underway as before. 0936 -
Completed sighting aboard all landing craft. 0941 -
Secured from Transport Area, Port Exhibition (T.A.H.) and
Underway at 1000. Third set to anchorage near beach. 0952 -
Broke light house ahead to starboard, distance 3 miles. 0957
Topped courses. 0924 - Anchored three miles north of
Arges, Algeria, using 1200m of chain to port anchor
in 37 fathoms of water. The following bearings: Arges
light house 300 (T); St. Jean (Church) 228 (T). Distance from
Ouan, Algeria to anchorage 136 miles. 1000 - USS Barrett got
underway and stood out to sea. 1000 - USS O'Brien and USS Dick-
man got underway and stood out to sea. 1000 - USS Loran
got underway and stood out to sea. 1000 - USS Stanton and
USS Furston got underway and stood out to sea. 1000 - Under
all preparations for getting underway. 1100 - Underway from
anchorage at various courses and speeds 2 from clearing
returning to Base, Captain and Executive Officer on bridge
Captain at conn. 1120 Took station on courses as follows:
11 - USS Samuel Chen, 12 - USS Brown, 13 - USS O'Brien, 21 - USS Stanton
22 - USS Furston, 23 - USS Andromeda. Main course 315° (T),
speed 14K (25K.P.M.). 1145 - Changed course to 287° (T). 1150 - Changed
course to 275° (T).

12-16
1200 position 36° 58' N, 00° 19' W. Underway as before. Changed
course to 315 (S.P.M.) 1210. Changed course to 315 (S.P.M.)
course 241° (T). Changed speed to 14K to 1236 (T) and
20 to ahead ship turning to starboard to course 300° (T). 1241 Turning
26° to port ship turning to starboard to course 241° (T). 1253 changed

CONFIDENTIAL

12-16
1200 position 36° 58' N, 00° 19' W. Underway as before. Changed
course to 315 (S.P.M.) 1210. Changed course to 315 (S.P.M.)
course 241° (T). Changed speed to 14K to 1236 (T) and
20 to ahead ship turning to starboard to course 300° (T). 1241 Turning
26° to port ship turning to starboard to course 241° (T). 1253 changed

Approved: [Signature] Examined: [Signature]
Commander, U.S.S. Procyon
Executive Officer: [Signature]
E. B. ELLIS
Commander, U.S.S. Procyon
EXECUTIVE OFFICER.

ZONE DESCRIPTION - 2

REMARKS.

course 16° E, speed 17 knots to 23.0 (T) 1743 changed speed to 18 knots
 1744 changed speed to 14 knots (22.0 (T)) 1745 changed speed to 14 knots
 various courses and speeds, conforming to movements of divide
 through swept channel. 1742 changed speed to 14 knots
 low level on deck from 11:45 on in 30 followed water with 20 ft of
 specimen at the water edge to the subcut on the following morning:
 North Point 291° 15', depth 2100, East Lagoon Light 200° 15'.
 Awaiting orders of Port Director, New Caledonia.
 J. B. Evans, Ensign USNR

16-20

Arrived as before 1714 made all preparation for
 1743 Underway. Pilot Colon came aboard
 Mine at 1745. Pilot Colon came aboard
 on the ship. Pilot Colon passed through
 mine at 1745. Pilot Colon came aboard
 18 French Emergency came aboard
 1925 Moved up at 1925. Mine at 1925
 between buoy X and "light" buoy
 to the "light" buoy. Mine at 1925
 1925 moved up at 1925. Mine at 1925
 1930 arrived in emergency bay on
 ship 1930 Pilot when light ship

20-24

Moved as before 2005 set condition II MA anti-aircraft watch. 2005
 all anti-aircraft batteries.
 E. L. Barrett, Ensign USNR

CONFIDENTIAL

Approved:

J. B. Evans
 J. B. EVANS
 COMMANDER, U.S. Navy
 AT SEA

Examined:

E. B. Ellis
 E. B. ELLIS
 Commander, U.S. Navy
 EXECUTIVE OFFICER.

UNITED STATES SHIP *Procyon* (1937) *Procyon* (1937) *August 23* (Month) 1943

ZONE DESCRIPTION - 2 REMARKS.

0-4
 Moored inside pier El Kahir, Algeria. Forward water between buoys "X-ray" and "Y-Old" with the bow attached to buoy "X-ray" and stern to buoy "Y-Old" with the following line in use; bow lines: Starboard anchor chain with (15) fathoms of chain, one 1" wire and one 1 1/2" wire; Stem lines: two 1" wires, one 1 1/2" wire and two 3/4" wire. Ships Present: USS Savannah, USS Boise, USS Gray, USS Hancock, USS Barrett, USS Nicholson, USS Dixon, USS Charles Carroll, USS O'Hara, USS Dickman, USS Jefferson, USS Arthur, USS Lyon, USS Abner, USS Wickham, USS Salvo, USS Kerkira, No. 2 generator in use. C. J. Robertson, Ensign, U.S.N.R.

4-8
 Moved as before. 0600 mannequin on quayside anti aircraft battery pursuant to order of SCPTA 9700. U.S.S. Echelon underway and stood out of harbor 0745 U.S.S. Swallow underway and stood out of harbor 0710 U.S.S. Nicholson underway and stood out of harbor 0730 U.S.S. Mitchell underway and stood out of harbor. M. W. Field Ensign U.S.N.R.

8-12
 Moved as before. 0745 U.S.S. Cole got underway and stood out of harbor. 0752 U.S.S. Maytag and U.S.S. Bismarck got underway and stood out of harbor. 1106 made daily inspection of pressure and mechanical parts of engine. Condition was normal. C. J. Robertson, Ensign, U.S.N.R.

12-16
 Moved as before. C. J. Robertson, Ensign, U.S.N.R.

16-20
 Moved as before. C. J. Robertson, Ensign, U.S.N.R.

20-24
 Moored as before. 2017, ~~blatant~~ ~~General~~ quarters - yellow air raid alert. 2035 ~~Darkened ship.~~ 2045 Red air raid alert. Two ~~Unidentified~~ ~~jet~~ planes observed to north and northeast. Army shore batteries opened long range fire. Planes disappeared to northward. 2117 - Secured ~~from General Quarters.~~ Set Condition II M.A. 2300 - Secured all anti aircraft batteries. C. J. Robertson, Ensign, U.S.N.R.

CONFIDENTIAL

Approved: *[Signature]*
 P. A. HARRIS
 U.S.N.R.

Examined: *[Signature]*
 E. B. Ellis
 Comdr., U.S.N.R.
 EXECUTIVE U.S.N. Aviator.

UNITED STATES SHIP

Procyon

Monday 30

(Date)

August 1943

(Month)

ZONE DESCRIPTION

REMARKS.

0-4

Moored inside West-El Haber breakwater between buoys "X-ray" and Yoke with the bow attached to "X-ray" and the stern to "Yoke" using the following lines: Starboard anchor chain using 15 fathoms of chain, one 1" wire and one 3/4 wire. Stern lines: two 1" wires, one 1 1/2 wire and two 3/4 wire. Ship present: USS Ambrose, USS Bowers, USS Bross, USS May, USS Williams, USS Barnett, USS Nicholson, USS Edison, USS Carroll, USS Chava, USS Hughesman, Jefferson, Archon, Lyon, Overton, Kristel, Salvo, etc. No 2 generator out use
 S. H. E. Medinella, U.S.N.R.

4-5

Moored as before. 0800 manned one gun into aircraft battery pursuant to order of SOF. One hauler in starboard anchor chain for 12 1/2 fathoms due to excessive slack in the chain.
 S. J. Hancock, U.S.N.R.

8-12

Moored as before. 0800. USS Ludlow got underway and stood out of harbor. 0900. USS Kristel got underway and stood out of harbor. 0945. Made daily inspection of magazines and ammunitions powder samples, conditions normal. 0945. USS Andromeda got underway to visit berth. 0950. USS Stanton got underway to visit berth. 1020. USS Stanton came along side, port side of ship and moored starboard side to. S. H. E. Medinella, U.S.N.R.

12-16

Moored as before. 1209 USS King stood into harbor and moored. 1438 USS Ludlow stood into harbor and moored. 1510 USS Knight stood into harbor and moored.
 S. Kelly

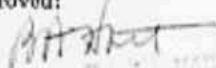
16-20

Moored as before. 1650. USS Oberon got underway and shifted berths, 1650. USS Miltick and USS Elmore stood into the harbor and moored.
 S. H. E. Connelley, U.S.N.R.

20-24

Moored as before. 2025. USS Wainwright stood into harbor and moored. 2045 set conditions of 2000 anti-aircraft watch. 2300 secured all anti-aircraft batteries.
 S. J. Hancock, U.S.N.R.

Approved:



Examined:

E. B. Ellis
 E. B. ELLIS
 Comdr., U.S.N.R.
 EXECUTIVE OFFICER

UNITED STATES SHIP *Procyon* Tuesday 31 August 1942

ZONE DESCRIPTION -2 REMARKS.

Moved in several fiber harbor to buoy "Yan" and "Yob". Two secured to buoy "Yan" with 12 1/2 fathoms of starboard anchor. Main one 1" wire and one 1/2 inch wire, stern secured to buoy "Yob" with two one inch wires, one 1/2 inch wire and three 3/8 inch wires. Ropes present: 455 Boise, 455 Savannah, 455 Mass, 455 Heaun, 455 Brewster, 455 Correll, 455 Middleton, 455 Ellison, 455 Dixon, 455 Dickman, 455 Jefferson, 455 Arthur, 455 Lyon, 455 O'Brien, 455 Selby, 455 Henderson, and 455 Stanton. 455 Stanton moved along port side of ship, starboard side to. Number 2 anchor in angle.

E. B. Ellis, Jr. Comdr. U.S.N.R.

Moved as before. Manned one-quarter of anti-aircraft battery pursuant to orders of JCPA 0204-455 Philadelphia got underway and stood out to sea. 0707-455 Heaun got underway and stood out to sea. 0730-455 Savannah and 455 Boise got underway and stood out to sea.

E. B. Ellis, Jr. Comdr. U.S.N.R.

Moved as before. 0925-Commenced receiving steam from 455 Stanton. 1015-Made daily inspection of magazines and ammunitions powder samples conditions normal. C. B. King, Jr. Com. U.S.N.R.

12-14

Moved as before. 16-20

Moved as before. 1828 U.S.S. Philadelphia stood into the harbor and moved. 1830 U.S.S. Boise stood into the harbor and moved. 1904 U.S.S. Savannah stood into the harbor and moved. 1912 U.S.S. Philadelphia stood into the harbor and moved. 1915 U.S.S. Heaun stood into the harbor and moved. 1920 U.S.S. Woolson stood into the harbor and moved. 1926 U.S.S. Ludlow stood into the harbor and moved. 1934 U.S.S. Tanager stood into the harbor and moved. 1949 U.S.S. Bristol stood into the harbor and moved.

R. T. Lightman, Ensign, U.S.N.R.

Moved as before 20-24

2432 Parked ship. Set Condition II (MA) anti-aircraft gun watch 2345 secured all anti-aircraft batteries.

J. S. Kelly

Approved: *[Signature]*
 W. A. HARTY,
 Commanding Officer, U.S.N.R.
 PROCYON

Examined: *[Signature]*
 E. B. ELLIS
 Comdr., U.S.N.R.
 EXECUTIVE OFFICER, U.S.N.R.

CONFIDENTIAL

023419

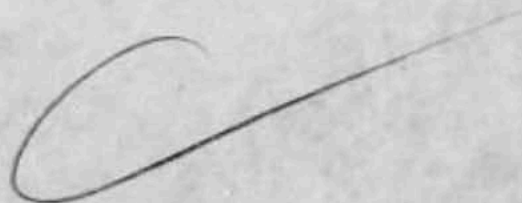
OPERATIONS

LOG

NOV 11 1966

U.S. FLEET
OPERATIONS

U.S.S. PROCYON



56094

To: Commander-in-Chief, U.S. Fleet.

UNITED STATES SHIP PROCYON

WEDNESDAY 1 SEPT. 1943

Zone description - 2

Position	0800	1200	2000
Lat	U.S.S. Procyon operating in Task Force 51 under Admiral		
Long	Hull and in Transport Division under Capt. W.C. Fairly. Ship members of Amphibious Force, Fifth Fleet.		

OPERATIONAL REMARKS
(WAR DIARY)

0-4

Moored in Mers el Kabir harbor between buoy Xray and Yoke, bow secured to buoy Xray with 1 1/2 fathoms of starboard anchor chain, one 1 inch wire and one 3/4 inch wire; stern secured to buoy Yoke with two one inch wires, two 3/4 inch wires and one 1 1/2 inch wire. Number 1 generator in use. Ships present: Transport, Eighth Fleet, USS Demule Chase (3004), USS Philadelphia, USS Boise, USS Sacramento, USS Glaucus, USS Nicholson, USS Edison, USS Blankett, USS Woolsey, USS Ludlow, USS Mayo, USS Bristol, USS Salem, USS Keokuk and various yard craft. USS Stanton moored along port side of ship. Receiving steam from USS Stanton.

Jessie E. Casader, Jr. Ensign USNR.

4-8

moored as before. 0600 moved one fourth anti-aircraft batteries pursuant to orders of L.C.P.A.

C. C. Niederwaller Ensign USNR.

7-12

Moored as before. 0950 H.M.S. A tanker steamed into harbor and moored. 1124 made daily inspections of magazines and smokeless powder samples. Conditions normal.

M. W. Heibel Ensign USNR.

12-16

Moored as before. 1231, USS Cole steamed into harbor and moored. 1246 commenced taking on fresh water from French Water bags. 1354, USS O'Brien got underway and shifted berth. 1427 USS Ludlow, USS Bristol steamed into harbor and moored. 1441 ceased taking on fresh water. Total 15,000 gallons. 1515 USS Rhind steamed into harbor and moored. 1539, yellow air raid alert. 1540 general quarters. 1541, Red air raid alert. Two enemy planes reported northeastward approaching area. 1612 set Condition III A, enemy planes reported clear of area.

C. J. Robertson, Ensign USNR.

16-20

Moored as before. 1800 Resumed regular AA watch. Jessie E. Casader, Jr. Ensign USNR.

20-24

Moored as before. 0835 Darkened ship. set condition II anti-aircraft watch pursuant to orders of L.C.P.A. 2300 resumed anti-aircraft watch.

C. R. Morgan, Jr. Ensign USNR.

Approved:

[Signature]
T. A. ISHIT,
Commanding Officer, U.S.N.R.

Examined:

[Signature]
E. B. EDLIS
Comdr., U.S.N.R.
Navigator,
EXECUTIVE OFFICER.

UNITED STATES SHIP *Procyon*

Thursday 2 SEPT. 1943

(Day) (Date) (Month)

Zone description - 2

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS

(WAR DIARY)

moored in Mars-el-Kelbi harbor between buoys X-ray and Yoke. bow secured to buoy X-ray with 12 1/2 fathoms of starboard anchor chain, one 1 inch wire and one 7/8 inch wire; stern secured to buoy Yoke with two one inch wires, two 3/4 inch wires and one 1 1/2 inch wire. Number one generator in use. Ships present: Transports, Eighth Fleet, U.S.S. Samuel Chase (SOFA), U.S.S. Philadelphia, U.S.S. Boise, U.S.S. Savannah, U.S.S. Gleaves, U.S.S. Nicholson, U.S.S. Edison, U.S.S. Plunkett, U.S.S. Woolsey, U.S.S. Ludlow, U.S.S. Mays, U.S.S. Houston, U.S.S. Salem, U.S.S. Keokuk, H.M.S. Ottaheer, U.S.S. Cole, U.S.S. Rhind, U.S.S. Dallas, U.S.S. Rowan and various yard craft. U.S.S. Stanton moved along port side of ships. Receiving steam from U.S.S. Stanton.

4-8

Moved as before. 0600 manned on fourth anti-aircraft batteries pursuant to orders of SOFA.

C. L. Bassett, Ensign, U.S.N.R.

8-12

moored as before. 0745 U.S.S. Dickman underway to change berth. 0930 macularly inspections of magazines and smokeless powder samples. Conditions normal. Tested magazine sprinkling systems. Conditions normal.

M. W. Kiehl Ensign, U.S.N.R.

12-16

moored as before. 1350 ~~the~~ minesweepers 116, 118 and 119 stood into the harbor and moored. 1405 U.S.S. Tarazed stood into the harbor and moored. 1523 U.S.S. McLaughlan stood into harbor and moored. 1524 French oiler Benzene came along ^{Starboard} side. 1537 U.S.S. Koloflops and Large U.S. Convoy standing into harbor.

K. C. Widemiller Ensign, U.S.N.R.

16-20

moored as before. 1605 commenced receiving fuel from 4th French oiler Benzene. Draft forward 19', draft aft 23' 5". 1621 U.S.S. Parker stood into harbor and moored. 1712 U.S.S. Champlain stood into harbor and moored. 1730 U.S.S. Bidwell stood into harbor and moored. 1756 U.S.S. Nolds stood into harbor and moored. 1815 U.S.S. McFenzit stood into harbor and moored. 1825 U.S.S. Boyle stood into harbor and moored. 1915 secured receiving

Approved:

P. A. Hart
Commanding Officer, U.S.N.R.

Examined:

E. B. Ellis

E. B. ELLIS
Comdr., U.S.N.R.

Narrator.

EXECUTIVE OFFICER

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.

3

UNITED STATES SHIP Procyon

Thursday 2 Sept. 1947
(Day) (Date) (Month)

Zone description - 2

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

16-20 (continued)
steam from the U.S.S. Stanton.

P.J. L. as co. to Es U.S.N.R.

20-24

moved as before 2350 completed fueling ships, having received on board 51,952 gallons of fuel oil. Draft of ship forward 18'9" aft 24'. 2041 Darkened ship. Set condition II M.A. 2300. Searched all anti aircraft batteries.

J.D. Lewis Es U.S.N.R.

Approved:

B.A. Hunt
A. HUNT,
Commander, U.S.N.R.,
COMMANDING,
Commanding Officer.

Examined:

E.P. Ellis
E. P. ELLIS
Comdr., U.S.N.R. Navigator,
EXECUTIVE OFFICER.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

4

UNITED STATES SHIP PROCYON FRIDAY 3 SEPT. 1943
(Day) (Date) (Month)

Zone description - 2

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

0-4

Moved in Mess - St. Kibie. Lashon between levers 1-toy and yoke, bow secured to buoy & way with 12 1/2 fathoms of starboard anchor chain, one 1 inch wire and one 3/4 inch wire; stern secured to buoy yoke with two one inch wires, two 3/4 inch wires and one 1/2 inch wire. Replaced two generator in use. Ships present: transports, light fleet, U.S.S. Samuel Chase (S.O.P.A.), Cruiser Division light, U.S.S. Tarzied, ~~U.S.S. Mackenzie~~, U.S.S. Chaplin, U.S.S. Parker, U.S.S. Mayo, U.S.S. Plymsett, U.S.S. Mackenzie, U.S.S. Mc Lanahan, U.S.S. Goodenough, U.S.S. Linsmore, U.S.S. Dallas, U.S.S. Cole, U.S.S. Fields, U.S.S. Doyle, U.S.S. Kaut, U.S.S. Ludlow, U.S.S. Keokuk, U.S.S. Salem, U.S.S. Alexandria and various yard craft. U.S.S. Stanton moved along port side of ship. 1 inch oiler Bengue moved along starboard side of ship. C.B. Morgan Jr. Ensign, U.S.N.R.

4-8

Moved as before. 7600 manual one quarter anti-aircraft battery pursuant to order of S.O.P.A. 0705 U.S.S. Mackenzie underway and stood out of harbor. 0710 U.S.S. Niels underway and stood out of harbor. 0715 U.S.S. Boyl underway and stood out of harbor. 0745 French oiler Bengue unmoored from along starboard side. M.W. Wabel Ensign U.S.N.R.

8-12

Moved as before. 0816 USS Mackenzie, USS Niels and USS Ben got underway and stood out of harbor. Made daily inspection of magazines and smokeless powder samples. Conditions normal. 1130 HMS L26 Stogak stood into the harbor and moored. E.L. Bassett, Ensign, U.S.N.R.

12-16

Moved as before. 1255 USS Benson stood into harbor and moored. USS Mc Lanahan stood into harbor and moored. E.J. Robertson, Ensign U.S.N.R.

16-20

moored as before. 1615 Lt. De Harro, USS Army, reported aboard for duty. 1625 USS Lamb stood into harbor and moored. 1426 Soggeos, U.S. 320-62-41 CGM(PA) U.S.N. reported aboard for duty. 1730 USS Symbol stood into harbor and moored. Euc H.C. Undermiller, U.S.N.R.

20-25

Moved as before. 2025 USS Bernabon got underway and stood out of harbor. 2030-5000 Lt. M.A. anti-aircraft watch. 2045-105 Tarzied got underway and stood apt of harbor. 2300-5000 secured all anti-aircraft batteries. John E. Cambridge, Ensign U.S.N.R.

Approved: J.A. HARTT, J. A. HARTT, Commander, U.S.N., COMMANDING, Commanding Officer.

Examined: E.B. ELLIS, E. B. ELLIS, Comdr., U.S.N.R., Navigator.

5

UNITED STATES SHIP Procyon Saturday 4 Sept, 1943
(Day) (Date) (Month)Zone description - 2

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

0-4
Moored in New-el. Keki harbor between buoy array and yoke, bow secured to buoy array with $13\frac{1}{2}$ fathoms of starboard anchor chain, one inch and one $\frac{3}{8}$ inch wire; stern secured to buoy yoke with two one inch wires, two $\frac{3}{4}$ inch wires and one $\frac{1}{2}$ inch wire. Number two generators in use. Ships present: Transports, Eighth fleet, U.S.S. Lantry Chase (S.O.P.A.), Cruise Division eight, U.S.S. Tocolomen, U.S.S. Chaplin, U.S.S. Parker, U.S.S. Mayo, U.S.S. Plunkett, U.S.S. McFarlane, U.S.S. Ord Kenney, U.S.S. Livermore, U.S.S. Dallas, U.S.S. Col, U.S.S. Lant, U.S.S. Ludlow, U.S.S. Kevork, U.S.S. Lelan, U.S.H.T. Alexandria, U.S.S. Benson, U.S.S. Lane, U.S.S. Lyndol, and various y and craft. U.S.S. At anchor moored along port side of ship.

G. J. Hancock, Com. U.S.N.P.

48

moored as before 0600 manned one-fourth anti-aircraft batteries pursuant to orders of S.O.P.A. of 38 Lighted ship
J. D. Lewis, Encl. U.S.N.P.

8-12
Moored as before. 1010 made daily inspection of magazines and smokeless powder samples. Conditions normal. 1045 U.S.S. Dallas got underway and stood out of harbor. 1135 French water-tender Forment moored along starboard side. 1145 Commenced receiving fresh water from French water-tender Forment.

C. B. Morgan, Jr., Sns. U.S.N.P.

12-16

Moored as before 1450 French water-tender Forment left from starboard side. Total amount of water received: 26,000 gals.

J. D. Lewis, Encl. U.S.N.P.

16-20

Moored as before. 1730 Red air raid alert; General quarters. Enemy planes reported due east approaching area. 1747 Red Condition II watches. Enemy planes reported clear of area. J. S. Robertson, Encl. U.S.N.P.

Approved:

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

Examined:

[Signature]
E. B. ELLIS
Comdr., U.S.N.P.,
NAVIGATOR.

Commanding Officer.

EXECUTIVE OFFICER.

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.

UNITED STATES SHIP Procyon Saturday 4 Sept. 1943
(Day) (Date) (Month)

Zone description - 2

Position	0800	1200	2000
Lat.			
Long.			

**OPERATIONAL REMARKS
(WAR DIARY)**

20-24

Moved as before. 2030. Set Condition II M.A. anti-aircraft watch pursuant to orders of COM. 2139-Red air alert. General Quarters. Two unidentified planes reported heading toward area from east. 2215-Red Condition II M.A. anti-aircraft watch. All clear.

2300-Secured all anti-aircraft batteries.

Helic E. Conroy, Jr. Ensign

Approved: *[Signature]*
T. A. HARRIS
 Commander, U.S.N.R.
 COMMANDING OFFICER
 Commanding Officer.

Examined: *[Signature]*
E. B. ELLIS
 Comdr., U.S.N.R.
 EXECUTIVE OFFICER
 Navigator.

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.

UNITED STATES SHIP USS Procyon Sunday 5 September 1943
(Day) (Date) (Month)

Zone description - 2

Position	0900	1200	2000
Lat.	<i>in port</i>	35° 44' N	36° 10' N
Long.		00° 38' W	00° 11' W

OPERATIONAL REMARKS
(WAR DIARY)

Φ-4

Moored inside Mess-El-Kibir harbor between buoys Xray and Yoke, bow secured to buoy Xray with 12 1/2 fathoms of starboard anchor chain, one 1" and one 7/8" wire; stern secured to buoy Yoke with two 1" wires, two 3/4" wires and one 1/2" wire. No two generator in use. Ships present: Transport of Eighth fleet, USS Samuel Chase (SOPA) Commander of Div right USS McAlaman, USS Chaplin, USS Parker, USS Mayo, USS Plunkett, USS McCarahan, USS Livermore, USS Dallas, USS Cole, USS Lamb, USS Ludlow, USS Kekuk, USS Leman, USS AT Alexandria, USS Benson, USS Tame, USS Symbol, USS Stanton moored along side of ship, and various yard craft.
R.C. Niedermiller, Eng. U.S.N.R.

4-8

Moved as before. 0600 manned one-fourth anti-aircraft batteries pursuant to orders of SOPA. 0752-yellow alert.
General Quarters.
C.J. Lancaster, Eng. U.S.N.R.

8-12

Moved as before. 0800 made all preparations for getting under way. 0803 USS James O'Hara got underway and stood out of the harbor. 0823-All clear. Resumed regular generator. 0847 USS Stanton got underway and stood out of the harbor. 0925 USS Fremont got underway and stood out of the harbor. 0951 USS Tyger got underway and stood out of the harbor. 0954-Pilot Caron came aboard ship. 1005-Underway from berth to new anchorage outside submarine net, pilot, captain and executive officer on bridge, pilot at conn. Proceeding at various courses and speeds conforming to channel. 1018-Pilot Caron left ship. 1045-Anchored outside Mess harbor in 39 fathoms of water with 75 fathoms of chain at the port anchor on following bearings: entrance buoy 147° and Fort Mess El Kibir 273°. 1136 made daily inspection of magazines and smokeless powder samples. Conditions Normal. C.A. Bassett, Eng. U.S.N.R.

Approved:

[Signature]
Commanding Officer.

Examined:

[Signature]
E. B. Ellis
Commanding Officer, U.S.N.R. Navigator.

8

UNITED STATES SHIP Procyon

SUNDAY 5 SEPTEMBER 1943
(Day) (Date) (Month)

Zone description - 2

Position	0800	1200	
Lat.			36° 10' N
Long.			22° 11' W

OPERATIONAL REMARKS
(WAR DIARY)

Anchored as before ^{12-16 Br. S.S.} 1225 ~~the~~ ~~Winter~~ stood out of
Mars-el-Kabir Harbor. 1230 USS Barnett stood out of
Mars-el-Kabir Harbor. 1300 Cleared at Abandon Ship
Station 1315 Secured from Abandon Ship Station
1316 Cleared crew at Transport Area Station. 1334
General Quarters. 1345 ~~Secured from General Quarters~~
Set Condition II watches. 1535 USS Samuel Chase under-
way. 1543 Underway pursuant to Commander Task Force
81 Operation order K-43. at various courses and speeds
maneuvering to form column.
Lieut M. S. Samuels USNR

16-20

Underway in column at various courses and speeds conforming to
the swept channel. 1626 Channel Buoy "C" ahead to starboard
1/2 mile. 1712 Left column formation, commenced forming in
Convey Dispersion #2, in accordance with CTF 81 OP Order K-43, Annex B.
Base Course of convey while forming up, 053°(T). 1858 Ships formed in
Convey Dispersion #2, as follows: Position 11, Arcturus; 12 Orcades; 21
Andromeda, 22 Procyon, 23 Orchesta of Bedford (SS) 24 Marix on Set Alkyona (SS)
31 Samuel Chase (Base Adm. Hal, CTF 81, OTC) 32 Starbon, 33 Funston
34 Barnett 35 Lyon 36 Dickman 41 Carroll 42 O'Hara
43 Jefferson 44 HMS Buxa 45 HMS Buxton 46 HMS Thurston
Screen composed as follows: USS Philadelphia (ComCruDiv 8), USS Boise, USS
Baranmah, Des Squads 7, 8, 13, Des Div 60, 8 AM's.
Convey Speed 13.5 knots (75 RPM) 1900 Commenced zig-zagging in accordance

Approved:

[Signature]

T. A. HUBB,
Commander, U.S.N.,
Commanding Officer.

Examined:

[Signature]

E. B. ELLIS
Comdr., U.S.N.R.,
EXECUTIVE OFFICER.

Navigator.

PART III
CONFIDENTIAL

UNITED STATES SHIP *Procyon*

SUNDAY 5 SEPTEMBER, 1943
(Day) (Date) (Month)

Zone description *-2*

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

*With Plan # 10. 1930 changed convey speed to 13 knots (72 RPM)
1958 Lit fly barrage balloon at 1000 ft.*

*D. F. Freeman
Lt jg USNR.*

Thursday 25 before. 20-24.

W. H. Barkhimer Lt. USNR.

Approved:

[Signature]
Commanding Officer.

Examined:

[Signature]
E. B. ELLIS
Comdr., U.S.N.R. Navigator.

10

UNITED STATES SHIP Procyon Monday 6 SEPTEMBER, 1943
(Day) (Date) (Month)

Zone description - 2

Position	0800	1200	2000
Lat.	37° 10' N	37° 12' N	37° 22' N
Long.	02° 27' E	03° 22' E	05° 05' E

OPERATIONAL REMARKS
(WAR DIARY)

Underway in convoy formation in company with Task Force 81 pursuant to Operation Order 16-43 of Commander Task Force 81. Both main engines and both generators in use. Ship darkened. Barrage balloons at 2000 feet. Zigzagging in accordance with plan #10, Base Course 053°(T). 0235 Ceased Zigzag and continued on Base Course 053°(T). 0335 Turned 31° to starboard by wheeling to Course 084°(T). 0346 Commenced Zigzag in accordance with Plan #10, Base Course 084°(T).

Lieut M.A. Samuels USNR

4-8

Underway as before. 0723 Lighted ship 0737 Hauled down barrage balloon.

D. F. Freeman Lt jg USNR

8-12

Underway as before. 0845 Adjusted main Course to 089°(T). 0945 Ceased Zigzagging. 0447 Changed speed to 11.0 knots (62 RPMs) 1008 U.S.S. Anan and U.S.S. Chumble joined convoy. Changed speed to 12 knots. 1030 Commenced Zigzagging in accordance with Plan #15. 1061 Made dark by inspection by Magazines and powder Samples, conditions Normal.

W.H. Bushman
Lt. U.S.N.R.

12-16

Distance run since getting underway; 234 miles. 1200 Underway as before. 1225 Adjusted Base Course 3° to port to 084°(T)

Lieut M.A. Samuels USNR

16-20

Underway as before

D. F. Freeman Lt jg USNR

20-22

Underway as before. 2000 lit up barrage balloon to 1000 ft.

W.H. Bushman Lt. U.S.N.R.

Approved:

B. Hart
A. HART,
Commander, U.S.N.R.,
Commanding Officer.

Examined:

E. B. Ellis
E. B. ELLIS
Commander, U.S.N.R.,
Navigator,
EXECUTIVE OFFICER

UNITED STATES SHIP PROCYON

TUESDAY 7 SEPTEMBER, 1943

Zone description -2

Position	0800	1200	2000
Lat.	37° 24' N	37° 16' N	37° 17' N
Long.	07° 44' E	8° 45' E	10° 28' E

OPERATIONAL REMARKS

(WAR DIARY)

⁴⁻⁷
Underway in convoy formation ^{cruising disposition I,} in company with Task Force 51 pursuant to Operation Orders K-43 of Commander Task Force 51. Both main engines and No 2 generator in use. Ship darkened. Barrage Balloon at 1000 feet. Condition of material readiness ^{MA}. Zigzagging in accordance with Plan #15, Base Course 084°(T). 0125 ^{MA} started Zigzag and resumed the Base Course 084°(T). 0130 Turned 90° to starboard by wheeling to course 093°(T). 0139 Commenced Zigzagging in accordance with Plan #15, Base Course 093°(T).

J. M. Samuels U.S.N.R.

⁴⁻⁸
Underway as before 0703 Lighted ship 0710 Hauled down Barrage Balloon.

D. F. Freeman U.S.N.R.

⁸⁻¹²
Underway as before. 1001 Sighted lighted ship bearing 060(T) Dist. 30 miles. 1101 Made 200 ft. depth of water and Powder Samples, Conditions Normal. 1117 Ceased Nos 1 and 4 commenced to fall in stern of ship. 1125 and 1143 Changed base course to 050°(T) by wheeling 1145 Ceased. Completed turning up in Test Chamber 5.

W. H. Barkman U.S.N.R.

¹²⁻¹⁶
Distance run from noon to noon: 255 miles. Underway as before. 1218 changed course 5° to port by wheeling to course 075°(T). 1233 changed course 5° to starboard by wheeling to course 080°(T). 1300 Passed Isle de la Galite abeam to port, distance 13 miles. 1341 Cape Senat Lighthouse abeam to starboard, distance 6 miles. 1425 Les Fratelli Rocks abeam to starboard, distance 5 1/2 miles. 1447 Convoy speed changed to 10 knots (53 RPMs).

J. M. Samuels U.S.N.R.

¹⁶⁻²⁰
Underway as before 1600 wheeled to new base course 113°(T) 1755 wheeled to new base course 099°(T) 1755 Passed the Cape abeam to port, distance 4 miles. 1920 wheeled to new base course 061°(T) 1935 commenced flying barrage balloon at 1000 ft. 1941 Darkened ship 1942 Commenced maneuvering to form Cruising Disposition #1.

D. F. Freeman U.S.N.R.

Approved:

[Signature]

J. M. SAMUELS
Commander, U.S.N.R.,
Commanding Officer.

Examined:

[Signature]

E. B. ELLIS
Commander, U.S.N.R.,
Navigator.

12

PART III
CONFIDENTIAL

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UNITED STATES SHIP *Procyon* *Tuesday 7 Sept.* 19*43*
(Day) (Date) (Month)Zone description *- 2*

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

200-24
Underway as before. 2035 Completed turning
crossing 1st position #1 with the addition of
U.S.S. Appene in Position 15 and U.S.S. Herp
in Position 16

W. H. [Signature]

Approved:

[Signature]

E. A. HARTZ,
 Commander, U.S.N.,
 COMMANDING.

Commanding Officer.

Examined:

[Signature]

E. B. ELLIS Navigator.
 Comdr., U.S.N.R.

EXECUTIVE OFFICER

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

UNITED STATES SHIP TROCYON

WEDNESDAY 8 SEPTEMBER, 1943
(Day) (Date) (Month)

Zone description -2

Position	0800	1200	2000
Lat.	38° 16' N	38° 30' N	38° 48' N
Long.	12° 32' E	13° 36' E	14° 27' E

OPERATIONAL REMARKS

(WAR DIARY)

0-4

Underway in Cruising Disposition I in company with Task Force 81 pursuant to Operation Orders K-43 of Commander Task Force 81. Both main engines and No. 2 generator in use. Ship darkened. Barrage balloon at 1000 feet. Condition of material readiness II (MA). Course 061° (T). Convoy standard speed 10 knots (53 RPM). 0440 Turned 23° to port by heeling to 038° (T). 0132 Emergency turn 45° to port to 353° (T). 0150 Emergency turn 45° to starboard to 038° (T).

4-8
Lieut M. L. Samuels USNR

Underway as before 0544 wheeled to new base course 068° (T) 0910 lighted convoy on starboard side. 0615 commenced maneuvering to pass eastern of convoy by making 45° emergency turns 0646 lighted ship 0716 changed convoy speed to 13.5 knots (75 RPM's) 0722 Hauled down barrage balloon 0733 completed emergency turn and returned to base course 068° (T) 0745 wheeled to new base course 077° (T)

D. F. Freeman USNR

8-12

Underway as before. 0842 (Port) Cannon, Sundry Alarm to 5th D. Distance 10 mi. 0905 adjusted main course to 075° (T) 1001 Change Convoy speed to 14.0 knots. 1080 General Quarters. 1080 Emergency turn 45° to 5th D. 1035 Exercised Damage Control Parties of five D will. 1136 First stream of water at scene of fire. 1140 received from 5th D quarters. Set Condition II Watches. 1115 Convoy turned to 045° (T) 1125 Made dark by inspection of 110000 and 2nd Submarine Rocket launchers. Conditions Normal. 1136 Convoy turned to 075° (T).

W.A. Panchos USNR

12-16

Distance run from noon to noon, 269 miles. Underway as before. 1248 Turned 20° to port, ships turning together, to 055° (T). 1224 Turned 20° to starboard, ships turning together, to 075° (T). 1323 Turned to course 050° (T) by wheeling. 1347 Turned to course 025° (T) by wheeling. 1419 Turned to course 000° (T)

Approved:

[Signature]

T. A. HANCOCK,
Commander, U.S.N.R.
Commanding Officer.

Examined:

[Signature]

E. B. ELLIS
Comdr., U.S.N.R.
Navigator.

14

UNITED STATES SHIP PROCYONWEDNESDAY 8 SEPTEMBER, 1943
(Day) (Date) (Month)Zone description -2

Position	0800	1200	2000
Lat.			38° 48' N
Long.			100 22' E

OPERATIONAL REMARKS

(WAR DIARY)

by wheeling. 1439 Convoy speed 11 knots (1/2 speed set at 60 RPM) 1507 Convoy speed 13 knots (standard speed set at 72 RPM) 1548 Commenced zigzagging in accordance with Plan #18, Base Course 040°(S). 1544 Exercised crew at Transport Area stations.

Lieut. M. S. Lammick USNR

16-20

Underway as before 1600 Secured from Condition II (Transport Area), reset Condition II watches 1755 Red Alert General Quarters 1801 Ceased 215 309mg 1812. Wheeling to new base course 033°(T) 1815 Reset Condition II watches. 1830 Formally announced that Armistice had been signed between the United Nations and the Italian Government. 1835 - Changed convoy speed to 11 knots (60 RPM). 1841 - Commenced manueuvring in convoy to form cruising disposition II. 1930 - Hoisted onto aircraft barrage balloon to 1000 feet. 1935 - Convoy completed manuever into Cruising Disposition II.

D. F. Brown USNR

20-24

Underway as before. 2120 - Observed large amount of gunfire above convoy on parallel course to seaward. 2125 - Destroyer commenced laying smoke screen between adjacent convoy and this Task Force. 2318 - Passed Saint "R". Changed course to 340°(T) 2345 - Commenced manueuvring at various courses and speeds to take station in Transport Area. 2400 - Set Condition II (Transport Area) Watch.

W. H. Parkinson U. S. N. R.

Approved:

*[Signature]*E. A. HANIT,
Commander, U.S.N.R.,
SCHMIDING.

Commanding Officer.

Examined:

*[Signature]*E. B. ELLIS
Comdr., U.S.N.R.,
NAVIGATOR

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.

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PART III
CONFIDENTIAL

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UNITED STATES SHIP PROCYONTHURSDAY 9 SEPT. 1943

(Day)

(Date)

(Month)

Zone description -2

Position	0800	1200	2000
Lat.	<u>40° 17' N</u>	<u>40° 20' N</u>	<u>40° 20' N</u>
Long.	<u>14° 46' E</u>	<u>14° 40' E</u>	<u>14° 55' E</u>

OPERATIONAL REMARKS
(WAR DIARY)

0-4

Underway in cruising disposition II in company with Task Force 81 pursuant to Operation Order K-43 of Commander Task Force 81. Both generators in use, ship darkened, barrage balloon at 1000 feet. Engines in use as necessary to keep station in Transport area. Total miles run from Oran, Algeria to Transport area in Gulf of Salerno: 901 miles. 0010 - Commenced hoisting out landing craft at number 2, 3 and 5 holds. 0012 - First landing craft in water. 0025 - Three landing craft showed off for temporary duty with U.S.S. Stanton. 0030 - Three heavy explosions observed on beach south of Salerno. 0047 - Three landing craft showed off for temporary duty with U.S.S. Thomas Jefferson. 0048 - Maneuvering at various courses and speeds to improve position in Transport area. 0105 - Three landing craft returned to ship from U.S.S. Stanton, bringing additional U.S. Army personnel for tanks loaded aboard Procyon. 0119 - Showed off ^{0148 - All boats discharged at holds 2, 3 and 5.} three LCV's for temporary duty with USS Barnwell. 0135 - Showed off three LCM's for temporary duty with USS Dickinson. 0205 - Numerous heavy explosions observed on beach, bearing 010°(T) from ship. 0209 - All landing craft hoisted out at holds 2, 3, 4 and 5. 0210 - Commenced hoisting out two U.S. Army DUKW's from after deck. 0220 - Completed hoisting out Army DUKW's. 0315 - Gunfire observed on and near beach bearing 010°(T) from ship. 0330 - "H" Hour. 0345 - Numerous flares observed near beach, bearing 090°(T) from ship. 0355 - Began hoisting out landing craft at number 1 hatch.

W. H. Bordenman Lt. U.S.N.

4-8

Underway as before. 0415 - Numerous flares observed over beach bearing 085°(T) from ship. Completed hoisting out all landing craft. 0421 - Showed off 10 LCV's for temporary duty with USS Frederick Funston. 0505 - Single heavy explosion observed on beach bearing 003°(T) from ship. 0512 - Numerous flares seen above beach to northeast of

Approved:

[Signature]
W. A. HART,
Commander, U.S.N.,
Commanding Officer.

Examined:

[Signature]
E. B. Ellis
Comdr., U.S.N.R.,
Navigator.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

16

UNITED STATES SHIP *Procyon*

THURSDAY 9 SEPT, 1943
(Day) (Date) (Month)

Zone description - *Z*

Position	0800	1200	2000
Lat.		40° 20' N	
Long.		14° 40' E	

OPERATIONAL REMARKS

(WAR DIARY)
(4-8 cont.)

ship. Large volume of anti aircraft fire in area. 0522 - Single unidentified plane passed low overhead. 0600 - Commenced opening hatches and making preparations to handle cargo. 0615 - Charles J. Morgan, Jr., Ensign, 186310, USNR, received two gunshot wounds in anterior aspect of left foot while in contact with the enemy. Treatment: First Aid at scene of accident. (Later brought aboard ship and wounds were cleaned, probed with sulfanilamide probes, and redressed.) Disposition: to light duty. 0705 - Commenced cargo operations. 0708 - Enemy artillery fire reported on "Red" and "yellow" beaches. 0710 - Observed heavy explosion bearing 050°(T) distance 2000 yards, in vicinity of enemy minefield. 0740 - Enemy bombers over area. Ship's commenced laying up anti aircraft barrage.

W. H. Barkhamant, USNR

8-12

Underway as before. 0915 - Enemy reported shelling area between "Blue" and "yellow" beaches. 1005 - Made daily inspection of magazines and smokeless powder samples, conditions normal. 1105 - British LCT 605 came along port side forward to assist in unloading cargo. 1155 - British LCT 47 came along port side aft to assist in unloading cargo.

J. F. ...

12-16

Underway as before. 1232 - LST's approaching beach reported being shelled. 1235 - Commenced refueling British LCT along side aft. 1315 - British LCT 47 showed off from along port side aft, having 655 gallons of diesel fuel oil and a cargo load of 45 Army heavy tanks and trucks. 1320 - British LCT 605 showed off from along port side forward, having received deck load of 45 Army heavy tanks and other vehicles. 1422 - British LCT 619 came along port side forward to assist in unloading cargo. 1400 - Underway at various courses and speeds to improve position in Transport Area. 1530 - Sighted convoy of LST's and escort ships bearing 149°(T), distance 10 miles. Commenced refueling British LCT 619.

W. H. Barkhamant, USNR

Approved:

B. A. Hart
F. A. HART,
Commander, U.S.N.,
COMMANDING OFFICER.

Examined:

E. B. Ellis
E. B. ELLIS
Commander, U.S.N.R.,
Navigator.

UNITED STATES SHIP *Procyon*

THURSDAY 9 SEPT. 1943
(Day) (Date) (Month)

Zone description *-2*

Position	0800	1200	2000
Lat.			<i>40° 20' N</i>
Long.			<i>10° 33' E</i>

OPERATIONAL REMARKS
(WAR DIARY)

16-20

Underway as before. 1605 British LCT 619 showed off from along port side forward having received 370 gallons of diesel fuel in and deck load of US Army heavy tanks and other vehicles. 1622 LCT 195 came along port side forward to assist in cargo operations. 1652 US Army observation plane (Piper Cub) crashed while attempting to take off from raised flight deck of LST 356, located 1000 yards on Procyon's port quarter. 1700 Procyon LCS(S) brought US Army pilot, second lieutenant R. S. Fleming, 151st Field Artillery, 34th Division, alongside and he was hoisted aboard in stretcher for medical attention. 1708 "Red" Beach closed due to congestion of supplies on the beach. 1745 HMS A. K. Krombie, making 075°(T), distance 3 miles, listing badly as if shipping water. 1800 LCT 195 showed off from along port side forward with deck load of US Army vehicles. 1858 Underway at various course and speeds to close beach for night. Cargo operations secured. *W. B. Bachman Lt. USNR*

20-24

Underway as before. 2020 Formation of hostile aircraft reported approaching area from south. Red alert. 2027 Unbeared in 11 fathoms of water with 30 fathoms of chain to port anchor off Agropoli, Italy, on following bearings: St. Trentora 190°(T), Agropoli by ft. head, 120°(T), tower of St. Maria, 090°(T). 2045 yellow alert. 2105 Observed LCM with load of gasoline spill bearing 236°(p), distance 3 miles. 2145 Observed numerous flares and light anti-aircraft fire in area to seaward. 2147 Commenced stinging of smoke pots astern of ship for smoke screening purposes. 2155 Procyon support boat had smoke screen completely around ship. 2300 Secured smoke screening operations.

W. B. Bachman Lt. USNR

Approved:

F. A. HART
Commander, U.S.N.R.
COMMANDING OFFICER

Examined:

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

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PART III
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UNITED STATES SHIP Procyon Friday 10 Sept. 1943
(Day) (Date) (Month)

Zone description - 2

Position	0800	1200	2000
Lat.	40° 22' N	40° 22' N	40° 22' N
Long.	14° 57' E	14° 57' E	14° 57' E

OPERATIONAL REMARKS
(WAR DIARY)

0-3
Anchored off Agropoli, Italy, in 11 fathoms of water with 30 fathoms of chain to port anchor on following bearings: Pt. Trentiva 190°(D), Agropoli Lighthouse 120°(D), Tower of St. Marco, 090°(D). Ship dewatered; engines on stand-by. Number 1 generator in use. Passage balloon being flown at 1000 feet day and night. Ships present: Task Force 21.
W. H. Bachman Lt. USNR

4-8
Anchored as before. 0434 Single unidentified aircraft passed low overhead. 0440. Several flares dropped in area northwest of ship. 0442 - Single unidentified aircraft passed overhead. 0493 - Ship in area opened anti aircraft fire on plane overhead. 0500 - Heavy anti aircraft fire seen on horizon, bearing 220°(D) from ship. 0605 - Resumed sending loaded landing craft into beach with cargo. 0627 Resumed cargo operations.
Leslie E. Lamb, Jr. Ensign USNR

8-12
Anchored as before. 0812 - British LCT 619 came along port side forward to assist in discharging cargo. 0930 - British LCT 619 showed off from along port side forward with deck load of US Army vehicles. 1020 - British LCT 621 came along port side forward to assist in discharging cargo. 1021 - Six enemy aircraft observed dive bombing beach bearing 030°(D) from this ship. 1030 - Commenced repelling British LCT 621, 1100 Completed cargo operations aft. Made daily inspection of magazines and smokebox powder samples: Conditions normal. 1125 Commenced hoisting landing craft aboard aft. 1230 British LCT 619 came along starboard side forward to assist in discharging cargo and to refuel.
D. F. Freeman Lt. jg USNR

12-16
Anchored as before. 1237 - British LCT 621 completed refueling having received 350 gallons of diesel fuel oil. Commenced refueling British LCT 619. 1238 All US Army vehicles unloaded from ship. 1343 - British LCT 621 showed off from along port side forward with deck load of small Army vehicles. 1337 - Commenced hoisting landing craft aboard forward. 1400 - Completed unloading cargo; last of U.S. Army personnel disembarked on British LCT 619. 1415 - Completed refueling British LCT 619 having delivered 358 gallons of diesel fuel oil. 1418 British LCT 619 showed off from along starboard side.
D. F. Freeman Lt. jg USNR

Approved:

B. A. Hartz

B. A. HARTZ,
Commander, U.S.N.,
COMMANDING OFFICER

Commanding Officer.

Examined:

E. B. Ellis

E. B. ELLIS
Commander, U.S.N.R.,
Navigator.

19

UNITED STATES SHIP Procyon Friday 10 Sept. 1943

Zone description -V

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

16-20

Anchored as before. 1700. Completed hoisting aboard landing craft. all boats returned to ship, LCM-4 and LCM-7 having received slight damage to hull due to enemy action (shrapnel holes). 1805 - Secured from Condition II (transport area) and set Condition II M.A. watch. 1800 made all preparations for getting underway 1930 Darkened ship

D. J. Freeman Navigator

20-24

Anchored as before. 2116 Anchors aweigh. 2240 Underway on signal from Comdr. Western Naval Task Force (81). Proceeded at various courses and speeds through swept channel. Captain and Executive Officer on bridge; Lt. at the con. Base course 235° (7). 2240 Enemy planes overhead. Ships in area commenced laying anti-aircraft barrage. Undeterred number of bombs dropped within 1 mile radius of ship. 2325 Ceased firing. Ammunition expended: 550 rounds of 20 mm. 11 rounds of 40. No. 2 twenty mm jammed but was quickly cleared. 2325 Passed 1/2 mile north of Pt K. 2336 Changed course to 250° (7). 2340 Changed speed to standard ahead (8 knots). 2340 Taking position 12 astern of the U.S.S. Ambrosia to form Convoy. Cruising disposition reported. 2347 Changed course to 244° (7). 2358 Feet Condition II M.A. watch.

W. H. Cardman Lt. 1st Lt.

Approved:

[Signature]

F. A. HARTZ,
Commander, U.S.N.,
Commanding Officer.

Examined:

[Signature]

D. J. FREEMAN
Commander, U.S.N.R.,
Executive Officer.

UNITED STATES SHIP PROCYON SATURDAY 11 SEPT 1943
(Day) (Date) (Month)

Zone description - 2

Position	0800	1200	2000
Lat.	39° 02' N	38° 33' N	37° 37' N
Long.	13° 42' E	13° 03' E	11° 16' E

OPERATIONAL REMARKS
(WAR DIARY)
0-4

Underway in accordance with orders of Commander Task Force 81, maneuvering at various courses and at 8 knots (42 set at 43 RPM) to form Cruising Disposition I. Both main engines and both generators in use. Ship darkened. Barrage Balloon at 400 feet. Condition of Material Readiness II (MA) 0005 Formed Cruising Disposition I, USS Samuel Chase guide, Commander Task Force 81 in USS Samuel Chase. Ships in following order: Column 1 USS Andromeda, USS Procyon, HMS Duchess of Bedford, USS Oberon, HMINS Harriet von St. Adolphe, USS Dickman; Column 2 USS Chase, USS Stanton, USS Fanston, USS Barnett, USS Lyon; Column 3 USS Carroll, USS O'Hara, USS Jefferson, USS Ancterus, USS Onotes. 0140 Convoy speed 14 knots (74 RPM) 0245 Wheeled 20° to port to 235°(T) 0300 Wheeled 20° to port to 215°(T) 0337 Wheeled 20° to port to 195°(T) 0342 Wheeled 7° to port to 186°(T). 0103 Heavy explosion of undetermined origin to port. Lieut. M.A. Samuels USNR

4-8 Underway as before 0415 Commenced zigzagging according to plan #10 in base course 186°(T) 0422 Lighted ship 0608 Hauled down barrage balloon D. F. Freeman USNR

8-12 Underway as before. 0803 Ceased zigzagging. 0849 Changed course by wheeling to 222°(T). 0940 Commenced zigzagging - plan 10. 0940 Adjusted main course to 217°(T). 1055 Round table de Ustica abeam to starboard - distance 1/2 miles. 1114 Ceased zigzagging. 1118 Changed course by wheeling to 203°(T). 1143 Commenced zigzagging - plan 10. W.H. Barkers USNR

12-16 Distance run since getting underway 156 miles. to 1200 Underway as before. 1419 Adjusted the Base course to 248°(T) 1418 Cape San Vito, Sicily, abeam to port, distance 20 miles. 1517 Island of Evango abeam to port, distance 20 miles. 1526 USS Carroll took to starboard of Convoy. Lieut M.A. Samuels USNR

Approved: [Signature] N. A. HARRIS, Commander, U.S.N., Commanding Officer.
Examined: [Signature] E. B. ELLIS, Navigator, Comdr., U.S.N.R.

2

PART III
CONFIDENTIAL

UNITED STATES SHIP Procyon Saturday 11 Sept., 1943
(Day) (Date) (Month)

Zone description -2

Position	0800	1200	2000
Lat.			37° 39' N
Long.			11° 15' E

OPERATIONAL REMARKS
(WAR DIARY)

16-20

Underway as before 1615 Ceased zig zags 1620 wheeled to new base course 219°(T) 1635 Passed Neutimo Island abeam to port, distance 11 miles. 1711 Commenced zig zags according to plan #10. 1735 U.S.S. Chase resumed convoy guide 1907 Ceased zig zags 1915 wheeled to new base course 241°(T) 1924 Commenced flying banner balloon at 1000 ft 1930 Darkened ship. (762) changed convoy speed to 10 knots (60 RPM) U. J. Freeman *U.S.N.R.*

20-24

Underway as before. 1955 Changed convoy speed to 10 knots. 2031 Changed course by wheeling to 243°(T): W. H. Bondhuson *U.S.N.R.*

Approved:

F. A. HARRIS
Commander, U.S.N.,
Commanding Officer.

Examined:

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

22

UNITED STATES SHIP PROCYONSUNDAY 12 SEPT, 1943

(Day) (Date) (Month)

Zone description -2

Position	0800	1200	2000
Lat.	37°19' N	37°21' N	37°26' N
Long.	7°00' E	08°06' E	06°06' E

OPERATIONAL REMARKS

(WAR DIARY)

0-4

Underway in accordance with orders of Commander Task Force 81, Cruising disposition of both main engines and both generators in use Ship darkened Barrage Balloon at 1000 feet Condition of Material Readiness II (M.A). 0050 Lighted Convoy ahead to port, distance 6 miles. 0100 Changed base course to 279°(T). 0105 Entered Tunisian War Channel. 0150 Changed course to 273°(T) 0220 Isle of Cami ahead to starboard, distance 3 miles. 0224 Changed course to 293°(T).

Lieut. M.S. Samuels USNR

4-8

Underway as before 0425 Wheeled to new base course 260°(T) 0702 Lighted ship 0712 Hauled down Barrage Balloon 0705 C. Serrat ahead to port, distance 7 miles.

D. F. Freeman LTJG USNR

8-12

Underway as before. 0837 Changed course by wheeling to 273°(T). 0837 Changed speed to 14 knots. 0839 Cleared mine channel. 0904 Commenced zig-zagging - plan #16. 0905 Passed Cape Sabana light ahead to port - distance 2 1/2 miles. 0954 Permits dead South's back buoy ahead to starboard - distance 6 miles.

Lt. W. H. Bachmann USNR

12-16

Distance run noon to noon: 257 miles. Underway as before. 1215 Ceased zig-zag and resumed base course. 1225 Commenced zig-zag in accordance with plan #16.

Lieut. M.S. Samuels

Underway as before 1852 Changed base course to 268°(T) 1924 Commenced flying Barrage Balloon at 1000 ft. 1746 Darkened ship

D. F. Freeman LTJG USNR

20-24

Underway as before

W. H. Bachmann USNR

Approved:

F. A. HARTZ,
Commander, U.S.N.R.
Commanding Officer.

Examined:

E. B. ELLIS
Commander, U.S.N.R.
Navigator.

UNITED STATES SHIP *Procyon*

Monday 13 (Day) *SEPT.* (Month) *19 43* (Year)

Zone description: *-2*

Position	0800	1200	2000
Lat.	<i>37° 17' N</i>	<i>37° 04' N</i>	<i>36° 58' N</i>
Long.	<i>03° 33' E</i>	<i>02° 01' E</i>	<i>1° 10' E</i>

OPERATIONAL REMARKS
(WAR DIARY)

0-4

Underway in accordance with orders of Commander Task Force 51, Cruising Disposition I, Course 268°(17). Convoy standard speed 12 knots. Both main engines and #1 generator in use. Ships darkened. Barrage Balloon at 1000 feet Condition of material readiness II (MA). Zig Zaging in accordance with plan # 16.

Lieut. W. S. Sommers USNR

4-8

Underway as before 0708 Ceased zig zaging 0713 Lighted ship 0718 wheeled to new base course 259°(17) 0730 Commenced zig zaging according to plan # 16. 0740 Hauled down Barrage Balloon

D. F. Freeman Lt jg USNR

8-12

Underway as before. 0824 Made emergency turn to port of 45°(17) 0836 Made emergency turn to starboard of 45° to 224°. 0844 Convoy resumed base course by turning to 259°(17). 0856 Convoy speed abating to 10 knots. 0904 Commenced zig-zagging - Plan # 16. 0936 Made daily inspection of magazines and smokeless powder samples available normal.

W. H. Bardone Lt jg USNR

12-16

Underway as before. Distance run noon to noon: 270 miles.

Lieut. W. S. Sommers USNR

16-20

Underway as before 1930 Changed convoy speed to 11 knots. 1953 Commenced flying Barrage Balloon at 1000 ft.

D. F. Freeman Lt jg USNR

20-24

Underway as before

H. W. A. Beach Lt jg USNR

Approved:

[Signature]

R. A. HART,
Commander, U.S.N.,
Commanding Officer.

Examined:

[Signature]

R. B. ELLIS
Commander, U.S.N.
Navigator.

UNITED STATES SHIP Procyon

TUESDAY 14 SEPT., 1943
(Day) (Date) (Month)

Zone description - Y

Position	0800	1200	2000
Lat.	<u>25° 56' N</u>		
Long.	<u>00° 36' W</u>		

OPERATIONAL REMARKS
(WAR DIARY)

0-4

Underway in accordance with orders of Commander Task Force 81, Cruising Disposition I. Course 259°(T). Convoy Standard Speed 11 knots. Both main engines and both generators in use. Ship darkened. Barrage Balloon at 1000ft. Condition of material readiness II (M A). Zig Zagger in accordance with plan #15 0038 Closed zig Zagger and resumed main course. 0055 wheel 38° to port to 221°(T). 0130 Commenced zig zagger in accordance with plan #15.

Lieut. W.P. Samuels USNR.

4-8

Underway as before 0635 Closed zig zagger 0705 Changed course to 199°(T) 0720 wheeled to new course 177°(T) 0733 Commenced maneuvering at various speeds and courses to form zig-zag column preparatory to entering swept channel 0745 changed course to 170° 0747 Hauled down barrage balloon 0748 Lighted ship

V. J. ... USNR

8-12

Underway as before. Ship is proceeding on various courses and speeds in order to form in single column. 0906 Made to by inspection of magazines and powder samples - conditions normal. 0936 Swept Channel buoy ahead to starboard - buoy C. 1026 Brought Port anchor to 30 fathoms at the Waters Edge. 1046 let go the Port Anchor to 75 fathoms in the Hawsepipe. 1101 Commence Heaving in the Anchor to make in close to harbor entrance. 1102 Anchor Aweigh - proceeding on various courses and speeds to harbor entrance. 1138 Walked out Port anchor to 15 fathoms at the Waters Edge. 1151 let go the Port Anchor. Anchored in 27 fathoms of water outside the Submarine Net at Mars El Kahir on the following bearings: M.E.K. white over 242°(T) Chapel Spire 208°(T) and North Point 293°(T) Distance run from Agropoli, Italy to anchorage 86.9 miles.

W. N. Berchmans Lt. USNR.

Approved:

[Signature]

P. A. HARTT, Examined:
Commander, U.S.N.R.
Commanding Officer.

[Signature]

E. B. ELLIS Navigator,
Commander, U.S.N.R.

25

UNITED STATES SHIP *PROCYON*

TUESDAY 14 SEPT. 1943
(Day) (Date) (Month)

Zone description *-Y*

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAH DIARY)

12-16

Anchored as before. 1245 Underway at various courses and speeds maneuvering to harbor entrance. Made at Kabir Algeria. 1310 Port light Kabir came aboard. 1323 Entered "Mere el Kabir" harbor. 1330 Tug "Lauron" alongside. 1340 Anchored in 8 fathoms of water with 30 fathoms of chain to the port anchor. 1355 Moved bow to buoy "S" and stern buoy "T" with the following lines: Starboard chain, 1 1/2" wire and 11-1" wire to buoy "S"; 1-1 1/2" wire, 2-1" wire doubled and 1-7/8" wire doubled to buoy "T". 1400 Port left the ship. 1401 Tug left from starboard.

R. J. Lightman, Ensign, U.S.N.R.

16-20

Moved as before. 1750-1855 Rhind stood into the harbor and anchored. 1800- Rain squalls. Wind increased from west.

Frank E. Cancher, Jr. Ensign, USNR

20-24

Moved as before. 2012 darkened ship. 2015 set condition II M.A. anti-aircraft watch. 2210 Secured anti-aircraft batteries. 2145 ~~SS~~ S.S. Jonathan Worth moved along port side.

G. J. Larcade, Ensign, U.S.N.R.

Approved:

[Signature]
F. A. HART,
Commander, U.S.N.R.
Commanding Officer.

Examined:

[Signature]
E. B. ELLIS
Commander, U.S.N.R. Navigator.

26

UNITED STATES SHIP Procyon

WEDNESDAY 15 SEPT. 1943
(Day) (Date) (Month)

Zone description -2

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS

(WAR DIARY)

Moored in Mers el Kebir harbor, bow secured to mooring buoy "5" by 15 fathoms of starboard anchor chain, one 3/4 inch wire and one 1 inch wire; stern secured to mooring buoy "T" by one 1 1/2 inch wire, two 1 inch wires doubled, and one 3/4 inch wire doubled. Port anchor resting in 8 fathoms of water with 30 fathoms of chain. 55 Jonathan Worth moored along port side of ship, port side to. Number 1 generator in use. Ships present: Transport Tank Force 81, U.S.S. Samuel Chase (SOPA); USS Rhind, USS Trippe, USS Edison, USS Dallas and various yard craft.

Leslie E. Canale, Ensign, U.S.N.R.

4-8

Moored as before. 0700 - Manned one fourth anti-aircraft batteries pursuant to orders of SOPA.

E. J. Robertson, Ensign, U.S.N.R.

8-12

Moved as before 1005 Made daily inspection of magazines and smokeless powder samples. Conditions normal.

J. S. Wynn, Ensign, U.S.N.R.

12-11

Moved as before.

M. W. Viebel, Ensign, U.S.N.R.

16-20

Moored as before. 1815 Secured ^{port} anti-aircraft batteries. 1850 H. M. S. Duntan Castle got underway and stood out to sea. 1925 H. M. S. Takliwa stood into the harbor and moored. 1940 H. M. S. Empire Trooper got underway and stood out to sea. 2000 H. M. S. Orante got underway and stood out to sea.

R. L. Lightman, Ensign, U.S.N.R.

20-24

Moored as before. 2010 Darkened ship.

C. H. Bassett, Ensign, U.S.N.R.

Approved:

F. A. Hartt

F. A. HARTT,
Commander, U.S.N.R.,
COMMANDING.

Commanding Officer.

Examined:

E. B. Ellis

E. B. ELLIS
Comdr., U.S.N.R.

Navigator.

21

PART III
CONFIDENTIAL

UNITED STATES SHIP *Procyon*

THURSDAY 16 (Day) *SEPT.* (Month) *1943* (Year)

Zone description *- 2*

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

Moored in Messel Kabin ^{0.4} *anchored* bow secured to mooring buoy "3" with 1 1/2 fathoms ^{of anchor} chain, one 1/2 inch wire, and one lineal wire; stern secured to mooring buoy "5" with one 1 1/2 inch wire; two one inch wires doubled and one 1/4 inch wire doubled. Port anchor in 8 fathoms of water with 30 fathoms of chain in use. S.S. *Gonathal* worth moved along port side port side to. Number 1 generator in use. Ships present: Transport, Task Force 8, USS *Samuel Chase*, (SOFA), USS *Truppe*, USS *Eliott*, USS *Kind*, USS *Dallas* and various yard craft 0130. Wind increased from west to force 4. 0215 - Wind force dropped to normal strength.

Fred E. Canale Jr., Ensign, USNR

Moored as before.

C. J. L. as coxswain Ensign, U.S.N.R.

Moored as before! ⁹⁻¹² made daily inspection of magazines and smokeless powder samples, conditions normal, ~~made~~ made weekly inspection of magazine sprinkler system and found conditions satisfactory.

H. C. Undermiller, Ensign, USNR

Moored as before. *12-16*

H. W. Mc Accarter, Lt(jg) USNR

Moored as before. *16-20*

J. P. Reardon, Ensign, USNR

Moored as before. *20-24* Darkened ship

R. L. Lightman, Ensign, U.S.N.R.

Approved: *B. H. Hunt*
A. HART,
Commander, U.S.N.R.,
COMMANDING OFFICER.

Examined: *E. B. Ellis*
E. B. ELLIS
Commander, U.S.N.R.,
Navigator.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

UNITED STATES SHIP Procyon Friday 17 Sept, 1943
(Day) (Date) (Month)

Zone description -2

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)
0-4

moored in mers el khbir harbor. Bow secured to mooring buoy "3" with 15 fathoms of starboard anchor chain, one 7/8" wire cable and one 1" wire cable. Stern is secured to mooring buoy "T" with one 1 1/2" wire cable, two 1" wires doubled and one 7/8" wire doubled. Port anchor in 8 fathoms of water with 30 fathoms of chain in use. SS. Jonathan Worth moored along the port side. No. one generator in use. Ships present: Transports of Task Force 81, USS S. Chase (SOPA), USS Trippe, USS Edison, USS Rhind, USS Dallas and various yard craft
J.C. Niedermiller, Ensign, USNR

Moored as before. 4-8
J.R. Torrest, Lt(jg) USNR

Moved as before. 8-12 U.S.S. Andromeda got underway and stood out of harbor. 1000 Water daily inspection of magazines and smokelin powder samples. Condition normal
H.M. McAllister, Lt(jg) USNR

Moved as before. 12-16 U.S.S. Jonathan Worth shifted her berth from portside to buoy "T" and "Unit".
R. Lauer, Lt(jg) USNR

16-20
Moored as before. 1740 The following ship stood into the harbor and moored: U.S.S. Meacham, U.S.S. Keokuk, U.S.S. Salam. 1741 the following ship got underway and stood out to sea: U.S.S. Dallas. U.S.S. Bernadon. 1742 U.S.S. Cole got underway and stood out to sea. 1752 U.S.S. Rhind got underway and stood out to sea. 1757 Water barge Fraide came alongside port side of ship. 1808 U.S.S. Trippe got underway and stood out to sea. 1810 Com. mess taking on water from water barge. 1815 U.S.S. Hammough got underway and stood out to sea. 1933 Completed taking on water, having received 17,000 gallons. 1939 Water barge shoved off from alongside of ship.
R. L. Lightman, Com. U.S.N.R.

Approved: [Signature] A. HART, Commander, U.S.N.R.
Commanding Officer.

Examined: [Signature] E. B. ELLIS, Navigator, Comdr., U.S.N.R.

29

UNITED STATES SHIP Procyon Saturday 18 Sept., 1945Zone description -2

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

0-4.

Moored in Marshall Kilar harbor, bow secured to mooring buoy "S" by 15 fathoms of starboard anchor chain, one $\frac{3}{4}$ " wire and one 1" wire; stern secured to mooring buoy "T" by one $1\frac{1}{2}$ " wire, two 1" wires doubled, and one $\frac{3}{4}$ " wire doubled. Port anchor resting in 8 fathoms of water with 30 fathoms of chain. No. 2 generator in use. Ships present: Transports of task force 11, U.S.S. Samuel Chase (S.O.P.H.), U.S.S. Echelon, U.S.S. Salem, U.S.S. Heacock, U.S.S. Absecon and various yard craft.

J.M. Albiter Hg/Com

4-8

moored as before

H.C. Niedermiller, Ensign, U.S.N.R.

8-12

MOORED AS BEFORE. 1015 MADE DAILY INSPECTION OF MAGAZINES AND SMOKELESS POWDER SAMPLES. CONDITIONS NORMAL.

R. Lauter, Hg (99) USNR

12-16

Moored as before. 1235 U.S.A. H.S. Shamrock stood into the harbor and moored.

R. L. Lightman, Ensign, U.S.N.R.

16-20

Moored as before. 1930 Pursuant to orders of Commander Transports, 8th Fleet, set picket boat watch.

J. L. Torrette, Hg (9) USNR

20-24

Moored as before. 2013 Dashed ship. 2338 U.S.A. H.S. Shamrock got underway and stood out to sea.

R. L. Lightman, Ensign, U.S.N.R.

Approved:

[Signature]

W. A. HARTT,
Commander, U.S.N.R.,
Commanding.

Commanding Officer.

Examined:

[Signature]

E. B. ELLIS
Comdr., U.S.N.R. Navigator.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

UNITED STATES SHIP Procyon Sunday 19 Sept. 1943
(Day) (Date) (Month)

Zone description -2

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

0-1

MOORED IN MERS CH HABIB HARBOR, BOW SECURED TO MOORING BUOY "S" BY 15 FATHOMS OF STARBOARD ANCHOR CHAIN, ONE 7/8" WIRE AND ONE 1" WIRE; STERN SECURED TO MOORING BUOY "T" BY ONE 1 1/2" WIRE, TWO 1" WIRES DOUBLED, AND ONE 7/8" WIRE DOUBLED. PORT ANCHOR RESTING IN 8 FATHOMS OF WATER WITH 30 FATHOMS OF CHAIN. NO. 1 GENERATOR IN USE SHIPS PRESENT TRANSPORTS OF TASK FORCE 81, USS SAMUAL CHASE (S.O.P.A.), USS EDISON, USS SALEM, USS TRIND AND VARIOUS YARD CRAFT. USS WEEHAWKEN, USS KEOKUK, USS LUDLOW, USS BRISTOL
J. L. Forester, Lt(jg), USNR

4-8

moored as before. 0700-Summed picket boat water
K.C. Widemiller, Ens, USNR

8-12

Moved as before. 0856 Made daily inspection of magazines and smokeless powder samples - conditions normal.

J. L. Forester, Lt(jg), USNR

12-16

Moved as before 1500 7/8" Lubber stand
+ 1525 James W. Lamin - John
Trumbel stood out to sea
1550 W. L. L.
Lubber stand out to sea

J. L. Reynolds, Ensign, USNR

16-20

Moved as before. 1700 USS James O'Hara stood out of the harbor. 1715 USS Zebulon Huntington stood out of the harbor. 1750 U.S.S. Bristol stood out of the harbor. 1805 U.S.S. Charles Carroll stood out the harbor.

H. M. O'Connell, Lt(jg), USNR

20-24

MOORED AS BEFORE. 2006 DARKENED SHIP
R. L. Lantz, Lt(jg), USNR

Approved: [Signature]
P. A. HARTY,
Commander, U.S.N.,
COMMANDING.
Commanding Officer.

Examined: [Signature]
E. B. Ellis
L. B. ELLIS
Comdr., U.S.N.R.
Navigator.

31

UNITED STATES SHIP Procyon Monday 20 SEPT., 19 43
(Day) (Date) (Month)

Zone description - 2

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

0-4

Moor'd in Mers el Kebir harbor. Bow secured to mooring buoy "5" by 15 fathoms of starboard anchor chain, 500 lb. iron end, and one 1" wire; stern secured to mooring buoy "7" by one 1 1/2 inch wire, two 1 inch wires, doubled, and one 1/2 inch wire, doubled. Port anchor in 3 fathoms of water with 30 fathoms of chain. Number one generator in use. Ship's present: USS Samuel Chase, USS Lytle, USS Thomas Jefferson, USS Arcturion, USS Olson, USS Stanton, USS Barnett, USS Keokuk, USS Weehawken, USS Salem, USS Rhind, USS Edison and various yard craft.
Katie E. Clark, J. E. U.S.N.R.

Moor'd as before. 4-8
E. H. Reynolds, J. E. U.S.N.R.

Moved as before 0913 Made daily inspection of magazines and smoke powder samples. Condition normal.
H. M. Albritton, Lt. Jg. U.S.N.R.

Moved as before 12-16
H. C. Niedermiller, Ins., U.S.N.R.

Moved as before 16-20
J. H. Forrester, Lt. Jg. U.S.N.R.

Moved as before 20-24
2145 Wind increased to a force of 6 from direction of WNW; doubled lines on boats along pier and doubled boat watch. 2300 wind subsided to a force of 2; continued increased boat watch.
H. M. Albritton, Lt. Jg. U.S.N.R.

Approved: [Signature]
R. A. HARTZ, Commanding Officer, U.S.N.R.

Examined: [Signature]
E. B. ELLIS, Navigator, U.S.N.R.

32

UNITED STATES SHIP *Rowson*

(Day) *Tuesday*

(Date) *21*

(Month) *Sept*

1943

Zone description *2*

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

0-4

Moorred in Mary El River harbor. Lines secured to mooring buoy 3° by 15° Latham's standard anchor chain, one 7/8" wire, and 1" and 1 1/2" wire; stem secured to mooring buoy 3° by one 1 1/2" wire, two 1" wire, and doubled and one 7/8" wire, doubled. Put anchor in 5 fathoms of water with 30 fathoms of chain. No. 1 generator in use. Ships present: *USS Lyon* *USS Perry* *USS Thomas* *USS Johnson* *USS Joseph P. Walker* *USS Sherman* *USS Arctura* *USS Salton* *USS Wickham* *USS Kookab*; *USS Samuel Chase* *USS Brewster* *USS Elizabeth C. Stanton*, and various yard craft.

4-8

Moorred as before. 0728-455 *Fredlow* got underway and stood out of the harbor. 0745-455 *Salton* and *USS Wickley* got underway and stood out of the harbor. 0759-455 *Kookab* got underway and stood out of the harbor. *Ensign E. Gaudin, Jr. USNR*

8-12

Moorred as before. Made daily inspection of magazine and smokeless powder samples. Conditions normal. ~~0844-455 *Kookab* got underway and stood out of the harbor.~~ 0920-455 *Barnett* got underway and stood out of the harbor. *LC. Niedermiller, Ensign USNR.*

12-16

MOORED AS BEFORE. *R. Lanier, Lieut (jg) USNR.*

16-20

Moorred as before. 1725 one stem line of 7/8" wire was carried away at the buoy. Commenced breaking out line of 1 1/2" wire. 1755 stem line of 1 1/2" wire made secure. 1820 *H.M.S. Ostens* got underway and stood out to sea. *R. L. Lightman, Ensign U.S.N.R.*

20-24

Moorred as before. 2110 *H.M.S. Marinex* got underway and stood out to sea. *LC. Niedermiller, Ensign USNR.*

Approved:

P. A. Hartt

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

Commanding Officer.

Examined:

E. B. Ellis

E. B. ELLIS
Commander, U.S.N.R.,
INSPECTIVE OFFICER.

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.

33

UNITED STATES SHIP

Procyon

Wed
(Day)

22
(Date)

Sept, 19*43*
(Month)

Zone description *-2*

Position	0800	1200	2000
Lat.			
Long.			

0-4
OPERATIONAL REMARKS

(WAR DIARY)

Moored in Mang El Haber harbor, now secured to mooring buoy³ by 15 fathoms of standard anchor chain, one 1/2 inch wire, and 11" wire; stem secured to mooring buoy⁴ by one 1 1/2 inch wire, two 1 inch wires, doubled, and one 1/2 inch wire, doubled. Port anchor in 8 fathoms of water with 30 fathoms of chain. Number one generator in use. Ships present: USS Stanton, USS Chase, ~~USS~~, USS ~~York~~, USS ~~Sumner~~, USS ~~Jefferson~~, USS ~~Parkman~~, USS ~~Sherrin~~, USS ~~Arcturion~~, and other various yard craft.
H. L. Depue, Ensign USNR

Moored as before *4-8*

H. M. McCarther, Lt(jg) USNR

8-12
MOORED AS BEFORE. OP22 MADE DAILY INSPECTION OF MAGAZINES AND SNIPERLESS POWDER SAMPLES. CONDITIONS NORMAL. USS WOOLSEY STOOD IN THE HARBOR AND MOORED.

R. L. Luster, Lieut(jg) USNR

14-16
Moored as before. 1458 U.S.S. Brooklyn standing in the road astern. 1518 A small tug the "Saint Nicholas" came astern towing a barge and scraped the stem of the ship. No apparent damage caused.

J. R. Forrest, Lt(jg) U.S.N.C.

16-20
Moored as before. 1649 U.S.S. Stanton got underway to change berths.

R. L. Lightman, Ensign U.S.N.R.

20-24
MOORED AS BEFORE.

R. L. Luster, Lieut(jg) USNR

Approved: *[Signature]*
N. A. HART,
Commander, U.S.N.R.,
COMMANDING.
Commanding Officer.

Examined: *[Signature]*
E. B. Ellis
Commander, U.S.N.R.,
NAVIGATOR.

UNITED STATES SHIP

Procyon

Thursday 23
~~23~~ (Day) (Date)

September 19 43
(Month)

Zone description *- 2*

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

Moored in ⁰⁻⁴ ~~0-4~~ *Mers El-Kebir* harbor. Bow secured to buoy "5" using 15 fathoms of starboard anchor chain, one 7/8 wire and one 1" wire. Stern secured to buoy "T" by one 1 1/2" wire, two 1" wires doubled and one 7/8 wire doubled. Port anchor in 8 fathoms of water with 30 fathoms of chain. No. ~~two~~ generator in use. Ships present: USS Brooklyn, USS Stanton, USS Lyon, USS Jefferson, USS Dickman, USS Oberon, USS Arcturus and other various yard craft.

H.C. Niedermiller Ins. U.S.N.R.

4-4

Moved as before.

J.L. Forresty, Lt. J.G. U.S.N.R.

8-12

Moved as before. 0822 Daily inspection of magazines and smoldering powder sampler were made. Conditions were normal. 0830 U.S.S. U.S.S. Fulton stood into the harbor and moved. 0836 U.S.S. Elton got underway and stood out to sea. 0841 U.S.S. Washburn got underway and stood out to sea. 0904 U.S.S. Brooklyn got underway and stood out to sea.

R.L. Lightman, Ins. U.S.N.R.

12-16

Moved as before, 1502-063 Oberon got underway and stood out to sea. 1518 Made all preparations for getting underway. 1524 Pilot Caravane came aboard ship. 1530 French tug Mistral came alongside. 1545 French tug Mistral left from alongside ship. Underway from berth at various courses and speeds conforming to channels, captain, executive officer and pilot on bridge, pilot at conn. 1550 Passed through submarine nets at entrance to Mers el Kabir harbor. 1555 Pilot Caravane left ship.

H.M. McCallister, Lt. J.G. USNR

16-20

Underway as before, maneuvering at various courses and speeds off entrance to harbor, Oran, Algeria. 1707 Pilot Areal came aboard ship. 1720 Passed through submarine nets at entrance to Oran harbor. 1723 French tug Fargade came along port side to assist in docking. 1725 French tug Holland III came along starboard side to assist in docking. 1735 Moored port side to dock, Berth 4, Oran, Algeria, with following lines in use: 1 Bow line of 5" manila, 1 bow and two breast, 1 after and forward bow spring, 1 after anchor breast, 1 after and

Approved:

[Signature]
Commanding Officer.

Examined:

[Signature]

E. D. ELLIS Navigator,
Comdr., U.S.N.R.

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PART III
CONFIDENTIAL

UNITED STATES SHIP Procyon Thursday 23, 1943
(Day) (Date) (Month)

Zone description: -2

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

*forward quarter spring, stem cone all done 1/4
 were swept & wire stem cone & finished after
 and forward quarter spring. All done double up.
 # generator in use. 1947 Aug. 11th ship. 1952 Patrol Force
 left the ship. Ship present: 4th O'Brien, 4th Barrett, and
 name the yard call*

20-21

Moved as before.

H. S. Drysdale, Comdr USN
J. P. Jones Comdr USN

Approved:

Maxwell

F. A. HARTT,
 Commander, U.S.N.R.
 COMMANDING OFFICER

Examined:

E. B. Ellis

E. B. ELLIS Navigator,
 Comdr., U.S.N.R.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

36

UNITED STATES SHIP

Procyon

Friday

24

Sept

1948

Zone description

- 2

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

0-4

MOORED PORT SIDE TO DOCK, BERTH # 4, DRAN, ALCERID WITH FOLLOWING LINES IN USE: 1 BOWLINE OF 8" MANILA; 1 FORWARD BOW BREAST, 1 AFTER AND FORWARD BOW SPRING, 1 AFTER QUARTER BREAST, 1 AFTER AND FORWARD QUARTER SPRING, 1 STERN LINE. ALL LINES OF 3/8" WIRE EXCEPT 1" WIRE STERN LINE AND 6" MANILA AFTER AND FORWARD QUARTER SPRINGS. ALL LINES DOUBLED UP. #1 GENERATOR IN USE. SHIPS PRESENT: USS OBERON, USS BARNETT AND VARIOUS YARD CRAFT.

R. Hunter, Lieut(jg) USNR.

4-8

Moved as before.

H.M. McAllister, Lt(jg) USNR

8-12

Moved as before. 0840. Made daily inspection of magazines and smokeless powder samples. Conditions normal. 0900. Commenced breasting out ship in order to hoist out landing craft. 0915. Commenced hoisting out landing craft. 1000-1155. Dredges stood into the harbor and moored. 1045. Completed hoisting out landing craft. 1100. Resumed position alongside dock, Berth 4 Cran, Algeria.

H.F. Reynolds, Lieut V/USNR

Moved as before.

13-16

Commenced hoisting army vehicles.

J.R. Lumb, Lt(jg) U.S.N.R.

16-20

MOORED AS BEFORE. 1745 USS BUCK STOOD INTO HARBOR. 1930 WATER BARGE CAME ABOARD STARBOARD SIDE OF SHIP. 1953 DARKENED SHIP.

R. Hunter, Lieut(jg) USNR

20-24

Moved as before. 2300 Completed taking on sixty tons of fresh water, water barge remained alongside.

H.M. McAllister, Lt(jg) USNR

Approved:

[Signature]

F. A. HART,
Commander, U.S.N.,
COMMANDING.

Commanding Officer.

Examined:

[Signature]

E. B. ELLIS
Commander, U.S.N.R.

Navigator.

37

PART III
CONFIDENTIAL

UNITED STATES SHIP *Caribbean*

25
(Day)

1943
(Year)

Sept
(Month)

1943

Zone description *- 2*

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

0-4
Moored Port side to Dock, Bath No 4 Oran, Algeria with following lines in use: 1 bow line of 9" manila; 1 forward bow breast, 1 after and forward main spring, 1 after quarter breast, 1 after and forward quarter spring, 1 stern line. All line of 11" wire except 1" wire stern line and 6" manila after and forward quarter spring. All lines doubled up. No. 1 generator in use. Ships present: USS Barnett, USS *USS Ancturus* and various other craft. Secured cargo operations for night. *0120*

4-8
Moored as before.

8-12
MOORED AS BEFORE. PSMB MADE DAILY INSPECTION OF MAGAZINES AND SMOKELESS POWDER SAMPLES. CONDITIONS NORMAL. 1100 RESUMED LOADING U.S. ARMY CARGO. *J.R. Stover, Ltjg, USNR*

12-16
moored as before. 1400 USS Barnett got underway and stood out to sea. *R. Lanier, Ltjg, USNR*

16-20
Moored as before. 1700 completed loading all holds. Draft of ship forward: seventeen feet eight inches. Draft aft: twenty-one feet seven inches. *H.C. Niedermiller, Ens, USNR*

20-24
Moored as before.

Approved:

[Signature]

F. A. HARTZ,
Commander, U.S.N.,
COMBATING.

Commanding Officer.

Examined:

[Signature]

E. B. ELLIS
Comdr., U.S.N.R.

Navigator.

UNITED STATES SHIP PROCTON

SUNDAY 26 SEPT. 1943
(Day) (Date) (Month)

Zone description -1

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

0-4

Moored port side to dock, Berth 4, Oran, Algeria, with following lines in use: one bow line, one bow breast, one after and quarter springs, one after and forward bow springs, and one stern line, all lines doubled and 7/8" wire except bow line of 8" manilla, after and forward quarter springs of 6" manilla and stern line of 1" wire. Number One generator in use. Ships present: USS Oberon, USS Arcturus, and USS Kendrick. 0203. Set ship's clocks back one hour to zone -1 time, pursuant to orders of U.S. Army command, North African waters.

Paul E. Conner, Jr., Enr. USNR

4-8

Moored as before.

J. L. Stamer, Lt. J. G. U.S.N.R.

8-12

Moored as before. 0840 made daily inspection of magazine and smokeless powder samples, conditions normal. 0918 commenced hoisting landing net, ship in order to hoist boats aboard. 1010 USS Curtis got underway and stood out of harbor. 1030 Resumed position along side of dock. All landing craft aboard aft. H. C. McDermott Enr. USNR

12-16

Moored as before. 1200 Made all preparations for getting underway. 1346 Pilot Scott Gabriel came aboard ship. 1355 French tug Boland II and goliary di came along starboard side to assist in undocking. 1400 Underway from dock to anchorage off Mers el Kebir harbor, captain, executive officer and pilot on bridge, pilot at conn. Manoeuvring at various courses and speeds conforming to channel. 1429 Passed through submarine net at entrance to Oran harbor. 1430 Pilot Gabriel left ship. 1450 - Commenced making lee for landing craft in order to hoist them aboard. 1502 - Commenced hoisting landing craft aboard ship. 1510 - Anchored at entrance to Mers el Kebir harbor in 41 fathoms of water using 75 fathoms of chain to port anchor on following bearings: Casometer (45° T) Chapel 205° (T). Engines on standby. 1545 Underway to berth inside harbor, captain and executive officer on bridge, captain at conn. Manoeuvring at various courses and speeds. Hoisting landing craft aboard of the number 3 hatch.

Paul E. Conner, Jr., Enr. USNR

Approved:

[Signature]
W. A. HARTZ,
Commander, U.S.N.,
Commanding.

Examined:

[Signature]
E. B. Ellis

Commanding Officer.

E. B. ELLIS Navigator,
Commander, U.S.N.R.

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PART III
CONFIDENTIAL

UNITED STATES SHIP

Procyon

Sunday 26 Sept

1943

Zone description -1

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS

(WAR DIARY)

16-20

Underway as before. 1600 completed heaving lead aboard
 towards. 1620 Pilot Gabriel came aboard ship. 1630
 passed through submarine net at entrance to Mare El
 Kiber Harbor. 1710 let go 30 anchors in 3 fathoms of
 water with 15 sections of chain 1713. Moored starboard
 side to USS Lyon with following lines in use: 2 bow
 lines, 2 bow breast lines, 2 forward spring line, 1 after breast
 spring line, 1 forward quarter spring line, 1 quarter breast
 line, and two stern lines. All lines doubled out of
 8" manilla except bow lines of one inch and 3/4 inch wire and
 stern lines of one inch and 3/4 inch wire. Number 1
 generator in use. 1720 USS Oberon stood into Harbor.
 1730 U.S.S. Kerkira got underway and stood out of Harbor.
 1740 U.S.S. Salam got underway and stood out of Harbor.
 Ships present: USS Oberon, USS Passaic, USS A. S. Johnston, USS
 Lyon, USS Wickham, USS Cole, USS Thetis, USS Thetis, USS
 USS Bennett, USS Oberon, USS Lantry, and numerous yard craft.
 H. F. Reynolds, Ensign USNR

20-24
 Moved as before. 2145 U.S.S. Antares stood
 into harbor and anchored.
 C. J. Lanester, Ensign USNR

Approved:

[Signature]
 P. A. HART,
 Commander, U.S.N.R.,
 COMMANDING,
 Commanding Officer.

Examined:

[Signature]
 E. B. Ellis
 Comdr., U.S.N.R.,
 Navigator.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

40

UNITED STATES SHIP PROCYON

MONDAY 27 SEPT., 1943
(Day) (Date) (Month)

Zone description -1

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

0-4

Moored in Mers el Kebir harbor, starboard side to USS Lagan, with following lines in use: two bow lines, two bow breasts, two forward springs, one forward quarter spring, one after quarter spring, one quarter breast and two stern lines. All lines doubled and of eight inch ~~manila~~ except bow lines and stern lines of one inch wire. Port anchor in 8 fathoms of water with 15 fathoms of chain. Kumber Ace generator in use. Ship's present: USS Barrett, USS Dickman, USS Stanton, USS O'Hara, USS Funston, USS Lya, USS Arcturus, USS Wickham, USS Oberon, USS Cole and USS Dallas.

H. C. Thidwiler, Inc. U.S.N.R.

4-8

Moored as before.

Leslie E. Casler Jr. Ens. U.S.N.R.

9-15

Moored as before. 0805 U.S.S. ~~Arcturus~~ stood into the harbor and moored. 1043 made daily inspection of magazines and amshelous powder samples. Conditions were normal.

H. T. Lightman, En. U.S.N.R.

12-16

Moored as before 1207 U.S.S. Cole got underway and stood out to sea. 1245 U.S.S. Dallas got underway and stood out to sea. 1300 U.S.S. Gleaves got underway and stood out to sea.

J. B. Williams, U.S.N.R.

16-20

Moored as before. 1830 H.M.S. Duches of Bedford got underway and stood out to sea. 1900 Darkened ship, 1924 H.M.S. Orontes got underway and stood out to sea.

H. T. Lightman, Ens. U.S.N.R.

20-24

Moored as before. 2000 U.S.S. Arcturus got underway and stood out to sea.

Inc. H. C. Thidwiler, U.S.N.R.

Approved:

[Signature]

F. A. HARRIS,
Commander, U.S.N.,
Commanding.

Commanding Officer.

Examined:

[Signature]

E. B. ELLIS
Commander, U.S.N.R.,
Navigator.

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UNITED STATES SHIP PROCYON

TUESDAY 28 SEPT., 1943
(Day) (Date) (Month)

Zone description -1

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

0-4

Moved in Mer el Kebir harbor, starboard side to USS Lyon with following line in use: two bow lines, two bow braces, two forward springs, one forward quarter spring, one after quarter spring, one quarter brast and two stern lines. All lines doubled and 2 1/2 inch manilla except bow and stern lines 7/8 inch wire. Port anchor in eight (8) fathoms of water with 18 fathoms of chain. Heave line line generated in use. Ships present: USS Barnett, USS Stanton, USS Dickman, USS O'Hara, USS Conston, USS Lyon, USS Oberon and USS Wickham.

Aslie E. Casler, Jr. Ensign U.S.N.R.

11-8

Moved as before 0645 Lighted ship.

J. D. Irvine Ensign U.S.N.R.

8-12

Moved as before 0845 Made daily inspection of magazines and small arms powder samples. Conditions Normal.

J. F. Reynolds Ensign U.S.N.R.

Moved as before.

12-16

C. J. Lancaster Ensign U.S.N.R.

Moved as before 1853 Parked ship

16-20

J. D. Irvine Ensign U.S.N.R.

Moved as before.

20-24

Aslie E. Casler Jr. Ensign U.S.N.R.

Approved:

[Signature]

T. A. HARTT,
Commander, U.S.N.R.,
COMMANDING.

Commanding Officer.

Examined:

[Signature]

E. B. ELLIS
Commander, U.S.N.R.

Navigator.

UNITED STATES SHIP PROCYON

WEDNESDAY 29 SEPT, 1943

Zone description -1

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

0-4

Moored in Muelle El Helen Harbor, starboard side to U.S.S. Lyons, with following lines in use: two bow lines, two bow braces, two forward springs, one forward quarter spring, one after quarter spring, one quarter brace, and two stem lines. All lines doubled and of 1" manila except bow and stern line of one inch wire. Out anchor in eight (8) fathoms of water with 15 fathoms of chain. No. 1 generator in use. Ships present: U.S.S. Barnett, U.S.S. Stanton, U.S.S. Peckham, U.S.S. Chona, U.S.S. Junction, U.S.S. Arcturion, U.S.S. Lyons, U.S.S. Oberon, U.S.S. Weehawken and U.S.S. Carroll. J. E. Reynolds Ensign, U.S.N.R.

Moored as before.

4-8

G. J. Lancaster Ensign, U.S.N.R.

Moored as before. 0900 made daily inspection of magazines and smeltless powder samples. Conditions were normal.

R. L. Lightman, Ensign, U.S.N.R.

12-16

Moored as before.

H. C. Nickerson Ensign, U.S.N.R.

Moored as before 1850 dunkened ships.

16-20

J. E. Reynolds, Ensign, U.S.N.R.

20-24

Moored as before.

G. J. Lancaster Ensign, U.S.N.R.

Approved:

B. A. Hart
Commander, U.S.N.R.,
Commanding Officer.

Examined:

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

UNITED STATES SHIP Procyon

Thursday, 30 Sept. 1943

Zone description -1

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

0-4

moored in Mare el Kebir harbor, starboard side to U.S.S. Lyon with following lines in use: two bow lines, two bow bracts, two forward springs, one forward quarter spring, one after quarter spring, one quarter bract and two stern lines. All lines doubled and 2.8 inch manilla used for bow and stern lines & one inch wire. Port anchor in light 181 fathoms of water with 15 fathoms of chain. Number one generator in use. Ships present: U.S.S. Barnett, U.S.S. Stanton, U.S.S. Dickman, U.S.S. Thara, U.S.S. Funston, U.S.S. Jefferson, U.S.S. Arcturus, U.S.S. Lyon, U.S.S. Oberon, U.S.S. Weehawken and U.S.S. Carroll

J. S. Wims, Ensign U.S.N.R.

4-8

Moored as before. 0600 - made all preparations for getting underway. 0645 - U.S.S. Sudden got underway and stood out of the harbor. 0730 - U.S.S. Thomas Jefferson got underway and stood out of the harbor. 0750 - U.S.S. James O'Hara got underway and stood out of the harbor. 0900 - commenced harbor anti-aircraft and radar guard pursuant to orders of SUSA.

J. L. E. Canaler Jr. Ensign U.S.N.R.

Moored as before. 0815 U.S.S. Dickman got underway and stood out of harbor. 0845 U.S.S. Oberon underway to change berth. 0847 pilot Caravane came aboard ship. 0855 #4 truck tug Hercules came alongside. 0900 underway at various courses and speeds from order to change berth pursuant to orders of port director. Pilot, Captain, and executive officer on bridge, pilot at conn. 0916 let go starboard anchor. 0919 let go port anchor. 0945 moved stern to mob, berth 6, Mare El Kebir harbor with following lines in use: one 1 1/2" wire, one 1 1/4" wire, two 1" wires, two 3/4" wires, port and starboard anchors in eight fathoms of water with 45 fathoms and 60 fathoms of chain in use respectively. 1000 U.S.S. Stanton, U.S.S. Lyon, U.S.S. Knight got underway and stood out of harbor. 1010 pilot Caravane left ship. U.S.S. Barnett got underway and stood out of harbor. 1030 U.S.S. Charles Carroll underway to shift berth. Made daily inspections of magazines and smokeless powder samples.

Approved: [Signature]
Commanding Officer, U.S.N.R.

Examined: [Signature]
E. B. ELLIS, Navigator, U.S.N.R.

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PART III
CONFIDENTIAL

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UNITED STATES SHIP Procyon Thurs. 30 Sept. 19 43
(Day) (Date) (Month)

Zone description -1

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

7-12 (cont.)
Conditions normal, ~~make~~ weekly inspections of sprinkling system. Conditions satisfactory
M. W. Nibel Enr. U.S.N.R.

Moved as before. 1415 USS Rippe stood in and moved. USS Rippe stood into harbor and moored.
E. H. Scott Enr. U.S.N.R.

16-20
Moored as before. 1724 USS Knight got underway and stood out of harbor. 1919 USS Rippe got underway and stood out of harbor.
E. H. Scott Enr. U.S.N.R.

20-24
Moored as before.
M. W. Nibel Enr. U.S.N.R.

Approved: [Signature]
Commanding Officer, U.S.N.R.

Examined: [Signature]
E. B. ELLIS
Commander, U.S.N.R. Navigator.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

45

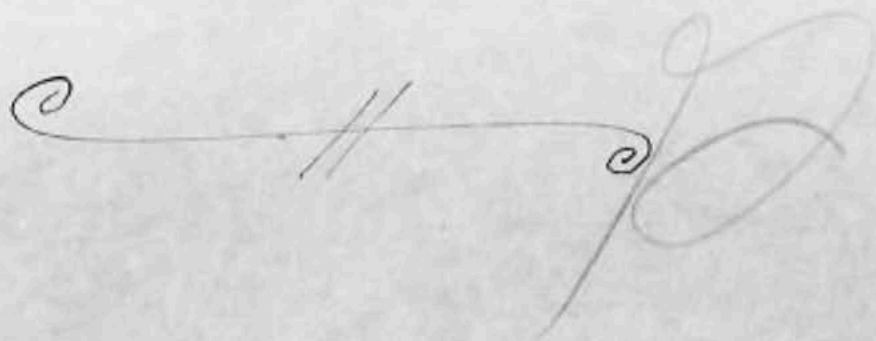
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U.S.S.

PROCYON



58062

To: Comander-in-Chief, U.S. Fleet. 1

**PART III
CONFIDENTIAL**

UNITED STATES SHIP PROCYON FRIDAY 1 OCTOBER, 1943.
(Day) (Date) (Month)

Zone description - 1

Position	0800	1200	2000
Lat.			
Long.			

**OPERATIONAL REMARKS
(WAR DIARY)**

00-04

Moored inside breakwater, stern to mole, Berth 6, Mars-El-Kabir Harbor with following lines in use: one 1 1/2" wire, one 1 1/4" wire, two 1" wires, two 7/8" wires, port and starboard anchors in eight fathoms of water with 45 fathoms and 60 fathoms of chain in use respectively. State of material readiness: Condition II (M.A.). Antiaircraft search radar fully manned. No. 2 generator in use. Ships present: U.S.S. OBERON, U.S.S. ANDROMEDA, U.S.S. CHARLES CARROLL, U.S.S. SHUBRICK, U.S.S. KNIGHT, U.S.S. TRIPPE, S.S. DURBAN CASTLE, S.S. DUCHESS OF BEDFORD, and S.S. CTRANTO.

C. L. Bassett, Ensign, USNR.
C. L. BASSETT, Ensign, USNR.

04-08

Moored as before.

E. H. Scott, Ensign, USNR.
E. H. SCOTT, Ensign, USNR.

08-12

Moored as before. 0800 Secured antiaircraft gun watches and radar guard. 1045 Made daily inspection of magazine and smokeless powder samples. Conditions normal.

R. L. Lightman, Ensign, USNR.
R. L. LIGHTMAN, Ensign, USNR.

12-16

Moored as before.

J. S. Irvine
J. S. IRVINE, Ensign, USNR.

16-20

Moored as before. 1820 S.S. OGDON CASTLE, stood in and moored in Berth 5.

K. C. Niedermiller, Ensign, USNR.
K. C. NIEDERMILLER, Ensign, USNR.

20-24

Moored as before.

Leslie E. Canaler, Jr., Ensign, USNR.
LESLIE E. CANALER, JR., Ensign, USNR.

Approved:

Examined:

B. A. HART
B. A. HART, Commander, U.S. Navy,
Commanding Officer.

E. B. Ellis
E. B. ELLIS, Commander, USNR,
Navigator.

PART III
CONFIDENTIAL

UNITED STATES SHIP PROCYON SATURDAY 2 OCTOBER 1943
(Day) (Date) (Month)

Zone description - 1

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

00-04

Moored in Berth 6, Mers-El-Kebir Harbor, in 8 fathoms of water, using 45 fathoms of chain to port and 60 fathoms of chain to starboard anchors. Stern secured to breakwater by one 1 1/2" wire, one 1" wire, two 1" wires, and two 7/8" wires. No. 2 generator in use. Ships present: U.S.S. CHERON, U.S.S. ANDROMEDA, U.S.S. CHARLES CARROLL, U.S.S. SHERRICK, U.S.S. KNIGHT, and U.S.S. TRIPPE.

J. S. Irvine
J. S. IRVINE, Ensign, USNR.

04-08

Moored as before.

K. C. Niedermiller, Ensign, USNR.
K. C. NIEDERMILLER, Ensign, USNR.

08-12

Moored as before. 0855 U.S.S. SALEM and U.S.S. KEXUK stood into the harbor and moored. 1100 Made daily inspection of magazines and smokeless powder samples. Conditions normal.

R. L. Lightman
R. L. LIGHTMAN, Ensign, USNR.

12-16

Moored as before.

C. J. Lancaster
C. J. LANCASTER, Ensign, USNR.

16-20

Moored as before. 1915 U.S.S. TRIPPE got underway and stood out of the harbor.

Leslie E. Conslor, Jr., Ensign, USNR.
LESLIE E. CONSLOR, JR., Ensign, USNR.

20-24

Moored as before.

J. S. Irvine
J. S. IRVINE, Ensign, USNR.

Approved:

B. A. Hartt
B. A. HARTT, Commander, U.S. Navy,
Commanding Officer.

Examined:

E. B. Ellis
E. B. ELLIS, Commander, USNR,
Navigator.

PART III
CONFIDENTIAL

UNITED STATES SHIP PROCYON SUNDAY 3 OCTOBER 1943.
(Day) (Date) (Month)

Zone description - 1

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

00-04

Moored in Berth 6, Mers-El-Kebir Harbor in 8 fathoms of water using 45 fathoms of chain to port and 60 fathoms of chain to starboard anchors. Stern secured to breakwater by one 1 1/2" wire, one 1" wire, two 1" wires and two 7/8" wires. No. 2 generator in use. Ships present: U.S.S. ARCTURUS, U.S.S. ANTIOMEDA, U.S.S. OSIRION, U.S.S. CHARLES CARROLL, U.S.S. KEOKUK, U.S.S. SALEM, and U.S.S. KNIGHT.

H. F. Reynolds
H. F. REYNOLDS, Ensign, USNR.

04-08

Moored as before.

C. J. Lancaster
C. J. LANCASTER, Ensign, USNR.

08-12

Moored as before. 0905 U.S.S. TRIPPE stood into harbor and moored. 0915 Made daily inspection of magazine and smokeless powder samples. Conditions normal. 1100 U.S.S. WAINWRIGHT stood into harbor and moored. 1115 U.S.S. BRISTOL stood into harbor and moored. 1133 U.S.S. F. FUNSTON stood into harbor and moored. 1140 U.S.S. RHINE stood into harbor and moored.

E. C. Niedermeier
E. C. NIEDERMEIER, Ensign, USNR.

12-16

Moored as before. 1202 U.S.S. STANTON moored. 1204 U.S.S. MOUNT BAKER stood into harbor and moored.

R. L. Lightman
R. L. LIGHTMAN, Ensign, USNR.

16-20

Moored as before. 1600 U.S.S. JAMES O'HARA stood into harbor and moored. 1643 Darkened ship.

J. S. Irvine
J. S. IRVINE, Ensign, USNR.

20-24

Moored as before.

H. F. Reynolds
H. F. REYNOLDS, Ensign, USNR.

Approved:

B. A. Raitt
B. A. RAITT, Commander, U.S. Navy,
Commanding Officer.

Examined:

E. B. Ellis
E. B. ELLIS, Commander, USNR,
Navigator.

PART III
CONFIDENTIAL

UNITED STATES SHIP PROCYON MONDAY 4 OCTOBER 1943
(Day) (Date) (Month)

Zone description - 1

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

00-04

Moored in Berth 6, Mers-El-Kebir Harbor, in 8 fathoms of water using 45 fathoms of chain to port and 60 fathoms to starboard anchors. Stern secured to breakwater by one 1 1/2" wire, one 1 1/4" wire, two 1" wires, and two 7/8" wires. No. 2 generator in use. Ships present: U.S.S. KEOKUK, U.S.S. SALEN, U.S.S. KNIGHT, U.S.S. STANTON, U.S.S. MOUNT BAKER, U.S.S. JAMES O'HARA, U.S.S. WAINWRIGHT, U.S.S. TRIPPE, U.S.S. FUNSTON, U.S.S. BRISTOL, U.S.S. RHINO, ARCTURUS, ANDROMEDA, OBERON, CHARLES CARROLL.

K. C. Niedermiller
K. C. NIEDERMILLER, Ensign, USNR.

04-08

Moored as before. 0653 U.S.S. NICHOLSON stood into harbor and moored. 0700 U.S.S. BIRNSON stood into harbor and moored.

E. J. Lancaster
E. J. LANCASTER, Ensign, USNR.

08-12

Moored as before. 0800 Manned Condition II (M.A.) antiaircraft gun watch and assumed harbor radar guard pursuant to orders of SCPA. 0915 Made daily inspections of magazines and smokeless powder samples. Conditions normal.

M. W. Nibel
M. W. NIBEL, Ensign, USNR.

12-16

Moored as before.

E. J. Robertson
E. J. ROBERTSON, Ensign, USNR.

16-20

Moored as before. 1900 Set picket boat watch pursuant to orders of SCPA.

C. L. Bassett
C. L. BASSETT, Ensign, USNR.

20-24

Moored as before.

M. W. Nibel
M. W. NIBEL, Ensign, USNR.

Approved: *B. A. Hart*

B. A. HART, Commander, U.S. Navy,
Commanding Officer.

Examined: *E. B. Ellis*

E. B. ELLIS, Commander, USNR,
Navigator.

UNITED STATES SHIP PROTON TUESDAY 5 OCTOBER 1943.
(Day) (Date) (Month)

Zone description - 1

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

00-04

Moored in Berth 6, Mers-El-Kebir Harbor in 8 fathoms of water using 45 fathoms of chain to port and 60 fathoms of chain to starboard anchors. Stern secured to breakwater by one 1 1/2" wire one 1 1/4" wire, two 1" wires, and two 7/8" wires. No. 2 generator in use. Ships present: U.S.S. ANCTURUS, U.S.S. ANDROMEDA, U.S.S. CHARLES CARROLL, U.S.S. OBERON, U.S.S. KROKUK, U.S.S. SALEM, U.S.S. KNIGHT, U.S.S. STANTON, U.S.S. MOUNT BAKER, U.S.S. JAMES O'HARA, U.S.S. HAYNRIGHT, U.S.S. TRIPPE, U.S.S. FUNSTON, U.S.S. BRISTOL, U.S.S. RHIND, U.S.S. NICHOLSON, U.S.S. BENSON, and various types of yard craft.

E. H. Scott
E. H. SCOTT, Ensign, USNR.

04-08

Moored as before. 0645 Pursuant to orders of SCPA, secured picket boat watch.

E. T. Robertson
E. T. ROBERTSON, Ensign, USNR.

08-12

Moored as before. 0800 Pursuant to orders of SCPA secured antiaircraft guard and radar guard. 0940 U.S.S. KROKUK got underway and stood out to sea. 0945 Made daily inspection of magazine and smokeless powder samples. Conditions normal.

R. L. Lightman
R. L. LIGHTMAN, Ensign, USNR.

12-16

Moored as before. 1205 U.S.S. BENSON got underway and stood out to sea. 1335 U.S.S. BRISTOL stood into harbor and moored.

J. S. Irvine
J. S. IRVINE, Ensign, USNR.

16-20

Moored as before.

K. C. Niedermiller
K. C. NIEDERMILLER, Ensign, USNR.

20-24

Moored as before.

Leslie E. Cansler, Jr.
LESLIE E. CANSLER, JR., Ensign, USNR.

Approved: *B. A. Hart*
B. A. HART, Commander, U.S. Navy,
Commanding Officer.

Examined: *E. B. Ellis*
E. B. ELLIS, Commander, USNR,
Navigator.

PART III
CONFIDENTIAL

UNITED STATES SHIP PROCYON WEDNESDAY 6 OCTOBER 19 43

(Day) (Date) (Month)

Zone description - 1

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

00-04

Moored in Berth 6, Mers-El-Kebir Harbor in 8 fathoms of water using 45 fathoms of chain to port and 60 fathoms of chain to starboard anchors. Stern secured to breakwater by one 1 1/2" wire, one 1 1/4" wire, two 1" wires, and two 7/8" wires. No. 2 generator in use. Ships present: U.S.S. ARCTURUS, U.S.S. ANDROMEDA, U.S.S. CHARLES CARROLL, U.S.S. OBERON, U.S.S. SALEM, U.S.S. WAINWRIGHT, U.S.S. KNIGHT, U.S.S. STANTON, U.S.S. MOUNT BAKER, U.S.S. JAMES O'HARA, U.S.S. TRIPPE, U.S.S. FUNSTON, U.S.S. BRISTOL, U.S.S. RHIND, U.S.S. NICHOLSON, and various types of yard craft.

J. S. Irvine
J. S. IRVINE, Ensign, USNR.

04-08

Moored as before.

R. L. Lightman
R. L. LIGHTMAN, Ensign, USNR.

08-12

Moored as before. 0936 U.S.S. OBERON got underway and shifted berth. 1015 Made daily inspection of magazines and smokeless powder samples; conditions normal.

P. F. Branham
P. F. BRANHAM, Lieutenant (jg), USNR.

12-16

Moored as before. 1400 U.S.S. RHIND got underway and stood out to sea. 1530 U.S.S. BENSON stood into harbor and moored.

H. F. Reynolds
H. F. REYNOLDS, Ensign, USNR.

16-20

Moored as before.

V. J. Lancaster
V. J. LANCASTER, Ensign, USNR.

20-24

Moored as before.

J. S. Irvine
J. S. IRVINE, Ensign, USNR.

Approved:

B. A. Hurt
B. A. HURT, Commander, U.S. Navy,

Commanding Officer.

Examined:

E. B. Ellis
E. B. ELLIS, Commander, USNR.

Navigator.

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.

PART III
CONFIDENTIAL

UNITED STATES SHIP PROCYON THURSDAY 7 OCTOBER 19 43
(Day) (Date) (Month)

Zone description - 1

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

00-04

Moored in Mers-El-Kebir Harbor, Berth 6, in 8 fathoms of water using 45 fathoms of chain to port and 60 fathoms of chain to starboard anchors. Stern secured to breakwater by one 1 1/2" wire, one 1" wire, two 1" wires and two 7/8" wires. No. 2 generator in use. Ships present: U.S.S. CHARLES CARROLL (SOPA), U.S.S. STANTON, U.S.S. JAMES O'HARA, U.S.S. FUNSTON, U.S.S. ARCTURUS, U.S.S. ANDROMEDA, U.S.S. OBERON, U.S.S. SALEM, U.S.S. WAINWRIGHT, U.S.S. BENSON, U.S.S. KNIGHT, U.S.S. MOUNT BAKER, U.S.S. TRIPPE, U.S.S. NICHOLSON, U.S.S. BRISTOL, and various yard craft.

Leslie E. Canler, Jr., USNR
LESLIE E. CANLER, JR., Ensign, USNR.

04-08

Moored as before.

P. F. Branham
P. F. BRANHAM, Lieutenant (jg), USNR.

08-12

Moored as before. 0900 Made daily inspection of magazines and smokeless powder samples. Conditions normal. 1045 U.S.S. KEBUK got underway and stood out to sea. 1100 U.S.S. SALEM got underway and stood out to sea.

H. F. Reynolds
H. F. REYNOLDS, Ensign, USNR.

12-16

Moored as before. 1300 Made all preparations for getting underway. 1305 U.S.S. FREDERICK FUNSTON got underway and stood out of the harbor. 1415 Pilot H. Acker came aboard ship. 1435 U.S.S. BRISTOL and U.S.S. DUCHESS OF BEDFORD got underway and stood out of the harbor. French tugs Taureau and Mercile came alongside to assist in unmooring. 1441 U.S.S. TRIPPE got underway and stood out of the harbor. 1455 U.S.S. JAMES O'HARA got underway and stood out of the harbor. 1504 French tug Nustral came alongside to assist in unmooring. 1507 U.S.S. NICHOLSON got underway and stood out of the harbor. 1520 French tugs Taureau, Nustral, and Mercile left from alongside. 1521 U.S.S. WAINWRIGHT got underway and stood out of the harbor. 1527 Underway at various courses and speeds conforming to channel, Captain, Executive Officer, and pilot on the bridge, pilot at conn. 1530 Passed through submarine nets at entrance to Mers-El-Kebir Harbor. 1534 Pilot H. Acker left ship. 1546 Anchored off Cran, Algeria in 32 fathom of water using port anchor and 60 fathoms of chain on following bearings: Port Lascune 185°T Chapel 204°T Port Mers-El-Kebir 295°T. 1555 Exercised crew at abandon ship drill.

R. L. Lightman
R. L. LIGHTMAN, Ensign, USNR.

16-20

1607 Exercised at Abandon Ship Drill. 1619 General Quarters. 1622 Exercised at Fire Drill. 1624 First stream of water at scene of fire. 1628 Secured from emergency drills and set condition II (M.A.) Watch. 1734 Underway pursuant to Operation Plan Number 6-43 of 3 October 1943 with Transport Group EL.2.3, Captain W. O. Bailey, U.S. Navy, Commanding on U.S.S. CHARLES CARROLL at various courses and speeds to form column in accordance with sortie plan one. Captain and Executive Officer on the bridge; Captain at the conn. Order of ships as follows: U.S.S. CHARLES CARROLL, U.S.S. DUCHESS OF BEDFORD, U.S.S. OBERON, U.S.S. FUNSTON, U.S.S. OTRANTO, U.S.S. ARCTURUS, U.S.S. JAMES O'HARA, U.S.S. DURBAN CASTLE, U.S.S. PROCYON. 1838 Darkened ship. 1854 Cran swept channel buoy abeam to starboard - distance 250 yards. 1943 Changed course to 053°(T) and commenced forming convoy in accordance with convoy formation two. Order of ships as follows: Column one - U.S.S. OBERON, U.S.S. ARCTURUS, U.S.S. PROCYON; Column two - U.S.S. CHARLES CARROLL, U.S.S. FUNSTON, U.S.S. JAMES O'HARA; Column Three - U.S.S. DUCHESS OF BEDFORD, U.S.S. OTRANTO, U.S.S. DURBAN CASTLE. 1950 Commenced zigzagging in accordance with zigzag Plan LA on base course 053°(T), standard speed 14 knots.

R. F. Forrester
R. F. FORRESTER, Lieutenant (jg), USNR.

Approved:

Examined:

B. A. Hunt
B. A. HUNT, Commander, U.S. Navy,
Commanding Officer.

E. B. Ellis
E. B. ELLIS, Commander, USNR,
Navigator.

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UNITED STATES SHIP PROCTON THURSDAY 7 OCTOBER 1943
(Day) (Date) (Month)

Zone description - 1

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

20-24

J. S. Kelly
 J. S. KELLY, Lieutenant (jg), USNR.

Underway as before.

Approved:

H. A. Hart
 H. A. HART, Commander, U.S. Navy,
 Commanding Officer.

Examined:

E. B. Ellis
 E. B. ELLIS, Commander, USNR,
 Navigator.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

PART III
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UNITED STATES SHIP PROCYON FRIDAY 8 OCTOBER, 1943
(Day) (Date) (Month)

Zone description - 1

Position	0800	1200	2000
Lat.	37° - 10' N	37° - 19' N	37° - 25' N
Long.	02° - 31' E	03° - 43' E	05° - 56' E

OPERATIONAL REMARKS
(WAR DIARY)

00-04

Underway pursuant to orders with Transport Group 81.2.3. Condition of Material Readiness: Two Mike Able. Convoy Formation II, Speed 14 knots, Course 053°. Both engines and generators in use. Zigzagging in accordance with Plan No. 14. 0345 Ceased zigzagging. 0350 Changed course to 084°(T) by wheeling.

R. Lauter
R. LAUTER, Lieutenant (jg), USNR.

04-08

Underway as before. 0408 Commenced zigzagging in accordance with Zig Zag Plan No. 14. 0652 Lighted ship.

J. R. Forrester
J. R. FORRESTER, Lieutenant (jg), USNR.

08-12

Underway as before. 1105 Made daily inspection of magazines and smokeless powder samples. Conditions normal.

H. H. McAllister
H. H. McALLISTER, Lieutenant (jg), USNR.

12-16

Distance run from Oran, Algeria to noon: 225 miles. Underway as before. 1235 Ceased zigzagging and resumed the base course 084°(T). 1237 Convoy speed set at 14.5 knots (80 RPMs). 1243 Commenced zigzagging in accordance with Plan No. 11, Base course 084°(T). 1245 Adjusted base course to 086°(T).

J. S. Kelly
J. S. KELLY, Lieutenant (jg), USNR.

16-20

Underway as before. 1703 Changed speed to 14 knots (78 RPMs). 1706 Adjusted the mean course to 088°(T). 1812 Darkened ship. 1822 Ceased zigzagging and resumed mean course of 088°(T). 1829 Commenced zigzagging in accordance with Plan No. 11 as before.

R. Lauter
R. LAUTER, Lieutenant (jg), USNR.

20-24

Underway as before. 2140 Adjusted base course to 093°(T).

J. R. Forrester
J. R. FORRESTER, Lieutenant (jg), USNR.

Approved:

B. A. Hartt
B. A. HARTT, Commander, U.S. Navy,

Commanding Officer.

Examined:

E. B. Ellis
E. B. ELLIS, Commander, USNR.

Navigator.

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UNITED STATES SHIP PROCYON SATURDAY 9 OCTOBER 1943.
(Day) (Date) (Month)

Zone description - 1

Position	0800	1200	2000
Lat.	37° - 21' N	37° - 15' N	38° - 15' N
Long.	09° - 16' E	10° - 32' E	12° - 33' E

OPERATIONAL REMARKS
(WAR DIARY)

00-04

Underway as before pursuant to Secret Orders with Transport Group 81.2.3., Convoy Formation II, Speed 14 knots, course 093°(T). Condition of material readiness: Two Mike Able. Both engines and generators in use. Zigzagging in accordance with Plan No. 11.

H. M. McAllister
H. M. McALLISTER, Lieutenant (jg), USNR.

04-08

Underway as before. 0550 Island of Galita abeam on port bow, bearing 165°(T), distance 13 miles. 0615 Convoy speed set at 15 knots, (83 RPMs). 0626 Lighted ship. 0635 Ceased zigzagging and changed course 13° to port by wheeling to 080°(T). 0637 Entered Tunisian War Channel. 0638 Changed speed to 2/3 ahead. Column one took station behind column two; order of ships: U.S.S. CHARLES CARROLL, U.S.S. FUNSTON, U.S.S. JAMES O'HARA, U.S.S. CBERON, U.S.S. ARCTURUS, U.S.S. PROCYON. 0642 Changed course to 071°(T). 0653 Changed speed to standard. 0703 Changed course to 080°(T).

J. S. Kelly
J. S. KELLY, Lieutenant (jg), USNR.

08-12

Underway as before. 0825 Passed Les Fratelli Rocks abeam to starboard (Distance 4 miles). 0920 Wheelled to new base course 114°(T). 0924 Passed Ras Encala Light abeam to starboard (Distance 6 miles). 1035 Wheelled to new base course 101°(T). 1040 Passed Ile of Cani abeam to port (Distance 4 miles). 1145 Wheelled to new base course 061°(T) and commenced forming convoy formation No. 2. 1150 Made daily inspection of magazines and smokeless powder samples. Conditions normal.

R. Lauter
R. LAUTER, Lieutenant (jg), USNR.

12-16

Distance run noon to noon: 326 miles. Underway as before. 1230 Completed forming convoy formation No. 2. Order of ships as follows: Column one - U.S.S. CBERON, U.S.S. ARCTURUS, U.S.S. PROCYON. Column two - U.S.S. CHARLES CARROLL, U.S.S. FUNSTON, U.S.S. JAMES O'HARA. Column three - U.S.S. DUCHESS OF BEDFORD, S.S. CTRANTO, S.S. DURBAN CASTLE. 1450 Streamed balloon to 300 feet. 1502 Commenced zigzagging in accordance with zigzag plan No. 11.

J. R. Forrester
J. R. FORRESTER, Lieutenant (jg), USNR.

16-20

Underway as before. 1558 Ceased zigzagging and resumed base course of 053°(T). 1600 Changed base course to 040°(T). 1614 Commenced zigzagging according to plan No. 11 on base course of 040°(T). 1717 Ceased zigzagging and resumed base course of 040°(T). 1718 Changed base course to 064°(T). 1723 Changed convoy speed to 14.5 knots. 1733 Commenced zigzagging in accordance with plan No. 11 on base course of 064°(T). 1758 Island of Merritine passed abeam to starboard distance 5 miles. 1821 Darkened ship. Streamed balloon to 2,000 feet.

H. M. McAllister
H. M. McALLISTER, Lieutenant (jg), USNR.

20-24

Underway as before. 2250 Ceased zigzagging and resumed the base course 064°(T). 2254 Changed course 31° to port by wheeling to course 033°(T). 2320 Commenced zigzagging in accordance with plan No. 11, base course 033°(T).

J. S. Kelly
J. S. KELLY, Lieutenant (jg), USNR.

Approved:

Examined:

B. A. Hartt
B. A. HARTT, Commander, U.S. Navy,
Commanding Officer.

E. B. Ellis
E. B. ELLIS, Commander, USNR,
Navigator.

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UNITED STATES SHIP PROCYON Sunday 10 OCTOBER 1943
(Day) (Date) (Month)

Zone description - 1

Position	0800	1200	2000
Lat.	40° - 21' N	40° - 48' N	40° - 48' N
Long.	14° - 28' E	14° - 08' E	14° - 08' E

OPERATIONAL REMARKS
(WAR DIARY)

00-04

Underway as before pursuant to secret orders with Transport Group 81.2.3, convoy formation II, Speed 14½ knots, course 033°T. Condition of material readiness: Two Mike Able. Zigzagging in accordance with plan #11. Balloon streamed to 2,000 feet. Both engines and generators in use.

R. I. Lauter
R. I. LAUTER, Lieutenant (jg), USNR.

04-08

Underway as before. 0535 executed emergency turn of 45° to port. 0540 executed emergency turn of 45° to port. 0550 executed emergency turn of 45° to starboard. 0555 executed emergency turn of 45° to starboard. 0557 Resumed base course of 033°(T) - ships turning together. 0602 Commenced zigzagging in accordance with zigzag plan #11. 0605 lighted ship. 0620 Changed convoy speed to 15 knots. 0625 Light Di Capri sighted bearing 350°(T) - distance 36 miles. 0630 Light D'Ischia sighted bearing 330° (T) - distance 49 miles. 0631 Pt. Campanella sighted bearing three points off the port bow - distance 30 miles. 0705 Ceased zigzagging. 0706 Changed course by wheeling to 000° (T).

J. R. Forrester
J. R. FORRESTER, Lieutenant (jg), USNR.

08-12

Underway as before. 0750 Changed course to 327° (T). 0830 Changed speed to 12 knots. 0835 Convoy formed into single column, ships in following order: U.S.S. CHARLES CARROLL, U.S.S. FUNSTON, U.S.S. O'HARA, U.S.S. OBERON, U.S.S. ARCTURUS, U.S.S. PROCYON, U.S.S. DUCHESS OF BEDFORD, U.S.S. OTRANTO, AND U.S.S. DURBAN CASTLE. 0840 Changed convoy speed to 15 knots. 0907 Passed Pt. Tiberio abeam to port, distance 3,000 yards. 0910 Passed Pt. Campanella abeam to starboard, distance 3,000 yards. 0922 Passed Vervecce lighthouse abeam to starboard, distance 3,000 yards. 0942 Changed convoy speed to 10 knots. 1004 Changed speed to 2/3 ahead. 1005 Changed course to 269° (T). 1020 Changed speed to ahead standard. 1037 Changed speed to ahead 1/3. 1045 Commenced maneuvering at various courses and speeds to anchorage in Transport Area. 1055 Set Transport Area (Condition IV) Watch. 1110 Anchored in Gulf of Pozzuoli, Italy in 20 fathoms of water using 45 fathoms of chain to port anchor on following bearings: Villa Caristi 024° (T), edge of breakwater 305° (T), and Misida lighthouse ruins 115° (T). 1112 Commenced hoisting out landing craft. Distance run from Oran, Algeria to Gulf of Pozzuoli, 863 miles. 1130 Made daily inspection of magazines and smokeless powder samples, conditions normal. 1145 Commenced discharging U.S. Army cargo (vehicles). 1200 British LCT # 380 came alongside aft to assist in cargo operations.

H. M. McAllister
H. M. McALLISTER, Lieutenant (jg), USNR.

12-16

Anchored as before. 1230 Completed hoisting out landing craft. 1330 Number 5 hold unloaded of cargo. 1345 Number 4 hold unloaded of cargo. 1352 British LCT # 380 shoved off from along port side aft with load of U.S. Army trucks and trailers. 1445 Commenced hoisting aboard landing craft at number 4 hatch. 1526 All landing craft aboard at number 4 hatch. 1554 British LCT # 380 came along port side forward to assist in cargo operations.

J. R. Forrester
J. R. FORRESTER, Lieutenant (jg), USNR.

16-20

Anchored as before. 1733 Darkened ship. 1815 British LCT # 380 shoved off from along port side forward with cargo of U.S. Army vehicles. 1822 Completed cargo operations at number 1 hold. 1931 Commenced hoisting landing craft aboard at number 1 hatch. 1957 Completed hoisting

Approved:

B. A. Hartt
B. A. HARTT, Commander, USNR.

Commanding Officer.

Examined:

E. B. Ellis
E. B. ELLIS, Commander, USNR.

Navigator.

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UNITED STATES SHIP PROCYON SUNDAY 10 OCTOBER, 1943
(Day) (Date) (Month)

Zone description = 1

Position	0800	1200	2000
Lat.			40° - 48' N
Long.			14° - 08' E

OPERATIONAL REMARKS
(WAR DIARY)

16-20

landing craft aboard at number 1 hatch. 1958 Several flashes of explosions observed bearing 300° (T) from ship, distance approximately 15 miles.

J. R. Forrester
J. R. FORRESTER, Lieutenant (jg), USNR.

20-24

Anchored as before. 2032 Completed discharging all U.S. Army cargo. 2150 Secured from Transport Area (Condition IV) and set condition II (M.A.). 2250 Commenced hoisting landing craft aboard. 2320 Completed hoisting available landing craft aboard.

H. M. McAllister
H. M. McALLISTER, Lieutenant (jg), USNR.

Approved:

B. A. Hartt
B. A. HARTT, Commander, USN.
Commanding Officer.

Examined:

E. B. Ellis
E. B. ELLIS, Commander, USNR.
Navigator.

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CONFIDENTIAL

UNITED STATES SHIP PROCYON MONDAY 11 OCTOBER, 1943
(Day) (Date) (Month)

Zone description - 1

Position	0800	1200	2000
Lat.	40° - 48' N	40° - 48' N	39° - 29' N
Long.	14° - 08' E	14° - 08' E	14° - 16' E

OPERATIONAL REMARKS
(WAR DIARY)

00-04

Anchored as before with ships of Transport Group 81.2.3 in Gulf of Pozzuoli, Italy in 20 fathoms of water off Bagnoli, using 45 fathoms of chain to port anchor on following bearings: Villa Ceriati 024° (T). Edge of breakwater 305° (T), Misida lighthouse ruins 115° (T). Condition of material readiness: Condition II (M.A.). Both generators in use. Balloon streamed to 2,000 feet. 0224 Completed hoisting all landing craft aboard.

R. J. Lauter
R. I. LAUTER, Lieutenant (jg), USNR.

04-08

Anchored as before. 0559 S.S. DURBAN CASTLE got underway and stood out to sea. 0600 lighted ship. 0605 S.S. COTRANTO got underway and stood out to sea. 0610 S.S. DUCHESS OF BEDFORD got underway and stood out to sea. 0620 All preparations made for getting underway. 0704 U.S.S. O'HARA, got underway and changed berth. 0705 Heaved in anchor, to 30 fathoms.

J. R. Forrester
J. R. FORRESTER, Lieutenant (jg), USNR.

08-12

Anchored as before. 1000 Made daily inspection of magazines and smokeless powder samples. Conditions normal. 1108 Destroyer Squadron #8 less U.S.S. BENSON, got underway and stood out to sea.

H. M. McAllister
H. M. McALLISTER, Lieutenant (jg), USNR.

12-16

Anchored as before. 1205 Hauled down barrage balloon. 1208 underway at various courses and speeds to form single column pursuant to DivOps Despatch 110707 Able, Captain and Executive Officer on bridge, Captain at conn. 1231 Entered Gulf of Naples swept channel. 1420 Pt. Campanella lighthouse abeam to port. (distance 3,000 yards). Changed course to 155° (T). 1422 Formed convoy into columns as follows: 11 U.S.S. OBERON, 12 U.S.S. ANCTURUS, 13 U.S.S. PROCYON, 21 U.S.S. CHARLES CARROLL, 22 U.S.S. FUNSTON, 23 U.S.S. O'HARA. 1425 Convoy speed 14.5 knots. 1443 Commenced zigzagging in accordance with plan #11. 1455 Barrage balloon carried away due to high winds.

R. J. Lauter
R. I. LAUTER, Lieutenant (jg), USNR.

16-20

Underway as before. 1630 Convoy sighted 2 points off the port bow, distance 10 miles. 1655 Ceased zigzagging. 1658 Mt. Soprano abeam to port, distance 32 miles. 1705 Changed course 185° (T) by wheeling. 1708 Mt. Sattano abeam to port, distance 35 miles. 1730 darkened ship. 1815 Changed course to 223° (T) by wheeling. 1830 commenced zigzagging in accordance with zigzag plan #11.

J. R. Forrester
J. R. FORRESTER, Lieutenant (jg), USNR.

20-24

Underway as before.

H. M. McAllister
H. M. McALLISTER, Lieutenant (jg), USNR.

Approved:

B. A. Hart
B. A. HART, Commander, USN.
Commanding Officer.

Examined:

E. B. Ellis
E. B. ELLIS, Commander, USNR.
Navigator.

PART III
CONFIDENTIAL

UNITED STATES SHIP PROCYON TUESDAY 12 OCTOBER, 1943
(Day) (Date) (Month)

Zone description - 1

Position	0800	1200	2000
Lat.	37° - 53' N	37° - 25' N	37° - 19' N
Long.	11° - 38' E	10° - 44' E	08° - 34' E

OPERATIONAL REMARKS
(WAR DIARY)

00-04

Underway pursuant to orders with Transport Group 81.2.3. Convoy formation II. Condition of readiness: Condition II(M.A). Both engines and generators in use. Speed 14.5 knots (80 RPM). Course 223° (T). Zigzagging in accordance with plan #11. 0059 Ceased zigzagging and resumed base course. 0109 Wheelled to 245° (T). 0120 Commenced zigzagging in accordance with plan #10.

R.I. Lauter
R.I. LAUTER, Lieutenant (jg), USNR.

04-08

Underway as before. 0540 Island of Marrisimo two points off the port bow, distance 25 miles. 0615 lighted ship. 0623 Ceased zigzagging and resumed base course. 0640 Changed course 217° (T) by wheeling. 0653 Commenced zigzagging in accordance with plan #11.

J.R. Forrester
J.R. FORRESTER, Lieutenant (jg), USNR.

08-12

Underway as before. 0818 Sighted convoy bearing 214° (T). 0855 Ceased zigzagging. 0900 wheelled to new base course 241° (T). 0945 Made daily inspection of magazines and smokeless powder samples. Conditions normal. 1020 Sighted convoy bearing 260° (T). 1032 Commenced maneuvering to form single column, column #1 going astern of column #2. 1055 Completed forming single column. Ships now steaming in following order U.S.S. CHARLES CARROLL, U.S.S. FUNSTON, U.S.S. O'HARA, U.S.S. OBERON, U.S.S. ARCTURUS, U.S.S. PROCYON. 1129 Sighted Zembra Island, bearing 192° (T), distance 18 miles.

H.M. McAllister
H.M. McALLISTER, Lieutenant (jg), USNR.

12-16

Distance run from Peszuoli, Italy to noon: 308 miles. Underway as before. 1220 floating mine passed abeam to port (distance 50 yards). 1305 Changed course of convoy to 281° (T) entered the Tunisian War Channel. 1400 Changed course of convoy to 294° (T). 1525 Changed course of convoy to 260° (T).

R.I. Lauter
R.I. LAUTER, Lieutenant (jg), USNR.

16-20

Underway as before. 1600 Sighted Les Fratelli Pt. bearing 240° (T), distance 12 miles. 1700 Sighted Isle De la Galite bearing 293° (T), distance 22 miles. 1753 Darkened ship. 1844 Passed through Tunisian War Channel, and commenced forming into two columns on base course 274° (T). 1858 completed formation of two columns; orders of ships as follows: Column I, U.S.S. OBERON, U.S.S. ARCTURUS, U.S.S. PROCYON, Column II, U.S.S. CHARLES CARROLL, U.S.S. FUNSTON, U.S.S. JAMES O'HARA, and commenced zigzagging in accordance with zigzag plan #14. 1905 Changed standard speed to 13.5 knots.

J.R. Forrester
J.R. FORRESTER, Lieutenant (jg), USNR.

20-24

Underway as before.

H.M. McAllister
H.M. McALLISTER, Lieutenant (jg), USNR.

Approved:

B.A. Hart
B. A. HART, Commander, USN.
Commanding Officer.

Examined:

E.B. Ellis
E. B. ELLIS, Commander, USNR.
Navigator.

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UNITED STATES SHIP PROCYON WEDNESDAY 13 OCTOBER 1943

(Day) (Date) (Month)

Zone description - 1

Position	0800	1200	2000
Lat.	37° - 20' N	37° - 14' N	37° - 07' N
Long.	05° - 39' E	04° - 24' E	02° - 15' E

OPERATIONAL REMARKS
(WAR DIARY)

00-04

Underway pursuant to orders with Transport Group 81.2.3. Convoy formation II. Condition of readiness: Condition II (M.A.) Both engines and generators in use. Speed 13½ knots. Course 274° (T). Zigzagging in accordance with plan #14.

R.I. Lauter
R.I. LAUTER, Lieutenant (jg), USNR.

04-08

Underway as before. 0400 Ceased zigzagging and resumed base course. 0405 Changed base course to 264° (T) by wheeling. 0410 Commenced zigzagging in accordance with zigzag plan #14. 0428 Executed emergency turn 45° to port. 0429 U.S.S. BRISTOL sighted sinking abeam to port. 0435 Executed emergency turn 45° to starboard. 0445 Commenced zigzagging in accordance with plan #14. 0640 executed emergency turn 45° to port. 0641 Lighted ship. 0650 Resumed base course to 264° (T) all ships turning together. 0652 Commenced zigzagging in accordance with plan #14.

J.R. Forester
J.R. FORESTER, Lieutenant (jg), USNR.

08-12

Underway as before. 0815 Ceased zigzagging. 0822 Changed convoy speed to 14 knots (78 RPM). 0823 Commenced zigzagging according to plan #11. 1043 Made daily inspection of magazines and smokeless powder samples. Conditions normal.

H.M. McAllister
H.M. McALLISTER, Lieutenant (jg), USNR.

12-16

Run noon to noon: 312 miles. Underway as before. 1212 Adjusted mean course to 267° (T).

R.I. Lauter
R.I. LAUTER, Lieutenant (jg), USNR.

16-20

Underway as before. 1610 Sighted land bearing 210° (T), distance 37 miles. 1715 Adjusted base course to 259° (T). 1724 ceased zigzagging. 1726 Commenced zigzagging in accordance with zigzag plan #14. 1816 Darkened ship.

J.R. Forester
J.R. FORESTER, Lieutenant (jg), USNR.

20-24

Underway as before. 2327 Ceased zigzagging 2330 wheeled to new base course 240° (T). 2340 Commenced zigzagging according to plan #14.

H.M. McAllister
H.M. McALLISTER, Lieutenant (jg), USNR.

Approved:

E.A. Bartt
E. A. BARTT, Commander, USN
Commanding Officer.

Examined:

E.B. Ellis
E. B. ELLIS, Commander, USNR.

Navigator.

UNITED STATES SHIP PROCYON THURSDAY 14 OCTOBER 1943
(Day) (Date) (Month)

Zone description - 1

Position	0800	1200	2000
Lat.	36° - 04' N	35° - 44' N	MERS EL KEBIR, ALGERIA.
Long.	00° - 31' W	00° - 38' W	

OPERATIONAL REMARKS
(WAR DIARY)

00-04

Underway pursuant to orders with Transport Group 81.2.3. Convoy formation II. Condition of readiness; Condition II (M.A.). Both engines and generators in use. Speed 14 knots. Course 240°(T). Zigzagging in accordance with plan #14. 0130 Sighted convoy bearing 225°(T). 0140 Ceased zigzagging and resumed mean course. 0142 Executed an emergency turn to starboard of 45°. 0152 Executed an emergency turn to Port of 45°. 0200 Commenced zigzagging in accordance with plan #14.

R. I. Lauter
R. I. LAUTER, Lieutenant (jg), USNR.

04-08

Underway as before. 0705 Ceased Zigzagging and resumed base course. 0708 Commenced zigzagging in accordance with plan #11. 0709 Lighted ship. 0710 Changed convoy speed to 14.5 knots.

J. R. Forrester
J. R. FORRESTER, Lieutenant (jg), USNR.

08-12

Underway as before. 0810 Ceased zigzagging. 0816 wheeled to new base course 200° (T). 0828 Commenced zigzagging according to plan #8. 0858 Ceased zigzagging. 0900 Commenced maneuvering to form single column, column one going astern of column two. 0905 Completed forming single column. 0915 Wheeled to new base course 185° (T). 0924 Wheeled to new base course 170° (T). 0925 Entered Oran swept channel and commenced maneuvering at various courses and speeds conforming to channel. 0949 Passed Oran mid-channel buoy abeam to port, distance 250 yards. 1001 Engineering Officer reported cracked piston on starboard engine. Three cylinders on starboard engine cut out immediately. 1045 Anchored in 36 fathoms of water, outside Mers el Kebir breakwater using 45 fathoms of chain on port anchor with following bearings; edge of breakwater 142° (T), Chapel 232° (T), Fort Mers el Kebir 280° (T). Total distance run from Pozzuoli, Italy to Oran, Algeria, 894 miles. 1047 Made daily inspection of magazines and smokeless powder samples. Conditions normal. Made weekly test of magazine sprinkling system; condition normal.

H. M. McAllister
H. M. McALLISTER, Lieutenant (jg), USNR.

12-16

Anchored as before. 1157 Underway at various courses and speeds, lying off Mers el Kebir harbor awaiting pilot. 1315 Secured from Condition II(M.A.). 1319 Pilot Caravane came aboard ship. 1343 Passed through submarine nets at entrance to Mers el Kebir harbor. 1350 French tug "Energie" came along port side forward to assist in mooring. 1354 French tug "Hercule" came along starboard side aft to assist in mooring. 1425 Moored starboard side to U.S.S. ARCTURUS, between buoy Victor and William, with following lines in use: two bow lines of 7/8" wire, one bow line of 1" wire, one bow breast of 8" manila, two after bow springs of 7/8" wire, one forward bow spring of 1 1/2" wire, one breast line of 8" manila, one after quarter spring, doubled, of 8" manila, one forward quarter spring of 8" manila, doubled, two quarter bressts of 7/8" wire, two stern lines of 1 1/2" wire and one stern line of 7/8" wire. 1445 Tugs left from alongside ship. 1455 Pilot Caravane left ship.

R. L. Lightman
R. L. LIGHTMAN, Ensign, USNR.

16-20

Moored as before. 1600 U.S.S. TRIPPE got underway and stood out to sea. 1615 U.S.S. NICHOLSON stood into harbor and moored. 1620 U.S.S. BENSON stood into harbor and moored. 1645 U.S.S. RHIND stood into harbor and moored. 1712 U.S.S. LUDLOW got underway and stood out to sea.

P. F. Branham
P. F. BRANHAM, Lieutenant (jg), USNR.

Approved:

B. A. Hartt
B. A. HARTT, Commander, USN.
Commsailing Officer.

Examined:

E. B. Ellis
E. B. ELLIS, Commander, USNR.
Navigator.

PART III
CONFIDENTIAL

UNITED STATES SHIP PROCYON THURSDAY 14 OCTOBER, 1943

(Day) (Date) (Month)

Zone description - 1

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

20-24

Moored as before.

K.C. Wiedermiller, Ensign, USNR.
K.C. WIEDERMILLER, Ensign, USNR.

Approved:

B.A. Hartt
B. A. HARTT, Commander, USN.
Commanding Officer.

Examined:

E.B. Ellis
E. B. ELLIS, Commander, USNR.
Navigator.

PART III
CONFIDENTIAL

UNITED STATES SHIP PROCYON FRIDAY 15 OCTOBER, 1943
(Day) (Date) (Month)

Zone description - 1

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)
00-04

Moored inside breakwater of Mers el Kebir harbor, starboard side to U.S.S. ARCTURUS, between buoys Victor and William, with following lines in use: two bow lines of 7/8" wire, one bow line of 1" wire, one bow breast of 8" manila, two after bow springs of 7/8" wire, one forward bow spring of 1 1/2" wire one breast line of 8" manila, one after quarter spring, doubled of 8" manila, one forward quarter spring of 8" manila doubled two quarter breasts of 7/8" wire, two stern lines of 1 1/2" wire and one stern line of 7/8" wire. Number two generator in use. Ships present: Transport Division THREE, Transport Division FIVE, U.S.S. WAINWRIGHT, U.S.S. NICHOLSON, U.S.S. BENSON, U.S.S. RHIND, U.S.S. WOOLSEY, U.S.S. EDISON, French Cruisers DUGUAY-TROUIN, and NUMICALM, U.S.S. MERAK, U.S.S. MOUNT BAKER and various yard craft.

J.S. Irvine
J.S. IRVINE, Ensign, USNR.

04-08

Moored as before.

H.F. Reynolds
H.F. REYNOLDS, Ensign, USNR.

08-12

Moored as before. 0750 U.S.S. RHIND got underway and stood out of the harbor. 0752 U.S.S. LUDLOW stood into the harbor and moored. 0825 Made daily inspection of magazines and smokeless powder samples. Conditions normal.

L. E. Cansler, Jr.
L. E. CANSLER, JR., Ensign, USNR.

12-16

Moored as before. 1300 U.S.S. BENSON stood into harbor and moored. 1310 U.S.S. RHIND stood into harbor and moored.

J.S. Irvine
J.S. IRVINE, Ensign, USNR.

16-20

Moored as before. 1818 U.S.S. NICHOLSON got underway and stood out to sea. 1844 U.S.S. BENSON got underway and stood out to sea.

R.L. Lightman
R.L. LIGHTMAN, Ensign, USNR.

20-24

Moored as before.

H.F. Reynolds
H.F. REYNOLDS, Ensign, USNR.

Approved:

Examined:

R.A. Hart
R. A. HART, Commander, USN.
Commanding Officer.

H.M. McAllister
H. M. McALLISTER, Lieutenant (jg), USNR.
Navigator.

UNITED STATES SHIP PROCYON SATURDAY 16 OCTOBER 1943.
(Day) (Date) (Month)

Zone description - 1

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

00-04

Moored inside breakwater of Mers-El-Kebir Harbor, starboard side to the U.S.S. ARCTURUS between the buoys "V" and "W". Following lines in use: two bow lines of 7/8" wire, one bow line of 1" wire, one bow breast line of 8" manila, two after bow springs of 7/8" wire, one forward bow spring of 1 1/2" wire, one breast line of 8" manila, one after quarter spring doubled of 8" manila, one forward quarter spring of 8" manila doubled, two quarter breasts of 7/8" wire, two stern lines of 1 1/2" wire and one stern line of 7/8" wire. No. 2 generator in use. Ships present: Transport Division 3 and Transport Division 5, U.S.S. WAINWRIGHT, U.S.S. NICHOLSON, U.S.S. BENSON, U.S.S. RHIND, U.S.S. WOOLSEY, U.S.S. EDISON, U.S.S. MERAK, U.S.S. MOUNT BAKER, French Cruisers DUGUAY-TROUIN, MUNICALM, and various yard craft.

K. C. Niedermiller, Ensign, USNR.
K. C. NIDDERMILLER, Ensign, USNR.

04-08

Moored as before. 0705 Lighted ship.

J. S. Irvine
J. S. IRVINE, Ensign, USNR.

08-12

Moored as before. 0815 Buoy "Xray" broke loose from its anchorage, due to rising winds, thus causing the U.S.S. MOUNT BAKER to swing around stern to port, endangering this ship. 0816 Put over fenders on port side, rigged in gangway. 0850 U.S.S. MOUNT BAKER cast off her forward lines from Buoy William, was taken under control by harbor tugs which towed her to new berth alongside U.S.S. THOMAS JEFFERSON. Lowered port gangway. 0957 U.S.S. NICHOLSON stood into the harbor and moored. 0959 U.S.S. RHIND stood into the harbor and moored. 1020 Made daily inspection of magazines and smokeless powder samples. Conditions normal.

R. L. Lightman
R. L. LIGHTMAN, Ensign, USNR.

Moored as before.

12-16

P. F. Branham
P. F. BRANHAM, Lieutenant (jg), USNR.

16-20

Moored as before. 1830 U.S.S. RHIND got underway and stood out to sea.

H. P. Reynolds
H. P. REYNOLDS, Ensign, USNR.

20-24

Moored as before. 2205 U.S.S. BENSON stood into the harbor and moored.

R. L. Lightman
R. L. LIGHTMAN, Ensign, USNR.

Approved: *B. A. Hartt*
B. A. HARTT, Commander, U.S. Navy,
Commanding Officer.

Examined: *H. M. McAllister*
H. M. McALLISTER, Lieutenant (jg), USNR,
Navigator.

UNITED STATES SHIP PROCYON SUNDAY 17 OCTOBER 1943
(Day) (Date) (Month)

Zone description - 1

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

00-04

Moored in Mers-El-Kebir harbor, starboard side to U.S.S. ARCTURUS, between buoys Victor and William with following lines in use: Two bow lines of 7/8" wire, one bow line of 1" wire, one bow breast of 8" manila, two after bow springs of 7/8" wire, one forward bow spring of 1 1/2" wire, one breast line of 8" manila doubled, one after quarter spring of 8" manila doubled, one forward quarter spring of 8" manila doubled, two quarter breasts of 7/8" wire, two stern lines of 7/8" wire and one stern line of 1 1/2" wire. No. 1 generator in use. Ships present: Transport Division 3, Transport Division 5, Destroyer Division 8, Destroyer Division 13, U.S.S. MERAK, U.S.S. MOUNT BAKER, French Cruisers DUGUAY-TROUIN and NUNICALL.

Leslie E. Cansler, Jr. Ensign, USNR.
LESLIE E. CANSLER, JR., Ensign, USNR.

04-08

Moored as before. 0710 Lighted ship.

K. C. Windermitter, Ensign, USNR.
K. C. WINDERMITTER, Ensign, USNR.

08-12

Moored as before. 0815 U.S.S. TRIPPE and U.S.S. WAINWRIGHT got underway and stood out to sea. 0845 Made daily inspection of magazines and smokeless powder samples. Conditions normal.

P. F. Branham
P. F. BRANHAM, Lieutenant (jg), USNR.

12-16

Moored as before. 1550 U.S.S. RHIND stood into harbor and moored.

J. S. Irvine
J. S. IRVINE, Ensign, USNR.

16-20

Moored as before. 1645 U.S.S. WAINWRIGHT stood into harbor and moored.

H. F. Reynolds
H. F. REYNOLDS, Ensign, USNR.

20-24

Moored as before.

Leslie E. Cansler, Jr. Ensign, USNR.
LESLIE E. CANSLER, JR., Ensign, USNR.

Approved: *B. A. Hackett*
B. A. HACKETT, Commander, U.S. Navy.
Commanding Officer.

Examined: *H. M. McAllister*
H. M. McALLISTER, Lieutenant (jg), USNR.
Navigator.

UNITED STATES SHIP PROCYON MONDAY 18 OCTOBER, 1943.
(Day) (Date) (Month)

Zone description - 1

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

00-04

Moored in Mers-El-Kebir Harbor, starboard side to U.S.S. ARGENTUS, between buoys Victor and William with following lines in use: Two bow lines of 7/8" wire, one bow line of 1" wire, one bow breast of 8" manila, two after bow springs of 7/8" wire, one forward bow spring of 1 1/2" wire, one breast line of 8" manila, doubled, one after quarter spring of 8" manila, doubled, one forward quarter spring of 8" manila, doubled, two quarter breasts of 7/8" wire, two stern lines of 7/8" wire and one stern line of 1 1/2" wire. No. 1 generator in use. Ships present: Transport Division 3, Transport Division 5, Destroyer Division 8, Destroyer Division 13, U.S.S. MERAK, U.S.S. MOUNT BAKER, French Cruisers DUGWAY - TROUIN and MURICAM.

P. F. Branham
P. F. BRANHAM, Lieutenant (jg), USNR.

04-08

Moored as before. 0730 Lighted ship.

K. C. Nirdemiller
K. C. NIRDENMILLER, Ensign, USNR.

08-12

Moored as before. 0815 U.S.S. LUDLOW, U.S.S. EDISON, U.S.S. WOOLSEY, got underway and stood out to sea. 1030 Made daily inspection of magazines and smokeless powder samples. Conditions normal.

J. S. Irvine
J. S. IRVINE, Ensign, USNR.

12-16

Moored as before. 1355 French water barge "Fraiche" came along port side. 1414 Received Red Air Raid alert. General Quarters. 1432 Secured from General Quarters. 1430 U.S.S. WOOLSEY and U.S.S. EDISON stood into the harbor and moored. 1507 U.S.S. LUDLOW stood into the harbor and moored. 1525 Water barge "Fraiche" shoved off from alongside having delivered 10,000 gallons of water.

Leslie E. Cansler, Jr.
LESLIE E. CANSLER, Jr., Ensign, USNR.

16-20

Moored as before. 1615 U.S.S. SYMBOL got underway and stood out to sea. 1800 U.S.S. WAINWRIGHT got underway and stood out to sea.

H. L. Lightman
H. L. LIGHTMAN, Ensign, USNR.

20-24

Moored as before.

P. F. Branham
P. F. BRANHAM, Lieutenant (jg), USNR.

Approved: *B. A. Hartt*
B. A. HARTT, Commander, U.S. Navy,
Commanding Officer.

Examined: *H. M. McAllister*
H. M. McALLISTER, Lieutenant (jg), USNR,
Navigator.

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UNITED STATES SHIP		PROCYON	TUESDAY 19	OCTOBER	19 43
			(Day)	(Date)	(Month)
Zone description - 1					
Position	0800	1200	2000		
Lat.					
Long.					
OPERATIONAL REMARKS (WAR DIARY)					
00-04					
Moored in Mers-El-Kebir Harbor, starboard side to U.S.S. ANCTURUS, between buoys Victor and William with following lines in use: Two bow lines of 7/8" wire, one bowline of 1" wire, one bow breast of 8" manila, two after bow springs of 7/8" wire, one forward bow spring of 1 1/2" wire, one bow breast of 8" manila, one forward quarter spring of 8" manila doubled, two quarter breasts of 7/8" wire, two stern lines of 7/8" wire and one stern line of 1 1/2" wire. No. 2 generator in use. Ships present: Transport Division 3, Transport Division 5, Destroyer Division 8 less U.S.S. WAINWRIGHT, Destroyer Division 13 less U.S.S. BENSON, U.S.S. MERAK, U.S.S. ROBERT BAKER, French Cruisers DUQUAY, TROUIN and NUNICALM.					
<i>J. S. Irvine</i> J. S. IRVINE, Ensign, USNR.					
04-08					
Moored as before.					
<i>Leslie E. Gansler, Jr.</i> LESLIE E. GANSLER, JR., Ensign, USNR.					
08-12					
Moored as before. 0814 Made daily inspection of magazines and smokeless powder samples. Conditions were normal. 1130 U.S.S. EDISON got underway and stood out to sea.					
<i>R. L. Lightman</i> R. L. LIGHTMAN, Ensign, USNR.					
12-16					
Moored as before. 1200 U.S.S. BENSON stood out of harbor, 1320 U.S.S. EDISON stood into harbor and moored. 1445 U.S.S. WAINWRIGHT stood into harbor and moored.					
<i>K. C. Niedermiller</i> K. C. NIEDERMILLER, Ensign, USNR.					
16-20					
Moored as before. 1710 U.S.S. EDISON got underway and stood out to sea. 1815 U.S.S. EDISON stood into harbor and moored.					
<i>H. F. Reynolds</i> H. F. REYNOLDS, Ensign, USNR.					
20-24					
Moored as before.					
<i>J. S. Irvine</i> J. S. IRVINE, Ensign, USNR.					
Approved:		Examined:			
<i>B. A. Hartt</i>		<i>H. N. McAllister</i>			
B. A. HARTT, Commander, U.S. Navy,		H. N. McALLISTER, Lieutenant (jg), USNR.			
Commanding Officer.		Navigator.			

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

PART III
CONFIDENTIAL

UNITED STATES SHIP PROCYON WEDNESDAY 20 OCTOBER 1943.
(DM9) (DM4) (M060)

Zone description - 1

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

00-04

Moored in Mars-El-Kebir Harbor, starboard side to U.S.S. ARCTURUS, between buoys Victor and William with following lines in use: Two bow lines of 7/8" wire, one bowline of 1" wire, one bow breast of 8" manila, two after bow springs of 7/8" wire, one forward bow spring of 1 1/2" wire, one breast line of 8" manila doubled, one after quarter spring of 8" manila doubled, one forward quarter spring of 8" manila doubled, two quarter breasts of 7/8" wire, two stern lines of 7/8" wire and one stern line of 1 1/2" wire. No. 2 generator in use. Ships present: Transport Division 3, Transport Division 5, Destroyer Division 8, Destroyer Division 13 less U.S.S. BENSON, U.S.S. MERRAK, U.S.S. MOUNT BAKER, French Cruisers DUCUAY-TROUIN and MENICALM.

R. L. Lightman
R. L. LIGHTMAN, Ensign, USNR.

04-08

Moored as before. 0715 Lighted ship.

K. C. Niedemiller
K. C. NIEDERMILLER, Ensign, USNR.

08-12

Moored as before. 0600 Set Condition II (M.A.) AA guard and radar guard pursuant orders of SGA. 0830 U.S.S. MERRAK got underway and stood out of the harbor. 0845 Made daily inspection of magazines and smokeless powder samples. Conditions normal. 0900 U.S.S. NICHOLSON stood into the harbor and moored. 0935 U.S.S. ANDROMEDA got underway and stood out of the harbor. 0955 U.S.S. RHEND stood into the harbor and moored.

E. H. Scott
E. H. SCOTT, Ensign, USNR.

12-16

Moored as before.

C. L. Bassett
C. L. BASSETT, Ensign, USNR.

16-20

Moored as before. 1807 U.S.S. RHEND got underway and stood out to sea.

J. Lancaster
J. J. LANCASTER, Ensign, USNR.

20-24

Moored as before.

E. T. Robertson
E. T. ROBERTSON, Ensign, USNR.

Approved:

B. A. Haritt
B. A. HARRIT, Commander, U.S. Navy,
Commanding Officer.

Examined:

H. M. McAlister
H. M. McALISTER, Lieutenant (jg), USNR,
Navigator.

PART III
CONFIDENTIAL

UNITED STATES SHIP PROCYON THURSDAY 21 OCTOBER 1943.
(Day) (Date) (Month)

Zone description - 1

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

00-04

Moored in Mers-El-Kebir Harbor, starboard side to U.S.S. ARCTURUS, between buoys Victor and William with following lines in use: Two bow lines of 7/8" wire, one bow line of 1" wire, one bow breast of 8" manila, two after bow springs, of 7/8" wire, one forward bow spring 1 1/2" wire, one breast line 8" manila doubled, one after quarter spring of 8" manila doubled, one forward quarter spring of 8" manila doubled, two quarter breast of 7/8" wire, two stern lines of 7/8" wire and one stern line of 1 1/2" wire. No. 1 generator in use: Standing condition of material readiness: Condition II (M.A.) anti-aircraft and radar guards manned pursuant to orders of SOPA. Ships present: Transport Division 3, Transport Division 5 less U.S.S. ANDROMEDA, Destroyer Division 8 less U.S.S. RHIND, Destroyer Division 13 less U.S.S. BENSON, U.S.S. MOUNT BAKER, French Cruisers DUGUAY-TROUIN and MUNICALEM.

C. L. Bassett, Ensign, USNR
C. L. BASSETT, Ensign, USNR.

04-08

Moored as before.

J. Lancaster, Ensign, USNR
J. LANCASTER, Ensign, USNR.

08-12

Moored as before. 0800 Secured AA and radar guard pursuant to orders of SOPA. 1130 U.S.S. VULCAN stood into harbor and moored.

J. S. Irvine, Ensign, USNR
J. S. IRVINE, Ensign, USNR.

12-16

Moored as before. 1240 Fuel barge, H.M.S. TITUSVILLE, came alongside to fuel ship. 1330 U.S.S. RHIND stood into harbor and moored. 1340 U.S.S. DALLAS stood into harbor and moored.

H. F. Reynolds, Ensign, USNR
H. F. REYNOLDS, Ensign, USNR.

16-20

Moored as before. 1610 Completed taking on fuel from H.M.S. TITUSVILLE, having received a total of 91,073 gallons of diesel fuel oil.. Draft of ship forward 16 feet 6 inches. Draft of ship aft 22 feet 6 inches (Draft before refueling forward 15 feet 8 inches; aft 22 feet). 1710 H.M.S. TITUSVILLE shoved off from along port side. 1759 U.S.S. COLE and U.S.S. BEIGNADOU stood into the harbor and moored.

Leslie E. Canaler, Jr., Ensign, USNR
LESLIE E. CANALER, JR., Ensign, USNR.

20-24

Moored as before.

J. S. Irvine, Ensign, USNR
J. S. IRVINE, Ensign, USNR.

Approved:

B. A. Hartt
B. A. HARTT, Commander, U.S. Navy,
Commanding Officer.

Examined:

H. M. McAllister
H. M. McALLISTER, Lieutenant (jg), USNR,
Navigator.

PART III
CONFIDENTIAL

UNITED STATES SHIP PROCYON FRIDAY 22 OCTOBER 19 43.
(Day) (Date) (Month)

Zone description - 1

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

00-04

Moored in Mers-El-Kebir Harbor, starboard side to U.S.S. ARCTURUS, between buoys Victor and William with following lines in use: Two bow lines of 7/8" wire, one bow line of one inch wire, one bow breast of 8" manila, two after bow springs of 7/8" wire, one forward bow spring of 1 1/2" wire, one breast line of 8" manila doubled, one after quarter spring of 8" manila doubled, one forward quarter spring of 8" manila, doubled, two quarter breasts of 7/8" wire, two stern lines of 7/8" wire and one stern line of 1 1/2" wire. No. 2 generator in use. Ships present: Transport Division 3, Transport Division 5 less U.S.S. ANDROMEDA, Destroyer Division 8, Destroyer Division 13 less U.S.S. BENSON, U.S.S. MOUNT BAKER, U.S.S. VULCAN, U.S.S. DALLAS, U.S.S. COLE, U.S.S. BERNADON, French Cruisers DUGUAY-TROUIN, and MUNICAM.

P. F. Branham
P. F. BRANHAM, Lieutenant (jg), USNR.

04-08

Moored as before.

K. C. Niedermiller
K. C. NIEDERMILLER, Ensign, USNR.

08-12

Moored as before. 0805 U.S.S. WOOLSEY got underway and stood out to sea. 0820 U.S.S. BERNADON stood into the harbor and moored. 0900 French Battleship RICHELIEU stood into the harbor and moored. 0931 U.S.S. WAINWRIGHT stood into the harbor and moored. 1015 Made daily inspection of magazines and smokeless powder samples. Conditions normal.

R. L. Lightman
R. L. LIGHTMAN, Ensign, USNR.

12-16

Moored as before.

Leslie E. Cansler, Jr.
LESLIE E. CANSLER, JR., Ensign, USNR.

16-20

Moored as before. 1750 U.S.S. MOUNT BAKER got underway and stood out to sea.

J. S. Irvine
J. S. IRVINE, Ensign, USNR.

20-24

Moored as before.

R. L. Lightman
R. L. LIGHTMAN, Ensign, USNR.

Approved: *B. A. Hartt*
B. A. HARTT, Commander, U.S. Navy.
Commanding Officer.

Examined: *H. M. McAllister*
H. M. McALLISTER, Lieutenant (jg), USNR.
Navigator.

PART III
CONFIDENTIAL

UNITED STATES SHIP PROCYON SATURDAY 23 OCTOBER , 19 43
(Day) (Date) (Month)

Zone description - 1

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

00-04

Moored in Kara-El-Kebir Harbor, starboard side to U.S.S. ARCTURUS, between buoys Victor and William with the following lines in use: Two bow lines of 7/8" wire, one bow line of 1" wire, one bow breast of 8" manila, doubled, one forward quarter spring of 8" manila doubled, two quarter breasts of 7/8" wire, two stern lines of 7/8" wire and one stern line of 1 1/2" wire. No. 2 generator in use. Ships present: Transport Division 3, Transport Division 5 less U.S.S. ANDROMEDA, Destroyer Division 3, Destroyer Division 13 less U.S.S. BENSON, Destroyer Division 8 less U.S.S. WOOLSEY, U.S.S. VULCAN, French Cruisers DUGUAY-TROUIN and NUMICOLM and French Battleship RICHELIEU.

Leslie E. Gansler, Jr.
LESLIE E. GANSLER, JR., Ensign, USNR.

04-08

Moored as before. 0740 U.S.S. WOOLSEY stood into harbor and moored.

P. F. Branham
P. F. BRANHAM, Lieutenant (jg), USNR.

08-12

Moored as before. 0845 Made daily inspection of magazines and smokeless powder samples. Conditions normal. 0850 U.S.S. WOOLSEY stood out to sea. 0930 U.S.S. EDISON got underway and stood out to sea. 0935 French Cruiser NUMICOLM, got underway and stood out to sea.

H. F. Reynolds
H. F. REYNOLDS, Ensign, USNR.

12-16

Moored as before.

K. C. Niedermiller
K. C. NIEDERMILLER, Ensign, USNR.

16-20

Moored as before. 1610 U.S.S. EDISON stood into harbor and moored. 1630 U.S.S. WAINWRIGHT got underway and stood out to sea. 1825 Darkened ship. 1903 French Cruiser NUMICOLM stood into harbor and moored.

J. S. Irvine
J. S. IRVINE, Ensign, USNR.

20-24

Moored as before.

H. F. Reynolds
H. F. REYNOLDS, Ensign, USNR.

Approved:

B. A. Hartz

B. A. HARTZ, Commander, U.S. Navy,
Consulting Officer.

Examined:

H. M. McAllister

H. M. McALLISTER, Lieutenant (jg), USNR,
Navigator.

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CONFIDENTIAL

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UNITED STATES SHIP PROCYON SUNDAY 24 OCTOBER, 1943.
(Day) (Date) (Month)

Zone description - 1

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

00-04

Moored in Mers-El-Kebir Harbor, starboard side to U.S.S. ARCTURUS between buoy Victor and William with the following lines in use: Two bow lines of 7/8" wire, one bow line of 1" wire, one bow breast of 8" manila doubled, one forward quarter spring of 8" manila doubled, two quarter breasts of 7/8" wire, two stern lines of 7/8" wire, and one stern line of 1 1/2" wire. No. 1 generator in use. Ships present: Transport Division 3, Transport Division 5 less U.S.S. ANDROMEDA, Destroyer Division 3, Destroyer Division 13 less U.S.S. BENSON and U.S.S. WAINWRIGHT, Destroyer Division 8 less U.S.S. BOOLEBY, U.S.S. WULCAN, French Cruisers DUGUAY-TROUIN and NUNICAM and French Battleship RICHELIEU.

H. L. Lightman
H. L. LIGHTMAN, Ensign, USNR.

04-08

Moored as before. 0715 Lighted ship. 0740 U.S.S. WAINWRIGHT stood into the harbor and moored.

K. C. Niedermiller
K. C. NIEDERMILLER, Ensign, USNR.

08-12

Moored as before. 0813 U.S.S. GLEAVES stood into harbor and moored. 0900 Made daily inspection of magazines and smokeless powder sample. Conditions normal. 1018 U.S.S. BOISE stood into harbor and moored. 1100 Made all preparations for getting under-way. 1105 U.S.S. PLUNKETT stood into harbor and moored. 1130 Pilot Duran came aboard. 1145 French Tugs Hercules and Energine came alongside.

J. S. Irvine
J. S. IRVINE, Ensign, USNR.

12-16

Anchored as before. 1220 Underway pursuant to orders of Commandant, NCB, Oran 231811(A), Captain, Pilot, and Navigator on bridge, pilot at conn. 1224 Tugs Hercule and Energis left from alongside. 1233 Passed through anti-submarine net at entrance to Mers-El-Kebir Harbor. Pilot left ship. 1235 General Quarters. 1240 Proceeding at various courses and speeds conforming to swept channel. 1246 Set Condition II (M.A.). 1255 U.S.S. ANDROMEDA stood out of Oran harbor and took station astern of this ship. 1341 Set base course 054°(T), speed 10 knots. 1400 Commenced zigzagging on Plan No. 11. 1420 Ceased zigzagging and resumed mean course 1430 Changed speed to 14 knots and changed base course to 072°(T). 1435 Commenced zigzagging on Plan No. 11. 1455 Ceased zigzagging and returned to mean course. 1500 Changed course to 129°(T). 1507 Commenced zigzagging on Plan No. 11. 1525 Ceased Zigzagging and returned to mean course. 1530 Changed course to 180°(T). 1537 Changed speed to 10 knots. 1540 Changed speed to 5 knots. 1550 Pilot Semouricane aboard.

R. Lauter
R. LAUTER, Lieutenant (jg), USNR.

16-20

Underway as before. 1610 Passed over degaussing range at entrance to Arzew Harbor. 1629 Passed through entrance to anti-submarine net. 1645 Moored to buoy "H", Arzew, Algeria Harbor, using 12 fathoms of starboard anchor chain, one 1" wire and one 7/8" wire. Distance run from Oran, Algeria to Arzew, Algeria, 38 miles. 1735 Pilot left ship.

H. F. Reynolds
H. F. REYNOLDS, Ensign, USNR.

20-24

Moored as before.

J. S. Irvine
J. S. IRVINE, Ensign, USNR.

Approved:

B. A. Hartt
B. A. HARTT, Commander, U.S. Navy,
Commanding Officer.

Examined:

H. M. McAllister
H. M. McALLISTER, Lieutenant (jg), USNR.
Navigator.

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.

UNITED STATES SHIP

PROCYON

MONDAY

25

OCTOBER

1943.

(Day)

(Date)

(Month)

Zone description - 1

Position 0800

1200

2000

Lat.

Long.

OPERATIONAL REMARKS
(WAR DIARY)

00-04

Moored in Arzew, Algeria Harbor, bow secured to buoy Hypo with 12 fathoms of anchor chain, one 1" wire and one 7/8" wire. No. 1 generator in use. Ships present: U.S.S. SAMUEL CHASE (SOPA) and U.S.S. ANDROMEDA.

Leslie E. Cansler, Jr.
LESLIE E. CANSLER, JR., Ensign, USNR.

04-08

Moored as before.

P. F. Branham
P. F. BRANHAM, Lieutenant (jg), USNR.

08-12

Moored as before. 0812 Set Condition IV (Transport Area). 0815 Commenced discharging landing craft. 0825 Commenced embarking Second Battalion of the First Regimental Combat Team, Third Algerian Division, French Army. 0945 Completed hoisting out landing craft. 1030 Completed embarkation of Second Battalion of the First Regimental Combat Team, Third Algerian Division; 28 officers and 783 men. 1058 Made daily inspection of magazines and smokeless powder samples; conditions normal. Exercised French Army personnel in debarkation drill.

K. C. Niederhiller
K. C. NIEDERHILLER, Ensign, USNR.

12-16

Moored as before. 1354 Commenced debarkation of French Army personnel into landing craft for landing exercise at beach. 1425 Completed debarkation of French Army personnel. 1427 Secured from Condition IV (Transport Area).

R. L. Lichtenhan
R. L. LICHTNAN, Ensign, USNR.

16-20

Moored as before. 1605 All landing craft returned to ship. 1735 Four LCM(3)s dispatched to U.S.S. ANDROMEDA for participation in landing exercise. 1845 One LCM(3) dispatched to U.S.S. ANDROMEDA for participation in landing exercise.

P. F. Branham
P. F. BRANHAM, Lieutenant (jg), USNR.

20-24

Moored as before. 2200 Five LCMs returned to ship from U.S.S. ANDROMEDA.

H. F. Reynolds
H. F. REYNOLDS, Ensign, USNR.

Approved:

E. A. Hartt

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

Commanding Officer.

Examined:

H. M. McAllister

H. M. McALLISTER, Lieutenant (jg), USNR,

Navigator.

PART III
CONFIDENTIAL

UNITED STATES SHIP PROCYON TUESDAY 26 OCTOBER 1943.
(Day) (Date) (Month)

Zone description - 1

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

00-04

Moored in Arzew, Algeria, Harbor; bow secured to buoy Hypo with 12 fathoms of anchor chain, one 1" wire and one 7/8" wire. Number 1 generator in use. Ships present: U.S.S. SAMUEL CHASE (SOFA) and U.S.S. ANDROMEDA.

K. C. Niedermiller, Ensign, USNR.
K. C. NIEDERMILLER, Ensign, USNR.

04-08

Moored as before.

Leslie E. Cansler, Jr., Ensign, USNR.
LESLIE E. CANSLER, JR., Ensign, USNR.

08-12

Moored as before. 0807 Set Condition IV (Transport Area). 0825 Began embarkation of the Second Battalion of the First Regimental Combat Team, Third Algerian Division, French Army, 28 officers and 783 men. 0852 Made daily inspection of magazines and smokeless powder samples; conditions normal. 0920 Completed embarkation of French Troops; secured from Condition IV (Transport Area).

J. S. Irvine, Ensign, USNR.
J. S. IRVINE, Ensign, USNR.

12-16

Moored as before. 1400 Set Condition IV (Transport Area). Debarkation exercise for French troops. 1443 Secured from Condition IV (Transport Area).

H. F. Reynolds, Ensign, USNR.
H. F. REYNOLDS, Ensign, USNR.

16-20

Moored as before. 1830 Set Condition IV (Transport Area). 1845 Began debarkation of French Troops. 1915 Completed debarkation of troops; began landing exercise. 1920 Secured from Condition IV (Transport Area).

R. L. Lightman, Ensign, USNR.
R. L. LIGHTMAN, Ensign, USNR.

20-24

Moored as before. 2200 All landing craft returned to ship, having completed landing exercise.

Leslie E. Cansler, Jr., Ensign, USNR.
LESLIE E. CANSLER, JR., Ensign, USNR.

Approved:

S. A. Hartt
S. A. HARTT, Commander, U.S. Navy,
Commanding Officer.

Examined:

H. M. McAllister
H. M. McALLISTER, Lieutenant(jg), USNR,
Navigator.

PART III
CONFIDENTIAL

UNITED STATES SHIP PROCYON WEDNESDAY 27 OCTOBER 1943
(Day) (Date) (Month)

Zone description - 1

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

00-04

Moored in Arzew, Algeria, harbor bow secured to buoy Hypo with 12 fathoms of anchor chain, one 1" wire and one 7/8" wire. No. 2 generator in use. Ships present; U.S.S. SAMUEL CHASE (SOPA) and U.S.S. ANDROMEDA.

P. F. Branham
P. F. BRANHAM, Lieutenant (jg), USNR.

04-08

Moored as before.

K. C. Niedermiller
K. C. NIEDERMILLER, Ensign, USNR.

08-12

Moored as before. 0815 Set Condition IV (Transport Area). 0845 Commenced embarking Second Battalion, Second Regimental Combat Team, Third Algerian Division, French Army; 23 officer, and 627 men. 0850 Made daily inspection of magazines and smokeless powder samples; condition normal. 0945 Completed embarkation of French Troops. 1000 Secured from Condition IV (Transport Area). 1030 Exercised French Troops in debarkation drill.

H. F. Reynolds
H. F. REYNOLDS, Ensign, USNR.

12-16

Moored as before. 1400 Set Condition IV (Transport Area). 1410 Commenced debarking French Troops. 1445 Completed debarking French Troops. Secured from Condition IV (Transport Area).

R. L. Lightman
R. L. LIGHTMAN, Ensign, USNR.

16-20

Moored as before. 1800 Five LCM's left the ship for U.S.S. ANDROMEDA to participate in landing exercise.

P. F. Branham
P. F. BRANHAM, Lieutenant (jg), USNR.

20-24

Moored as before. 2130 Five LCM's returned to ship having completed temporary duty with U.S.S. ANDROMEDA.

Leslie E. Cansler, Jr.
LESLIE E. CANSLER, JR., Ensign, USNR.

Approved: *B. A. Hartt*
B. A. HARTT, Commander, U.S. Navy,
Commanding Officer.

Examined: *H. M. McAllister*
H. M. McALLISTER, Lieutenant (jg), USNR,
Navigator.

PART III
CONFIDENTIAL

UNITED STATES SHIP PROCYON THURSDAY 28 OCTOBER, 1943.
(Day) (Date) (Month)

Zone description - 1

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

00-04

Moored in Arzew, Algeria Harbor. Bow secured to buoy Hypo with 12 fathoms of starboard anchor chain, one 1" wire, and one 7/8" wire. No. 2 generator in use. Ships present: U.S.S. SANUEL CHASE (SOPA) and U.S.S. ANDROMEDA.

H. F. Reynolds
H. F. REYNOLDS, Ensign, USNR.

04-08

Moored as before. 0705 Lighted ship.

J. S. Irvine
J. S. IRVINE, Ensign, USNR.

08-12

Moored as before. 0815 Set Condition IV (Transport Area). 0825 Commenced embarking Second Battalion, Second Regimental Combat Team, Third Algerian Division, French Army. 0830 Made daily inspection of magazines and smokeless powder samples. 0900 Completed embarkation of French Troops. 0905 Secured from Condition IV (Transport Area).

K. C. Niederwiller
K. C. NIDERWILLER, Ensign, USNR.

12-16

Moored as before. 1415 Set Condition IV (Transport Area). 1420 Commenced debarking French Troops. 1439 Completed debarking French Troops. 1445 Commenced re-embarking French Troops. 1455 Completed re-embarking French Troops. 1505 Secured from Condition IV (Transport Area).

R. L. Lightman
R. L. LIGHTMAN, Ensign, USNR.

16-20

Moored as before. 1800 Five LCM's left the ship for the U.S.S. ANDROMEDA. 1830 Set Condition IV (Transport Area). 1835 Commenced debarking French Troops.

P. F. Branham
P. F. BRANHAM, Lieutenant (jg), USNR.

20-24

Moored as before. 2000 Completed debarking French Troops. 2136 Commenced hoisting landing craft aboard.

H. F. Reynolds
H. F. REYNOLDS, Ensign, USNR.

Approved: *B. A. Hartt*
B. A. HARTT, Commander, U.S. Navy,
Commanding Officer.

Examined: *H. M. McAllister*
H. M. McALLISTER, Lieutenant (jg), USNR,
Navigator.

UNITED STATES SHIP PROCYON FRIDAY 29 OCTOBER, 1943.
(Day) (Date) (Month)

Zone description - 1

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

00-04

Moored in Arzew, Algeria Harbor, bow secured to buoy Hypo by 12 fathoms of starboard anchor chain, one 1" wire and one 7/8" wire. No. 2 generator in use. Ships present: U.S.S. SAMUEL CHASE (SOFA) and U.S.S. ANDROMEDA. 0050 Commenced hoisting aboard remainder of landing craft (Salvage boats). 0135 Completed hoisting aboard landing craft. Secured from Condition IV (Transport Area).

Leslie E. Cansler, Jr.
LESLIE E. CANSLER, JR., Ensign, USNR.

04-08

Moored as before.

J. S. Irvine
J. S. IRVINE, Ensign, USNR.

08-12

Moored as before. 0850 Made daily inspection of magazines and smokeless powder samples. Conditions normal.

H. C. Niederwiller
H. C. NIEDERWILLER, Ensign, USNR.

12-16

Moored as before.

R. L. Lightman
R. L. LIGHTMAN, Ensign, USNR.

16-20

Moored as before. 1700 Commenced hoisting out five LCM's for maneuvers. 1740 Completed hoisting out five landing craft. 1800 Shoved off five LCM's for temporary duty with U.S.S. ANDROMEDA (Maneuvers).

Leslie E. Cansler, Jr.
LESLIE E. CANSLER, JR., Ensign, USNR.

20-24

Moored as before. 2105 Five LCM's returned from the U.S.S. ANDROMEDA.

P. F. Branham
P. F. BRANHAM, Lieutenant (jg), USNR.

Approved:

B. A. Bart
B. A. BART, Commander, U.S. Navy,
Commanding Officer.

Examined:

H. M. McAllister
H. M. McALLISTER, Lieutenant (jg), USNR,
Navigator.

PART III
CONFIDENTIAL

UNITED STATES SHIP PROCYON SATURDAY 30 OCTOBER, 1943
(Day) (Date) (Month)

Zone description - 1

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

00-04

Moored in Arzew, Algeria Harbor. Bow secured to buoy Hypo with 12 fathoms of starboard anchor chain, one 1" wire and one 7/8" wire. No. 2 generator in use. Ships present: U.S.S. SAMUEL CHASE (SOPA) and U.S.S. ANDROMEDA.

K. C. Niedermiller
K. C. NIEDERMILLER, Ensign, USNR.

04-08

Moored as before. 0714 Lighted ship.

H. F. Reynolds
H. F. REYNOLDS, Ensign, USNR.

08-12

Moored as before. 0810 Made daily inspection of magazines and smokeless powder samples. Conditions normal. 0900 Commenced embarking the First Battalion, Fourth Regimental Combat team, Third Tunisian Division, French Army. 0930 Completed embarking French Troops.

R. L. Lighman
R. L. LIGHMAN, Ensign, USNR.

12-16

Moored as before. 1400 Set Condition IV (Transport Area). 1405 Commenced debarking French Troops. 1440 Completed debarking French Troops. 1445 Secured from Condition IV (Transport Area).

P. F. Branham
P. F. BRANHAM, Lieutenant (jg), USNR.

16-20

Moored as before. 1601 Commenced hoisting aboard landing craft. 1700 Completed hoisting aboard landing craft.

Leslie E. Canaler, Jr.
LESLIE E. CANALER, JR., Ensign, USNR.

20-24

Moored as before.

K. C. Niedermiller
K. C. NIEDERMILLER, Ensign, USNR.

Approved:

B. A. Hart
B. A. HART, Commander, U.S. Navy,
Commanding Officer.

Examined:

H. M. McAllister
H. M. McALLISTER, Lieutenant (jg), USNR,
Navigator.

PART III
CONFIDENTIAL

UNITED STATES SHIP	PROCYON	SUNDAY	31	OCTOBER	19 43
		(Day)	(Date)	(Month)	
Zone description	- 1				
Position	0800	1200	2000		
Lat.					
Long.					

OPERATIONAL REMARKS
(WAR DIARY)

00-04

Moored in Arzew, Algeria Harbor, bow secured to buoy HEPD by 12 fathoms of starboard anchor chain, one 1" wire and one 7/8" wire. No. 2 generator in use. Ships present: U.S.S. SAMUEL CHASE, (SOPA) and U.S.S. ANDROMEDA.

G. S. Irvine
G. S. IRVINE, Ensign, USNR.

04-08

Moored as before.

P. F. Branham
P. F. BRANHAM, Lieutenant (jg), USNR.

08-12

Moored as before. 0810 Made daily inspection of magazines and smokeless powder samples. Conditions normal. 0830 Commenced embarking First Battalion, Fourth Regimental Combat Team, Third Tunisian Division, French Army. 0900 Completed embarking French Troops.

R. L. Lightman
R. L. LIGHTMAN, Ensign, USNR.

12-16

Moored as before. 1400 Set Condition IV (Transport Area). 1408 Commenced debarking French Troops. 1445 Completed debarking troops, 1446 Secured from Condition IV (Transport Area).

K. C. Niedermiller
K. C. NIEDERMILLER, Ensign, USNR.

16-20

Moored as before. 1805 Five LCM's left for the U.S.S. ANDROMEDA. 1815 Set Condition IV (Transport Area). 1817 Commenced debarking French Troops. 1905 Completed debarking French Troops. 1945 Secured from Condition IV (Transport Area).

P. F. Branham
P. F. BRANHAM, Lieutenant (jg), USNR.

20-24

Moored as before. 2230 Commenced hoisting boats aboard.

R. L. Lightman
R. L. LIGHTMAN, Ensign, USNR.

Approved:

B. A. Hartt
B. A. HARTT, Commander, U.S. Navy,
Commanding Officer.

Examined:

H. M. McAllister
H. M. McALLISTER, Lieutenant (jg), USNR
Navigator.

F-405

ADDITIONAL SHEET

U. S. S. _____

Date _____

, 19 _____

OPERATIONAL

Remarks

of

U.S.S. PROCYON,

for

November, 1943.



61757

To: Commander-in-Chief, U.S. Fleet

Approved:

Examined:

U. S. N., Navigator.

PART III
CONFIDENTIAL

UNITED STATES SHIP PROCYON MONDAY 1 NOVEMBER, 1943
(Day) (Date) (Month)

Zone description _____

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

00-04

Moored to buoy Hypo in Arzew, Algeria Harbor, using 12 fathoms of starboard anchor chain, one 7/8" wire and one 1" wire. No. 2 generator in use. Ships present; U.S.S. SAMUEL CHASE (SOPA) and U.S.S. ANDROMEDA. 0030 Completed hoisting aboard landing craft.

Leslie E. Canlier, Jr.
LESLIE E. CANLIER, JR., Ensign, USNR.

04-08

Moored as before.

J. S. Irvine
J. S. IRVING, Ensign, USNR.

08-12

Moored as before. 1000 Set Condition IV (Transport Area). 1010 Commenced embarking the Third Battalion, Fourth Regimental Combat Team, Third Tunisian Division, French Army. 1100 Completed embarkation of French Troops. Secured from Transport Area. 1111 Made daily inspection of magazines and smokeless powder samples. Conditions normal.

P. F. Branham
P. F. BRANHAM, Lieutenant (jg), USNR.

12-16

Moored as before. 1325 Set Condition IV (Transport Area). 1330 Commenced debarking French Troops. 1410 Completed debarkation of French Troops. 1420 Secured from Condition IV (Transport Area).

J. R. Forrester
J. R. FORRESTER, Lieutenant (jg), USNR.

16-20

Moored as before. 1800 Five LCM's left for the U.S.S. ANDROMEDA.

P. F. Branham
P. F. BRANHAM, Lieutenant (jg), USNR.

20-24

Moored as before. 2320 Five LCM's returned from the U.S.S. ANDROMEDA and tied up alongside.

E. H. Scott
E. H. SCOTT, Ensign, USNR.

Approved:

B. A. Martt
B. A. MARTT, Commander, U.S. Navy.
Commanding Officer.

Examined:

H. M. McAllister
H. M. McALLISTER, Lieutenant (jg), USNR.
Navigator.

**PART III
CONFIDENTIAL**

UNITED STATES SHIP PROCYON **TUESDAY** 2 **NOVEMBER**, 1943.
(Day) (Date) (Month)

Zone description + 1

Position	0800	1200	2000
Lat.			
Long.			

**OPERATIONAL REMARKS
(WAR DIARY)**

00-04

Moored in Arzew, Algeria Harbor. Bow secured to buoy Hypo with 12 fathoms of starboard anchor chain, one 1" wire and one 7/8" wire. No. 1 generator in use. Ships present: U.S.S. SAMUEL CHASE (SOPA), U.S.S. ANDROMEDA.

J. S. Kelly
J. S. KELLY, Lieutenant (jg), USNR.

04-08

Moored as before. 0717 Lighted Ship.

H. F. Reynolds
H. F. REYNOLDS, Ensign, USNR.

08-12

Moored as before. 0835 Made daily inspection of magazines and smokeless powder samples. Conditions normal. 0850 Commenced embarking the Third Battalion of the Fourth Regimental Combat Team, Third Tunisian Division, French Army. 1200 Completed embarkation of French Troops.

J. R. Forester
J. R. FORESTER, Lieutenant (jg), USNR.

12-16

Moored as before. 1330 Exercised French Troops in debarkation drills. 1430 Secured from debarkation drills.

P. F. Branham
P. F. BRANHAM, Lieutenant (jg), USNR.

16-20

Moored as before. 1725 LCS#20 and LCS#21 returned to ship from Arzew Harbor, AATB. 1800 Darkened ship. 1825 Set Condition IV (Transport Area). 1827 Commenced debarking French Troops. 1905 Completed debarking French Troops. 1910 Secured from Condition IV (Transport Area).

J. S. Kelly
J. S. KELLY, Lieutenant (jg), USNR.

20-24

Moored as before.

Leslie E. Casler, Jr.
LESLIE E. CASLER, JR., Ensign, USNR.

Approved:

B. A. Hartt
B. A. HARTT, Commander, U.S. Navy,
Commanding Officer.

Examined:

H. M. McAllister
H. M. McALLISTER, Lieutenant (jg), USNR.
Navigator.

PART III
CONFIDENTIAL

Page _____

UNITED STATES SHIP PROCYON WEDNESDAY 3 NOVEMBER, 1943.
(Day) (Date) (Month)

Zone description - 1

Position	6800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

00-04

Moored in Arzew, Algeria Harbor, bow secured to buoy Hypo with 12 fathoms of starboard anchor chain, one 1" wire and one 7/8" wire. No. 2 generator in use. Ships present: U.S.S. SAMUEL CHASE (SOPA), U.S.S. ANDROMEDA.

E. H. Scott
E. H. SCOTT, Ensign, USNR.

04-08

Moored as before.

P. P. Branham
P. P. BRANHAM, Lieutenant (jg), USNR.

08-12

Moored as before. 0840 Commenced embarking the Third Battalion, Second Regimental Combat Team, Third Tunisian Division, French Army (20 officers and 435 enlisted men). 0925 U.S.S. SAMUEL CHASE got underway and stood out to sea. 1005 U.S.S. ANDROMEDA got underway and stood out to sea. 1006 Made daily inspection of magazines and smokeless powder samples. Conditions normal. 1030 Assumed Radar Guard. 1030 Completed embarkation of French Troops.

J. R. Forester
J. R. FORESTER, Lieutenant (jg), USNR.

12-16

Moored as before. 1205 Secured Radar Guard. 1355 Set Transport Area (Condition IV) watch. Commenced debarking French Troops. 1530 Secured from Transport Area (Condition IV) watch. All French Troops debarked from ship. Made all preparations for getting underway.

Leslie E. Casler, Jr.
LESLIE E. CASLER, JR., Ensign, USNR.

16-20

Moored as before. 1603 Commenced maneuvering to change berth under tow of landing craft. 1625 Moored in Arzew, Algeria Harbor, bow secured to buoy Fox with 15 fathoms of starboard anchor chain, one 1" wire and one 7/8" wire.

R. Lauter
R. LAUTER, Lieutenant (jg), USNR.

20-24

Moored as before.

J. S. Kelly
J. S. KELLY, Lieutenant (jg), USNR.

Approved:

P. A. Hart
P. A. HART, Commander, U.S. Navy,
Commanding Officer.

Examined:

H. E. McAllister
H. E. McALLISTER, Lieutenant (jg), USNR,
Navigator.

PART III
CONFIDENTIAL

UNITED STATES SHIP PROCYON THURSDAY 4 NOVEMBER, 1943.
(Day) (Date) (Month)

Zone description - 1

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

00-04

Moored in Arzew, Algeria Harbor. Bow secured to buoy Fox with 15 fathoms of starboard anchor chain, one 1" wire and one 7/8" wire. No. 1 generator in use.

P. F. Branham
P. F. BRANHAM, Lieutenant (jg), USNR.

04-08

Moored as before. 0600 Assumed Radar Guard.

Leslie E. Canaler, Jr.
LESLIE E. CANALER, JR., Ensign, USNR.

08-12

Moored as before. 0835 Commenced embarking First Battalion, Second Regiment of ZOUAVES, French Army (24 officers and 399 enlisted men). 0900 Completed embarkation of French Troops. 0930 Made daily inspection of magazines and smokeless powder supplies. Conditions normal. Secured Radar Guard.

R. Lauter
R. LAUTER, Lieutenant (jg), USNR.

12-16

Moored as before. 1400 Set Transport Area (Condition IV) watch. Commenced debarking French Troops. 1430 Secured from Transport Area (Condition IV) watch, having completed debarking French Troops. 1440 U.S.S. THOMAS JEFFERSON stood into the harbor and moored. 1446 U.S.S. DICKMAN stood into the harbor and moored. 1450 Commenced hoisting aboard landing craft.

E. H. Scott
E. H. SCOTT, Ensign, USNR.

16-20

Moored as before. 1605 Completed hoisting aboard landing craft.

Leslie E. Canaler, Jr.
LESLIE E. CANALER, JR., Ensign, USNR.

20-24

Moored as before.

P. F. Branham
P. F. BRANHAM, Lieutenant (jg), USNR.

1

Approved:

E. A. Hartt
E. A. HARTT, Commander, U.S. Navy.
Commsanding Officer.

Examined:

H. M. McAllister
H. M. McALLISTER, Lieutenant (jg), USNR.
Navigator.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

PART III
CONFIDENTIAL

UNITED STATES SHIP PROCTON FRIDAY 5 NOVEMBER, 1943.
(Day) (Date) (Month)

Zone description - 1

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

00-04

Moored in Arzew, Algeria Harbor, to Buoy Hypo using 15 fathoms of starboard anchor chain, one 1" wire and one 7/8" wire. No. 2 generator in use. Ships present: U.S.S. THOMAS JEFFERSON (SOPA) and U.S.S. DICKMAN.

E. H. Scott
E. H. SCOTT, Ensign, USNR.

04-08

Moored as before. Ship rolling easily in heavy ground swell.

Leslie E. Casler, Jr.
LESLIE E. CASLER, JR., Ensign, USNR.

08-12

Moored as before. GR45 Made daily inspection of magazines and smokeless powder samples. Conditions normal.

P. F. Branham
P. F. BRANHAM, Lieutenant (jg), USNR.

12-16

Moored as before.

E. T. Robertson
E. T. ROBERTSON, Ensign, USNR.

16-20

Moored as before.

J. S. Kelly
J. S. KELLY, Lieutenant (jg), USNR.

20-24

Moored as before.

E. H. Scott
E. H. SCOTT, Ensign, USNR.

Approved: *B. A. Hartt*
B. A. HARTT, Commander, U.S. Navy,
Commanding Officer.

Examined: *H. M. McAlister*
H. M. McALISTER, Lieutenant (jg), USNR,
Navigator.

PART III
CONFIDENTIAL

UNITED STATES SHIP PROCYON SATURDAY 6 NOVEMBER, 1943.
(Day) (Date) (Month)

Zone description - 1

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)
00-04

Moored in Arzew, Algeria Harbor to buoy Fox. Bow secured to buoy with 15 fathoms of starboard anchor chain, one 7/8" wire and one 1" wire. Ships present: U.S.S. THOMAS JEFFERSON (SOPA) and U.S.S. DICKMAN. No. 2 generator in use.

R. Lauter
R. LAUTER, Lieutenant (jg), USNR.

04-08

Moored as before.

Leslie E. Cansler, Jr.
LESLIE E. CANSLER, JR., Ensign, USNR.

08-12

Moored as before. 0800 Assumed antiaircraft and radar guard pursuant to orders of SOPA. 0835. Made daily inspection of magazines and smokeless powder samples. Conditions normal.

E. T. Robertson
E. T. ROBERTSON, Ensign, USNR.

12-16

Moored as before.

J. S. Kelly
J. S. KELLY, Lieutenant (jg), USNR.

16-20

Moored as before.

R. Lauter
R. LAUTER, Lieutenant (jg), USNR.

20-24

Moored as before.

E. H. Scott
E. H. SCOTT, Ensign, USNR.

Approved:

Examined:

B. A. Hart
B. A. HART, Commander, U.S. Navy,
Commanding Officer.

H. M. McAllister
H. M. McALLISTER, Lieutenant (jg), USNR,
Navigator.

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.

PART III
CONFIDENTIAL

UNITED STATES SHIP PROCYON SUNDAY 7 NOVEMBER 1943
(Day) (Date) (Month)

Zone description - 1

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

00-04

Moored in Arzew, Algeria Harbor, bow secured to buoy Fox with 15 fathoms of starboard anchor chain, one 1" wire and one 7/8" wire. No. 2 generator in use. Ships present: U.S.S. THOMAS JEFFERSON (SOFA), U.S.S. JOSEPH DICKEYMAN, and various yard craft. Ship pitching easily in heavy ground swell.

Leslie E. Canfield, Jr.
LESLIE E. CANFIELD, JR., Ensign, USNR.

04-08

Moored as before.

P. F. Branham
P. F. BRANHAM, Lieutenant (jg), USNR.

08-12

Moored as before. 0800 Secured anti-aircraft and Radar Guard. 1030 Made daily inspection of magazines and smokeless powder samples. Conditions normal.

J. B. Forrester
J. B. FORRESTER, Lieutenant(jg), USNR.

12-16

Moored as before.

P. K. Lauter
P. LAUTER, Lieutenant (jg), USNR.

16-20

Moored as before.

J. S. Kelly
J. S. KELLY, Lieutenant (jg), USNR.

20-24

Moored as before.

Leslie E. Canfield, Jr.
LESLIE E. CANFIELD, JR., Ensign, USNR.

Approved:

Examined:

B. S. Matt
B. S. MATT, Commander, U.S. Navy,
Commanding Officer.

H. M. McAllister
H. M. McALLISTER, Lieutenant (jg), USNR,
Navigator.

PART III
CONFIDENTIAL

UNITED STATES SHIP PROCYON MONDAY 8 NOVEMBER, 1943.
(Day) (Date) (Month)

Zone description - 3

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

00-04

Moored in Arzew, Algeria Harbor to buoy Fox. Bow secured to buoy with 15 fathoms of star-board anchor chain, one 7/8" wire and one 1" wire. Ships present: U.S.S. THOMAS JEFFERSON (SOPA) and U.S.S. JOSEPH DICEMAN. No. 2 generator in use.

E. T. Robertson
E. T. ROBERTSON, Ensign, USNR.

04-08

Moored as before.

P. P. Branham
P. P. BRANHAM, Lieutenant (jg), USNR.

08-12

Moored as before. 1000 Made daily inspection of magazines and smokeless powder samples. Conditions normal.

J. H. Brewster
J. H. BREWSTER, Lieutenant (jg), USNR.

12-16

Moored as before. 1325 Commenced embarking First Battalion, Second Regiment of ZOUAVIS, French Army (20 officers and 397 enlisted men). 1400 Completed embarkation of French Troops.

E. T. Robertson
E. T. ROBERTSON, Ensign, USNR.

16-20

Moored as before.

Leslie E. Casvier, Jr.
LESLIE E. CASVIER, JR., Ensign, USNR.

20-24

Moored as before. 2015 Set Condition IV (Transport Area). 2020 Commenced debarking French Troops. 2027 Finished debarking French Troops. 2030 Secured from Condition IV (Transport Area).

P. P. Branham
P. P. BRANHAM, Lieutenant (jg), USNR.

Approved:

B. A. Hartt

B. A. HARTT, Commander, U.S. Navy,
Commanding Officer.

Examined:

H. M. McAllister

H. M. McALLISTER, Lieutenant (jg), USNR,
Navigator.

PART III
CONFIDENTIAL

UNITED STATES SHIP	PROCYON	TUESDAY	9	NOVEMBER	19 43.
		(Day)	(Date)	(Month)	
Zone description - 1					
Position	0800	1200	2000		
Lat.					
Long.					

OPERATIONAL REMARKS
(WAR DIARY)

00-04

Moored in Arzew, Algeria Harbor, bow secured to buoy Fox with 15 fathoms of starboard anchor chain, one 1" wire and one 7/8" wire. No. 2 generator in use. Ships present: U.S.S. THOMAS JEFFERSON (SOPA) and U.S.S. JOSEPH DICKMAN.

E. H. Scott
E. H. SCOTT, Ensign, USNR.

04-08

Moored as before.

E. T. Robertson
E. T. ROBERTSON, Ensign, USNR.

08-12

Moored as before. 0800 Assumed harbor anti-aircraft and radar guard pursuant to orders of SOPA. 1015 Made daily inspection of magazine and smokeless powder samples; conditions normal.

Leslie E. Casler, Jr.
LESLIE E. CASLER, JR., Ensign, USNR.

12-16

Moored as before.

R. Lauter
R. LAUTER, Lieutenant (jg), USNR.

16-20

Moored as before.

E. H. Scott
E. H. SCOTT, Ensign, USNR.

20-24

Moored as before.

E. T. Robertson
E. T. ROBERTSON, Ensign, USNR.

Approved:

B. A. Hartt
B. A. HARTT, Commander, U.S. Navy,
Commanding Officer.

Examined:

H. M. McAllister
H. M. McALLISTER, Lieutenant (jg), USNR,
Navigator.

PART III
CONFIDENTIAL

UNITED STATES SHIP	PROCYON	WEDNESDAY	10	NOVEMBER	1943.
		(Day)	(Date)	(Month)	
Zone description - 1					
Position	0800	1200	2000		
Lat.					
Long.					

OPERATIONAL REMARKS
(WAR DIARY)

00-04

Moored in Arzew, Algeria, Harbor to buoy Fox with 15 fathoms of starboard anchor chain, one 1" wire and one 7/8" wire. No. 1 generator in use. Ships present: U.S.S. THOMAS JEFFERSON (SOPA) and U.S.S. JOSEPH DICKMAN. Ship pitching easily in moderate ground swell.

J. S. Kelly
J. S. KELLY, Lieutenant (jg), USNR.

04-08

Moored as before.

J. R. Forrester
J. R. FORRESTER, Lieutenant (jg), USNR.

08-12

Moored as before. 0808 Secured antisircraft and radar guard. 0900 Made daily inspection of magazines and smokeless powder samples. Conditions normal.

R. Lauter
R. LAUTER, Lieutenant (jg), USNR.

12-16

Moored as before. 1345 Twenty-three (23) officers, Quartermaster Corps, French Army, came aboard. 1430 French officers left ship, having received indoctrination in shipboard routine.

J. S. Kelly
J. S. KELLY, Lieutenant (jg), USNR.

16-20

Moored as before.

P. F. Branham
P. F. BRANHAM, Lieutenant (jg), USNR.

20-24

Moored as before.

R. Lauter
R. LAUTER, Lieutenant (jg), USNR.

Approved:

B. A. Hart
B. A. HART, Commander, U.S. Navy,
Commanding Officer.

Examined:

H. M. McAllister
H. M. McALLISTER, Lieutenant (jg), USNR.
Navigator.

PART III
CONFIDENTIAL

UNITED STATES SHIP	PROCYON	THURSDAY	11	NOVEMBER	19 43.
		(Day)	(Date)	(Month)	
Zone Description - 1					
Position	0800	1200	2000		
Lat.					
Long.					

OPERATIONAL REMARKS
(WAR DIARY)

00-04

Moored in Arzew, Algeria Harbor with bow secured to buoy Fox with 15 fathoms of starboard anchor chain, one 1" wire and one 7/8" wire. No. 2 generator in use. Ships present: U.S.S. THOMAS JEFFERSON (SOPA), U.S.S. JOSEPH DICKMAN and various yard craft.

Leslie E. Cansler, Jr.
LESLIE E. CANSLER, JR., Ensign, USNR.

04-08

Moored as before.

E. T. Robertson
E. T. ROBERTSON, Ensign, USNR.

08-12

Moored as before. 0810 U.S.S. JOSEPH DICKMAN got underway and stood out to sea. 0830 U.S.S. THOMAS JEFFERSON got underway and stood out to sea. 1000 Made daily inspection of magazines and smokeless powder samples; conditions normal. Made weekly inspection of magazine sprinkling system. Condition satisfactory.

J. R. Forester
J. R. FORESTER, Lieutenant (jg), USNR.

12-16

Moored as before. 1424 IST 312 stood into harbor.

J. S. Kelly
J. S. KELLY, Lieutenant (jg), USNR.

16-20

Moored as before. 1828 Sighted heavy antiaircraft fire bearing 020°(T). 1837 Sighted explosion approximately 20 miles, bearing 030°(T). 1838 Sounded General Quarters. 1923 Secured from General Quarters.

R. Lauter
R. LAUTER, Lieutenant (jg), USNR.

20-24

Moored as before. 2350 Sighted single red flare bearing 040°(T), distance 10 miles.

Leslie E. Cansler, Jr.
LESLIE E. CANSLER, JR., Ensign, USNR.

Approved: *B. A. Hartt*
B. A. HARTT, Commander, U.S. Navy,
Commanding Officer.

Examined: *H. M. Hoallister*
H. M. HOALLISTER, Lieutenant (jg), USNR,
Navigator.

PART III
CONFIDENTIAL

UNITED STATES SHIP PROCVON FRIDAY 12 NOVEMBER 1943
(Day) (Date) (Month)

Zone description - 1

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

00-04

Moored in Arzes, Algeria Harbor with bow secured to buoy Fox, with 15 fathoms of starboard anchor chain, one 1" wire and one 7/8" wire. No. 2 generator in use. Ships present: Various yard craft. 0315 Sighted single red flare bearing 0430(T) at approximately 10 miles.

P. F. Branham
P. F. BRANHAM, Lieutenant (jg), USN.

04-08

Moored as before.

J. H. Forrester
J. H. FORRESTER, Lieutenant (jg), USN.

08-12

Moored as before. 0900 Made daily inspection of magazines and smokeless powder samples. Conditions normal.

E. T. Robertson
E. T. ROBERTSON, Ensign, USN.

12-16

Moored as before. 1350 Sighted large convoy bearing 0200(T), distance 18 miles.

William E. Garrison, Jr.
WILLIAM E. GARRISON, JR., Ensign, USN.

16-20

Moored as before.

P. F. Branham
P. F. BRANHAM, Lieutenant (jg), USN.

20-24

Moored as before.

E. T. Robertson
E. T. ROBERTSON, Ensign, USN.

Approved:

B. A. Burt
B. A. BURT, Commander, U.S. Navy,
Comanding Officer.

Examined:

H. M. McAllister
H. M. McALLISTER, Lieutenant (jg), USN,
Navigator.

PART III
CONFIDENTIAL

UNITED STATES SHIP PROCYON SATURDAY 13 NOVEMBER, 1943.
(Day) (Date) (Month)

Zone description - 1

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

00-04

Moored in Arzew, Algeria Harbor, bow secured to buoy Fox with 15 fathoms of starboard anchor chain, one 1" wire and one 7/8" wire. No. 2 generator in use.

R. Lauter
R. LAUTER, Lieutenant (jg), USNR.

04-08

Moored as before. 0645 Set Radar Guard. 0700 Commenced hoisting out landing craft. 0745 Completed hoisting out landing craft.

Leslie E. Gansler, Jr.
LESLIE E. GANSLER, JR., Ensign, USNR.

08-12

Moored as before. 0830 Secured Radar Guard. Commenced embarking twenty-four (24) officers and six hundred twenty-five (625) enlisted men of the Ninth Division Infantry Colonial, Third Battalion, Sixth Regiment Travailleurs Sengalese, French Army, for indoctrination in shipboard routine. 1000 Made daily inspection of magazines and smokeless powder samples. Conditions normal. 1005 Completed embarking French Army.

J. R. Robertson
J. R. ROBERTSON, Lieutenant (jg), USNR.

12-16

Moored as before. 1300 Transport Area (Condition IV) set. Commenced debarking French Troops. 1440 Completed debarking French Troops for landing exercise.

E. T. Robertson
E. T. ROBERTSON, Ensign, USNR.

16-20

Moored as before.

J. S. Kelly
J. S. KELLY, Lieutenant (jg), USNR.

20-24

Moored as before.

R. Lauter
R. LAUTER, Lieutenant (jg), USNR.

Approved: *F. A. Hartt*
F. A. HARTT, Commander, U.S. Navy,
Commanding Officer.

Examined: *H. H. McAllister*
H. H. McALLISTER, Lieutenant (jg), USNR.
Navigator.

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.

PART III
CONFIDENTIAL

UNITED STATES SHIP PROCYON SUNDAY 14 NOVEMBER 1943
(Day) (Date) (Month)

Zone description - 1

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

00-04

Moored in Arzew, Algeria Harbor; bow secured to buoy Fox with 15 fathoms of starboard anchor chain, one 7/8" wire, and one 1" wire. No. 2 generator in use.

Leslie E. Campbell, Jr.
LESLIE E. CAMPBELL, JR., Ensign, USNR.

04-08

Moored as before. 0645 Set Radar guard. 0700 Secured picket boat watch.

J. R. Forrester
J. R. FORRESTER, Lieutenant (jg), USNR.

08-12

Moored as before. 0920 Made daily inspection of magazines and smokeless powder samples. Conditions normal.

F. F. Branham
F. F. BRANHAM, Lieutenant (jg), USNR.

12-16

Moored as before. 1200 Commenced hoisting out landing craft. 1220 Completed hoisting out landing craft. 1317 Commenced embarking twenty-nine (29) officers and six hundred twenty-five (625) enlisted men of the Ninth Division, Infantry Colonial, Third Battalion, Sixth Regiment Trailleurs Sengalese, French Army for indoctrination in shipboard routine and landing exercises. 1430 LSTs No. 306, 391, and 392 stood into harbor and moored. 1438 Completed embarking French Troops. 1518 LSTs No. 307 and 369 stood into harbor and moored. 1520 Commanding General of the Ninth Division, Infantry Colonial, French Army, came aboard.

J. S. Kelly
J. S. KELLY, Lieutenant (jg), USNR.

16-20

Moored as before. 1615 French General left ship. 1815 Set Transport Area (Condition IV). Commenced debarking French Troops. Set anti-aircraft and Radar guards. 1915 Secured anti-aircraft guard. 2010 Completed debarking French Troops for landing exercise. Secured from Transport Area (Condition IV).

J. R. Forrester
J. R. FORRESTER, Lieutenant (jg), USNR.

20-24

Moored as before. 2030 Commenced hoisting landing craft aboard. 2115 Completed hoisting landing craft aboard. 2200 Secured harbor Radar guard.

Leslie E. Campbell, Jr.
LESLIE E. CAMPBELL, JR., Ensign, USNR.

Approved:

B. A. Hart
B. A. HART, Commander, U.S. Navy,
Commanding Officer.

Examined:

H. M. McAllister
H. M. McALLISTER, Lieutenant (jg), USNR,
Navigator.

15

PART III
CONFIDENTIAL

UNITED STATES SHIP PROCYON MONDAY 15 NOVEMBER 1943

(Day) (Date) (Month)

Zone description - I

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

00-04

Moored in Arzew, Algeria Harbor with bow secured to buoy Fox with 15 fathoms of starboard anchor chain, one 1" wire and one 7/8" wire. Generator No. 1 in use.

P. F. Branham
P. F. BRANHAM, Lieutenant (jg), USNR.

04-08

Moored as before. 0640 Set Radar guard. 0700 Secured picket boat watch. 0730 Commenced hoisting out landing craft. 0750 Completed hoisting out landing craft.

E. T. Robertson
E. T. ROBERTSON, Ensign, USNR.

08-12

Moored as before. 0830 Secured Radar guard. 0930 Made daily inspection of magazine and smokeless powder samples. Conditions normal. 0950 Commenced embarking three (3) officers and fifty-six (56) enlisted men of the Ninth Division, Colonial Infantry, Third Battalion, Thirteenth Regiment of Traillleurs, Senegalese, French Army. 0959 Completed embarking French Troops. 1146 LST#312 stood out of inner harbor and anchored bearing 195°(T) distance approximately 600 yards.

J. S. Kelly
J. S. KELLY, Lieutenant (jg), USNR.

12-16

Moored as before. 1235 LST#312 stood out to sea. 1300 Commenced disembarking French Troops for landing exercise. 1305 Completed disembarking French Troops.

H. Lauter
H. LAUTER, Lieutenant (jg), USNR.

16-20

Moored as before. 1645 Assumed harbor Radar guard. 1800 Assumed harbor antiaircraft guard. 1915 Secured harbor antiaircraft guard.

Leslie E. Casler, Jr.
LESLIE E. CASLER, JR., Ensign, USNR.

20-24

Moored as before. 2200 Secured harbor Radar guard.

P. F. Branham
P. F. BRANHAM, Lieutenant (jg), USNR.

Approved:

B. A. Hartt
B. A. HARTT, Commander, U.S. Navy,
Commanding Officer.

Examined:

H. M. McAllister
H. M. McALLISTER, Lieutenant (jg), USNR.
Navigator.

PART III
CONFIDENTIAL

UNITED STATES SHIP PROXYON TUESDAY 16 NOVEMBER, 1943.

(Day) (Date) (Month)

Zone description - 1

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

00-04

Moored in Arzew, Algeria Harbor with bow secured to buoy Fox with 15 fathoms of starboard anchor chain, one 7/8" wire and one 1" wire. No. 1 generator in use.

E. T. Robertson
E. T. ROBERTSON, Ensign, USNR.

04-08

Moored as before. 0600 Set Radar guard. 0700 Secured bucket heat watch.

J. R. Furber
J. R. FURBER, Lieutenant (jg), USNR.

08-12

Moored as before. 0800 Commenced hoisting out landing craft. 0820 Completed hoisting out landing craft. 0825 Made daily inspection of magazines and smokeless powder samples. Conditions normal. 0837 Secured Radar guard. 1000 Commenced embarking twenty-two (22) officers and six hundred seventy-two (672) enlisted men of the Ninth Division, Colonial Infantry, Third Battalion, Thirteenth Regiment of Trailleurs, Senegalese, French Army. 1025 Completed embarking French Troops.

E. H. Scott
E. H. SCOTT, Ensign, USNR.

12-16

Moored as before. 1330 YMS#62 got underway and stood out to sea. 1335 SC#503 got underway and stood out to sea. 1352 YMS#60 got underway and stood out to sea. 1403 YMS#62 stood into harbor and moored. 1425 SC#503 stood into harbor and moored. 1430 YMS#69 stood into harbor and moored. 1430 Commenced debarking French Troops for landing exercise.

Leslie E. Casler, Jr.
LESLIE E. CASLER, JR., Ensign, USNR.

16-20

Moored as before. 1420 Completed debarkation of French Troops. 1700 Set harbor Radar guard. 1750 Set antiaircraft guard.

P. F. Branham
P. F. BRANHAM, Lieutenant (jg), USNR.

20-24

Moored as before. 2000 Secured antiaircraft gun watch. 2200 Secured harbor Radar Guard.

E. T. Robertson
E. T. ROBERTSON, Ensign, USNR.

Approved:

B. A. Hackett
B. A. HACKETT, Commander, U.S. Navy,
Commanding Officer.

Examined:

H. M. McAllister
H. M. McALLISTER, Lieutenant (jg), USNR
Navigator.

PART III
CONFIDENTIAL

UNITED STATES SHIP	PROCYON	WEDNESDAY	18	NOVEMBER	1943
Zone description - 3		(Day)	(Date)	(Month)	
Position	0800	1200			
Lat.					
Long.					

**OPERATIONAL REMARKS
(WAR DIARY)**

00-04

Moored in Arzew, Algeria Harbor with bow secured to buoy Fox with 15 fathoms of starboard anchor chain, one 1" wire, and one 7/8" wire. Generator No. 2 in use.

E. H. Scott
E. H. SCOTT, Ensign, USNR.

04-08

Moored as before. 0630 Set Radar guard. 0730 Commenced hoisting out landing craft. 0731 LSTs #306, #307, #360, #392, #5, and #391 stood out to sea.

R. Lauter
R. LAUTER, Lieutenant (jg), USNR.

08-12

Moored as before. 0807 LST#335, LCT#60 stood out to sea. 0810 Completed hoisting out landing craft. 0830 Secured Radar guard. 0930 Made daily inspection of magazines and smokeless powder samples. Conditions normal.

J. S. Kelly
J. S. KELLY, Lieutenant (jg), USNR.

12-16

Moored as before. 1430 Commenced embarking twenty (20) officers and six hundred forty-six (646) enlisted men of the Ninth Division, Colonial Infantry, Third Battalion, Thirteenth Regiment of Travailleurs, Senegalese, French Army. 1510 Completed embarking French Troops.

E. T. Robertson
E. T. ROBERTSON, Ensign, USNR.

16-20

Moored as before. 1600 Lieutenant General HODGES came aboard. 1640 Lieutenant General HODGES left the ship. 1715 Set Radar guard. 1750 Set sunset gun watch. 1815 Commenced debarking French Troops. 1915 Secured sunset gun watch. 1950 Completed debarking French Troops for landing exercise.

E. H. Scott
E. H. SCOTT, Ensign, USNR.

20-24

Moored as before. 2200 Secured Radar guard.

J. S. Kelly
J. S. KELLY, Lieutenant (jg), USNR.

Approved:

P. A. Hartt
P. A. HARTT, Commander, U.S. Navy,
Commanding Officer.

Examined:

H. M. McAllister
H. M. McALLISTER, Lieutenant (jg), USNR.
Navigator.

PART III
CONFIDENTIAL

UNITED STATES SHIP PROCYON THURSDAY 18 NOVEMBER 1943.

(Day) (Date) (Month)

Zone description - 1

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

00-04

Moored in Arzew, Algeria Harbor, bow secured to buoy Fox by 15 fathoms of starboard anchor chain, one 1" wire, and one 7/8" wire. No. 1 generator in use. Ships present: Various landing ships and yard craft. 0145 YN#32 stood into the harbor and moored. 0210 Light fog set in. 0225 Fog lifted.

Leslie E. Casler, Jr.
LESLIE E. CASLER, JR., Lieutenant (jg), USNR.

04-08

Moored as before. 0630 Set Radar guard.

R. Lauter
R. LAUTER, Lieutenant (jg), USNR.

08-12

Moored as before. 0800 Commenced hoisting out landing craft. 0820 Completed hoisting out landing craft. 0830 Secured harbor Radar guard. 0850 Commenced embarking twenty-four (24) officers and six hundred sixty-eight (668) enlisted men of the Ninth Division, Infantry Colonial, Third Battalion, Fourth Regiment Tralleurs, Senegalese, French Army. 0912 YN#32 got under way and stood out to sea. 0940 Completed embarking French Troops.

P. F. Branham
P. F. BRANHAM, Lieutenant (jg), USNR.

12-16

Moored as before. 1300 Commenced debarking French Troops. 1440 Completed debarking French Troops for landing exercise. 1530 Commenced hoisting aboard landing craft.

E. H. Scott
E. H. SCOTT, Ensign, USNR.

16-20

Moored as before. 1615 Completed hoisting aboard landing craft. 1710 Set harbor Radar guard. 1750 Set antiaircraft guard. 1900 Secured antiaircraft guard. 1940 Secured Radar guard.

J. E. Kelly
J. E. KELLY, Lieutenant (jg), USNR.

20-24

Moored as before.

R. Lauter
R. LAUTER, Lieutenant (jg), USNR.

Approved:

Examined:

B. A. Hadd
B. A. HADD, Commander, U.S. Navy,
Commanding Officer.

H. M. McAllister
H. M. McALLISTER, Lieutenant (jg), USNR.
Navigator.

A

PART III
CONFIDENTIAL

UNITED STATES SHIP PROCYON FRIDAY 19 NOVEMBER, 1943.
(Day) (Date) (Month)

Zone description - 1

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

00-04

Moored in Arzew, Algeria Harbor with bow secured to buoy Fox with 15 fathoms of starboard anchor chain, one 1" wire, and one 7/8" wire. No. 1 generator in use.

P. F. Branham
P. F. BRANHAM, Lieutenant (jg), USNR.

04-08

Moored as before. 0538 Heavy hail storm set in over area. 0543 Hail storm passed over area. Wind increased to Force 5. 0630 Set harbor Radar guard.

Leslie E. Canister, Jr.
LESLIE E. CANISTER, JR., Ensign, USNR.

08-12

Moored as before. 0815 Made daily inspection of magazines and smokeless powder samples. Conditions normal. 0830 Secured harbor Radar guard.

E. T. Robertson
E. T. ROBERTSON, Ensign, USNR.

12-16

Moored as before.

J. S. Kelly
J. S. KELLY, Lieutenant (jg), USNR.

16-20

Moored as before. 1700 Assumed harbor Radar guard. 1800 Assumed harbor antiaircraft guard. 1905 Secured antiaircraft guard.

B. Lauter
B. LAUTER, Lieutenant (jg), USNR.

20-24

Moored as before. 2200 Secured harbor Radar guard.

P. F. Branham
P. F. BRANHAM, Lieutenant (jg), USNR.

Approved:

E. A. Bant
E. A. BANT, Commander, U.S. Navy,
Commanding Officer.

Examined:

H. M. McAllister
H. M. McALLISTER, Lieutenant (jg), USNR,
Navigator.

PART III
CONFIDENTIAL

UNITED STATES SHIP PROCYON SATURDAY 20 NOVEMBER, 1943.
(Day) (Date) (Month)

Zone description - 1

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

00-04

Moored in Arzew, Algeria Harbor, bow secured to buoy Fox by 15 fathoms of starboard anchor chain, one 7/8" wire and one 1" wire. No. 1 generator in use. Ships present: Various yard craft.

Leslie E. Casler, Jr.
LESLIE E. CASLER, JR., Ensign, USNR.

04-08

Moored as before. 0630 Set harbor Radar guard. 0700 Secured picket boat.

E. T. Robertson
E. T. ROBERTSON, Ensign, USNR.

08-12

Moored as before. 0830 Secured Radar guard. 1000 Made daily inspection of magazines and smokeless powder samples. Conditions normal.

J. R. Forester
J. R. FORESTER, Lieutenant (jg), USNR.

12-16

Moored as before. 1215 Commenced hoisting out landing craft. 1230 Completed hoisting out landing craft. 1230 Made all preparations for getting underway to shift berth. 1250 Stationed special sea detail. 1300 Two LCM's came alongside to assist ship in changing berth. 1325 Got underway to shift berth using two LCM's as tow power. 1336 Anchored in Arzew, Algeria Harbor in 8 fathoms of water, with 30 fathoms of chain to the port anchor at water's edge, on the following bearings: Union Sulfur Stack 225 3/4°(T), Ilet d'Arzew lighthouse 013°(T), Jetee Abri Light 021°(T). 1358 Secured special sea detail. Commenced embarking twenty-two (22) officers and six hundred sixty-two (662) enlisted men of the Ninth Division, Infantry Colonial, Third Battalion, Fourth Regiment Traillere, Senegalese, French Army. 1505 Completed embarking French Troops.

P. F. Branham
P. F. BRANHAM, Lieutenant (jg), USNR.

16-20

Anchored as before. 1700 Set harbor Radar guard. 1800 Set harbor antiaircraft guard. 1815 Set Transport Area (Condition IV) watch. Commenced debarking French Troops for landing exercise. 1900 Secured harbor antiaircraft watch.

Leslie E. Casler, Jr.
LESLIE E. CASLER, JR., Ensign, USNR.

20-24

Anchored as before. 2010 Completed debarking French Troops. Secured from Transport Area. 2115 Completed hoisting landing craft. 2200 Secured harbor Radar guard.

E. T. Robertson
E. T. ROBERTSON, Ensign, USNR.

Approved: *E. A. Hartt*
E. A. HARTT, Commander, U.S. Navy,
Commanding Officer.

Examined: *H. M. McAllister*
H. M. McALLISTER, Lieutenant (jg), USNR,
Navigator.

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PART III
CONFIDENTIAL

UNITED STATES SHIP PROCYON SUNDAY 21 NOVEMBER, 1943.

(Day) (Date) (Month)

Zone description - 1

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

00-04

Anchored in Arzew, Algeria Harbor, in 8 fathoms of water with 30 fathoms of chain to the port anchor at water's edge on the following bearings: Union Sulfur Stack 225 3/4°(T), Ilot d' Arzew Lighthouse 013°(T), Jetee Abri Light 021°(T). No. 1 generator in use.

E. H. Scott
E. H. SCOTT, Ensign, USNR.

04-08

Anchored as before. 0630 Set harbor Radar guard.

J. S. Kelly
J. S. KELLY, Lieutenant (jg), USNR.

08-12

Anchored as before. 0810 Secured harbor Radar guard. 0900 Made daily inspection of magazines and smokeless powder samples. Conditions normal.

R. Lauter
R. LAUTER, Lieutenant (jg), USNR.

12-16

Anchored as before.

J. R. Forrester
J. R. FORRESTER, Lieutenant (jg), USNR.

16-20

Anchored as before. 1700 Assumed harbor Radar guard. 1800 Assumed harbor antiaircraft guard. 1900 Secured harbor antiaircraft guard.

E. T. Robertson
E. T. ROBERTSON, Ensign, USNR.

20-24

Anchored as before. 2200 Secured Radar guard.

E. H. Scott
E. H. SCOTT, Ensign, USNR.

Approved:

B. A. Hart
B. A. HART, Commander, U.S. Navy.
Commanding Officer.

Examined:

H. M. McAllister
H. M. McALLISTER, Lieutenant (jg), USNR.
Navigator.

**PART III
CONFIDENTIAL**

UNITED STATES SHIP PROCYON MONDAY 22 NOVEMBER , 1943.
(Day) (Date) (Month)

Zone description - 1

Position	0800	1200	2000
Lat.			
Long.			

**OPERATIONAL REMARKS
(WAR DIARY)**

00-04

Anchored in Arzew, Algeria Harbor in 8 fathoms of water with 30 fathoms of chain at the water's edge to the port anchor on the following bearings: Union Sulfur Stack 225 3/4°(T), Illet d'Arzew Lighthouse 013°(T), Jetée Abri Light 001°(T). No. 1 generator in use.

J. S. Kelly
J. S. KELLY, Lieutenant (jg), USNR.

04-08

Anchored as before. 0630 Set harbor Radar guard.

R. Lauter
R. LAUTER, Lieutenant (jg), USNR.

08-12

Anchored as before. 0745 U.S.S. YAG#24 got underway and stood out of the harbor. 0830 Secured harbor Radar guard. 0900 Made daily inspection of magazines and smokeless powder samples. Conditions normal. 1100 Made all preparations for getting underway. 1150 U.S.S. LST#394 was towed out of harbor by French tug.

W. W. Hildebrand, Jr.
W. W. HILDEBRAND, JR., Ensign, USNR.

12-16

Anchored as before. 1213 Sounded special sea detail. 1250 U.S.S. LST#391 stood into harbor. Underway at various courses and speeds standing out of Arzew, Algeria Harbor. Captain, Executive Officer, and Navigator on the bridge. Captain Canning. 1319 Sounded general quarters. 1322 Passed over Arzew degaussing range. Degaussing set automatically. 1332 Set Condition II (M.A.) stations. 1333 Course to 025°(T), speed 10 knots. 1342 Changed course to 312°(T). 1410 Changed course to 246°(T). 1417 Increased speed to standard speed, 14 knots. 1425 Commenced zigzagging on course 246°(T). 1444 Ceased zigzagging and changed course to 240°(T). 1451 Cape de l'Alguille Light ahead to port, distance 2 3/4 miles. 1515 Changed course to 230°(T). 1525 Changed course to 170°(T) and entered Gran Mine Scept Channel. 1543 Changed speed to 2/3 speed. 1548 Maneuvering at various courses and speeds to enter harbor of Gran, Algeria.

W. W. Hildebrand, Jr.
W. W. HILDEBRAND, JR., Ensign, USNR.

16-20

Underway as before. 1645 Stopped. 1655 Anchored outside Gran, Algeria Harbor in 37 fathoms of water, with 60 fathoms of chain to the port anchor at the water's edge on the following anchor bearings: Cape de l'Alguille Light 030°(T), Santa Cruz Channel 220°(T). 1708 Commenced heaving in port anchor. 1720 Underway at various courses and speeds to enter Gran Harbor. 1738 Pilot Local came aboard. 1740 Stationed special sea detail. 1808 Let go port anchor. 1809 Let go starboard anchor. 1810 Tug KA came alongside to assist in mooring. 1824 Hoored stern to dock with the following lines in use, four 8" Manila line, one 1 1/2" wire, one 1 1/4" wire, one 7/8" wire and one 1" wire; both anchors in use with 75 fathoms of chain on deck to each anchor, in 12 fathoms of water. Distance run from Arzew, Algeria to Gran, Algeria, 34 miles. 1850 Pilot left ship. 1915 Secured free special sea detail.

R. Lauter
R. LAUTER, Lieutenant (jg), USNR.

20-24

Anchored as before. 2300 Secured Gyro Compass.

H. F. Reynolds
H. F. REYNOLDS, Ensign, USNR.

Approved:

B. A. Hart
B. A. HART, Commander, U.S. Navy,
Commanding Officer.

Examined:

H. E. McAllister
H. E. McALLISTER, Lieutenant (jg), USNR,
Navigator.

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PART III
CONFIDENTIAL

UNITED STATES SHIP PROCYON TUESDAY 23 NOVEMBER 1943
(Day) (Date) (Month) , 1943

Zone description - 1

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

00-04

Moored stern to mole inside breakwater Oran, Algeria with 75 fathoms of chain to port and starboard anchors. Stern secured to mole with the following lines: four 8" vanils, one 1 1/4" wire, one 1 1/2" wire, one 1" wire, and one 7/8" wire. No. 1 generator in use. Ships present: U.S.S. OBERON and various yard craft.

C. L. Morgan, Jr.
C. L. MORGAN, Jr., Ensign, USNR.

04-08

Moored as before. 0815 U.S.S. OBERON got underway and stood out to sea. 0830 French Cruiser Jeanne d'Arc stood into harbor and moored.

H. L. Lightman
H. L. LIGHTMAN, Ensign, USNR.

08-12

Moored as before. 0820 made Daily inspection of magazines and smokeless powder supplies. Conditions normal.

C. L. Bassett
C. L. BASSETT, Ensign, USNR.

12-16

Moored as before.

Leslie E. Casler, Jr.
LESLIE E. CASLER, Jr., Ensign, USNR.

16-20

Moored as before.

E. H. Scott
E. H. SCOTT, Ensign, USNR.

20-24

Moored as before.

C. L. Morgan, Jr.
C. L. MORGAN, Jr., Ensign, USNR.

Approved: *B. A. Harte*
B. A. HARTE, Commander, U.S. Navy,
Commanding Officer.

Examined: *H. H. McAllister*
H. H. McALLISTER, Lieutenant (jg), USNR,
Navigator.

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PART III
CONFIDENTIAL

UNITED STATES SHIP PROCYON WEDNESDAY 24 NOVEMBER, 1943.
(Ship) (Date) (Month)

Zone description - 1

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

00-04

Moored stern to mole inside breakwater Oran, Algeria with 75 fathoms of chain to port and starboard anchors. Stern secured to mole with following lines: four 8" Manila, one 1 1/2" wire, one 1 1/4" wire, one 1" wire, and one 7/8" wire. No. 2 generator in use. Ships present: French Cruiser Jeanne d' Arc and various yard craft.

M. W. Kibel, Ensign, U.S. N. R.
M. W. KIBEL, Ensign, USNR.

04-08

Moored as before.

C. J. Lancaster
C. J. LANCASTER, Ensign, USNR.

08-12

Moored as before. 1010 Made daily inspection of magazines and smokeless powder samples. Conditions normal.

H. A. Dalton
H. A. DALTON, Ensign, USNR.

12-16

Moored as before. 1425 French Cruiser Jeanne d' Arc got underway and stood out of harbor.

Ted J. Sore
TED J. SORE, Ensign, USNR.

16-20

Moored as before.

C. L. Morgan, Jr.
C. L. MORGAN, JR., Ensign, USNR.

20-24

Moored as before.

G. S. Irvine
G. S. IRVING, Ensign, USNR.

Approved:

P. A. Hart
P. A. HART, Commander, U.S. Navy,
Commanding Officer.

Examined:

H. M. McAllister
H. M. McALLISTER, Lieutenant (jg), USNR
Navigator.

PART III
CONFIDENTIAL

UNITED STATES SHIP	PROCYON	FRIDAY	25	NOVEMBER	19 43
		(Day)	(Date)	(Month)	
Zone description - 1					
Position	0800	1200	2000		
Lat.					
Long.					

OPERATIONAL REMARKS
(WAR DIARY)

00-04

Moored stern to mole inside breakwater Oran, Algeria with 75 fathoms of chain to port and starboard anchors. Stern secured to mole with following lines: four 8" manila, one 1 1/2" wire, one 1 1/4" wire, one 1" wire, and one 7/8" wire. No. 2 generator in use. Ships present: various yard craft.

E. F. Robertson
E. F. ROBERTSON, Ensign, USNR.

04-08

Moored as before.

C. L. Bassett
C. L. BASSETT, Ensign, USNR.

08-12

Moored as before. 0820 Made daily inspection of magazines and smokeless powder samples. Conditions normal. 1115 U.S.S. TARAZED stood into harbor and moored.

H. F. Reynolds
H. F. REYNOLDS, Ensign, USNR.

12-16

Moored as before.

R. L. Lightman
R. L. LIGHTMAN, Ensign, USNR.

16-20

Moored as before.

E. H. Scott
E. H. SCOTT, Ensign, USNR.

20-24

Moored as before.

T. J. Sore
T. J. SORE, Ensign, USNR.

Approved: *E. A. Hartt*
E. A. HARTT, Commander, U.S. Navy
Commanding Officer.

Examined: *H. M. McAllister*
H. M. McALLISTER, Lieutenant (jg), USNR.
Navigator.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

PART III
CONFIDENTIAL

UNITED STATES SHIP PROCYON FRIDAY 26 NOVEMBER, 1943

(Day) (Date) (Month)

Zone description - 1

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

00-04

Moored in Oran, Algeria Harbor with 75 fathoms of chain to both port and starboard anchors in 12 fathoms of water. Stern secured to mole by four 8" manila lines, one 1 1/2" wire, one 1" wire, one 1" wire and one 7/8" wire. No. 1 generator in use. Ships present; various yard craft.

E. E. Casler, Jr.
E. E. CASLER, Jr., Ensign, USNR.

04-08

Moored as before.

M. W. Neebel, Ensign, USNR
M. W. NEEBEL, Ensign, USNR.

08-12

Moored as before. 0815 Made daily inspection of magazines and smokeless powder samples. Conditions normal. 1000 Commenced filling No. 1 deep tank, port and starboard.

G. J. Lancaster, Ensign, USNR
G. J. LANCASTER, Ensign, USNR.

12-16

Moored as before. 1550 Completed filling No. 1 deep tank, port and starboard, for purpose of ballast.

J. S. Irvine, Ensign, USNR
J. S. IRVINE, Ensign, USNR.

16-20

Moored as before.

K. C. Niedermiller, Ensign, USNR
K. C. NIEDERMILLER, Ensign, USNR.

20-24

Moored as before.

M. F. Reynolds, Ensign, USNR
M. F. REYNOLDS, Ensign, USNR.

Approved:

E. A. Hart

E. A. HART, Commander, U.S. Navy
Commanding Officer.

Examined:

H. M. McAllister

H. M. McALLISTER, Lieutenant (jg), USNR.
Navigator.

PART III
CONFIDENTIAL

UNITED STATES SHIP PROCTON SATURDAY 27 NOVEMBER 1943
(Day) (Date) (Month)

Zone description - 1

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

00-04

Moored inside Oran, Algeria harbor with 75 fathoms of chain to both port and starboard anchors in 12 fathoms of water. Stern secured to mole with following lines: four 8" manila lines, one 1 1/2" wire, one 1 1/4" wire, one 1" wire and one 7/8" wire. No. 1 generator in use. Ships present: U.S.S. TARAZED and various yard craft.

E. T. Robertson
E. T. ROBERTSON, Ensign, USNR.

04-08

Moored as before.

H. A. Dalton
H. A. DALTON, Ensign, USNR.

08-12

Moored as before. 0820 Made daily inspection of magazines and smokeless powder samples. Conditions normal. 0930 Made all preparations for getting underway. 1004 Pilot Cayon came aboard. 1005 Sounded special sea detail. French tugs Coeland II and Coeland III came alongside. 1041 Underway at various courses and speeds to change berth. Captain, Executive Officer, Navigator and Pilot on the bridge. Pilot conning. 1118 Tugs left from alongside. 1133 Pilot Cayon left the ship. Moored starboard side to Berth 10, Oran, Algeria Harbor, with the following lines in use: one bow line of 8" manila, one bowline of 1" wire doubled, one after bow spring of 8" manila, one forward bow spring of 8" manila doubled, one after quarter spring of 8" manila doubled, one quarter breast line of 8" manila doubled, one forward quarter spring of 1" wire doubled, one stern line of 1" wire and one stern line of 1" wire doubled. 1140 Secured special sea detail.

C. L. Morgan, Jr.
C. L. MORGAN, JR., Ensign, USNR.

12-16

Moored as before. 1520 U.S.S. TARAZED got underway and stood out of the harbor.

C. L. Lancaster
C. L. LANCASTER, Ensign, USNR.

16-20

Moored as before.

R. L. Lightman
R. L. LIGHTMAN, Ensign, USNR.

20-24

Moored as before. 2000 Commenced loading cargo.

M. W. Nibel
M. W. NIBEL, Ensign, USNR.

Approved: *B. A. Hartt*
B. A. HARTT, Commander, U.S. Navy,
Commanding Officer.

Examined: *H. M. McAllister*
H. M. McALLISTER, Lieutenant (jg), USNR,
Navigator.

PART III
CONFIDENTIAL

UNITED STATES SHIP PROCYON SUNDAY 26 NOVEMBER 1943.

(Day) (Date) (Month)

Zone description -1

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

00-04

Moored starboard side to Berth 10 in Oran, Algeria Harbor with the following lines in use: one bow line of 8" manila, one bow line of 1" wire doubled, one after bow spring of 8" manila, one forward bow spring of 8" manila doubled, one after quarter spring of 8" manila doubled, one quarter breast line of 8" manila doubled, one forward quarter spring of 1" wire doubled, one stern line of 1" wire, and one stern line of 1" wire doubled. Both generators in use. Ships present: Various yard craft.

E. H. Scott
E. H. SCOTT, Ensign, USNR.

04-08

Moored as before. 0530 Secured cargo operations. 0730 Resumed cargo operations.

Leslie E. Canister Jr.
LESLIE E. CANISTER, JR., Ensign, USNR.

08-12

Moored as before. 0835 Made daily inspection of magazines and smokeless powder samples. Conditions normal.

C. L. Bassett
C. L. BASSETT, Ensign, USNR.

12-16

Moored as before.

K. C. Niedermiller, Ensign, USNR
K. C. NIEDERMILLER, Ensign, USNR.

16-20

Moored as before.

J. S. Irvine
J. S. IRVINE, Ensign, USNR.

20-24

Moored as before.

T. J. Sore
T. J. SORE, Ensign, USNR.

Approved:

Examined:

B. A. Hartt
B. A. HARTT, Commander, U.S. Navy,
Commanding Officer.

H. E. McAllister
H. E. McALLISTER, Lieutenant (jg), USNR,
Navigator.

PART III
CONFIDENTIAL

UNITED STATES SHIP PROCYON MONDAY 29 NOVEMBER, 1943
(Day) (Date) (Month)

Zone description - 1

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS
(WAR DIARY)

00-04

Moored starboard side to berth 10 in Oran, Algeria harbor with the following lines in use: one bow line of 8" manila, one bow line of 1" wire doubled, one after bow spring of 8" manila, one forward bow spring of 8" manila doubled, one after quarter spring of 8" manila doubled, one quarter breast line of 8" manila doubled, one forward quarter spring of 1" wire doubled, one stern line of 1" wire, and one stern line of 1" wire doubled. Ships present: various yard craft.

H. F. Reynolds
H. F. REYNOLDS, Ensign, USNR.

04-08

Moored as before.

H. A. Dalton
H. A. DALTON, Ensign, USNR.

08-12

Moored as before. 1000 Made daily inspection of magazines and smokeless powder samples. Conditions normal. 0907 U.S.S. ANDROMEDA stood out of Mers-El-Kehir, harbor and anchored outside of Oran, harbor followed by U.S.S. THOMAS JEFFERSON at 0928, U.S.S. JAMES O'HARA at 0942, U.S.S. ARCTURUS at 0953, U.S.S. CHERON at 1040, U.S.S. FREDERICK FUNSTON at 1048, U.S.S. JOSEPH T. DICKMAN at 1110, U.S.S. CHARLES CARROLL at 1136, and U.S.S. BARNETT at 1155.

E. T. Robertson
E. T. ROBERTSON, Ensign, USNR.

12-16

Moored as before.

R. L. Lightman
R. L. LIGHTMAN, Ensign, USNR.

16-20

Moored as before.

C. L. Bassett
C. L. BASSETT, Ensign, USNR.

20-24

Moored as before. 2100 Commenced hoisting landing craft aboard.

Leslie E. Cansley, Jr.
LESLIE E. CANSLEY, JR., Ensign, USNR.

Approved: *B. A. Hartt*
B. A. HARTT, Commander, U.S. Navy
Commanding Officer.

Examined: *H. M. McAllister*
H. M. McALLISTER, Lieutenant (jg), USNR.
Navigator.

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PART III
CONFIDENTIAL

UNITED STATES SHIP PROCYON TUESDAY 30 NOVEMBER 1943
(Day) (Date) (Month)

Zone description - 1

Position	0800	1200	2000
Lat.	35° 56' 00" N.	35° 50' 30" N.	35° 44' 10" N.
Long.	00° 47' 45" W.	01° 45' 15" W.	03° 52' 00" W.

OPERATIONAL REMARKS
(WAR DIARY)

00-04

Moored starboard side to berth 10 in Oran, Algeria harbor with the following lines in use: one bow line of 8" manila, one bow line of 1" wire doubled, one after bow spring of 8" manila, one forward bow spring of 8" manila doubled, one after quarter spring of 8" manila doubled, one quarter breast line of 8" manila doubled, one forward quarter spring of 1" wire doubled, one stern line of 1" wire and one stern line of 1" wire doubled. Ships present: various yard craft. Number 1 and 2 generators in use. 0210 Completed taking on cargo. 0335 Completed hoisting landing craft aboard.

C. L. Morgan, Jr.
C. L. MORGAN, Ensign, USNR.

04-08

Moored as before. 0400 Made all preparations for getting underway. 0430 Sounded Special sea Details. 0458 Pilot Forlesmeyer came aboard. 0510 Tug Coeland III came alongside. 0519 Underway in accordance with Commander Transports Eighth Amphibious Force serial No. 00468 of 29 November 1943. Pilot conning; Captain, Executive Officer and Navigator on the Bridge. Proceeding at various courses and speeds to clear harbor. 0537 Passed through submarine net at entrance of Oran harbor. 0544 Tug left side of ship. 0546 Pilot Forlesmeyer left ship. 0550 Commenced forming up in accordance with sortie plan. Ships in following order: U.S.S. BARNETT, JOSEPH T. DICKMAN, OBERON, THOMAS JEFFERSON, FREDERICK FUNSTON, ANDROMEDA, CHARLES CARROLL, JAMES O'HARA, ARCTURUS, F/S CHAMPOLLION and U.S.S. PROCYON. 0627 Speed ahead 2/3 (55 RPM's), course 003°(T). 0652 Changed speed to standard (75 RPM's). 0707 Commenced maneuvering to formation #2 in accordance with sortie plan. 0714 General Quarters. 0715 Changed course to 305°(T). 0716 Sighted convoy of British transports ahead to starboard. 0725 Set condition II, (MA). 0749 Lighted ship. 0755 Changed course to 259°(T) by wheeling.

R. I. Lauter
R. I. LAUTER, Lieut.(jg), USNR.

08-12

Underway as before. Assumed position two-four in convoy. 0906 Convoy speed changed to 10 knots. 0940 Convoy speed changed to 12 knots. 1000 Convoy speed changed to 13.5 knots. 1030 Executed 45° emergency turn to starboard. 1040 Executed 45° emergency turn to starboard. 1043 Executed 45° emergency turn to port. 1048 Executed 45° emergency turn to port. 1113 Convoy speed changed to 14 knots. 1130 Commenced zigzagging in accordance with zigzag diagram 12. Base course 259°(T).

M. W. Niebel
M. W. NIEBEL, Ensign, USNR.

12-16

Distance run since getting underway until noon: 65 miles. Underway as before. 1309 Convoy speed changed to 13.5 knots.

E. T. Robertson
E. T. ROBERTSON, Ensign, USNR.

Approved:

B. A. Hartt
B. A. HARTT, Commander, U.S. Navy.

Commanding Officer.

Examined:

H. M. McAllister
H. M. McALLISTER, Lieutenant,(jg), USNR.

Navigator.

PART III
CONFIDENTIAL

UNITED STATES SHIP PROCYON TUESDAY 30 NOVEMBER, 1943
(Day) (Date) (Month)

Zone description - 1

Position	0800	1200	2000
Lat.	35° 56' 00" N.	35° 50' 30" N.	35° 44' 10" N.
Long.	00° 47' 45" W.	01° 45' 15" W.	03° 52' 00" W.

OPERATIONAL REMARKS
(WAR DIARY)

Continued:

16-20

Underway as before. 1628 Sighted Cape De Tres Forcas 206°(T), distance approximately 12 miles. 1630 Ceased zigzagging and resumed base course of 259°(T). 1643 Changed course 23° to starboard by wheeling to 282°(T). 1715 Convoy commenced forming into four columns. 1730 Convoy speed 8 knots (43 RPM's). Entered swept channel. 1736 Convoy completed forming into four columns. PROCYON fourth ship in first column. 1738 Maneuvering at various speeds to maintain position in column. 1745 Convoy speed set at 13.5 knots (78 RPM's). 1800 Commenced zigzagging in accordance with plan #12. Base course 282°(T). 1805 Darkened ship. 1900 Ceased zigzagging and resumed base course of 282°(T). 1930 #1 deep tank reported dry and secured.

J. S. Kelly
J. S. KELLY, Lieut.(jg), USNR.

20-24

Underway as before. 2112 Sounded General Quarters. 2121 Executed a 45° emergency turn to port. 2143 Executed a 45° emergency turn to starboard. 2144 Set Condition II, (MA). 2156 Changed course to 287°(T) by wheeling.

J. R. Forrester
J. R. FORRESTER, Lieut.(jg), USNR.

Approved:

Examined:

B. A. Hartt
B. A. HARTT, Commander, U.S. Navy
Commanding Officer.

H. W. McAllister
H. W. McALLISTER, Lieutenant.(jg), USNR.
Navigator.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

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SECRET:

Log No. 788
R.S. No.

WAR DIARY - U.S.S. PROCYON
Commander B. A. HARTT, U.S. Navy, Commanding.

1 December 1943 (Zone minus one Time)

Underway in accordance with Commander Transports, Eighth Amphibious Force, Secret Serial 00468 of 29 November 1943, attached to Transport Division 5 and in company with Transport Division 3 and British merchant ships, occupying position 24 in convoy MKF26, enroute from North Africa ports to United Kingdom ports, base course 287°(T), condition of readiness: II(MA). 0144 Entered the Strait of Gibraltar. 0346 Changed course to 264°(T); entered Gibraltar swept channel. 0400 Changed course to 277°(T). 0425 Changed course to 263°(T). 0431 Left swept channel; took departure; Capo Spartel Light bearing 167½°(T), 4.3 miles distant, Malabata Point bearing 110°(T), 10 miles distant. 0712 Made emergency turn of 45° to port. 0723 Made emergency turn of 45° to starboard. 0734 Made emergency turn of 45° to starboard. 0750 Made emergency turn of 45° to port. 1014 Commenced zigzagging. 1348 British Transport occupying position 32 made out of control signal swinging sharply to port. 1351 S.S. MONARCH OF BERMUDA occupying position 22, swung to port to avoid collision with the British transport. 1352 The out of control ship struck the S.S. MONARCH OF BERMUDA on starboard side, latter ship swinging clear stern to port. 1401 Ceased zigzagging. 1424 Assumed convoy position 23. 2200 Base course changed to 282°(T).

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	35° 47' 12" N.	35° 41' 30" N.	35° 37' 00" N.
Longitude	06° 51' 06" W.	07° 49' 00" W.	09° 43' 20" W.

2 December 1943 (Zone minus one Time)

Underway as before; zigzagging as directed. 0345 Assumed convoy position 24. 1930 Convoy course changed to 297°(T).

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	35° 55' 30" N.	36° 06' 30" N.	32° 29' 30" N.
Longitude	13° 01' 00" W.	14° 10' 20" W.	16° 10' 40" W.

3 December 1943 (Zone minus one Time)

Underway as before, convoy successively disposed as for PROCYON to occupy position 24 and 14. 0200 Set clocks back one hour to Zone zero Time. 1900 Convoy course changed to 327°(T). 2200 Changed course to 303°(T).

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	37° 40' 30" N.	37° 59' 00" N.	38° 40' 30" N.
Longitude	19° 18' 45" W.	20° 05' 20" W.	21° 32' 00" W.

62144

COMMANDER-IN-CHIEF
U.S. NAVY
8 JAN 1944

SECRET:

WAR DIARY - U.S.S. PROCYON

Commander B. A. HARTT, U.S. Navy, Commanding.

4 December 1943 (Zone zero Time)

Underway as before. 0730 Changed course by wheeling to 333°(T). 0800 Convoy course changed to 353°(T). 0840 Convoy course changed to 340°(T). 1900 Convoy course changed to 033°(T).

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	40° 15' 30" N.	41° 04' 00" N.	42° 12' 10" N.
Longitude	24° 08' 00" W.	24° 28' 00" W.	25° 28' 50" W.

5 December 1943 (Zone zero Time)

Underway as before. 1000 Convoy course changed to 083°(T). 1915 Convoy course changed to 258°(T).

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	44° 22' 40" N.	45° 01' 10" N.	46° 22' 20" N.
Longitude	23° 41' 50" W.	23° 01' 00" W.	21° 42' 00" W.

6 December 1943 (Zone zero Time)

Underway as before. 0819-0846 Executed successive emergency turns of 45° to port, 45° to port, 45° to starboard, 45° to port, 45° to starboard, and 45° to starboard. 0852 Convoy course changed to 008°(T). 1220 Received message from Commodore of Convoy that ship's destination was Clyde. 1845 Convoy courses changed to 048°(T), 1915 to 088°(T), 2008 to 048°(T), 2037 to 008°(T).

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	48° 51' 40" N.	49° 39' 20" N.	51° 06' 50" N.
Longitude	21° 50' 00" W.	21° 50' 50" W.	21° 09' 20" W.

7 December 1943 (Zone zero Time)

Underway as before, position 24, base course 008°(T). 0030 Convoy course changed to 046°(T). 0345 Convoy course changed to 066°(T). 1201 Convoy course changed to 061°(T). 1830 Convoy course changed to 091°(T), 2100 to 066°(T).

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	52° 45' 00" N.	53° 12' 20" N.	53° 56' 50" N.
Longitude	18° 25' 00" W.	17° 07' 50" W.	14° 44' 50" W.

SECRET:

WAR DIARY - U.S.S. PROCYON

Commander B. A. HARTT, U.S. Navy, Commanding.

8 December 1943 (Zone zero Time)

Underway as before, base course 066°(T). 0200 Set clocks ahead one hour to Zone minus one Time. 1230 Convoy course changed to 059°(T). 1435 Convoy formed into two columns preparatory to rounding Northern Coast of Ireland. Proceeding at various courses and speeds, heading for Firth of Clyde. 2155 Section of convoy bound for Clyde, U.S.S. BARNETT guide, changed course to 095°(T). 2230 Convoy formed into single column PROCYON fourth ship in column. 2235 Sighted Clyde Lightship bearing 066°(T); entered Firth of Clyde swept channel.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	54° 48' 00" N.	55° 04' 20" N.	55° 22' 50" N.
Longitude	11° 01' 45" W.	09° 22' 00" W.	06° 21' 00" W.

9 December 1943 (Zone minus one Time)

Underway up Firth of Clyde channel at various courses and speeds. 0526 Pilot came aboard and ship proceeded to anchorage off Kempeck Point, Scotland, anchoring at 0651, awaiting daylight before complying with instructions to proceed up Clyde River to Berth No. 7, Prince's Docks, Glasgow, Scotland. 0845 Underway to Glasgow, Pilot at conn, courses conforming to Clyde River channel. 1231 Moored in Berth No. 7, starboard side to, Prince's Docks, Glasgow, Scotland. 1500 Commenced discharging cargo, consisting of U.S. Mail for U.S. Army personnel, dry-dock pontoons, ammunition cases, aircraft, and marine engines.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	Anchored	59° 52' 08" N.	In port.
Longitude	Anchored	04° 20' 00" W.	In port.

10 December 1943 (Zone minus one Time)

Moored as before, continuing cargo operations.

11, 12, 13 December 1943 (Zone minus one Time)

Moored as before, continuing cargo operations.

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WAR DIARY - U.S.S. PROCYON

Commander B. A. HARTT, U.S. Navy, Commanding.

14 December 1943 (Zone minus one Time)

Moored as before. 1058 Got underway and proceeded to anchorage Berth I(3), Loch Long, Scotland, anchoring 1554. Ships present: U.S.S. BARNETT, CHARLES CARROLL, and ANDROMEDA.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	In port	56° 55' 30" N.	In port
Longitude	In port	04° 35' 00" W.	In port

15, 16 December 1943 (Zone minus one Time)

Anchored as before. Ships present: U.S.S. BARNETT, CHARLES CARROLL, ARCTURUS, OBERON, and ANDROMEDA.

17 December 1943 (Zone minus one Time)

Anchored as before; tentative instructions that ship would sail today; sailing delayed 24 hours.

18 December 1943 (Zone minus one Time)

Anchored as before. 1553 Shifted Berth to A-7, just North of Boom Gate leading into Firth of Clyde Channel.

19 December 1943 (Zone minus one Time)

Anchored as before. 0018 Underway as part of Clyde section of convoy UC-8, U.S.S. BARNETT guide, bound for United States ports, proceeding at various courses and speeds down Firth of Clyde channel. 0655 left Firth of Clyde channel and joined Liverpool and Belfast section of convoy. Commodore of convoy Captain Cummings, U.S. Navy on S.S. FREDERICKSBURG guide, course 315°(T). 0811 Changed course to 310°(T). 1130 Convoy course changed to 280°(T). 1140 Took departure, Rudha na Cathair Point bearing 107°(T), distance 12 miles, Craddock Point bearing 057½°(T), distance 5.8 miles, and Sanaig Point bearing 030°(T), distance 14.5 miles. 1300 Convoy, composed of U.S.S. BARNETT, CHARLES CARROLL, OBERON, ANDROMEDA, PROCYON, several United States merchant tankers and aircraft carrier H.M.S. SEARCHER, formed into five columns of four ships each, PROCYON occupying position 54.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	55° 13' 30" N.	55° 39' 50" N.	55° 51' 15" N.
Longitude	05° 48' 00" W.	06° 44' 20" W.	08° 17' 00" W.

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WAR DIARY - U.S.S. PROCYON

Commander B. A. HARTT, U.S. Navy, Commanding.

20 December 1943 (Zone minus one Time)

Underway as before; heavy seas, base course $280^{\circ}(T)$, condition of readiness: II(MA).
0100 Convoy course changed to $256^{\circ}(T)$. 1200 Convoy course changed to $262^{\circ}(T)$.
1646 Convoy course changed to $275^{\circ}(T)$. 2400 Set clocks back one hour to zone zero Time.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	$55^{\circ} 36' 10''$ N.	$55^{\circ} 31' 00''$ N.	$55^{\circ} 26' 20''$ N.
Longitude	$09^{\circ} 46' 00''$ W.	$10^{\circ} 50' 00''$ W.	$13^{\circ} 14' 00''$ W.

21 December 1943 (Zone zero Time)

Underway as before, base course $275^{\circ}(T)$, heavy seas continuing. 0800 Heaved to on course $300^{\circ}(T)$ due to heavy weather. 0915 Proceeded to rejoin convoy now on course $195^{\circ}(T)$. 1314 Convoy course changed to $240^{\circ}(T)$. 1327 Convoy course changed to $280^{\circ}(T)$. 1655 Convoy course changed to $305^{\circ}(T)$.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	$55^{\circ} 39' 10''$ N.	$54^{\circ} 59' 00''$ N.	$55^{\circ} 05' 15''$ N.
Longitude	$15^{\circ} 52' 40''$ W.	$16^{\circ} 08' 00''$ W.	$17^{\circ} 27' 00''$ W.

22 December 1943 (Zone zero Time)

Underway as before, base course $305^{\circ}(T)$. 0937 Convoy course changed to $272^{\circ}(T)$.
1445 Set condition II(MS). 1655 Ship unable to keep up with convoy at previously set speed at 14 knots; convoy speed reduced to 13 knots. 2400 Set clocks back one hour to Zone plus one Time.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	$55^{\circ} 43' 20''$ N.	$55^{\circ} 51' 00''$ N.	$55^{\circ} 54' 30''$ N.
Longitude	$14^{\circ} 30' 00''$ W.	$20^{\circ} 37' 00''$ W.	$23^{\circ} 46' 50''$ W.

23 December 1943 (Zone plus one Time)

Underway as before, base course $272^{\circ}(T)$. 0435 S.S. FREDERICKSBURG convoy guide, broke down and left the convoy; S.S. GRAINS MILLS becoming guide. 2030 Convoy course changed to $244^{\circ}(T)$. 2050 Convoy course changed to $217^{\circ}(T)$. 2400 Set clocks back one hour to Zone plus two Time.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	$55^{\circ} 59' 15''$ N.	$56^{\circ} 00' 45''$ N.	$56^{\circ} 03' 00''$ N.
Longitude	$27^{\circ} 47' 00''$ W.	$28^{\circ} 59' 50''$ W.	$30^{\circ} 58' 00''$ W.

SECRET:

WAR DIARY - U.S.S. PROCYON

Commander B. A. HARTT, U.S. Navy, Commanding.

24 December 1943 (Zone plus two Time)

Underway as before, base course $217^{\circ}(T)$. 0940 Convoy course changed to $220^{\circ}(T)$.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	$54^{\circ} 30' 40'' N.$	$53^{\circ} 36' 30'' N.$	$52^{\circ} 42' 30'' N.$
Longitude	$33^{\circ} 10' 50'' W.$	$33^{\circ} 58' 00'' W.$	$35^{\circ} 42' 30'' W.$

25 December 1943 (Zone plus two Time)

Underway as before, base course $220^{\circ}(T)$. 0800 Barometer falling. 1300 Wind increased to force 8. 1600 Barometer continuing to fall, wind force 9. Changed course to $185^{\circ}(T)$, heading into wind due to heavy weather. 1700 Convoy course changed to $190^{\circ}(T)$. 1905 Barometer beginning to rise. 1925 Convoy course changed to $210^{\circ}(T)$.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	$50^{\circ} 50' 50'' N.$	$50^{\circ} 42' 50'' N.$	$49^{\circ} 50' 00'' N.$
Longitude	$38^{\circ} 15' 40'' W.$	$38^{\circ} 27' 10'' W.$	$39^{\circ} 06' 30'' W.$

26 December 1943 (Zone plus two Time)

Underway as before, base course $210^{\circ}(T)$. Heavy seas and wind force 9 continuing, heaved to on base course on 52 RPM. 0320 Changed course to $230^{\circ}(T)$. 0340 Changed course to $310^{\circ}(T)$. 0730 Rejoined convoy. 0853 Convoy course changed to $230^{\circ}(T)$, weather abating.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	$49^{\circ} 13' 40'' N.$	$48^{\circ} 44' 30'' N.$	$47^{\circ} 37' 00'' N.$
Longitude	$39^{\circ} 41' 10'' W.$	$40^{\circ} 32' 40'' W.$	$42^{\circ} 33' 00'' W.$

27 December 1943 (Zone plus two Time)

Underway as before, base course $230^{\circ}(T)$. 0825 Convoy course changed to $218^{\circ}(T)$. 1730 Convoy course changed to $207^{\circ}(T)$. 2400 Set clocks back one hour to Zone plus three Time.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	$46^{\circ} 25' 00'' N.$	$45^{\circ} 45' 00'' N.$	$44^{\circ} 37' 00'' N.$
Longitude	$44^{\circ} 25' 00'' W.$	$44^{\circ} 55' 00'' W.$	$45^{\circ} 58' 00'' W.$

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WAR DIARY - U.S.S. PROCYON

Commander B. A. HARTT, U.S. Navy, Commanding.

28 December 1943 (Zone plus three Time)

Underway as before, base course 207°(T). 0837 Convoy course changed to 255°(T). 1037 Convoy course changed to 254°(T). 1742 Fire occurred on main deck forward at No. 1 hold due to grounding of electrical cable on forward fire pump exhaust blower. 1755 Fire extinguished; casualties, none; damage, negligible.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	42° 00' 20" N.	41° 45' 00" N.	41° 15' 10" N.
Longitude	47° 37' 30" W.	48° 56' 00" W.	50° 56' 40" W.

29 December 1943 (Zone plus three Time)

Underway as before, base course 254°(T).

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	40° 35' 30" N.	40° 22' 30" N.	39° 58' 00" N.
Longitude	53° 59' 30" W.	54° 58' 30" W.	56° 51' 10" W.

30 December 1943 (Zone plus three Time)

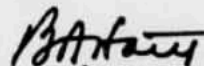
Underway as before, base course 254°(T). 0600 Convoy course changed to 266°(T). 1100 Wind force 8. 1300 Due to heavy weather heaved to on course 256°(T). 1322 Convoy course changed to 246°(T). 1330 Took course 260°(T) and occupied position 23 in convoy. 1840 Convoy course changed to 266°(T). 1855 Convoy course changed to 286°(T). 2300 Convoy changed course to 266°(T); weather abating.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	39° 21' 56" N.	39° 28' 00" N.	38° 58' 40" N.
Longitude	59° 58' 30" W.	61° 04' 00" W.	62° 39' 10" W.

31 December 1943 (Zone plus three Time)

Underway as before, base course 266°(T). 0925 Convoy course changed to 273°(T). 1030 Assumed position 22 in convoy. 1300 Convoy course changed to 275°(T). 2400 Set clocks back one hour to Zone plus four Time.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	38° 39' 30" N.	38° 37' 10" N.	38° 56' 50" N.
Longitude	64° 29' 50" W.	65° 21' 10" W.	67° 30' 50" W.


B. A. HARTT.

CONFIDENTIAL:

Log. No. 802
m. 975
U.S. No.

WAR DIARY - U.S.S. PROCYON
Commander B. A. HARTT, U.S. Navy, Commanding.

1 January 1944 (Zone plus four time)

F48_H

Underway as part of Convoy UC-8 bound for United States ports from the British Isles. Base course 275°(T), speed 13.2 knots (79 R.P.M.s). Condition of Materiel Readiness: II M.S. SS Grain Mills acting as convoy guide, convoy in five columns with PROCYON holding position 22. PROCYON attached to Transport Division Five, operating under orders of Commander Transports, Eighth Amphibious Force. 0300 Convoy course changed to 285°(T), 0951 Convoy course changed to 295°(T). 1533 New York section of convoy proceeded to destination, convoy formed as follows: U.S.S. BARNETT, guide; U.S.S. ANDROMEDA, 12; U.S.S. CHARLES CARROLL, 21; U.S.S. PROCYON, 22; U.S.S. ARCTURUS, 31; and U.S.S. CBERON, 32. 1552 Convoy course changed to 212°(T). Changed convoy speed to 13.5 knots (79 R.P.M.s). 2130 Column one and two changed course to 199°(T). Column three turned in northwesterly direction and left convoy to proceed to Philadelphia, Pennsylvania.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	39° 10' 50" N.	39° 29' 10" N.	39° 01' 10" N.
Longitude	71° 05' 00" W.	72° 04' 00" W.	73° 41' 10" W.

2 January 1944 (Zone plus four time)

Underway as before. 0415 Changed convoy formation to one column in the following order; U.S.S. BARNETT, U.S.S. ANDROMEDA, U.S.S. CHARLES CARROLL, U.S.S. PROCYON. 0456 Changed course to 265°(T) and entered Chesapeake Bay entrance swept channel. 0932 Sighted Cape Henry Lighthouse bearing 257°(T), distance 2.5 miles. 0940 Passed Cape Henry Lighthouse abeam to port, distance one mile. 1135 Passed through entrance of Submarine nets, Hampton Roads, Virginia. 1215 Received orders to anchor until 1600 in Berth #27, Hampton Roads, Virginia. 1251 Anchored in Berth #4, Hampton Roads, Virginia. Distance run from Gourock, Scotland to Hampton Roads, Virginia: 3517 miles. 1624 Got underway at various courses and speeds for Norfolk Navy Yard, Portsmouth, Virginia, mooring alongside Berth #36 at 1835.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	36° 53' 10" N.	36° 32' 00" N.	In Port.
Longitude	75° 32' 00" W.	76° 19' 22" W.	

3 January to 29 January, 1944 (Zone plus four time)

Moored in Norfolk Navy Yard, Portsmouth, Virginia. Undergoing alterations and repairs. Assumed additional duties as Senior Ship of Transport Division 1.

29 January 1944 (Zone plus four time)

Moored as before. 1051 Got underway for United Nations Dock, Norfolk, Virginia, Navy Yard availability period having expired. 1315 Moored in Berth #8, United Nations Dock, Norfolk, Virginia.

CONFIDENTIAL:

WAR DIARY - U.S.S. PROCYON
Commander B. A. HARTT, U.S. Navy, Commanding.

01.975

30 January 1944 (Zone plus four time)

Moored as before.

31 January 1944 (Zone plus four time)

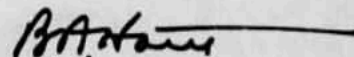
Moored as before. 1855 Got underway for special engine trial in Chesapeake Bay Area for Bureau of Ships pursuant to orders of ComPhibLant Dispatch 302033 of 30 January 1944. Nine officers and civilian passengers aboard representing Bureau of Ships, Nordberg Manufacturing Company, Norfolk Navy Yard, and the U. S. Maritime Commission. 1953 Passed through entrance to Submarine Net at Hampton Roads, Virginia. 2000 Entered Thimble Shoals Channel. 2048 Changed course to 336°(T). 2152 Entered York Spit Channel. 2210 Commenced making speed trials and engine tests. Maneuvering at various courses and speeds in area south of Wolf Trap Lighthouse.

Position
Latitude
Longitude

0800
In Port.

1200
In Port.

2000
36° 00' N.
76° 12' W.


B. A. HARTT

Reg. No.	843
U.S. No.	12777

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CONFIDENTIAL

WAR DIARY - U. S. S. PROCYON
 Commander B. A. HARTT, U. S. Navy, Commanding.

1 February 1944 (Zone plus four time)

Underway at various courses and speeds in lower Chesapeake Bay area conducting engine trials and speed tests pursuant to ComPhibLant dispatch 302033 of 30 January 1944. PROCYON attached to Transport Division Five, Amphibious Training Command, Atlantic Fleet. Nine official passengers aboard witnessing engine trials. 0102 Ceased speed runs. 0231 Anchored in 7 fathoms of water off Tangier Island, Va. 0703 Underway at various courses and speeds for Hampton Roads, Va. Captain and Navigator on bridge, Captain at conn. 1051 Passed through Anti-Submarine Net at entrance to Hampton Roads. 1127 Anchored in Berth 4, Hampton Roads, Va. 1404 Nine passengers left ship.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	36° 27'N	in port	in port
Longitude	76° 07'W		

2 February 1944 (Zone plus four time)

Anchored as before. 1326 Underway from anchorage to Norfolk Navy Yard at various courses and speeds conforming to Elizabeth River channel. 1525 Moored temporarily in Berth 24, Norfolk Navy Yard, awaiting clearance of drydock. 1612 Cast off from Berth 24 and commenced maneuvering, with assistance of yard tugs, to enter dry dock. 1648 Bow cleared entrance to dry dock. 1705 Ship secure in dry dock number 4, Norfolk Navy Yard. 1750 Commenced pumping out dry dock, completing task at 2015.

3 February 1944 (Zone plus four time)

Dry docked as before, yard force replacing ship's propeller with one 20 inches less in diameter.

4 February 1944 (Zone plus four time)

Dry docked as before. 1317 Commenced flooding dry dock. 1350 Ship water-bourne. 1534 Caisson removed from dry dock. 1543 Underway from drydock. 1547 Bow clear of dry dock. 1550 Entered Elizabeth River channel. Commenced maneuvering at various courses and speeds conforming to channel. 1713 Moored in Berth 21, Naval Operating Base, Norfolk, Va.

5-6 February 1944 (Zone plus four time)

Moored in Berth 21, Naval Operating Base, Norfolk, Va., receiving stores, fuel and ammunition.

67998

CONFIDENTIAL

WAR DIARY - U. S. S. PROCYON

Commander B. A. HARTT, U. S. Navy, Commanding.

7 February 1944 (Zone plus four time)

Moored as before. 1604 Underway to Chesapeake Bay area for drills and speed trials, pursuant to ComPhibTraLant dispatch 161722 of 7 February 1944. 1639 Passed through Anti-Submarine Net at entrance to Hampton Roads, Va. Maneuvering at various courses and speeds conforming to deep water channel. 1915 Anchored off Old Plantation Flats, Va.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude			37° 21'N
Longitude	in port	in port	76° 04'W

8 February 1944 (Zone plus four time)

Anchored as before. 0729 Underway from anchorage at various courses and speeds, Captain, Executive Officer and Navigator on bridge, Captain at conn. 1030 Commenced swinging ship for purposes of compensating compasses, using various courses and speeds as required. 1352 Completed compensating compasses and set course for Bloodsworth Island Gunnery Range to conduct structural firing tests. 1427 Commenced firing. 1505 Ceased firing. Ammunition expended: 1020 rounds of 20 mm. and six rounds of 5" 38. No casualties. Set course through deep water channels for Annapolis, Md., anchoring in Annapolis Roads at 1814.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	37° 21'N	37° 25'N	38° 03'N
Longitude	76° 04'W	76° 25'W	76° 15'W

9 February 1944 (Zone plus four time)

Anchored as before. 0743 Underway at various courses and speeds to measured mile range to obtain ship's speed at various RPM's. Captain at conn, Navigator on bridge. 0900 Commenced conducting power trials at various speeds. 1258 Completed power trials and engine tests. 1312 Reanchored in Annapolis Roads.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	38° 01'N	38° 02'N	38° 02'N
Longitude	76° 16'W	76° 16'W	76° 15'W

10 February 1944 (Zone plus four time)

Anchored as before. 0633 Underway to Norfolk Navy Yard at various courses and speeds conforming to deep water channel. Captain, Executive Officer and Navigator on bridge, Captain at conn. 1013 Test fired anti-aircraft batteries off Bloodsworth Island Gunnery Range. Ammunition expended: 32 rounds of 40 mm. and 60 rounds

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WAR DIARY - U. S. S. PROCYON

Commander B. A. HARTT, U. S. Navy, Commanding.

of 20 mm. No casualties. Exercised crew at General Quarters, Fire Quarters and Abandon Ship drill. 1555 Passed through Anti-Submarine Net at entrance to Hampton Roads, Va. Commenced maneuvering at various courses and speeds conforming to Elizabeth River channel. 1935 Moored in Berth 35, Norfolk Navy Yard. Yard workmen commenced removing spare propeller from ship.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	38° 41' N	37° 40' N	36° 48' N
Longitude	76° 27' W	76° 10' W	76° 17' W

11 February 1944 (Zone plus four time)

Moored as before. 1122 Underway to new berth. Maneuvering at various courses and speeds conforming to Elizabeth River channel. 1304 Moored in Berth 21, United Nations Dock, Norfolk, Va.

12 February 1944 (Zone plus four time)

Moored as before.

13 February 1944 (Zone plus four time)

Moored as before. 0845 Underway pursuant to secret orders, Captain, Executive Officer and Navigator on bridge, Captain at conn. 0957 Passed through Anti-Submarine Net at entrance to Hampton Roads, Va. 1018 Set Condition II M. S. steaming watch. 1100 Passed Cape Henry abeam to starboard, distance one mile. 1111 Set standard speed at 14.8 knots. Commenced maneuvering at various courses conforming to Chesapeake Bay Entrance Swept Channel. 1527 Changed course to 066° (T). 1557 Changed course to 030° (T). 1608 Changed speed to 15 knots. 1623 Held 40 mm. test firing practice, expending 80 rounds of 40 mm. ammunition. No casualties. 1800 Changed course to 025° (T). 2300 Changed course to 009° (T). 2323 Gland around propeller shaft became overheated. Changed speed to ahead one-third.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	in port	36° 53' N	37° 55' N
Longitude		75° 44' W	73° 55' W

14 February 1944 (Zone plus four time)

Underway pursuant to secret orders on base course 009° (T). Speed one-third. Condition of material readiness: II M. S. 0056 Stopped engines. 0114 Changed speed to ahead one-third. 0125 Changed speed to ahead two-thirds. 0137 Changed speed to ahead standard. 0428 Changed course to 340° (T). 0615 Changed course to 295° (T). Entered New York Harbor Swept Channel. Proceeding

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Commander B. A. HARTT, U. S. Navy, Commanding.

at various courses conforming to channel. 0821 Entered Ambrose Channel. 0903 Passed through Anti-Submarine Net at entrance to New York Harbor. 1058 Moored starboard side to dock, Pier 19, Port of Embarkation, Staten Island, N. Y. Distance run from Hampton Roads, Va. to New York, N. Y., 324 miles

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	40° 27' N	in port	in port
Longitude	73° 52' W		

15-23 February 1944 (Zone plus four time)

Moored at Pier 19, Port of Embarkation, Staten Island, N. Y. Loading miscellaneous U. S. Army cargo during daylight hours.


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WAR DIARY - U. S. S. PROCYON

Commander T. O. CULLINS, U. S. Navy, Commanding.

23-25 February 1944 (Zone plus four time)

Moored at Pier 19, Port of Embarkation, Staten Island, N. Y.
Loading miscellaneous U. S. Army cargo during daylight hours.

26 February 1944 (Zone plus four time)

Moored at Pier 19, Port of Embarkation, Staten Island, N. Y.
Loading miscellaneous U. S. Army cargo during daylight hours.
1200-Completed all cargo operations. Commenced taking on
landing craft and securing ship for sea. 1445 Completed taking
aboard official U. S. Army passengers, twelve (12) officers
and one hundred nineteen (119) enlisted men having reported
aboard ship for further transportation.

27 February 1944 (Zone plus four time)

Moored at Pier 19, Port of Embarkation, Staten Island, N. Y.
0600 Made all preparations for getting underway. 0914 Underway
from dock pursuant to secret orders, Captain, Navigator and
Harbor Pilot C. R. Wood on bridge, pilot at conn. Maneuvering
at various courses and speeds conforming to deep water channels
and usual harbor traffic. 1057 Pilot left ship. Altered
course and speed to conform to swept channel at entrance to
New York Harbor. 1223 Commenced maneuvering at various courses
and speeds to take position in Convoy UT-9, a portion of Task
Group 69, bound from New York and Boston to ports in the
United Kingdom. Captain R. A. Dierdorff, Commodore of Convoy,
on U.S.S. Elizabeth C. Stanton. Captain G. P. Kraker, Escort
Commander, on U.S.S. Marblehead. PROCYON in position 44.
1320 Took departure from Point Zed, New York Swept Channel,
set base course 121° (T), and standard speed 14.5 knots (84
R.P.M's.) 1515 Heavy fog set in. 1650 Changed course by
wheeling to 111° (T). 1815 Changed course by wheeling to
082° (T).

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude		40° 15'N	39° 35'N
Longitude		73° 45'W	71° 41'W

28 February 1944 (Zone plus four time)

Underway as before. Convoy made frequent and large alterations

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Commander T. O. CULLINS, U. S. Navy, Commanding.

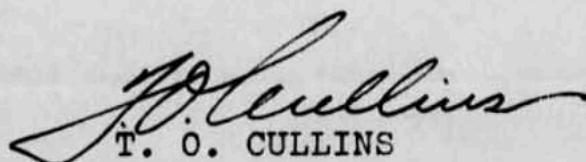
of course during daylight hours not only for evasive measures but also to practice vessels in formation steaming. Zig-Zagging at various intervals for short periods of time. 1035 Held 40mm firing exercises. Eight rounds of ammunition expended, no casualties.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	40° 01'N	40° 08'N	41° 34'N
Longitude	67° 52'W	67° 15'W	65° 43'W

29 February 1944 (Zone plus three and one-half time)

Underway as before, heavy fog continuing. 0200 Set clocks ahead one-half hour to Zone plus three and one-half time. 0750 S.S. Fred Lykes (63) broke down and fell in astern of convoy. Changed convoy speed to 10 knots. 1040 Adjusted base course to 085° (T). 1402 Boston section, composed of eight ships, joined convoy. Convoy now composed of nine columns, thirty-two ships, plus escorts. PROCYON still in position 44. 1405 Changed convoy speed to 14.5 knots.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	42° 23'N	42° 36'N	42° 44'N
Longitude	62° 26'W	61° 28'W	59° 22'W


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WAR DIARY - U.S.S. PROCYON
 Commander T. O. CULLINS, U.S. Navy, Commanding.

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1 March 1944 (Zone plus three time)

Underway as part of Convoy UT-9 bound from New York and Boston to ports of the United Kingdom in accordance with CTF 69 operation plan 1/44 of February 1944. Captain R. A. Dierdorff, Commodore of Convoy, on U.S.S. ELIZABETH C. STANTON; Captain G. P. Kraker, Escort Commander, on U.S.S. MARBLEHEAD. Convoy composed of 32 ships, plus escorts, in nine columns, PROCYON in position 44. Base course 085° (T), speed 14.5 knots (84 r.p.m's.) Condition of materiel readiness: II M.S. PROCYON attached to Transport Division Five, Amphibious Training Command, Atlantic Fleet, operating under orders of Commander, Twelfth Fleet, and Commander, Eleventh Amphibious Force. 1045 Adjusted base course to 094° (T).

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	42° 58'N	42° 39'N	42° 33'N
Longitude	55° 39'W	55° 33'W	53° 05'W

2 March 1944 (Zone plus two and one-half time)

Underway as before. 0905 Cut out starboard engine for repairs to fuel oil line--ship making 8 knots on port engine. 0925 Completed repairs to oil line and resumed convoy speed, the latter having been reduced to 9 knots to allow for refueling of escorts. Convoy maneuvering at various courses to the advantage of refueling tankers. 1335 S. S. GEORGE SIMONDS (43) dropped astern of convoy with steering difficulty, resuming her former position at 1430. 1645 Changed speed to 14.5 knots. 1750 Changed course to 069° (T). 1925 Breakdown reported in port engine. Changed speed to 10 knots. 1938 Convoy changed speed to 10 knots. Engineering Officer reported cross head bushings in number six cylinder had burned out. Cylinders one, six and seven in port engine cut out. Message sent to Commodore that best speed would be 13 knots. 2026 Received orders from Commodore to proceed independently on straggler's route using best possible speed. U.S.S. RICH (destroyer escort) assigned as escort. Convoy resumed course of 069° (T) and set standard speed of 15 knots. 2118 Set standard speed of 12.5 knots (72 r.p.m's.). 2143 Changed course to 034° (T). 2158 Commenced zig zagging in accordance with plan 10.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	42° 00'N	42° 39'N	42° 45'N
Longitude	49° 45'W	48° 45'W	47° 12'W

3 March 1944 (Zone plus two time)

Underway as before, weather overcast with heavy seas. Zig-zagging during
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Commander T. O. CULLINS, U.S. Navy Commanding.

daylight hours and early evening with all hands taking General Quarter's stations one hour before to one hour after sunrise and sunset. Frequent conferences between Captain, Executive Officer and Navigator concerning enemy submarine reports. Area off Flemish Cap especially heavily infested. 2323 Changed course to 040° (T).

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	44° 16'N	44° 54'N	46° 38' N
Longitude	45° 22'W	44° 46'W	43° 16'W

4 March 1944 (Zone plus two time)

Underway as before. Occasional snow flurries. Enemy submarine position reports continue dangerous, prospective course line skirting no less than three small "packs". Frequent conferences between Captain, Executive Officer and Navigator made part of regular routine, along with General Quarters at sunrise and sunset. Zig-zagging day and night except during extremely heavy weather or with visibility less than one mile. 1635 Friendly ship, identified as S.S. QUEEN MARY, sighted bearing 165° (T), distance 12 miles, on same course.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	48° 39'N	49° 13'N	50° 37'N
Longitude	41° 14'W	40° 40'W	39° 07'W

5 March 1944 (Zone plus one and one-half time)

Underway as before, heavy weather continuing. 0920 Friendly surface vessel, identified as S.S. AQUITANIA, passed seven miles abeam on opposite course.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	52° 27'N	53° 05'N	53° 52'N
Longitude	36° 41'W	35° 51'W	34° 24'W

6 March 1944 (Zone plus one and one-half time)

Underway as before. 1045 Changed course to 090° (T). 1637 Changed course to 095° (T).

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	55° 29'N	56° 02'N	56° 03'N
Longitude	32° 13'W	31° 35'W	28° 52'W

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Commander T. O. CULLINS, U.S. Navy, Commanding.

7 March 1944 (Zone plus one time)

Underway as before. 1400 Heavy fog set in, visability dropping as low as 200 yards. 1435 Ceased zig-zagging.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	56° 02'N	56° 02'N	56° 02'N
Longitude	24° 53'W	24° 15'W	21° 39'W

8 March 1944 (Zone plus one time)

Underway as before, ship rolling and pitching heavily. 0300 Wrist pin on number four cylinder of port engine broke. Cylinders one, six and seven cut back in. Continued maintaining speed of 12.5 knots. 0825 Adjusted base course to 097° (T). 0830 Changed speed to 10 knots and cut out port engine for emergency inspection. 0845 Completed inspection and resumed standard speed of 12.5 knots. 1200 Commenced zig-zagging. 2000 Changed course to 109° (T).

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	56° 02'N	55° 58'N	56° 32'N
Longitude	17° 45'W	16° 33'W	13° 13'W

9 March 1944 (Zone zero time)

Underway as before. 0931 Conducted small arms firing practice. Number of rounds of ammunition expended: .45 cal. 250 rounds; .30 cal. 500 rounds; .50 cal. 255 rounds. No casualties. 1029 Conducted structural firing tests. Ammunition expended: 5" 38, 3 rounds service ammunition; 40 mm., 48 rounds service ammunition; 20 mm., 1078 rounds service ammunition. No casualties. 1240 Changed course to 180° (T) to avoid large convoy. 1310 Changed course to 109° (T). 1355 Sighted west coast of Ireland bearing 130° (T), distance 12 miles. 1521 Changed course to 090° (T). U.S.S. RICH was detached from escort duty to proceed and report to Londonderry, Ireland as previously ordered. 1530 Changed course to 100° (T). 1918 Secured port engine and changed speed to 10.5 knots (60 r.p.m.'s.). Maneuvering at various courses down North Channel.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	55° 50'N	55° 32'N	55° 08'N
Longitude	9° 25'W	8° 22'W	5° 48'W

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Commander T. O. CULLINS, U.S. Navy, Commanding.

10 March 1944 (Zone zero time)

Underway as before on course 187° (T) proceeding down Irish Sea. 0914 Changed speed to 8 knots. 1520 Changed course to 175° (T). 1545 Changed speed to 7 knots (40 r.p.m's.). 1717 South Bishop light abeam to port, distance 7000 yards. 1915 Skokholm light abeam to port, distance 8000 yards. 2225 St. Goven's Lightship abeam to port, distance 4000 yards. Changed course to 098° (T) and entered Bristol Swept Channel.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	53° 05'N	52° 40'N	51° 37'N
Longitude	5° 15'W	5° 20'W	5° 15'W

11 March 1944 (Zone minus one time)

Underway as before, proceeding at various courses conforming to Bristol Swept Channel. 0130 Helwick Lightship abeam to port, distance 500 yards. 0401 Changed course to 000° (T) and entered Swansea Swept Channel. 0526 Harbor pilot boat came along side and Pilot Jones came aboard. 0710 Entered lock at entrance to Swansea Harbor. 0731 Dock pilot, Mr. A. Rice, came aboard. 0805 Stern of ship cleared lock. Commenced maneuvering along side dock with assistance of three harbor tugs. 0815 Moored starboard side to, D Shed, East side, King's Dock, Swansea, Wales. Distance run from New York, N. Y. to Swansea, Wales: 3,516 miles. Pilots and tugs left ship. 1125 Six officers and nine enlisted men, U. S. Army, left ship having completed transportation to destination as ordered. 1145 Commenced unloading U. S. Army cargo. 1325 Four officers and 109 enlisted men, U. S. Army, left ship having completed transportation to destination as ordered.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	Arrived at destination prior to		
Longitude	morning position report.		

12-13 March 1944 (Zone minus one time)

Moored to D Shed, East side, King's Dock, Swansea, Wales. Unloading miscellaneous U. S. Army cargo during daylight hours. Engineering force working day and night on emergency repairs.

14 March 1944 (Zone minus one time)

Moored as before. 1400 Completed all cargo operations.

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15 March 1944 (Zone minus one time)

Moored as before. 1410 Shifted berth, with assistance of harbor tugs, to West La Gola, King's Dock. Main engines not used.

16-17 March 1944 (Zone minus one time)

Moored starboard side to, West La Gola, King's Dock, Swansea, Wales. Emergency repairs being made on main engines.

18 March 1944 (Zone minus one time)

Moored as before. 1238 Got underway from dock, with assistance of harbor tugs and pilot, and entered Swansea breakwater lock. 1310 Underway from lock, Pilot L. Becan at conn. Proceeding at various courses and speeds conforming to Swansea Swept Channel. 1343 Pilot L. Becan left ship. Set standard speed at 12.5 knots, course 183° (T). 1432 Took departure from Scarweather Light Vessel and set base course 278° (T). Underway for The Clyde pursuant to secret orders. 1611 Helwick Light Vessel abeam to starboard, distance one mile. 1744 St. Goven's Light Vessel abeam to starboard, distance 1000 yards. Changed course to 313° (T). 1908 Skokholm light abeam to starboard, distance 4000 yards. 1920 Changed course to 335° (T). 2025 Changed course to 007° (T). 2053 Changed speed to 13.5 knots (77 r.p.m's.). 2117 Changed course to 020° (T).

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude			51° 43'N
Longitude		in port	5° 25'W

19 March 1944 (Zone minus one time)

Underway as before in Irish Sea. Condition of materiel readiness: II M.A. 0115 Changed course to 002° (T). 0400 Changed course to 347° (T). 0655 Changed speed to 14.4 knots (83 r.p.m's.). 1018 Black Head lighthouse abeam to starboard, distance 8,000 yards. 1125 Sighted Firth of Clyde Light Vessel bearing 260° (T). 1130 Changed course to 003° (T). 1135 Changed course to 041° (T). 1140 Changed speed to 12.5 knots. 1149 Clyde Light Vessel abeam to port, distance 1000 yards. Commenced maneuvering at various courses and speeds up Clyde Swept Channel. 1542 Stopped engines. Pilot P. Thomsen came aboard. Changed course to 015° (T) and set standard speed 10.5 knots. 1635 Passed through entrance of anti-sub-

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Commander T. O. CULLINS, U.S. Navy, Commanding.

marine nets off Gourock, Scotland. Commenced maneuvering at various courses and speeds to anchorage. 1726 Anchored in Berth P3, Loch Long, Scotland. Distance run from Swansea, Wales: 348 miles.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	54° 17'N	55° 12'N	at anchor
Longitude	5° 02'W	5° 17'W	

20-22 March 1944 (Zone minus one time)

Anchored in Berth P3, Loch Long, Scotland. Exercising both ship's company and host crews at drills daily.

23 March 1944 (Zone minus one time)

Anchored as before. 1915 Got underway in accordance with secret orders to join outbound convoy. Pilot P. Thompson at conn. 1925 Received orders from Shore Station to cancel previous instructions and return to anchorage. 1950 Anchored in Berth P3, Loch Long, Scotland as ordered.

24-26 March 1944 (Zone minus one time)

Anchored in Berth P3, Loch Long, Scotland, awaiting orders.

27 March 1944 (Zone minus one time)

Anchored as before. 1519 Got underway pursuant to orders from U.S. Navy Shore Station and proceeded to Greenock, Scotland. Pilot T. S. Mitchell at conn. Moored starboard side to Princess Dock at 1700.

28-31 March 1944 (Zone minus one time)

Moored starboard side to Princess Dock, Greenock, Scotland. Engineering force working day and night on repairs to both main engines.

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Commander T. O. CULLINS, U.S. Navy, Commanding.

1-2 April 1944 (Zone minus one time)

Moored starboard side to Princess Dock, Greenock, Scotland. Engineering force working day and night on repairs to both main engines. PROCYON attached to Transport Division Five, Amphibious Training Command, Atlantic Fleet, operating under orders of Commander, Twelfth Fleet, and Commander, Eleventh Amphibious Force.

3 April 1944 (Zone minus one time)

Moored starboard side to Princess Dock, Greenock, Scotland. 0900 Got underway and shifted mooring to Casualty Buoy Number One, Clyde River, Scotland. Captain, Navigator and Pilot A. Findlay on bridge, pilot at conn.

4-5 April 1944 (Zone minus two time)

Moored to Casualty Buoy Number One, Clyde River, Scotland, awaiting orders.

6 April 1944 (Zone minus two time)

Moored as before. 1150 Received distress signal from U. S. Army Motor Launch 1018 lying dead in the water and smoking badly about 500 yards off starboard bow. Piped fire party. 1154 Fire party left ship in running boat. 1200 Signal received from fire party that fire was in engine room of motor launch and was under control. 1215 Fire party returned to ship with disabled motor launch in tow. PFC. Williams, E. May, U.S.A., was brought aboard and treated for superficial burns about the face and neck. Disposition: to duty. 1238 Disabled motor launch was taken in tow by Army picket boat and returned to regular base.

7-9 April 1944 (Zone minus two time)

Moored as before, awaiting orders.

10 April 1944 (Zone minus two time)

Moored as before. 0912 Got underway down Firth of Clyde Swept Channel at various courses and speeds for post-repair engine trials. Captain, Executive Officer,

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Navigator and Pilot Steele on bridge, pilot at conn. 1229 With Firth of Clyde Channel Buoy 8 abeam to port, reversed course and proceeded back toward anchorage. 1602 Anchored in Berth C-8, Gourock, Scotland, awaiting Orders. Engines reported to be in good running order by Engineering Officer.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude		55° 28' N	
Longitude	in port	5° 00' W	in port

11 April 1944 (Zone minus two time)

Anchored in Berth C-8, Gourock, Scotland, awaiting orders.

12 April 1944 (Zone minus two time)

Anchored as before. 2055 Pilot W. Scouller came aboard. 2330 Made all preparations for getting underway.

13 April 1944 (Zone minus two time)

Anchored as before. 0020 Underway from anchorage with Clyde Section of Merchant Convoy KMS-8, pursuant to Admiralty message 012123A of April 1944. Captain, Executive Officer, Navigator and Pilot on bridge, pilot at conn. Maneuvering at various courses and speeds conforming to channel. 0050 Passed through anti-submarine nets at entrance to harbor. 0150 Pilot Scouller left ship. 0238 Set standard speed of 7 knots (40 R.P.M's). 0336 Secured port engine. Ships steaming in column in following order: Delius, Baron Ramsey, Empire Snow, USS PROCYON, Empire Baxter, Shahzada and Captain Paul Lemerle. 0830 Ships formed into two columns, PROCYON taking position 22. Set base course 293°(T). 1008 Changed course to 317°(T). 1100 Passed Mull of Cantyre abeam to port, distance 5 miles. 1221 Changed course to 309°(T). 1331 Commodore commenced maneuvering ships on various courses in order to allow Liverpool section of convoy to make easier rendezvous. 1526 Convoy changed speed to 7.5 knots (44 R.P.M's). 1557 Changed course to 302°(T). 1620 Passed Island of Islay abeam to port, distance two miles. 1707 Passed Oversay Lighthouse abeam to starboard, distance 3 miles. Sighted additional units of Convoy KMS-8. Commenced maneuvering at various courses and speeds in order to form up convoy. 1904 Completed forming up convoy, ships in following positions: 11 Cydonia, 12 Van Ostade, 13 Badjestan, 21 Shahzada, 22 Lornaston, 23 P.L.M. 15, 24 Capitaine Paul Lemerle, 31 Delius, 32 Scottish Monarch, 33 Norelg, 34 Baron Napier, 41 Saint Bertrand, 42 Mathurs, 44 Empire Snow, 61 Port Caroline (OTC), 62 Clan Murray, 63 Empire Baxter, 64 Eddy-

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stone, 71 U.S.S. PROCYON, 72 Mary Kingsley, 73 Orient City, 74 Dordrecht, 81 Gabon, 84 Schiaffino, 91 Baron Ramsey, 92 Standford and 93 Keilehaven. Base course 280°(T), speed 5 knots. 2003 Changed convoy speed to 7 knots.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	55° 09' N	55° 21' N	55° 44' N
Longitude	5° 24' W	5° 59' W	7° 14' W

14 April 1944 (Zone minus one time)

Underway as before. Due to slow speed of convoy, all hands taking General Quarters stations at sunrise and sunset. Steaming watch II M.A. on duty at all other times. 0741 Changed course to 250°(T). 1100 Exercised at convoy maneuvers, pursuant to orders of Commodore. 2300 Changed course to 217°(T).

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	56° 00' N	55° 51' N	55° 25' N
Longitude	9° 54' W	10° 47' W	12° 13' W

15 April 1944 (Zone zero time)

Underway as before. 1452 Convoy made emergency turn 45° to port. 1505 Convoy resumed base course of 217°(T).

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	54° 28' N	54° 09' N	53° 27' N
Longitude	14° 13' W	14° 43' W	15° 45' W

16 April 1944 (Zone zero time)

Underway as before. 0627 Changed course to 207°(T). 0706 Changed convoy speed to 7.5 knots. 2000 Changed course to 200°(T). Sea continued calm; weather clear.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	52° 30' N	51° 37' N	50° 38' N
Longitude	17° 11' W	17° 44' W	18° 31' W

17 April 1944 (Zone zero time)

Underway as before. 1200 Convoy changed course to 180°(T).

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Commander T. O. CULLINS, U. S. Navy, Commanding.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	49° 08' N	48° 34' N	47° 24' N
Longitude	19° 22' W	19° 50' W	19° 38' W

18 April 1944 (Zone zero time)

Underway as before. 1255 Secured starboard engine; commenced using port engine. 1335 Sighted friendly merchant vessel bearing 058°(T), distance 7 miles. 1425 Merchant ship Tsturia (British) joined convoy taking position 82.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	45° 35' N	45° 14' N	44° 09' N
Longitude	19° 34' W	19° 32' W	19° 32' W

19 April 1944 (Zone zero time)

Underway as before. 1340 Changed course to 184°(T). Ship rolling easily in heavy ground swells.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	42° 34' N	42° 03' N	41° 05' N
Longitude	19° 32' W	19° 24' W	19° 22' W

20 April 1944 (Zone zero time)

Underway as before. 1300 Convoy changed course to 140°(T). 1715 Convoy changed course to 106°(T). Ship rolling easily in heavy ground swells.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	39° 42' N	38° 53' N	38° 15' N
Longitude	19° 27' W	19° 31' W	18° 42' W

21 April 1944 (Zone zero time)

Underway as before. 0830 Convoy altered course to 100°(T).

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	37° 51' N	37° 38' N	37° 25' N
Longitude	16° 52' W	16° 14' W	15° 00' W

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WAR DIARY - U.S.S. PROCYON

Commander T. O. CULLINS, U. S. Navy, Commanding.

22 April 1944 (Zone zero time)

Underway as before. 1010 Orient City, in position 73, and Clan Murray, in position 62, exchanged positions in convoy pursuant to orders of Commodore. 1312 Convoy speed reduced to 7 knots. 1618 Taturnia (82) assumed convoy position 13, pursuant to orders of Commodore. 1620 U.S.S. PROCYON (71) exchanged positions with Port Caroline (61), pursuant to orders of Commodore.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	37° 06' N	36° 57' N	36° 45' N
Longitude	13° 10' W	12° 33' W	11° 24' W

23 April 1944 (Zone minus one time)

Underway as before. 0310 Friendly aircraft passed overhead on course 280°(T). 0316 Sighted friendly hospital ship bearing 078°(T), distance 8 miles. 0700 Changed convoy speed to 8 knots (55 R.P.M's). 0720 Changed convoy course to 104°(T). 0933 Changed convoy speed to 7.5 knots. 1055 West Africa section of convoy, consisting of nine ships, left convoy pursuant to orders of Commodore. Adjusted convoy speed to 7 knots; adjusted course to 102°(T). 1650 Changed convoy speed to 7.5 knots. 1710 Column six of convoy assumed call signals of column five. U.S.S. PROCYON now 51.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	36° 32' N	36° 29' N	36° 18' N
Longitude	9° 49' W	9° 29' W	8° 39' W

24 April 1944 (Zone minus two time)

Underway as before. 0920 Changed convoy course to 108°(T). 1410 Convoy changed speed to 6 knots. 1500 All ships turned simultaneously 90° to starboard to course 198°(T). 1510 Convoy changed speed to 7 knots. 1700 Convoy changed course 90° to port to 108°(T). 1715 Convoy changed course 90° to port to 018°(T). Commodore delaying convoy in order to pass Europa Point at 0800 on following morning as ordered. 1810 Convoy changed speed to 6 knots. 1846 Noregg (35) changed positions with Empire Snow (44), pursuant to orders of Commodore. 2016 Convoy changed course 90° to starboard to 108°(T). Changed speed to 6.5 knots. 2025 Flank columns of convoy fell astern of inner columns, forming convoy into three columns. U.S.S. PROCYON fourth ship in third column. 2150 Changed speed to 7 knots. 2225 Convoy changed course to 090°(T). 2335 Sighted Cape Spartel Light bearing 090°(T), distance 18 miles.

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Commander T. O. CULLINS, U. S. Navy, Commanding.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	36° 07' N	35° 58' N	35° 55' N
Longitude	7° 11' W	6° 46' W	6° 40' W

25 April 1944 (Zone minus two time)

Underway as before. 0152 Cape Spartel abeam to starboard, distance 4 miles. 0445 Changed convoy speed to 7 knots. 0500 Passed Pt. Malabata light abeam to starboard. 0520 Changed convoy speed to 7.5 knots. 0618 Passed Isle de Farifa light abeam to port. 0736 Changed convoy speed to 6 knots. 0744 Commenced maneuvering at various courses and speeds to form convoy in original positions. U.S.S. PROCYON reassigned position 51. 0815 Took departure from Strait of Gibraltar and set base course 098°(T), speed 7.5 knots. 1120 Changed convoy speed to 8 knots. 2030 Convoy changed course to 084°(T). Having passed into Mediterranean Sea, U.S.S. PROCYON reported to following for temporary duty: Commander Naval Forces, North African Waters; Commander, Eighth Amphibious Force; Commander Transports, Eighth Amphibious Force; and Commander, Transport Division 99.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	35° 57' N	35° 56' N	35° 44' N
Longitude	5° 17' W	4° 17' W	3° 09' W

26 April 1944 (Zone minus two time)

Underway as before. 0805 Changed convoy speed to 6 knots. 0817 Pursuant to orders of Commodore, convoy commenced maneuvering at various courses and speeds outside harbor of Oran, Algeria, preparatory to reforming up. 0955 Pursuant to orders of Commodore, U.S.S. PROCYON detached from convoy to proceed independently to Oran, Algeria. Commenced maneuvering at various courses and speeds to enter Oran Swept Channel. 1125 Oran entrance channel buoy A abeam to port, distance 200 yards. 1208 Pilot Jaala came aboard. 1225 Passed through anti-submarine nets at entrance to Mers El Kebir, Algeria. 1245 YT 209 came alongside to assist in mooring ship. 1247 Moored between buoys "W" and "X", Mers El Kebir, Algeria.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	35° 55' N	in port	
Longitude	0° 59' W		

27-30 April 1944 (Zone minus two time)

Moored between buoys "W" and "X", Mers El Kebir, Algeria, awaiting orders.

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Commander T. O. CULLINS, U. S. Navy, Commanding.

1-4 May 1944 (Zone minus two time)

Moored between buoys "William" and "X-ray", Mers el Kebir, Algeria, awaiting orders. PROCYON attached to Transport Division Five, Amphibious Training Command, Atlantic Fleet, operating under orders of Commander, Twelfth Fleet, and Commander, Eleventh Amphibious Force. Vessel at present on temporary duty in Mediterranean Sea operating under Commander, Naval Forces, North African Waters; Commander, Eighth Amphibious Force; Commander, Transports, Eighth Amphibious Force; and Commander, Transport Division 99.

5 May 1944 (Zone minus two time)

Moored as before. 0955 Underway for Arzew, Algeria pursuant to orders of Commandant, N. O. B., Oran, Algeria, of 041607B of April. Captain, Executive officer and Navigator on bridge, Pilot Scotti Gabriel at conn. 1009 Passed through anti-submarine nets at entrance to harbor. Pilot left ship. Commenced maneuvering at various courses and speeds conforming to swept channels. Three ships in convoy steaming in following order: U.S.S. PROCYON, U.S.S. ARCTURUS and U.S.S. ANDROMEDA. Commander T. O. Cullins, U.S.S. PROCYON acting as Convoy Commodore. 1049 General Quarters. 1110 Secured from General Quarters. Set Condition II (M.A.) watch. 1120 Set convoy speed at 12 knots (70 r.p.m's.); set convoy course 350° (T). 1143 Convoy wheeled to new base course 044° (T). 1207 Changed convoy course to 067° (T). 1216 Cape de l'Aiguille abeam to starboard, distance 3 miles. 1240 General Quarters. 1251 Changed convoy course to 132° (T). 1256 Commenced anti-aircraft firing practice. 1307 Ceased firing. Ammunition expended: 4 rounds 5" 38 cal; 24 rounds 40mm; 960 rounds 20mm. No casualties. 1310 Secured from General Quarters. 1325 Changed convoy course to 198° (T). 1330 Commenced maneuvering at various courses and speeds conforming to harbor entrance. 1340 Pilot Andia Pisibon came aboard. 1352 Passed through anti-submarine nets at entrance to harbor, pilot at conn. 1416 Moored to buoy "Item", Arzew, Algeria. 1421 Pilot Pisibon left ship. 2100 Set special anti-aircraft watch.

6-7 May 1944 (Zone minus two time)

Moored to buoy "Item", Arzew, Algeria. Ship setting special anti-aircraft gun watches from sunset to sunrise daily.

8 May 1944 (Zone minus two time)

Moored as before. 1015 Conducted anti-aircraft firing practice at towed

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WAR DIARY - U.S.S. PROCYON

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sleeve. Ammunition expended: 20mm. 1,363 rounds; 40mm. 464 rounds. No casualties.

9 May 1944 (Zone minus two time)

Moored as before.

10 May 1944 (Zone minus two time)

Moored as before. 1135 Harbor had Yellow Air Raid Alert. Set Condition II Mike Able. 1150 All Clear. Secured from Condition II watches. 1235 General Quarters. Enemy planes reported in vicinity. 1245 All Clear. Secured from General Quarters. 1320 General Quarters. Enemy planes reported in vicinity. 1326 All Clear. Secured from General Quarters.

11 May 1944 (Zone minus two time)

Moored as before. 0730 Set Transport Area (Condition IV) watch to hold daylight landing exercise in cooperation with U.S. Army. 0742 Commenced hoisting out all landing craft. 0843 Completed hoisting out landing craft. 0857 Secured from Transport Area watch--all landing craft at respective rendezvous areas. 1120 Set Transport Area watch to hoist aboard landing craft returning from exercise. 1300 Secured from Transport Area. 2000 Seventeen officers and sixteen enlisted men from Transdiv 13 reported aboard ship to observe night training exercise. 2345 Set Transport Area (Condition IV) watch. 2351 Commenced hoisting out all landing craft.

12 May 1944 (Zone minus two time)

Moored as before, participating in night landing exercise. 0100 Completed hoisting out landing craft. Secured from Transport Area. 0350 Set Transport Area (Condition IV) watch to hoist aboard returning landing craft. 0525 Secured from Transport Area, all landing craft aboard after successful night exercise with U.S. Army personnel. 0800 Officers and men from Transdiv 13 left ship having completed observation of landing exercise.

13 May 1944 (Zone minus two time)

Moored as before. 2355 Set Transport Area (Condition IV) watch.

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14 May 1944 (Zone minus two time)

Moored as before, participating in night landing exercise with U.S. Army personnel. 0005 Commenced hoisting out landing craft. 0100 Completed hoisting out landing craft. 0105 Secured from Transport Area, all landing craft at their respective rendezvous areas. 0800 Commenced hoisting aboard returning landing craft.

15 May 1944 (Zone minus two time)

Moored to buoy "Item", Arzew, Algeria. 1225 Underway pursuant to orders of ComGroup 2 for Mers el Kebir, Algeria. Captain, Executive Officer and Navigator on bridge, Captain at conn. Maneuvering at various courses and speeds to clear harbor. 1311 Cleared anti-submarine nets at entrance to harbor. Set Condition II (MA) steaming watch. 1333 Convoy speed set at 10.5 knots. Convoy formed of four ships in column order as follows: USS BISCAYNE (OTC), S. S. RICHARD HARRISON, USS ARCTURUS and USS PROCYON. 1352 Convoy set base course 290° (T). 1424 Changed convoy course to 240° (T). 1508 Cape de l'Aiguille abeam to port, distance 2 miles. 1541 Changed course to 170° (T). Commenced maneuvering at various courses and speeds conforming to swept channel. 1700 Pilot Carrand came aboard. 1758 Moored starboard side to USS ARCTURUS, Mers el Kebir, Algeria.

16-20 May 1944 (Zone minus two time)

Moored starboard side to USS ARCTURUS, Mers el Kebir, Algeria, awaiting orders. Exercising crew at various drills frequently.

21 May 1944 (Zone minus two time)

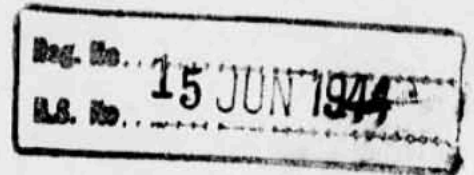
Moored as before. 1405 Harbor had Yellow Air Raid Alert. Set Condition II (MA) watch. 1413 All Clear. Secured from Condition II (MA). 1840 Yellow Air Raid Alert. Set Condition II (MA) watch. 1845 Red Air Raid Alert. General Quarters. 1905 All Clear. Secured from General Quarters.

22-27 May 1944 (Zone minus two time)

Moored as before awaiting orders. Exercising crew at various drills frequently.

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28 May 1944 (Zone minus two time)

Moored as before. 1325 USS Chepacket came along port side in order to refuel ship. 1445 Commenced taking fuel aboard. Draft forward, 18' 08"; draft aft, 22' 10". Draft of fueling ship 19' forward, 28' aft. 1650 Completed taking on fuel having received 93,653 gallons of Diesel fuel oil. Draft of ship forward, 19' 06"; draft aft, 23'. Draft of fueling ship forward, 17' 06"; aft, 28'.

29-31 May 1944 (Zone minus two time)

Moored starboard side to USS ARCTURUS, Mers el Kebir, Algeria, awaiting orders. Exercising crew at various drills frequently.


T. O. CULLINS

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WAR DIARY - U.S.S. PROCYON(AKA2)
Commander T.O. CULLINS, U.S. Navy, Commanding.

1-3 June 1944 (Zone minus two time)

Moored starboard side to U.S.S. ARCTURUS, Mers el Kebir, Algeria, awaiting orders. Exercising crew at emergency drills daily. PROCYON attached to Transport Division Five, Amphibious Training Command, Atlantic Fleet, operating under orders of Commander, Twelfth Fleet, and Commander, Eleventh Amphibious Force. Vessel at present on temporary duty in Mediterranean Sea, operating under Commander, Naval Forces, North African Waters; Commander, Eighth Amphibious Force; Commander Transports, Eighth Amphibious Force; and Commander, Transport Division 99.

4 June 1944 (Zone minus two time)

Moored starboard side to U.S.S. ARCTURUS, Mers el Kebir, Algeria. 0700 Underway with assistance of harbor tugs, for Oran, Algeria, pursuant to orders of Port Director. Maneuvering at various courses and speeds conforming to harbor, Captain, Executive Officer and Navigator on bridge, Pilot Guili at conn. 0737 Pilot Guili left ship. 0800 Oran Harbor Pilot L. Altieri came aboard. 0900 Moored port side to dock, Berth 16, Oran, Algeria, awaiting cargo.

5 June 1944 (Zone minus two time)

Moored port side to dock, Berth 16, Oran, Algeria. 0837 Commenced loading U.S. Army cargo (vehicles). 1400 Six officers and 97 enlisted men, U.S. Army, reported aboard ship for temporary duty and for further transportation. 1915 Secured cargo operations for the night.

6 June 1944 (Zone minus two time)

Moored as before. 0730 Commenced loading U.S. Army cargo. 1845 Pursuant to secret U.S. Army orders, 39 enlisted men left ship proceeding to Fleures, Algeria. 2300 Pursuant to secret U.S. Army orders, 43 enlisted men left ship to return to "Staging Area". 2310 Pursuant to secret U.S. Army orders, five enlisted men reported aboard ship for temporary duty and for further transportation. Completed all cargo operations.

7 June 1944 (Zone minus two time)

Moored port side to dock, Berth 16, Oran, Algeria. 0855 Underway for Mers el Kebir, Algeria, pursuant to orders of Port Director. Maneuvering at various courses and speeds conforming to the harbor, Captain, Executive Officer and Navigator on bridge, Pilot Hacker at conn. 0918 Pilot Hacker left ship.

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WAR DIARY - U.S.S. PROCYON(AKA2)
Commander T. O. CULLINS, U.S. Navy, Commanding.

0939 Pilot Loreal came aboard ship. 0959 Moored between buoys "Y" and "Z", Mers el Kebir, Algeria, awaiting orders. 1125 USS OBERON moored along starboard side, port side to.

8 June 1944 (Zone minus two time)

Moored as before awaiting orders.

9 June 1944 (Zone minus two time)

Moored as before awaiting orders. 0853 Pursuant to secret U.S. Army orders, six officers and 221 enlisted men reported aboard ship for temporary duty and for further transportation.

10 June 1944 (Zone minus two time)

Moored between buoys "Y" and "Z", Mers el Kebir, Algeria, awaiting orders. USS OBERON moored along starboard side, port side to. 1200 USS OBERON got underway and stood out of the harbor. 1305 Underway for Oran Convoy Anchorage Area pursuant to visual messages 091402B and 100816B of Naval Port Director. Captain Executive Officer, and Navigator on bridge, Pilot L. Altieri at conn. 1332 Pilot left ship. Maneuvering at various courses and speeds approaching anchorage. 1405 Anchored in southern part of Convoy Anchorage Area, awaiting sailing orders. 1806 Underway from anchorage pursuant to orders of Commander Task Force 81.2 Operation Order 1-44 of 31 May 1944. Captain, Executive Officer and Navigator on bridge, Captain at conn. Convoy proceeding in single column through Oran Swept Channel. USS NIGHTINGALE leading column. PROCYON in position eight. 1908 Convoy set base course 300°(T), speed 8 knots. 2000 Convoy completed forming up as follows: USS BISCAYNE (SOPA), 11 USS BETELGUESE, 12 USS PROCYON, 13 USS ANDROMEDA, 14 USS CATOCTIN, 21 USS CEPHEUS, 22 USS OBERON, 23 HMS DERBYSHIRE, 24 HMS CIRCASSIA, 31 HMS WINCHESTER CASTLE, 32 SOBIESKI (Polish), 33 HMS ASCANIA, 34 USS ARCTURUS, 41 USS NIGHTINGALE, 42 USS LYON, 43 USS STANTON. Destroyer screen on all sides. 2010 Convoy changed speed to 12 knots. 2015 Convoy changed course to 317°(T). 2029 Convoy changed course to 002°(T). 2045 Convoy changed course to 047°(T). 2102 Convoy changed course to 082°(T). 2122 General Quarters. 2125 Convoy changed course to 110°(T). 2130 Convoy formed into two columns, columns one and four falling in astern of columns two and three. 2155 Secured from General Quarters. 2215 Convoy changed speed to 11 knots. 2230 Commenced maneuvering at various speeds approaching Transport Area off Arzew, Algeria. 2352 Set Transport Area (Condition IV) Watch.

Positions
Latitude
Longitude

0800
In Port

1200
In Port

2000
35° 55' N
00° 44' W

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Commander T.O. CULLINS, U.S. Navy, Commanding.

11 June 1944 (Zone minus two time)

Underway as before pursuant to ComTaskFor 81.2 Operations Plan 1-44 of 31 May 1944. Manuevering at various courses and speeds to keep station in Transport Area approximately 8 miles off Arzew, Algeria. 0108 Commenced hoisting out all landing craft and U.S. Army DUKW's. U.S. Army personnel commenced disembarking, according to exercise schedule. 0320 All landing craft in water and dispatched to assigned rendezvous areas. 0423 Commenced discharging U.S. Army cargo into landing craft. 0602 Commenced manuevering at various courses and speeds to close within two miles of "Ranger Beach". 0939 Commenced hoisting aboard landing craft. Stimulated air attacks being made on unloading transports at intervals. Frequent smoke screen laid over area. 1030 Completed discharging all U.S. Army cargo. 1159 Completed hoisting aboard all landing craft. 1212 Secured from Transport Area and set regular steaming watch. 1313 Manuevered at various courses and speeds to rejoin convoy. 1415 Assumed former station in convoy on course 240°(T), speed 10 knots. 1430 Convoy changed speed to 13 knots. 1453 Convoy changed course to 242°(T). 1605 Convoy formed into single column for easier passage through Oran Swept Channel. 1735 Pilot Lesueur came aboard. 1816 Moored port side to dock, Berth 16, Oran, Algeria, awaiting orders.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	35° 55' N	35° 54' N	
Longitude	00° 12' W	00° 18' W	In Port.

12 June 1944 (Zone minus two time)

Moored portside to dock, Berth 16, Oran, Algeria, awaiting orders.

13 June 1944 (Zone minus two time)

Moored as before. 0800 Commenced loading U.S. Army cargo (vehicles). 1355 Completed loading U.S. Army cargo.

14 June 1944 (Zone minus two time)

Moored port side to dock, Berth 16, Oran, Algeria. 0731 Underway to shift berth pursuant to orders of Port Director. Captain, Executive Officer and Navigator on bridge, Pilot G. Giuli at the conn. Manuevering at various courses and speeds conforming to harbor, tugs in use fore and aft. 0818 Moored port side to Berth 7, Oran, Algeria, awaiting orders.

15 June 1944 (Zone minus two time)

Moored portside to Berth 7, Oran, Algeria. 1400 Received aboard ship 21

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WAR DIARY - U.S.S. PROCYON(AKA2)
Commander T.O. CULLINS, U.S. Navy, Commanding.

packages of classified U.S. Army material. Packages loaded in after reefer box, starboard side, number three hold, under officer guard. 1545 Four officers and 124 enlisted men, U.S. Army, reported aboard ship for temporary duty and for further transportation. Total number of officers now aboard: six. Total number of enlisted personnel now aboard: 139. Two officers and 15 enlisted men retained on board ship following Training Exercise.

16 June 1944 (Zone minus two time)

Moored port side to Berth 7, Oran, Algeria. 1110 Underway from dock pursuant to orders of Port Director. Captain, Executive Officer, Navigator and Pilot F. Giuli on bridge, pilot at conn. Maneuvering at various courses and speeds conforming to harbor traffic. 1126 Pilot left ship. Maneuvering at various courses and speeds approaching anchorage. 1202 Anchored in Southern part of Oran Convoy anchorage area awaiting sailing orders. 1400 Underway from anchorage for Naples, Italy pursuant to Commander Task Group 81.2 Operation Order 2-44 of 10 June 1944. Captain, Executive Officer and Navigator on bridge, Captain at conn. Maneuvering at various courses and speeds conforming to Oran Swept Channel. 1545 Took correct station in convoy cruising disposition. Base course 060°(T); standard speed 8 knots. Convoy formed of 18 ships under tactical command of Rear Admiral B. J. Rogers of USS BISCAYNE, and 16 escorts under tactical command of Capt. J.P. Clay of USS NIBLACK. Cruising disposition as follows: Guide, USS BISCAYNE, 11 USS CEPHEUS, 12 USS ARCTURUS, 13 USS BETELGUESE, 14 USS COTOCTIN, 21 USS STANTON, 22 USS LYON, 23 USS NIGHTINGALE, 24 SOBIESKI (Polish), 25 HMS ATTACKER, 31 ASCANIA (British), 32 WINCHESTER (British), 33 DERBYSHIRE (British), 34 CIRCASSIA (British), 41 USS ANDROMEDA, 42 USS OBERON, 43 USS PROCYON, 44 USS NARRAGANSETT. 1550 Set Materiel Condition "Z". 1600 Convoy commenced zig-zagging. 1710 WINCHESTER CASTLE assumed lead of column three. DERBYSHIRE assumed position 32, CIRCASSIA took position 33, ASCANIA took position 34. 1837 Cape Ivi lighthouse abeam to starboard, distance 8 miles. 1908 Convoy changed course to 065°(T). 2008 Convoy changed speed to 12.8 knots. 2030 Convoy changed course to 058°(T). 2240 Convoy changed course to 080°(T).

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	In Port.	35° 44' N	36° 21' N
Longitude		00° 39' W	00° 28' E

17 June 1944 (Zone minus two time)

Underway as before. 0610 USS COTOCTIN and HMS ATTACKER left convoy and stood into Algiers, Algeria. 0645 Commenced zig-zagging according to Plan 10. 0802 Ceased zig-zagging. 0810 Convoy changed course to 090°(T). 0820 Commenced zig-zagging according to Plan 10. 0855 Ceased zig-zagging. 0930 Exercised crew at emergency

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drills. 1022 Secured from emergency drills. 1600 Convoy changed course to 068°(T). 1630 Commenced zig-zagging according to Plan 10. 1900 Ceased zig-zagging. 1910 Convoy changed course to 090°(T). 2000 Commenced zig-zagging according to Plan 10. 2100 Ceased zig-zagging.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	36° 59' N	36° 59' N	37° 10' N
Longitude	03° 33' E	04° 35' E	06° 37' E

18 June 1944 (Zone minus two time)

Underway as before. 0110 Convoy changed base course to 076°(T). 0300 Convoy formed into two columns, columns one and four falling in astern of columns two and three, in order to pass through Tunisian War Channel. PROCYON in position 27. 0413 Convoy changed course to 060°(T). 0420 Entered Tunisian War Channel, using slight alterations of course to keep in swept area. 0655 Convoy changed course to 113°(T). 0815 Convoy changed course to 099°(T). 0913 Convoy changed course to 061°(T). 0933 Exercised crew at emergency drills. 0946 Convoy changed course to 080°(T). 1007 Convoy changed course to 061°(T). 1014 Secured from emergency drills. 1153 Convoy changed course to 056°(T). 1319 Convoy changed course to 047°(T). 1600 Convoy resumed former disposition, PROCYON back in position 43. 1630 Commenced zig-zagging according to Plan 10. 1730 Convoy changed course to 042°(T). 1818 Convoy ceased zig-zagging. 2000 Convoy changed course to 030°(T).

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	37° 17' N	37° 28' N	38° 34' N
Longitude	10° 02' E	11° 02' E	12° 38' E

19 June 1944 (Zone minus two time)

Underway as before. 0440 Sighted Isle of Capri bearing 019°(T), distance 22 miles. 0525 Convoy changed course to 035°(T). 0530 Convoy formed into two columns, columns one and four falling in astern of columns two and three. 0600 Convoy formed into single column, column two falling in astern of column one. 0655 Convoy changed course to 012°(T). 0728 Convoy changed course to 000°(T) and entered Naples Swept Channel. 0746 Pt. Campanella abeam to port, distance 1500 yards. 0946 Anchored in Cruiser Anchorage, off entrance to Naples Harbor, in 37 fathoms of water with 105 fathoms of chain on port anchor. Distance run from Oran, Algeria: 853 miles. 1235 Pilot G. Maresca came aboard. 1251 Set Transport Area (Condition IV) Watch. Commenced hoisting out landing craft while underway in order to uncover hatches preparatory to discharging cargo. 1325 Secured from Transport Area. 1350 Moored port side to Molo

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Commander T. O. CULLINS, U.S. Navy, Commanding.

Luigi Razza, Naples, Italy. 1440 Commenced discharging U.S. Army cargo and personnel. 1518 Set Transport Area (Condition IV) Watch. 2115 Completed discharging U.S. Army cargo and personnel. Commenced hoisting aboard landing craft. 2300 Secured from Transport Area. All landing craft aboard.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	40° 37' N	In Port	In Port.
Longitude	14° 18' E		

20 June 1944 (Zone minus two time)

Moored port side to Molo Luigi Razza (Berth 7), Naples, Italy. 0656 Underway from dock to Cruiser Anchorage, pursuant to orders of Port Director. Captain, Executive Officer and Navigator on bridge, Pilot P. Trepani at conn. 0709 Pilot left ship. Maneuvering at various courses and speeds approaching anchorage. 0732 Anchored in Bay of Naples (Cruiser Anchorage) in 35 fathoms of water with 90 fathoms of chain to starboard anchor.

21-27 June 1944 (Zone minus two time)

Anchored in Cruiser Anchorage, Naples, Italy, awaiting orders.

28 June 1944 (Zone minus two time)

Anchored in Cruiser Anchorage, Naples, Italy. 0750 Underway pursuant to orders of ComTaskGroup 81.2 to Salerno, Italy. Maneuvering at various courses and speeds to clear anchorage, Captain, Executive Officer and Navigator on bridge, Captain at conn. 0805 Set standard speed at 14 knots, course 180°(T). 0936 Passed Pt. Campanella abeam to port, distance 3000 yards. 0952 Changed course to 080°(T). 1017 Took station in Salerno convoy, ships steaming in following order: 11 USS LYON, 12 USS PROCYON, 21 USS STANTON, 22 USS BETELGUESE, 31 USS NIGHTINGALE, 32 USS ARCTURUS. Escort: DesDiv 25. 1133 Commenced maneuvering at various courses and speeds preparatory to anchoring. 1140 Anchored in Gulf of Salerno, approximately seven miles south of Salerno, Italy, offshore from Amphibious Training Base. 2035 Set Condition II gun watch and Picket Boat patrol.

29 June 1944 (Zone minus two time)

Anchored as before. 0536 Secured Condition II gun watches and Picket Boat patrol. 0900 Exercised crew at all battle drills under supervision of Lt. Thomas R. Richter,

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WAR DIARY - U.S.S. PROCYON(AKA2)

Commander T. O. CULLINS, U.S. Navy, Commanding.

USNR, aboard for observation. 1432 Commenced loading U.S. Army cargo from LCT alongside. 1500 Two officers and 45 enlisted men, U.S. Army, reported aboard for temporary duty and for further transportation. 1840 Completed taking aboard U.S. Army cargo. 0835 Set Condition II gun watch and Picket Boat patrol.

30 June 1944 (Zone minus two time)

Anchored as before. 0537 Secured Condition II gun watches and Picket Boat patrol. 1126 Underway pursuant to orders of Commander, Group Two, Eighth Amphibious Training Operation Plan 4-44 to land personnel of 180th Battalion, 45th Division, in Amphibious Exercise. Captain, Executive Officer and Navigator on bridge, Captain at conn. Standard speed 8 knots, course 261°(T). Ships steaming in following order: 11 USS ARCTURUS, 12 USS NIGHTINGALE, 21 USS BETELGUESE, 22 USS STANTON, 31 USS PROCYON, 32 USS LYON. 1210 Set Transport Area (Condition IV) Watch. 1220 Ship lying to on correct Transport Area Station. Commenced hoisting out landing craft. 1303 Completed hoisting out landing craft. All boats dispatched to correct rendezvous areas. 1459 Secured from Transport Area Watch. 1535 Maneuvering at various courses and speeds to close beach. 1617 Anchored in former anchorage, on same bearings, and commenced hoisting landing craft back aboard. 1725 Completed hoisting aboard all landing craft. 2034 Set Condition II gun watch and Picket Boat patrol.


T. O. CULLINS

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WAR DIARY - USS PROCYON

Commander T. O. CULLINS, U.S. Navy, Commanding.

1 July 1944 (Zone minus two time)

Anchored in the Gulf of Salerno, about 7 miles south of Salerno, Italy, training personnel of 180th Battalion, 45th Division, U.S. Army, in Amphibious attack procedure. 0200 Underway for Transport Area pursuant to ComTwo8thPhib Training Operation Plan 4-44 of 28 June 1944. Captain, Executive Officer and Navigator on bridge, Captain at conn. Maneuvering at various courses and speeds to keep station, ships of exercise force steaming in following order: 11 USS ARCTURUS, 12 USS NIGHTINGALE, 21 USS BETELGUESE, 22 USS STANTON, 31 USS PROCYON, 32 USS LYON. 0236 Set Transport Area (Condition IV) Watch. 0245 Ship on correct Transport Area Station. Commenced hoisting out landing craft. 0325 All LCV(P)'s discharged and underway for rendezvous areas. 0353 Commenced discharging U.S. Army cargo. 0416 Completed discharging cargo. 0613 Set course 082°(T), standard speed 8 knots, to close anchorage. 0650 Anchored in Gulf of Salerno in approximate former anchorage. 1030 Reloaded U.S. Army cargo discharged during exercise. 2030 Set picket boat patrol and Condition II gun watches. 2355 Secured picket boat patrol. PROCYON attached to Transport Division Five, Amphibious Training Command, Atlantic Fleet, operating under orders of Commander, Twelfth Fleet, and Commander, Eleventh Amphibious Force. Vessel at present on temporary duty in Mediterranean Sea, operating under Commander, Naval Forces, North African Waters; Commander, Eighth Amphibious Force; Commander, Transports, Eighth Amphibious Force; and Commander, Transport Division 99.

2 July 1944 (Zone minus two time)

Anchored in Gulf of Salerno, about 7 miles south of Salerno, Italy, training personnel of 180th Battalion, 45th Division, U.S. Army, in Amphibious attack procedure. 0030 Underway at various courses and speeds for Transport Area, Captain, Executive Officer and Navigator on bridge, Captain at conn. Ships steaming in following order to participate in exercise: 11 USS PROCYON, 12 USS LYON, 21 USS ARCTURUS, 22 USS STANTON, 31 USS BETELGUESE, 32 USS NIGHTINGALE. 0110 Set Transport Area (Condition IV) Watch. 0127 Ship on correct Transport Area station. 0134 Commenced hoisting out all landing craft. 0155 All LCV(P)'s shoved off for assigned rendezvous areas. 0215 Completed discharging landing craft. 0310 LCM's shoved off for assigned rendezvous areas. 0505 Closed beach. 0620 Anchored in Gulf of Salerno in approximate former anchorage. Commenced hoisting landing craft back aboard ship. 0715 Completed hoisting aboard landing craft. Secured from Transport Area (Condition IV) Watch. 2035 Set Condition II gun watch and set picket boat patrol.

3 July 1944 (Zone minus two time)

Anchored in Gulf of Salerno, about 7 miles south of Salerno, Italy, training personnel of 180th Battalion, 45th Division, U.S. Army, in Amphibious attack

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WAR DIARY - USS PROCYON

Commander T. O. CULLINS, U.S. Navy, Commanding.

procedure. 0155 Underway to Transport Area pursuant to ComTwo8th Phib Training Order 5-44 of 1 July 1944. Captain, Executive Officer and Navigator on bridge, Captain at conn. Maneuvering at various speeds on base course 210°(T) in company with following ships: 11 USS ARCTURUS, 12 USS NIGHTINGALE, 21 USS BETELGUESE, 22 USS STANTON, 31 USS PROCYON, 32 USS LYON. 0235 Set Transport Area (Condition IV) Watch. Ship on correct Transport Area Station. 0247 Commenced hoisting out landing craft. 0312 LCV(P)'s shoved off for rendezvous areas. 0328 Commenced discharging U.S. Army cargo and personnel. 0403 Completed hoisting out landing craft. 0533 LCM's shoved off for rendezvous areas. 0559 Set course to close beach. 0657 Anchored in approximate former anchorage in Gulf of Salerno. 0740 Completed discharging U.S. Army cargo and personnel. 0855 Hoisted aboard returning landing craft. 1055 Underway in accordance with Commander, AATB, Salerno, Italy, Secret Dispatch 022103B of 2 July 1944 for Naples, Italy. Captain, Executive Officer and Navigator on bridge, Captain at conn. Maneuvering at various courses and speeds to assume convoy station. 1125 Took station in convoy, ships in following column order: USS STANTON, USS BETELGUESE, USS NIGHTINGALE, USS ARCTURUS, USS LYON, USS PROCYON. Convoy course 265°(T), convoy speed 14 knots. 1230 Changed speed to 13.5 knots. 1255 Wheeled to course 000°(T). 1305 Passed Pt. Camp-nella abeam to starboard, distance 1 mile. Entered Gulf of Naples Swept Channel. 1402 Commenced maneuvering at various courses and speeds approaching anchorage. 1447 Anchored in Cruiser Anchorage, Bay of Naples, awaiting orders.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	In Port	40° 30' N	In Port
Longitude		14° 35' E	

4 July 1944 (Zone minus two time)

Anchored in Cruiser Anchorage, Bay of Naples, awaiting orders.

5 July 1944 (Zone minus two time)

Anchored in Cruiser Anchorage, Bay of Naples, awaiting orders. 0525 Underway to Pozzuoli, Italy, pursuant to orders of ComTaskGroup 81.2, Captain, Executive Officer and Navigator on bridge, Captain at conn. Speed 12 knots, course 270°(T). 0617 Commenced maneuvering at various courses and speeds to anchorage. 0653 Anchored in Gulf of Pozzuoli, about one mile southeast of breakwater. 0730 Commenced hoisting out landing craft to participate in practice landing exercise with U.S. Army. 1240 Ten LCV(P)'s left ship for rendezvous area. 1525 All boats returned from exercise. 1730 Eight LCV(P)'s left ship for rendezvous area. 1930 Landing craft returned from exercise and were hoisted aboard.

6 July 1944 (Zone minus two time)

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WAR DIARY - USS PROCYON

Commander T. O. CULLINS, U.S. Navy, Commanding.

Anchored in Gulf of Pozzuoli, about one mile southeast of breakwater. 0530 Underway pursuant to orders of CTG 81.2 for Naples, Italy, Captain, Executive Officer and Navigator on bridge, Captain at conn. Proceeding at various courses and speeds conforming to swept channel. 0641 Anchored in Cruiser Anchorage, Bay of Naples, awaiting orders.

7 - 10 July 1944 (Zone minus two time)

Anchored in Cruiser Anchorage, Bay of Naples, Italy, awaiting orders.

11 July 1944 (Zone minus two time)

Anchored in Cruiser Anchorage, Bay of Naples, Italy, awaiting orders. 1100 Pursuant to Secret Dispatch 102159B of July 1944 originated by Commander Eighth Amphibious (OPS) PROCYON assigned to following organization: Transport Division Five, Task Unit 81.7.3, at present on temporary duty operating under Commander Eighth Fleet.

12 - 16 July 1944 (Zone minus two time)

Anchored in Cruiser Anchorage, Bay of Naples, Italy, awaiting orders.

17 July 1944 (Zone minus two time)

Anchored in Cruiser Anchorage, Bay of Naples, Italy, awaiting orders. 0303 Sounded General Quarters Condition I. 0313 Secured from General Quarters. 2330 Underway pursuant to verbal orders of Commander Transports Division Five for Bay of Castellammare, Italy. Captain, Executive Officer and Navigator on bridge, Captain at conn. Proceeding on various courses and speeds conforming to swept channel.

18 July 1944 (Zone minus two time)

Underway as before pursuant to verbal orders of Commander Transports Division Five. 0035 Commenced maneuvering at various courses and speeds to anchorage. 0113 Anchored in Bay of Castellammare, Italy in 31 fathoms of water with 90 fathoms of chain to the port anchor. 1000 Underway to change anchorage. Captain Executive Officer and Navigator on bridge, Captain at conn. Proceeding on various courses and speeds to the anchorage. 1023 Anchored in 30 fathoms of water with 60 fathoms of chain to the port anchor in Bay of Castellammare, Italy, awaiting orders.

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WAR DIARY - USS PROCYON

Commander T. O. CULLINS, U.S. Navy, Commanding.

19 July 1944 (Zone minus two time)

Anchored in Bay of Castellammare, Italy, awaiting orders.

20 July 1944 (Zone minus two time)

Anchored in the Bay of Castellammare, Italy, awaiting orders. 2150 Sounded General Quarters (Condition I). 2210 Secured from General Quarters.

21 July 1944 (Zone minus two time)

Anchored in the Bay of Castellammare, Italy, awaiting orders. 0805 Underway maneuvering at various courses and speeds to swing ship and compensate compasses. Captain, Executive Officer and Navigator on bridge, Captain at the conn. 1228 Anchored in Bay of Castellammare, Italy in 20 fathoms of water with 60 fathoms of chain to the port anchor, awaiting orders.

22 - 23 July 1944 (Zone minus two time)

Anchored in the Bay of Castellammare, Italy, awaiting orders.

24 July 1944 (Zone minus two time)

Anchored in the Bay of Castellammare, Italy, awaiting orders. 2055 Set picket boat patrol.

25 July 1944 (Zone minus two time)

Anchored in the Bay of Castellammare, Italy, awaiting orders. 0455 Secured picket boat patrol. 0525 Underway, proceeding to Naples, Italy, pursuant to verbal orders of ComTransDivFive. Captain, Executive Officer and Navigator on bridge, Captain at conn. Proceeding on various courses and speeds conforming to swept channel. 0641 Entered Naples swept channel. 0655 Set Condition IV (Transport Area) and commenced hoisting out landing craft. 0813 Finished hoisting out landing craft. 0815 Secured from Condition IV (Transport Area). 0850 Anchored in Cruiser Anchorage in Bay of Naples, Italy in 46 fathoms of water with 105 fathoms of chain to the port anchor, awaiting orders.

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WAR DIARY - USS PROCYON

Commander T. O. CULLINS, U.S. Navy, Commanding.

26 July 1944 (Zone minus two time)

Anchored in Cruiser Anchorage, Bay of Naples, Italy, awaiting orders.

27 July 1944 (Zone minus two time)

Anchored in Cruiser Anchorage, Bay of Naples, Italy, awaiting orders. 0736 Underway from Cruiser Anchorage, Bay of Naples, Italy to Pier "G", Berth 44, Naples, Italy. Proceeding on various courses and speeds to conform to Bay and harbor. 0835 Moored port side to, to pier "G", Berth 44, Naples, Italy. 1100 Commenced taking on Army cargo from dock. Draft of ship before loading: Forward 19' 6", Aft 21' 6". 1335 Pursuant to Army orders, a draft of eighteen (18) men reported aboard ship as ship's platoon. 2340 Finished receiving Army cargo. Draft forward 20' 6", Aft 22'. Displacement 11,150.

28 July 1944 (Zone minus two time)

Moored as before. 1752 Underway for Cruiser Anchorage, Bay of Naples, Italy. Maneuvering at various courses and speeds conforming to the harbor. Captain, Executive Officer and Navigator on bridge, Pilot E. Falcon at conn. 1809 Pilot Falcon left ship. Captain at conn. 1920 Anchored in the Bay of Naples, Italy, in 35 fathoms of water with 105 fathoms of chain to the port anchor, awaiting orders.

29 July 1944 (Zone minus two time)

Anchored as before, awaiting orders.

30 July 1944 (Zone minus two time)

Anchored as before awaiting orders. 1110 Exercised crew at general drills.

31 July 1944 (Zone minus two time)

Anchored as before, awaiting orders. 1043 Underway for Bay of Castellammare, Italy, pursuant to orders of Commander Transport Division Five secret serial 0016 of 30 July 1944. Proceeding at various courses and speeds conforming to swept channel. Captain, Executive Officer and Navigator on bridge, Captain at conn. Standard speed 12 knots. 1207 Anchored in Bay of Castellammare, Italy in 23 fathoms of water with sixty fathoms of chain to the starboard anchor, awaiting orders.


T. O. CULLINS

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WAR DIARY - USS PROCYON

Commander T. O. CULLINS, U.S. Navy, Commanding.

1 August 1944 (Zone minus two time)

Anchored in the Bay of Castellammare, Italy awaiting orders. PROCYON attached to Transport Division Five, Task Unit 81.7.3. At present on temporary duty operating under Commander Eighth Fleet.

2 August 1944 (Zone minus two time)

Anchored as before awaiting orders. Exercised crew at General Drills.

3 August 1944 (Zone minus two time)

Anchored as before, awaiting orders.

4 August 1944 (Zone minus two time)

Anchored as before, awaiting orders. Exercised crew at General Drills. PROCYON attached to Task Group 85.

5 August 1944 (Zone minus two time)

Anchored as before, awaiting orders. 0800 Pursuant to orders of the Commanding Officer this date, one officer and twenty-four enlisted men were transferred to the USS LYON for temporary duty.

6 August 1944 (Zone minus two time)

Anchored as before, awaiting orders. 1330 Fuel barge, H.M.S. Prestol moored along starboard side, port side to. 1400 Commenced fueling ship. Draft of ship forward 20' 6", Aft 22'. 1550 Completed fueling ship, having received on board 3,489 barrels of fuel oil at 60°F. Draft of ship forward 21' 5", Aft 22' 5". 1645 Fuel Barge, H.M.S. Prestol shoved off from alongside. 2358 Underway for Gulf of Salerno, Italy, in accordance with CTF 85 operation plan 3-44, Captain, Executive Officer and Navigator on bridge, Captain at the conn. Maneuvering at various courses and speeds forming up convoy.

7 August 1944 (Zone minus two time)

Underway as before, Captain, Executive Officer and Navigator on the bridge. Captain at the conn. Maneuvering at various courses and speeds forming up convoy. 0011

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WAR DIARY - USS PROCYON

Commander T. O. CULLINS, U.S. Navy, Commanding.

Assumed convoy position 12. Convoy completed forming up with the following named ships having assumed the following positions: 11 USS LYON, 12 USS PROCYON, 13 USS BARNETT, 21 USS STANTON, 22 USS ARCTURUS, 23 USS DICKMAN. Set base course 250°(T). Standard speed 12 knots (70 R.P.M.). 0022 Set Condition II(MA). 0044 Convoy changed course to 220°(T). 0123 Convoy changed course to 145°(T). 0213 Convoy changed base course to 096°(T). 0305 Convoy changed course to 054°(T). 0354 On assigned Transport Area Station. 0355 Set Transport Area (Condition IV) watch. 0410 Commenced hoisting out landing craft. 0503 All landing craft in the water and despatched to their assigned rendezvous areas. 0550 Barrage balloon aloft, elevation 200 feet. 0722 Commenced hoisting aboard landing craft. 0921 In accordance with CTF 85 operation plan 3-44 eight enlisted men were transferred to the USS BARNETT for temporary duty. In accordance with CTF 85 operation plan 3-44 three officers and 38 enlisted men reported aboard for temporary duty. 1019 Completed hoisting aboard landing craft. Secured from Transport Area (Condition IV) watch. Sounded special sea detail. Maneuvering at various courses and speeds proceeding to anchorage in Gulf of Salerno, Italy. 1144 Anchored in Gulf of Salerno, Italy about 8½ miles South, Southeast of Salerno, Italy. 1250 Pursuant to ComTrans8th-Phib mailgram Serial 051043B of August 1944, one petty officer transferred to AATB Salerno, Italy for temporary duty. 1526 Underway for Castellammare, Italy in compliance with C.T.G. 85.3 visual dispatch of 7 August 1944, Captain, Executive Officer and Navigator on the bridge. Captain at the conn. Maneuvering on various courses and speeds forming up convoy. 1625 In assigned convoy position 22. Convoy completed forming up with the ships of the convoy in the following positions: 11 USS DICKMAN, 12, USS ARCTURUS, 13 USS STANTON, 21 USS BARNETT, 22 USS PROCYON, 23 USS LYON. 1630 Set base course 263°(T). Standard speed 12 knots (70 R.P.M.). 1732 Passed Cape Sottile abeam to starboard, distance 4-3/4 miles. Convoy changed course to 282°(T) by wheeling. 1814 Convoy changed course to 290°(T) by wheeling. 1821 Standard speed reduced to eight knots (48 R.P.M.). 1823 Convoy formed one column, USS STANTON guide ship. PROCYON in position five. 1845 Passed Pta Campanella abeam to starboard, distance 750 yards. 1858 Convoy changed course to 061°(T), increased standard speed to 12 knots (70 R.P.M.). 2000 Commenced maneuvering on various courses and speeds to anchorage. 2018 Anchored in Bay of Castellammare, Italy, awaiting orders.

Positions

0800
40° 29' 30"
14° 40' 12"

2000
40° 41' 30"
14° 26' 24"

8 August 1944 (Zone minus two time)

Anchored as before, awaiting orders. 1545 Pursuant to orders of the Commanding Officer of the USS LYON eight enlisted men reported aboard having completed temporary duty aboard that ship.

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WAR DIARY - USS PROCYON

Commander T. O. CULLINS, U.S. Navy, Commanding.

9 August 1944 (Zone minus two time)

Anchored as before, awaiting orders.

10 August 1944 (Zone minus two time)

Anchored as before awaiting orders. 1145 In accordance with CTF 85 operation plan 3-44 one officer reported aboard for temporary duty.

11 August 1944 (Zone minus two time)

Anchored as before, awaiting orders. 0836 Exercised crew at all General Drills.

12 August 1944 (Zone minus two time)

Anchored as before, awaiting orders.

13 August 1944 (Zone minus two time)

Anchored as before awaiting orders. 0800 Pursuant to orders of the Commanding Officer eight men were transferred to the USS LYON for temporary duty. 1245 Underway in accordance with Navy Commander Western Task Force operation plan 4-44. Captain, Executive Officer and Navigator on the bridge. Captain at the conn. Maneuvering at various courses and speeds forming up convoy. 1305 Convoy formed cruising disposition number 5 with the ships in the following order: 11 USS LYON, 12 USS PROCYON, 13 USS BARNETT, 14 U.S.A.T. MARINE ROBIN, 15 U.S.A.T. SANTA ROSA, 21 USS STANTON, 22 USS ARCTURUS, 23 USS DICKMAN, 24 H.M.S. DILWARA, 25 H.M.S. ASCANIA. Escort vessels on station. 1315 Set Condition II(MA) watch. 1403 Convoy base course 180°(T). Standard speed 11 knots. 1435 Pta Campanella abeam to port, distant 3/4 miles. 1436 Convoy changed course to 225°(T) by wheeling. 1438 Cape Tiberio, Capri Island light abeam to starboard, distant 2 miles. 1500 Convoy changed course to 270°(T) by wheeling. 1548 Convoy changed course to 312°(T) by wheeling. 1638 With reference point "NA" bearing 000°(T), distant 1500 yards, took departure from Naples, Italy. Convoy set base course 281°(T). Standard speed 11 knots. 1709 Pta Imperatore abeam to starboard, distant 4 miles. 1807 I. di Sto Stefano sighted bearing 326°(T), distant 14 miles. 1817 I. di Ventotene sighted bearing 326°(T), distant 13 1/2 miles. 1849 Passed I. di Sto Stefano abeam to starboard, distant 9 1/2 miles. 1911 Passed left tangent of I di Ventotene abeam to starboard, distant 9 miles. 2012 Sounded General Quarters. 2104 Secured from General Quarters.

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WAR DIARY - USS PROCYON

Commander T. O. CULLINS, U.S. Navy, Commanding.

Positions

2000
40°-40.2 N
13°-09 E

14 August 1944 (Zone minus two time)

Underway as before in accordance with Navy Commander Western Task Force, Operation Plan 4-44. Barrage balloon streamed at 2000 feet. 0410 Convoy changed course to 287°(T) by wheeling. 0524 Sounded General Quarters. 0602 Secured from General Quarters. 0615 Convoy increased speed to 12 knots. 0855 Convoy changed course to 290°(T). 1014 Convoy changed course to 315°(T) by wheeling. 1032 Convoy increased speed to 13 knots. 1045 Convoy changed course to 270°(T) by wheeling. 1057 Convoy changed course to 272°(T). 1105 Convoy decreased speed to 12.5 knots. 1119 Passed Bonifacio Strait swept channel buoy abeam to port, distant 300 yards. 1135 Convoy changed course to 275°(T) by wheeling. 1204 Corcelli Island light abeam to port, distant one mile. 1216 Convoy changed course to 225°(T) by wheeling. 1239 Convoy changed course to 264°(T) by wheeling. 1250 Convoy changed course to 290°(T) by wheeling. 1347 Bonifacio Strait channel buoy abeam to starboard, distant 3/4 miles. 1438 Convoy decreased speed to 11 knots. 1448 Senetose Point light abeam to starboard, distant 9 miles. 1455 Convoy changed course to 328°(T) by wheeling. 1634 Cape Muro light abeam to starboard, distant 9 1/2 miles. 1637 Sighted Iles Sanguinaires light bearing 022°(T) distant 13 1/2 miles. 1700 Sighted Task Force of Battleships, Cruisers and Destroyers abeam to port, distant 10 miles. 1711 Convoy changed course to 351°(T) by wheeling. 1720 Convoy increased speed to 12 knots. 1735 Sighted Cape Feno Tower bearing 047°(T), distant 12 miles. 1747 Passed Iles Sanguinaires light abeam to starboard, distant 9 3/4 miles. 1753 Sighted Cargese Point bearing 031°(T), distant 10 miles. 1852 Convoy changed course to 004°(T) by wheeling. 1901 Convoy changed course to 334°(T) by wheeling. 2030 Sounded General Quarters. 2113 Secured from General Quarters.

Positions

0800
41° 13' N
10° 07' E

1200
41° 19.'7 N
9° 25.'8 E

2000
42° 15.3 N
8° 21.8 E

15 August 1944 (Zone minus two time)

Underway as before in accordance with Navy Commander Western Task Force operation plan 4-44. Condition of material readiness Zebra, Condition II (M.A.) watch. Convoy course 310°(T). Standard speed 10 knots. Barrage balloon close hauled. 0403 Convoy changed course to 300°(T) by wheeling. 0435 Set Transport Area (Condition IV) watch. 0448 Commenced maneuvering at various courses and speeds to assigned Transport Area Station. 0508 On assigned Transport Area Station.

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WAR DIARY - USS PROCYON

Commander T. O. CULLINS, U.S. Navy, Commanding.

0509 Commenced hoisting out landing craft. 0539 All demolition landing craft in the water and dispatched to their assigned rendezvous areas. 0600 Naval Bombardment of beach started. 0608 USS TEXAS commenced firing on the beach. 0617 Unidentified plane reported bearing 297°(T). Red Alert. 0621 First wave of landing craft departed from reference point "William." 0624 Yellow alert. 0629 Red alert. All landing craft in the water and dispatched to their assigned rendezvous areas. 0630 An unidentified plan crashed into the sea astern of our position. 0635 Yellow alert. 0642 Red alert. 0645 USS TEXAS approached from astern toward the beach. 0652 A heavy cruiser off our port beam commenced firing on the beach. 0653 USS TEXAS opened fire with main battery. In our immediate vicinity eleven heavy men of war were bombarding the beach. 0700 Over 400 American bombers began bombing the beach. Bombs exploding so rapidly on the beach the sounds resembled machinegun fire. Vibration of ship could be felt which was 10 miles from scene of bombing. 0725 Proceeding on various courses and speeds to Reference position "OBOE". 0735 On Transport Area Station approximately 1400 yards from reference point "OBOE". 0748 Wave of American planes bombing the beach. 0758 First assault wave reached the beach. 0805 Heavy naval gun fire upon hills immediately back of the beaches. 0810 Red Alert. 0817 Yellow Alert. 0825 Naval forces ceased firing on the beaches. 0840 Received report by TBS that landing craft were landing on all beaches with very light resistance. 0844 Underway, maneuvering at various courses and speeds proceeding to reference point "Charlie". 0847 Received report by TBS that all landings from the Delta Attack Force had been made on schedule. 0851 On Transport Area Station approximately 1200 yards distant from reference point Charlie. 0927 Yellow Alert. 0940 U.S. Army lieutenant brought to ship for medical treatment. Hoisted LCV(P) #9 at the rail at #4 hatch to repair damaged rudder. 1012 Red Alert. 1015 Two rocket boats along side to discharge their rocket racks. 1020 Red Alert. 1024 Yellow Alert. 1025 All clear. 1035 Yellow Alert. 1053 Commenced discharging U.S. Army Cargo and personnel. 1123 Maneuvering on various courses and speeds proceeding to reference point Able. 1210 On Transport Area Station at reference point Able. 1230 Observed heavy Naval gun fire upon the beaches. 1317 Red Alert. 1320 Yellow Alert. 1324 Red Alert. 1335 Red Alert. 1340 Received report by radio that all beach assaults were proceeding as planned and casualties were light. 1342 Received radio report that 36 enemy planes were approaching from the west. We did not sight them. 1345 Friendly fighter planes overhead. 1401 Yellow Alert. 1416 Red Alert. H.M.S. LCT #456 came along port side, port side to, to receive army cargo. 1420 Radio report of 15 enemy planes approaching from the south. 1425 Naval guns ceased firing on areas back of blue beach. 1500 H.M.S. LCT #356 came along port side, starboard side to, to receive cargo. 1513 Red Alert. 1516 Yellow Alert. 1519 Red Alert. 1601 H.M.S. LCT #614 along port side to receive cargo. 1623 Red Alert. 1632 Yellow Alert. 1639 Commenced hoisting aboard LCM(3) at #5 hatch. 1645 H.M.S. LCT #456 shoved off from alongside. H.M.S. LCT #617 came along port side, starboard side to, to receive cargo. 1647 Red Alert. 1650 H.M.S. LCT #614 shoved off from alongside. 1652 Yellow Alert. 1706 Red Alert. 1715 Completed discharging all army cargo and personnel.

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WAR DIARY- USS PROCYON

Commander T. O. CULLINS, U.S. Navy, Commanding.

1720 H.M.S. LCT 617 shoved off from along port side. Commenced hoisting aboard landing craft. 1727 H.M.S. LCT #614 shoved off from alongside. 1940 Completed hoisting aboard all landing craft. 1945 One officer and four men reported aboard for transportation to Salerno, Italy. 1947 Underway in accordance with Navy Commander Western Task Force operation plan 4-44 at various courses and speeds to reference position "K". Captain, Executive Officer and Navigator on the bridge. Captain at the conn. 2002 Secured from Transport Area; Set Condition II(MA) watch. 2101 With reference point "K" bearing 080°(T), distant 4½ miles took departure from Transport Areas for Naples, Italy. Set base course 211°(T). Standard speed 8 knots. 2105 Sounded General Quarters. 2111 Maneuvering at various courses and speeds in rejoining convoy. 2152 Secured from General Quarters. 2245 Changed course to 130°(T), standard speed 12 knots.

<u>Positions</u>	<u>1200</u> - 43° 18.5' N 6° 45.8 E	<u>2000</u> - 43° 17' 45" N 6° 44' 30" E
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16 August 1944 (Zone minus two time)

Underway as before in accordance with Navy Commander Western Task Force operation plan 4-44. Cruising independently at a speed of 12 knots on base course 130°(T). Condition II (MA) watch. Barrage balloon streamed at 2000 feet. 0100 Sighted hospital ship bearing 144°(T). 0104 Changed course to 124°(T). 0123 Changed course to 130°(T). 0125 Sighted hospital ship bearing 170°(T). 0150 Changed course to 135°(T). 0235 Convoy of 7 to 9 ships sighted bearing 135°(T). 0302 Maneuvering at various courses to rejoin convoy. 0346 Decreased speed to 10 knots, and took position 32 in convoy. Order of ships in convoy as follows: 11 USS LYON, 12 USS BARNETT, 13 U.S.A.T. MARINE ROBIN, 21 USS STANTON, 22 USS DICKMAN, 23 H.M.S. ASCANIA, 24 H.M.S. DILWARA, 31 USS ARCTURUS, 32 USS PROCYON. 0400 Convoy changed course to 180°(T). 0507 Executed 45° emergency turn to port to course 135°(T). 0507 Executed 45° emergency turn to port to course 090°(T). 0525 Executed 45° emergency turn to starboard to course 135°(T). 0529 Executed 45° emergency turn to starboard to course 180°(T). 0540 Sounded General Quarters. 0541 Convoy changed speed to 11½ knots (72 R.P.M.). 0635 Secured from General Quarters. 0636 Assumed convoy position 14. Convoy changed steaming order with the ships in the following positions: 11 USS LYON, 12 USS BARNETT, 13 U.S.A.T. MARINE ROBIN, 14 USS PROCYON, 21 USS STANTON, 22 USS DICKMAN, 23 H.M.S. ASCANIA, 24 H.M.S. DILWARA, 25 USS ARCTURUS. 0815 Convoy changed course to 145°(T). 0825 H.M.S. ASCANIA, H.M.S. DILWARA and U.S.A.T. MARINE ROBIN detached from Convoy. Convoy assumed the following steaming order: 11 USS LYON, 12 USS BARNETT, 13 USS PROCYON, 21 USS STANTON, 22 USS DICKMAN, 23 USS ARCTURUS. H.M.S. ESTWAY joined convoy in position 14. 1026 Convoy changed course to 100°(T). 1057 Convoy changed course to 110°(T). 1125 Convoy changed course to 108°(T). 1230 Convoy changed course to 115°(T) by wheeling. 1311 Convoy changed course to 084°(T) by wheeling. 1329 Convoy changed course to 045°(T) by wheeling. 1353 Convoy changed course to 090°(T) by wheeling. 1529 Convoy changed course to 115°(T) by wheeling. 2015 Sounded General Quarters. 2050 Secured from General Quarters. 2220 Convoy changed course to 102°(T) by wheeling.

<u>Positions</u>	<u>0800</u> 41° 39' N 8° 07' 45" E	<u>1200</u> 41° 22' N 8° 54.5' E	<u>2000</u> 41° 04' N 10° 42.5 E
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WAR DIARY - USS PROCYON

Commander T. O. CULLINS, U.S. Navy, Commanding.

17 August 1944 (Zone minus two time)

Underway in accordance with Navy Commander Western Task Force operation plan 4-44. Base Course $102^{\circ}(T)$. Standard Speed 11 knots (76 R.P.M.). PROCYON in position 13. Condition of material readiness - Zebra and Condition II(MA) watch. 0457 Pta Della Guardia light abeam to port, distant 11 miles. 0520 Sounded General Quarters. 0550 Secured from General Quarters. 0607 Convoy changed course to $112^{\circ}(T)$. 0828 Convoy changed course to $055^{\circ}(T)$ by wheeling. 0832 Convoy reduced speed to 8 knots. 0839 Convoy increased speed to 11 knots. 0904 Convoy changed course to $030^{\circ}(T)$. 0916 Convoy formed one column. USS STANTON guide; PROCYON in position six. Convoy speed reduced to 8 knots. 0930 Convoy changed course to $040^{\circ}(T)$. 0958 Entered Naples, Italy swept channel, proceeding at various courses and speeds. Captain, Executive Officer and Navigator on the bridge. Captain at the conn. 1143 Anchored in Bay of Naples, Italy, awaiting orders. 1300 Pursuant to orders of the Commanding Officer four officers and twenty-four attached to NCD units having completed temporary duty aboard this vessel left ship for AATB Salerno, Italy. Nine men reported aboard from the USS BARNETT having completed temporary duty aboard that vessel. 1315 U.S. Army officer transferred to Army Hospital, Naples, Italy. 1410 One officer and 24 men reported aboard, having completed temporary duty aboard the USS LYON.

Positions 0800 ($40^{\circ} 32' N$
 $13^{\circ} 39' E$)

18 - 19 August 1944 (Zone minus two time)

Anchored as before, awaiting orders.

20 August 1944 (Zone minus two time)

Anchored as before awaiting orders. 1115 US LCT #152 came along port side, port side to. 1140 U.S. LCT #152 shoved off from along port side. 1435 One Chief Petty Officer reported aboard having completed temporary duty at AATB Salerno, Italy. 1549 Pilot Falcone came aboard. 1554 Underway for berth 59, pier 15, Naples, Italy. Captain and Navigator on the bridge. Pilot Falcone at the conn. Standing into Naples, Italy inner harbor on various courses and speeds conforming to the harbor. 1640 Took line from tug P. Micca. 1650 Anchored in 5 fathoms of water with 90 fathoms of chain to the starboard anchor. 1715 Let go lines from tug. 1722 Moored port side to berth 59, Naples, Harbor, Italy. 1728 Pilot Falcone left ship. 1855 Commenced receiving fresh water from dock. Pursuant to U.S. Army orders five officers and fifty men reported aboard. 2000 Commenced loading U.S. Army cargo from dock. Draft before loading, Forward $18' 4''$, Aft $22' 4''$. Displacement 10,600 tons.

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WAR DIARY - USS PROCYON

Commander T. O. CULLINS, U.S. Navy, Commanding.

21 August 1944 (Zone minus two time)

Moored port side to berth 59, pier 15 Naples, Italy, loading U.S. Army cargo and personnel. 0730 Pursuant to U.S. Army orders fifty-five men reported aboard. 1035 Completed loading all U.S. Army cargo. Draft forward, 20' 10", Aft 23'. Displacement 11,600. 1645 Completed receiving fresh water from the docks. 1900 Underway to stand out of Naples, Italy inner harbor, Pilot E. Falcone at the conn, Captain, Executive Officer and Navigator on the bridge. Maneuvering at various courses and speeds conforming to the harbor proceeding to the Cruiser anchorage, Bay of Naples, Italy. 1913 Line from port bow made fast to tug P. Micca. 1914 Line parted. 1917 Gave 1" wire to tug from port bow. 1925 Let go tug. 1928 Captain at conn. 1931 Pilot E. Falcone left the ship. 2014 Anchored in the Cruiser Anchorage, Bay of Naples, Italy in 42 fathoms of water with 105 fathoms of chain to the starboard anchor, awaiting orders. 2318 Yellow Alert. Observed smoke screen laid by shore stations. 2325 Light anti-aircraft fire observed over Naples Harbor.

22 August 1944 (Zone minus two time)

Anchored as before, awaiting orders. 2345 Yellow Alert.

23 August 1944 (Zone minus two time)

Anchored as before, awaiting orders. 2148 Set Condition Stage I.

24 August 1944 (Zone minus two time)

Anchored as before, awaiting orders. Ship in Condition of Operational alert "Stage I". 0623 Secured from Operational alert "Stage I".

25 August 1944 (Zone minus two time)

Anchored as before, awaiting orders. 0837 Exercised crew at general drills. 1335 US LCT 452 came along port side, starboard side to. 1338 Commenced receiving Provisions from US LCT 452 for transportation. 1445 Completed receiving provisions from US LCT 452. 1448 US LCT 452 shoved off from along port side. 1650 US LCT 452 came along port side, starboard side to. 1655 Commenced receiving provisions for transportation from US LCT 452. 1740 Completed receiving provisions from US LCT 452. 1743 US LCT 452 shoved off from along port side. 1945 US LCT 452 came along port side, starboard side to. 2030 US LCT 452 shoved off from along port side. 2100 Made all preparations for Operational Alert "Stage I".

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WAR DIARY - USS PROCYON

Commander T. O. CULLINS, U.S. Navy, Commanding.

26 August 1944 (Zone minus two time)

Anchored as before, awaiting orders. 0825 US LCT 452 came alongside. 0830 Commenced receiving provisions for transportation from US LCT 452. 0910 Finished receiving provisions from US LCT 452. 0915 US LCT 452 shoved off from alongside. 1245 By authority of ComServLantSubCom Ltr. P16-2/MM/(2) (31913-SC) of 14 August 1944 six men left ship for the Amphibious Training Base, Camp Bradford, Va., for further assignment. 1430 US LCT 452 came along port side, starboard side to. 1440 Commenced receiving provisions and stores for transportation from US LCT 452. 1730 US LCT 452 completed transfer of provision and shoved off from along the port side.

27 August 1944 (Zone minus two time)

Anchored as before, awaiting orders.

28 August 1944 (Zone minus two time)

Anchored as before, awaiting orders. 0100 Yellow alert Naples Area. 0113 Secured from yellow alert. In accordance with ComServLantSubCom Speed Letter Serial (30471-SC) of 5 August 1944 one man transferred to U.S. Naval Reserve Pre-Midshipman's School, Asbury Park, N.J. 1745 Made all preparations for getting underway. 1825 Underway in accordance with orders of ComTransDiv-5, secret serial 0034 of 27 August 1944. Captain, Executive Officer and Navigator on the bridge. Captain at the Conn. Proceeding on various courses and speeds according to sortie plan in following formation: USS STANTON, USS DICKMAN, USS BARNETT, USS LYON, USS ARCTURUS, USS PROCYON. 1911 Set Condition II (M.A.) watch. 1917 Convoy changed course to 219°(T). 2007 Passed Isola D'Ischia Castle Lighthouse abeam to starboard, distant 4 miles. 2014 Changed speed to 8 knots. 2021 Changed speed to 11 knots. 2050 Took departure from Naples, Italy at reference point "NA". Convoy set base course 281°(T). Standard speed 11 knots. 2055 Maneuvering to form cruising disposition 1. 2113 Convoy completed forming cruising disposition 1. Order of ships as follows: 11 USS STANTON, 12 USS BARNETT, 13 USS ARCTURUS, 21 USS DICKMAN, 22 USS LYON, 23 USS PROCYON. 2115 Main engines were stopped due to the failure of the fresh water pump of the starboard engine. No serious damage. 2118 Resumed speed. 2240 Sighted Pta della Guardia lighthouse bearing 298°(T), distant 26 $\frac{1}{2}$ miles. 2316 Left tangent of I. di Ventotene abeam to starboard bearing 011°(T), distant 7 $\frac{3}{4}$ miles.

Positions

2000
40° 42.8' N
14° 03' E

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WAR DIARY - USS PROCYON

Commander T. O. CULLINS, U.S. Navy, Commanding.

29 August 1944 (Zone minus two time)

Underway in accordance with orders of ComTransDiv5 secret serial 0034 of 27 August 1944. Cruising disposition 1. PROCYON in position 23. Convoy course 281°(T). Convoy speed 11 knots (70 R.P.M.). Condition of Material Readiness - Zebra and Condition II (M.A.) watch. Number 1 & 2 generators in use. 0118 Pta della Guardia light abeam to starboard, distant 9 miles. 0540 Set Condition I (General Quarters). 0605 Secured from General Quarters. 0800 Convoy changed course to 292°(T) by wheeling. 0931 Convoy increased speed to 12 knots (78 R.P.M.). 1000 Set Condition I (General Quarters). 1012 Commenced exercising at gunnery firing practice. 1035 Secured from General Quarters and from gunnery practice. The following amount of ammunition expended: 5"38 - 3 rounds; 40 MM - 75 rounds; 20 MM - 889 rounds; 50 caliber - 1,050 rounds. No casualties. 1110 Convoy changed course to 287°(T) by wheeling. 1401 Sighted Cape Figuri bearing 216°(T), distant 23 miles. 1430 Convoy changed course to 270°(T) by wheeling. 1455 Convoy changed course to 274°(T). 1517 Convoy changed course to 277°(T). 1526 Bonifacio Straits channel buoy abeam to port, distant 1000 yards. 1527 Convoy changed course to 285°(T). 1541 Convoy changed course to 280°(T). 1552 Convoy changed course by wheeling to 275°(T). 1621 Convoy changed course to 270°(T) by wheeling. 1625 Convoy changed course to 225°(T). 1631 Passed Razzali light abeam to port, distant 3 miles. 1637 Sighted convoy bearing 255°(T), distant 15 miles. 1652 Convoy changed course to 264°(T) by wheeling. 1707 Convoy changed course to 290°(T) by wheeling. 1712 Passed convoy close to port. 1810 Sighted Bonifacio Straits channel buoy bearing 330°(T). 1815 Passed Bonifacio Straits channel buoy abeam to starboard, distant 1/2 mile. 1841 Passed Monachi Pt. light abeam to starboard, distant 4 1/4 miles. 1917 Convoy changed course to 328°(T) by wheeling. 2005 Sounded General Quarters. 2035 Secured from General Quarters. 2120 Convoy changed course to 356°(T).

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	40° 57.5' N	41° 11' N	41° 30' N
	11° 23' E	10° 24.5' E	8° 37' E

30 August 1944 (Zone minus two time)

Underway in accordance with orders of ComTransDiv-5 secret serial 0034 of 27 August 1944. Cruising disposition 1. PROCYON in position 23. Convoy base course 356°(T). Convoy speed 12 knots (78 R.P.M.). Condition II (M.A.) watch. 0015 Convoy changed course to 306°(T). 0550 Sounded General Quarters. 0635 Convoy changed course to 312°(T) by wheeling. 0640 Secured from General Quarters. 0728 Convoy reduced speed to 6 knots. 0746 Simultaneous turn by all ships to course 285°(T). 0748 Simultaneous turn by all ships to 260°(T). 0750 Convoy changed speed to 10 knots. 0812 Simultaneously turn by all ships to 306°(T). 0902 Set Condition IV, (Transport Area). Captain, Executive Officer, and Navigator on the bridge. Captain at the conn. 0910 Commenced hoisting out all landing craft. 0930 Maneuvering to anchorage on various courses and speeds. 0948 Anchored in Cavalaire Bay, France. 1011 Completed hoisting

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WAR DIARY - USS PROCYON

Commander T. O. CULLINS, U.S. Navy, Commanding.

out all landing craft. 1045 US LCT 222 came along port side. 1046 Commenced discharging Army vehicles and personnel. 1112 H.M.S. LCT 554 came along port side. 1115 H.M.S. LCT 620 came along port side. 1142 US LCT 222 shoved off from along port side. 1237 H.M.S. LCT 554 shoved off from along port side. 1240 H.M.S. LCT 620 shoved off from along port side. 1308 Commenced discharging naval stores. 1337 H.M.S. LCT 620 came along port side. 1418 US LCT 272 came along port side. 1501 H.M.S. LCT 620 shoved off from along port side. 1511 H.M.S. LCT 578 came along port side. 1515 US LCT 272 shoved off from along port side. 1518 US LCT 274 came along port side. 1623 H.M.S. LCT 478 shoved off from along port side. 1635 Completed discharging all Army vehicles and personnel. 1638 US LCT 274 shoved off from along port side. 1640 Commenced hoisting aboard landing craft. 1718 USS LCI 672 came along port side for stores. 1750 USS LCI 672 shoved off from along port side. 1755 Pursuant to orders of the Commanding Officer 2 officers and 41 men were transferred to H.M.S. HIGHWAY for temporary duty. Seven LCM's transferred to H.M.S. HIGHWAY. 1840 Completed discharging all naval stores and provisions. Completed hoisting aboard all landing craft. 1855 Secured from Transport Area. 1917 Underway in accordance with secret movement plan of ComTrans8thAmphibForce dated 19 August 1944, number 00429. Captain, Executive Officer and Navigator on the bridge. Captain at the Conn. Maneuvering at various courses and speeds in forming cruising disposition three. 1930 Set Condition II (M.A.) watch. 2003 Took departure from Baie de Cavalaire, France for Naples, Italy with Cape Taillat beacon bearing 033°(T), distant 2 3/4 miles. 2025 Completed formation of cruising disposition three. Convoy set base course 133°(T). Standard speed 12 knots. Order of ships as follows: 11 USS ARUNDEL, 12 USS THURSTON, 13 USS OBERON, 21 USS HENRICO, 22 USS CHASE, 23 USS ANDROMEDA, 31 USS STANTON, 32 USS BARNETT, 33 USS PROCYON, 41 USS LYON, 42 USS DICKMAN, 43 USS ARCTURUS. 2137 Convoy speed changed to 11 knots.

<u>Positions</u>	<u>0800</u>	<u>2000</u>
	43° 04.5' N	43° 08.3' N
	6° 47' E	6° 36.7' E

31 August 1944 (Zone minus two time)

Underway as before in accordance with orders of ComTrans8thPhibFor secret serial 00424 dated 19 August 1944. Cruising disposition 3. PROCYON in position 43. Convoy course 133°(T). Convoy speed 11 knots (74 R.P.M.). Condition of material readiness, Zebra and Condition II (M.A.) watch. 0318 Convoy changed course to 157°(T). 0335 Convoy changed course to 180°(T). 0550 Sounded General Quarters. 0625 Secured from General Quarters. 0629 Convoy changed course to 140°(T). 0645 Convoy changed course to 108°(T). 0850 Adjusted mean course to 113°(T). 0912 Adjusted mean course to 115°(T). 0915 Convoy formed cruising disposition # 2 with ships in following positions: 11 USS HENRICO, 12 USS CHASE, 13 USS ANDROMEDA, 14 USS ARUNDEL,

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Reg. No. *none*

R. S. No.

WAR DIARY - USS PROCYON

Commander T. O. CULLINS, U.S. Navy, Commanding.

15 USS THURSTON, 16 USS CERON, 21 USS STANTON, 22 USS BARNETT, 23 USS PROCYON, 24 USS LYON, 25 USS DICKMAN, 26 USS ARCTURUS. 1001 Adjusted mean course to 110° (T). Convoy changed speed to 11.5 knots. 1040 Entered Bonifacio Straits swept channel. 1135 Convoy changed course to 084° (T) by wheeling. 1146 Convoy changed course to 045° (T) by wheeling. 1209 Razzoli light abeam to starboard, distant 2 miles. 1210 Convoy changed course to 090° (T) by wheeling. 1321 Bonifacio Strait channel buoy abeam to starboard, distant 1000 yards. 1336 Convoy changed course to 114° (T) by wheeling. 1516 Commenced maneuvering at various courses and speeds in forming cruising disposition III. 1534 Convoy formed up in cruising disposition III. 1951 Sounded General Quarters. 2006 Adjusted base course to 100° (T). 2018 Secured from General Quarters. 2120 Adjusted base course to 102° (T). 2200 Convoy decreased speed to 11 knots (74 R.P.M.).

Positions

<u>0800</u>		<u>1200</u>		<u>2000</u>	
41°	$30'$ N	41°	18.2 N	40°	$53'$ N
8°	$26.5'$ E	9°	$17.7'$ E	11°	$15'$ E

T. O. Cullins
T. O. CULLINS.

Reg. No. none
R. S. No. _____

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WAR DIARY - USS PROCYON
Commander T. O. CULLINS, U.S. Navy Commanding.

1 September 1944 (Zone minus two time)

Underway in accordance with orders of ComTrans8thPhibFor, Secret Serial 00424 dated 19 August 1944. In cruising disposition three, PROCYON in position 43. Convoy course 102°(T). Convoy speed 11 knots (74 R.P.M.). Condition of Material Readiness, Zebra, Condition II (M.A.) watch. PROCYON attached to Transport Division 5, Task Force 85, 8th Fleet, United States Naval Forces, Northwest African waters. 0258 Pta della Guardia light abeam to port, distant 16 miles. 0620 Convoy changed course to 082°(T) by wheeling. 0631 Convoy changed course to 055°(T) by wheeling. 0642 Assumed convoy cruising disposition #2 with ships in following position: 11 USS HENRICO, 12 USS CHASE, 13 USS ANDROMEDA, 14 USS ARUNDEL, 15 USS THURSTON, 16 USS OBERON, 21 USS STANTON, 22 USS BARNETT, 23 USS PROCYON, 24 USS LYON, 25 USS DICKMAN, 26 USS ARCTURUS. 0705 Convoy changed course to 039°(T) by wheeling. 0706 Assumed convoy cruising disposition #1. USS HENRICO guide ship. PROCYON in position nine. 0851 Convoy changed course to 090°(T) by wheeling. 0915 Passed Pta delta Aquila light abeam to port bearing 002°(T), distant 3/4 mile. 0922 Maneuvering at various courses and speeds proceeding to anchorage. Captain, Executive Officer and Navigator on the bridge. Captain at the conn. 1002 Anchored in the cruiser anchorage, Bay of Naples, Italy awaiting orders.

Positions 0800
 40° 39.2' N
 13° 58.8' E

2 September 1944 (Zone minus two time)

Anchored as before, awaiting orders. 1245 In accordance with orders of the Commanding Officer (reference Bupers Despatch 02240 of August 1944) four officers were detached from this vessel to proceed and report to the Commanding Officer, U.S. Naval Detachment, Naples, Italy, for further transfer to the nearest port in the United States for further assignment by BuPers. In accordance to orders of the Commanding Officer (Reference Pers-3141-UEH-6) one officer was detached from this vessel to proceed and report to the Commanding Officer, U.S. Naval Detachment Naples, Italy for further transfer to the nearest United States port for further assignment by BuPers.

3 September 1944 (Zone minus two time)

Anchored as before, awaiting orders.

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WAR DIARY - USS PROCYON

Commander T. O. CULLINS, U.S. Navy, Commanding.

4 September 1944 (Zone minus two time)

Anchored in cruiser anchorage, Bay of Naples, Italy awaiting orders. 0945 Made all preparation for getting underway. Draft forward 18' aft 22'. 1025 Pilot Cilento came aboard. 1035 Underway for pier 44A, Naples, Italy to load cargo and vehicles. Captain, Executive Officer and Navigator on the bridge. Pilot Cilento at the conn. 1139 Moored port side to, Berth 44A, Naples, Italy. 1150 Pilot left ship. 1201 Commenced receiving fresh water from the dock. 1309 One Officer detached in accordance with Com8thPhibFor Ltr. Serial 3821 dated 26 August 1944. 0435 Commenced receiving U.S. Army cargo. Draft of ship forward 18' aft 22' 6". 1615 One hundred forty-five (145) enlisted men and ten (10) officers, U.S. Army, reported aboard for transportation pursuant to orders of UOCO, TQM-45 Division, of 4 September 1944. 2100 Pursuant to orders of UOCO, TQM-45 Division, of 4 September 1944 two (2) U.S. Army officers reported aboard for transportation. 2220 Completed loading Army cargo. Draft forward 20' aft 23'.

5 September 1944 (Zone minus two time)

Moored as before, awaiting orders. 0845 Finished receiving fresh water from the dock, having taken aboard 27,190 gallons. 0930 Made all preparations for getting underway. Draft forward 20', aft 23'. 0955 Pilot Crapani came aboard. 1024 Line made fast to Tug Porto Tricase on port quarter. 1027 Underway from Berth 44A for cruiser anchorage, Bay of Naples, Italy. Pilot Crapani at the conn. Captain, Executive Officer and Navigator on the bridge. Proceeding on various courses and speeds in conformity with harbor channel. 1045 Let go Tug Porto Tricase. 1055 Pilot left ship. Captain at the conn. 1122 Anchored in cruiser anchorage, Bay of Naples, Italy, awaiting orders.

6 September 1944 (Zone minus two time)

Anchored as before, awaiting orders. 0831 Exercised crew at general drills.

7 September 1944 (Zone minus two time)

Anchored as before, awaiting orders. 1500 Made all preparations for getting underway. Draft forward 20', aft 23'. 1649 Underway in accordance with movement order 12-44, Serial 00429 dated 19 August 1944. Captain, Executive Officer and Navigator on the bridge, Captain at the conn. Maneuvering at various courses in single column through swept channel. 1743 Convoy course 270°(T). Standard speed 11 knots. 1745 Convoy changed course to 220°(T). Set Condition II (M.A.) watch. 1901 Convoy changed course to 281°(T). Began maneuvering into cruising disposition number one, with the ships in the following formation: 11 USS STANTON, 12 USS BARNETT, 13 USS ARCTURUS, 21 USS DICKMAN, 22 USS LYON, 23 USS PROCYON.

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WAR DIARY - USS PROCYON

Commander T. O. CULLINS, U.S. Navy, Commanding.

1915 Passed point "NA" bearing 180°(T) at a distance of 500 yards. Took departure from Naples, Italy on the following bearings: Pta Carena light 108½°(T), and Pta Impuatale light 331°(T) on base course 281°(T). Standard speed 11 knots. 1935 Streamed barrage balloon at 2000 feet. 2100 Sighted Pta della Guardia light bearing 298½°(T), distant 23 miles. 2134 Executed emergency turn of 45° to port. 2158 Executed emergency turn of 45° to starboard. 2215 Adjusted convoy course to 283°(T). 2230 Passed convoy abeam to starboard, distant 1-1/2 miles. 2341 Passed Pta della Guardia light abeam to starboard, distant 8½ miles.

Positions 0800
 40° 37' N
 13° 50.8' E

8 September 1944 (Zone minus two time)

Underway as before in accordance with movement orders 12-44, Serial Number 00429 dated 19 August 1944. On base course 284°(T). Convoy speed 11 knots (72 R.P.M.). Cruising disposition #1. PROCYON in position 23. Condition of Material Readiness, Zebra, Condition II (M.A.) watch. 0600 Sounded General Quarters. 0628 Secured from General Quarters. 0700 Convoy changed course to 280°(T). 0920 Set Condition I (General Quarters). 0930 Commenced exercising at gunnery firing practice. 0955 Secured from gunnery firing practice and Condition I (General Quarters). The following amount of ammunition expended: 5"38 seven rounds; 40MM one hundred forty-three rounds; 20MM six hundred eighty-three rounds; 50 caliber one hundred rounds. No casualties. 0932 Adjusted base course to 283°(T). 1146 Adjusted base course to 287°(T). 1228 Convoy increased speed to 11.5 knots. 1252 Convoy changed course to 305°(T) by wheeling. 1348 Cape Ferro light abeam to port bearing 217°(T), distant 15½ miles. 1349 Convoy changed course to 270°(T) by wheeling. 1415 Convoy decreased speed to 11 knots. 1424 Passed Bonifacio channel buoy abeam to port, distant 2½ miles. 1426 Adjusted mean course to 268°(T). 1448 Adjusted mean course to 270°(T). 1455 Adjusted mean course to 274°(T). 1532 Passed Razzoli light abeam to port bearing 185°(T), distant 2-3/4 miles. 1533 Convoy changed course to 225°(T) by wheeling. 1555 Convoy changed course to 264°(T) by wheeling. 1614 Convoy changed course to 290°(T) by wheeling. 1739 Olmet Tower abeam to starboard, distant 7 miles. 1754 Monachi Rocks light abeam to starboard, distant 4 miles. 1828 Convoy changed course to 328°(T) by wheeling. 2042 Convoy changed base course to 356°(T).

Positions 0800 1200 2000
 41° 04.7' N 41° 13.8' N 41° 37.6' N
 10° 51.5' E 9° 55' E 8° 32.3 E

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WAR DIARY - USS PROCYON

Commander T. O. CULLINS, U.S. Navy, Commanding.

9 September 1944 (Zone minus two time)

Underway in accordance with movement orders 12-44 Serial 00429, dated 19 August 1944. On base course 356°(T). Convoy speed 11 knots (72 R.P.M.). Cruising disposition #1. PROCYON in position 23. Condition of Material Readiness, Zebra, Condition II (M.A.) watch. 0016 Convoy course changed to 306°(T). 0620 Sighted coast of France bearing 320°(T), distant 30 miles. 0635 All ships in Convoy turned 30° to starboard simultaneously to course 336°(T). 0717 All ships in convoy turned 30° to port simultaneously to course 306°(T). 0755 Adjusted convoy course to 315°(T). 0813 Convoy changed course to 325°(T) by wheeling. 0847 Convoy changed course to 300°(T) by wheeling. 0855 Convoy reduced speed to 6 knots. Convoy changed course to 275°(T) by wheeling. 0904 Proceeding at various courses and speeds independently to assigned anchorage area. 1004 Stationed Transport Area, Condition IV. 1010 Commenced discharging landing craft. 1031 Completed discharging landing craft. 1054 Anchored in Gulf of St. Tropez, France. 1103 Commenced discharging Army cargo. 1133 US LCT 554 came along port side. 1157 US LCT 606 came along port side. 1229 US LCT 554 shoved off from along side. 1306 US LCT 606 shoved off from along side. 1311 H.M.S. LCT 542 came along port side. 1352 US LCT 554 came along port side forward. 1437 US LCT 606 came along port side. 1440 H.M.S. LCT 542 shoved off from along side. 1455 US LCT 554 shoved off from alongside. 1530 US LCT 606 shoved off from alongside. 1535 US LCT 554 came along port side. 1558 US LCT 15 came along port side forward. 1631 Completed discharging all Army vehicles and personnel. 1635 US LCT 554 shoved off from alongside. 1641 US LCT 15 shoved off from alongside. 1748 Secured from Condition IV, Transport Area. 1900 Made all preparations for getting underway. 1949 Underway in accordance with movement order 12-44, Serial 00429 dated 19 August 1944. Captain, Executive Officer and Navigator on the bridge, Captain at the conn. Proceeding at various courses and speeds to Rendezvous with Transport Division 1 off Cape Camarat. 2039 Took departure from Gulf of St. Tropez forming two columns with ships in the following positions: 11 USS STANTON, 12 USS BARNETT, 13 USS DICKMAN, 21 USS LYON, 22 USS ARCTURUS, 23 USS PROCYON. Sighted Cape de St. Tropez Beacon, bearing 154°(T), distant 1.3 miles, and Pte. de Rabiou Beacon bearing 244°(T), distant 3/4 mile. 2050 Set Condition II (M.A.) watch. 2102 Changed speed to 12 knots. 2128 Convoy changed course to 160°(T) by wheeling. 2200 Convoy changed course to 133°(T) by wheeling. 2214 Convoy speed reduced to 11 knots. 2227 Convoy changed course to 160°(T) by wheeling. 2245 Convoy changed course to 140°(T) by wheeling. 2253 Convoy changed course to 133°(T) by wheeling. 2258 Convoy increased speed to 12 knots. 2300 Formed cruising disposition six, with ships in following order:

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WAR DIARY - USS PROCYON

Commander T. O. CULLINS, U.S. Navy, Commanding.

11 USS THURSTON, 12 USS OBERON, 13 USS ANDROMEDA, 21 USS HENRICO, 22 USS CHASE, 23 USS ARUNDEL, 31 USS STANTON, 32 USS BARNETT, 33 USS DICKMAN, 41 USS LYON, 42 USS ARCTURUS, 43 USS PROCYON. 2321 Convoy changed speed to 11½ knots.

<u>Positions</u>	<u>0800</u>	<u>2000</u>
	43° 11.7' N	43° 16.8' N
	6° 59.5' E	6° 37.2' E

10 September 1944 (Zone minus two time)

Underway as before in accordance with movement order 12-44, Serial 00429 dated 19 August 1944. Cruising in convoy disposition 6 on base course 133°(T). Convoy speed 11.5 knots (78 R.P.M.). Condition of material readiness, Zebra and Condition II (M.A.) watch. PROCYON in position 43. 0425 Convoy changed course to 153°(T). 0440 Convoy changed course to 180°(T). 0705 Convoy changed course to 140°(T). 0732 Convoy changed course to 108°(T). 0800 Convoy adjusted base course to 113°(T). 0803 Convoy adjusted base course to 117°(T). 0952 Commenced forming cruising disposition 5. 0953 Two outboard columns changed speed to 8 knots (48 R.P.M.). 1004 Convoy adjusted course to 110°(T). Convoy assumed cruising disposition 5 with the ships in the following positions: 11 USS HENRICO, 12 USS CHASE, 13 USS ARUNDEL, 14 USS THURSTON, 15 USS OBERON, 16 USS ANDROMEDA, 21 USS STANTON, 22 USS BARNETT, 23 USS DICKMAN, 24 USS LYON, 25 USS ARCTURUS, 26 USS PROCYON. 1009 Resumed convoy speed of 11.5 knots (78 R.P.M.). 1122 Passed Bonifacio channel buoy abeam to port distant 1½ miles. 1202 Convoy changed course to 084°(T) by wheeling. 1216 Passed Cape Pertusato light abeam to port distant 5½ miles. 1221 Convoy changed course to 045°(T). 1239 Passed Lavezzi Rock Beacon abeam to port, distant 1½ miles. 1247 Convoy changed course to 090°(T) by wheeling. 1252 Passed Razzoli light abeam to starboard, distant 1½ miles. 1359 Passed Bonifacio Channel buoy abeam to starboard, distant 800 yards. 1410 Convoy changed course to 114°(T) by wheeling. 1423 Maneuvering at various courses and speeds forming cruising disposition six. 2026 Convoy changed course to 100°(T).

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	41° 37.5' N	41° 17.2' N	40° 51' N
	8° 09.3' E	9° 09.5' E	10° 58' E

11 September 1944 (Zone minus two time)

Underway as before in accordance with movement order 12-44, Serial 00429 dated 19 August 1944. Cruising disposition 6, on base course 100°(T). Convoy speed 11.5 knots (78 R.P.M.), Condition of Material Readiness, Zebra and

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WAR DIARY - USS PROCYON

Commander T. O. CULLINS, U.S. Navy, Commanding.

Condition II (M.A.) watch. PROCYON in position 43. 0313 Passed Pta della Guardia light abeam to port, distant 19 miles. 0627 Convoy changed course to 055°(T) by wheeling. 0632 Formed convoy cruising disposition 5, with ships in the following positions: 11 USS HENRICO, 12 USS CHASE, 13 USS ARUNDEL, 14 USS THURSTON, 15 USS OBERON, 16 USS ANDROMEDA, 21 USS STANTON, 22 USS BARNETT, 23 USS DICKMAN, 24 USS LYON, 25 USS ARCTURUS, 26 USS PROCYON. 0650 Formed convoy cruising disposition number four with USS HENRICO guide ship and PROCYON in position twelve. 0720 Convoy changed course to 039°(T). 0805 Entered Bay of Naples swept channel with the following bearings: Isola D'Ischia tangent 288½°(T), Ischia Castle Light 342½°(T) and Isola Di Procida tangent 018°(T). 0837 Proceeding independently at various courses and speeds to anchorage. 0958 Anchored in Cruiser anchorage, Bay of Naples, Italy, awaiting orders.

<u>Positions</u>	<u>0800</u>
	40° 39' N
	13° 58.7' E

12 September 1944 (Zone minus two time)

Anchored as before, awaiting orders. 0845 Made all preparations for getting underway. 0922 Underway pursuant to orders of Naval Officer in Charge, Naples, Italy. Captain, Executive Officer and Navigator on the bridge, Captain at the conn. Proceeding at various courses and speeds conforming to the bay. 1007 Anchored in Bay of Naples, Italy, awaiting pilot. 1025 Pilot Ruocco came aboard. 1031 Underway and proceeding at various courses and speeds to Dry Dock #1, Naples, Italy. Captain, Executive Officer and Navigator on the bridge. Pilot Ruocco at conn. 1047 Tug L. Maripa came along port bow. 1049 Tug P. Nicca came along port quarter. 1105 Ship's bow crossed sill of Dry Dock #1. 1110 All tugs clear of ship. 1112 Ship's stern crossed sill of Dry Dock #1, Naples, Italy. 1145 Commenced pumping water out of Dry Dock.

13 September 1944 (Zone minus two time)

Moored to Dry Dock #1, Naples, Italy. 0200 Finished pumping water out of Dry Dock #1.

14 September 1944 (Zone minus two time)

Moored to Dry Dock #1, Naples, Italy. 0705 Commenced flooding Dry Dock. 0735 Ship water-borne. 0820 Made all preparations for getting underway.

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WAR DIARY - USS PROCYON

Commander T. O. CULLINS, U.S. Navy, Commanding.

Pilot E. Falcone came aboard. 0857 Underway from Dry Dock #1, Naples, Italy in accordance with orders of Naval Officer in Charge, Naples, Italy, dated 13 September 1944. Captain, Executive Officer and Navigator on the bridge. Pilot E. Falcone at the conn. Tug L. Starita made fast aft. 0908 Ship clear of Dry Dock. 0909 Tug Gaeta made fast port side forward. 0922 Tugs clear of ship. Proceeding at various courses and speeds to harbor entrance. 0930 Pilot E. Falcone left the ship. Captain at the conn. Proceeding at various courses and speeds to anchorage. 0950 Anchored in Bay of Naples, Italy, awaiting orders. 1015 Oiler #168 came along starboard side. 1138 Commenced receiving fuel oil from oiler. Draft forward 19', Aft 21' 6". 1420 Completed fueling ship, having received on board 117,355 gallons of fuel oil (temperature 69° centigrade). Draft of ship forward 19' 6", Aft 22'. 1700 Made all preparations for getting underway. 1749 Pilot L. Ursino came aboard. 1759 Underway, pursuant to orders of Naval Officer in Charge, Naples, Italy dated 14 September 1944. Captain, Executive Officer and Navigator on the bridge. Pilot L. Ursino at the conn. Proceeding at various courses and speeds to inner harbor, Naples, Italy. 1834 Tug L. Starita made fast on port quarter. 1858 Moored alongside berth 44, Naples, Italy. 2030 Draft of ship forward 19' 6", Aft 22'. 2045 Commenced loading U.S. Army cargo.

15 September 1944 (Zone minus two time)

Moored as before, loading U.S. Army cargo. 0015 Two U.S. Army officers and 73 enlisted personnel reported aboard for further transportation. 0900 Finished receiving U.S. Army cargo. Draft forward 20' 6", Aft 22'. 1130 Made all preparations for getting underway. 1135 Pilot P. Trapani came aboard. 1151 Made fast line from starboard bow to tug Pierto Micca. 1153 Made fast line from starboard quarter to tug Empire Ace. 1207 Underway pursuant to orders of Naval Officer in Charge, dated 14 September 1944. Captain, Executive Officer and Navigator on the bridge. Pilot P. Trapani at the conn. Proceeding at various courses and speeds to Cruiser Anchorage, Naples, Italy. 1225 Standing out of inner harbor. 1243 Pilot left ship. Captain at the conn. 1253 Anchored in Cruiser Anchorage Bay of Naples, Italy, awaiting orders.

16 September 1944 (Zone minus two time)

Anchored as before, awaiting orders. In accordance with ComTrans8thPhib Secret Dispatch 162209B of September 1944 (reference Lantflt 25 CM-44) Procyon now attached to Transport Division 5.

17 September 1944 (Zone minus one time)

Anchored as before, awaiting orders. 0301 Retarded clocks one hour to Zone

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Commander T. O. CULLINS, U.S. Navy, Commanding.

minus one time. 1057 Exercised at fire quarters. 1215 One U.S. Army officer and two men reported aboard for further transportation. 1625 Made all preparations for getting underway. Draft of ship forward 20' 8", Aft 22' 4". 1703 Underway in accordance with orders of N.O.I.C., Naples, Italy confidential dispatch 161747 of September 1944. Captain, Executive Officer and Navigator on the bridge, Captain at the conn. Proceeding at various courses and speeds in forming cruising disposition #1. 1939 Set Condition II(MA) watch. Condition of Material Readiness Zebra. 1805 Convoy formed into cruising disposition #1. USS HENRICO guide ship. PROCYON in position twelve. 1853 Isola D'Ischia Castle light abeam to starboard, distant 3-3/4 miles. 1922 Convoy formed cruising disposition #6 with the ships in the following positions: 11 USS THRUSTON, 12 USS OBERON, 13 USS ANDROMEDA, 21 USS HENRICO, 22 USS CHASE, 23 USS ARUNDEL, 31 USS BARNETT, 32 USS STANTON, 33 USS DICKMAN, 41 USS LYON, 42 USS ARCTURUS, 43 USS PROCYON. Proceeding at various courses to reference point #131. Standard speed 11 knots (62 R.P.M.). 1931 Pta Imperatore abeam to starboard, distant 4.9 miles. 2007 With reference point 131 bearing 180°(T) at a distance of one mile took departure from the Gulf of Naples, Italy. Set base course 285°(T). Standard speed 11 knots. Pta della Guardia light abeam to starboard, distant 8 miles.

Positions: 2000
 40° 37.5' N
 13° 44 ' E

18 September 1944 (Zone minus one time)

Underway as before in accordance with orders of Naval Officer in Charge, Naples, Italy confidential dispatch 161747 of September 1944. On base course 285°(T), speed 11 knots. Ships steaming in cruising disposition six. PROCYON in position 43. Condition of material readiness Zebra, and Condition II(MA) watch. 1140 Convoy changed course to 270°(T). 1207 Adjusted base course to 273°(T). 1210 Commenced forming cruising disposition #5. 1231 Convoy completed forming cruising disposition #5. PROCYON in position 26. 1247 Adjusted base course to 270°(T). 1250 Entered Bonifacio swept channel with reference point "NC" bearing 180°(T) distant 1000 yards. 1310 Bonifacio channel buoy abeam to port, distant 1 mile. 1329 Cape Ferro abeam to port, distant 11½ miles. 1338 Adjusted base course to 273°(T). 1405 Convoy changed course to 225°(T). 1411 Passed Razzoli light abeam to port, distant 2 miles. 1427 Convoy changed course to 264°(T). 1429 Passed Lorezzi light abeam to starboard, distant 1½ miles. 1440 Convoy changed course to 290°(T). 1457 Passed Cape Testa light abeam to port, distant 4¼ miles. 1505 Passed Cape Pertusato abeam to starboard distant 3½ miles. 1525 Passed Cape Feno abeam to starboard distant 4½ miles. 1611 Passed Monachi Rock abeam to starboard, distance 4½ miles. 1644 Convoy changed course to 331°(T). 1655 Formed cruising disposition #6. PROCYON in position 43. 1724 Passed Aquila light abeam to port, distant 4½ miles. 1820

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Commander T. O. CULLINS, U.S. Navy, Commanding.

Convoy changed course to 351°(T). 1945 Convoy increased speed to 12 knots. 1950 Convoy changed course to 341°(T). 2120 Convoy changed course to 321°(T) by wheeling. 2145 Convoy changed course to 292°(T) by wheeling. 2220 Convoy decreased speed to 11 knots. 2313 Convoy decreased speed to 10 knots. 2315 Convoy decreased speed to 9½ knots. 2345 Convoy changed course to 312°(T) by wheeling.

<u>Positions:</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	41° 13' N	41° 21' N	41° 56.8' N
	10° 53' E	9° 56.1' E	8° 27' E

19 September 1944 (Zone minus one time)

Underway as before in accordance with orders of Naval Officer in Charge, Naples, Italy confidential dispatch 161747 of September 1944. Convoy course 312°(T). Convoy speed 9½ knots. Condition of material readiness Zebra, Condition II(MA) watch. Cruising disposition #6. PROCYON in position 43. 0007 Convoy changed course to 332°(T) by wheeling. 0007 Stopped engines. 0012 Engines ahead one third. 0020 Convoy changed speed to 11 knots (68 R.P.M.). 0041 Convoy changed course to 312°(T) by wheeling. 0125 Convoy changed course to 292°(T) by wheeling. 0630 Convoy changed course to 272°(T) by wheeling. 0940 Convoy formed into disposition #5. PROCYON in position 26. 0955 Convoy changed course to 306°(T). 1000 Convoy formed into cruising disposition #1. USS HENRICO guide ship. PROCYON in position 12. 1013 Convoy changed course to 340°(T). 1044 Convoy changed course to 007°(T). 1155 Ordered to proceed independently to anchorage area inside Marseilles Harbor area. Proceeding on various courses and speeds conforming to the swept channel. 1305 Stationed Transport Area, Condition IV. 1355 Anchored in Rode de Marseilles, France. 1403 Secured from Transport Area, set regular sea watches. 1453 Stationed Transport Area, Condition IV. 1534 Commenced discharging Army vehicles and personnel. 1740 Made all necessary preparations for getting underway. 1747 Underway to new anchorage in accordance with orders of ComTrans8thFleet dated 191530A. Captain, Executive Officer and Navigator on the bridge. Captain at the conn. Proceeding on various courses and speeds. 1758 Anchored in Rode de Marseilles, France. Resumed discharging Army vehicles and personnel. 1810 US LCT 565 came along port side. 1852 Ceased discharging cargo. 1853 US LCT 565 shoved off from alongside. 1953 Landing craft hoisted aboard. 1955 Secured from Transport Area and set regular steaming watch.

<u>Positions:</u>	<u>0800</u>	<u>1200</u>
	42° 55.3' N	43° 08.8' N
	5° 55.6' E	5° 15.5' E

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Commander T. O. CULLINS, U.S. Navy, Commanding.

20 September 1944 (Zone minus one time)

Anchored in Rode de Marseilles, France. 0845 Commenced discharging Army cargo and personnel. Completed discharging U.S. Army cargo and personnel. Ships draft forward 19', Aft 21' 6", Mean draft 20' 3". 1342 Secured from Transport Area, set Condition II(MA) watch. 1505 One man reported aboard having completed temporary duty aboard HMS Highway. 1510 Made all preparations for getting underway. 1608 Underway pursuant to Commander Transports Eighth Amphibious Force secret dispatch 201100A of September 1944. Captain, Executive Officer and Navigator on the bridge, Captain at the conn. Proceeding at various courses and speeds to form cruising disposition one. 1653 Formed cruising disposition #1. USS HENRICO guide ship. PROCYON in position twelve. Proceeding at various courses and speeds conforming to the swept channel. 1700 Set Condition II(MA) watch. 1714 Passed Pomegues Island abeam to port. 1731 Passed Planier Island abeam to starboard, distant 2 miles. 1741 Passed Cassidaigne Light abeam to port, distant 12 miles. 1755 Commenced forming cruising disposition #5. 1810 Completed forming cruising disposition #5. PROCYON in position 26. Commenced forming cruising disposition six. 1815 With the semaphore station on Pomegua Island bearing $007\frac{1}{2}^{\circ}(T)$ and a tangent on Mais Island bearing $021\frac{1}{2}^{\circ}(T)$, took departure from Marseilles, France with the end of the swept channel bearing $111^{\circ}(T)$ at a distance of 0.4 miles. 1830 Convoy speed set at 12 knots. 1835 Convoy changed course to $130^{\circ}(T)$ by wheeling. Completed forming cruising disposition six; order of ships as follows: 11 USS THURSTON, 12 USS OBERON, 13 USS ANDROMEDA, 21 USS HENRICO, 22 USS CHASE, 23 USS ARUNDEL, 31 USS BARNETT, 32 USS STANTON, 33 USS DICKMAN, 41 USS LYON, 42 USS ARCTURUS, 43 USS PROCYON. 1855 Convoy changed course to $110^{\circ}(T)$. 2003 Convoy reduced speed to $11\frac{1}{2}$ knots.

Positions:

2000
 $42^{\circ} 51.2' N$
 $5^{\circ} 39.2' E$

21 September 1944 (Zone minus one time)

Underway as before, in accordance with orders of ComTrans8th PhibFor confidential dispatch 201100A of September 1944. Convoy course $110^{\circ}(T)$. Convoy speed 11.5 knots. Condition of Material Readiness Zebra, Condition II(MA) watch. Cruising disposition #6. PROCYON in position 43. 0240 Sighted hospital ship bearing $070^{\circ}(T)$, distant 14 miles. 0625 Increased convoy speed to 12 knots (72 R.P.M.). 0630 Convoy changed course to $140^{\circ}(T)$. 0700 Convoy changed course to $168^{\circ}(T)$. 0830 Convoy changed speed to 13 knots (75 R.P.M.). 0850 Convoy changed course to $129^{\circ}(T)$. 0930 Convoy changed speed to 14 knots (81 R.P.M.). 0945 Convoy changed speed to 15 knots (88 R.P.M.). 1010 Commenced forming cruising disposition five. 1015 Convoy changed speed to 12 knots

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(69 R.P.M.). 1037 Convoy in cruising disposition 5. PROCYON in position 26. 1045 Convoy changed course to 110°(T). 1120 Cape Feno light bearing 083°(T), distant 18 miles. 1127 Passed Monachi Rocks Light abeam to port distant 10.4 miles. 1233 Convoy changed course to 084°(T) by wheeling. 1234 Cape Pertusato Light abeam to port, distant 5 miles. 1247 Convoy changed course to 045°(T) by wheeling. 1310 Convoy changed course to 090°(T) by wheeling. 1415 Swept Channel buoy abeam to starboard, distant 0.4 miles. 1424 Convoy changed course to 119°(T) by wheeling. 1433 Commenced forming convoy into cruising disposition six. 1451 Convoy completed formation of cruising disposition six. PROCYON in position 43. 1542 Convoy changed course to 105°(T) by wheeling. 1613 Adjusted convoy course to 104°(T).

Positions:

	<u>0800</u>	<u>1200</u>	<u>2000</u>
	41° 54.5' N	41° 19.5' N	40° 56' N
	8° 14' E	9° 00' E	11° 04' E

22 September 1944 (Zone minus one time)

Underway as before in accordance with Commander Transports Eighth Amphibious Force, secret dispatch 201100A of September 1944. On base course 104°(T). Convoy speed 12 knots (69 R.P.M.). Condition of Material Readiness, Zebra, Condition II(MA) watch. Cruising in convoy disposition #6. PROCYON in position 43. 0122 Sighted Pta Della Guardia Island light bearing 071°(T), distant 33½ miles. 0227 Convoy changed course to 124°(T). 0246 Executed 20° turn to port to course 104°(T). 0255 Executed emergency 45° turn to port to course 059°(T). 0310 Executed 45° emergency turn to starboard to course 104°(T). 0318 Convoy changed course to 109°(T). 0321 Convoy changed course to 114°(T). 0615 Convoy changed course to 082°(T). 0640 Convoy changed course to 058°(T). 0658 Convoy changed into cruising disposition #5. PROCYON in position 26. 0724 Convoy changed into cruising disposition #4. USS HENRICO guide ship. PROCYON in position 12. 0753 Passed Imperatore light abeam to port, distant 5.8 miles. 0804 Completed forming cruising disposition #4, PROCYON in position twelve. 0817 Entered Naples swept channel. 0821 Convoy changed course to 039°(T) by wheeling. 0823 Passed Pta Carena light abeam to port distant 15.5 miles. 0842 Proceeding independently to anchorage south of Fort dell Ovo. 0857 Cape Miseno abeam to port, distant 1.3 miles. 0902 Changed course to 090°(T). 0912 Proceeding at various courses and speeds to anchorage. Captain, Executive Officer and Navigator on the bridge. Captain at the conn. 1015 Anchored in Cruiser Anchorage, Bay of Naples, Italy, awaiting orders.

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Commander T. O. CULLINS, U.S. Navy, Commanding.

Positions 0800
 40° 38.1' N
 13° 55.9' E

23 September 1944 (Zone minus one time)

Anchored as before awaiting orders. 0630 Made all preparations for getting underway. 0926 Pilot S. Maimone came aboard. 0929 Underway for inner harbor, Naples, Italy, berth 44A in accordance with Naval Officer in Charge, movement order #3359 dated 21 September 1944. Captain, Executive Officer and Navigator on the bridge. Pilot S. Maimone at the conn. 0952 Entered Naples Harbor. 0959 Tug Empire Ace made fast on starboard bow. 1008 Tug Empire Ace cast off. 1014 Moored to starboard side, port side to, to berth 44A, Naples, Italy. 1030 Pilot S. Maimone left ship. 1315 Commenced loading U.S. Army vehicles. 1245 One U.S. Army officer, two French officers, 87 U.S. Army enlisted men and 17 French enlisted men reported aboard for further transportation. 1600 Finished loading U.S. Army cargo.

24 September 1944 (Zone minus one time)

Moored port side to, berth 44A Naples, Italy. 0600 Made all preparations for getting underway. Ship's draft forward 20', aft 22'. 0716 Pilot S. Naurone came aboard. 0732 Tug L. Starita made fast to our starboard quarter. 0740 Underway, Pilot S. Naurone at the conn. Captain, Executive Officer and Navigator on the bridge. Proceeding at various courses and speeds conforming with inner harbor. 0758 Let go Tug L. Starita on starboard quarter. 0804 Pilot S. Naurone left ship. Captain at the conn. 0822 Anchored in cruiser anchorage Bay of Naples, Italy, awaiting orders. 2030 In accordance with orders of the Commanding Officer two officers and forty men reported aboard, having completed temporary duty aboard H.M.S. HIGHWAY.

25-26 September 1944 (Zone minus one time)

Anchored as before, awaiting orders.

27 September 1944 (Zone minus one time)

Anchored as before, awaiting orders. 1330 Made all preparations for getting underway. 1459 Underway pursuant to orders of Naval Officer in Charge, Naples, Italy despatch 261459A of September 1944. Captain, Executive Officer and Navigator on the bridge. Captain at the conn. Proceeding at various courses and speeds in conforming to swept channel. Formed cruising disposition four,

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WAR DIARY - USS PROCYON

Captain T. O. CULLINS, U.S. Navy, Commanding.

USS HENRICO guide ship, USS PROCYON position twelve. 1547 Set Condition II (M.A.) watch. 1602 Convoy changed course to 237°(T). 1608 Standard speed set at 12 knots. 1634 Convoy commenced forming cruising disposition five. 1636 Passed Castle light Isola d'Ischia abeam to starboard, distance 4 3/4 miles. 1644 With Pta St. Angelo bearing 285°(T), and center and end of swept channel bearing 270°(T), distant 400 yards, took departure from Naples, Italy for Marseilles, France. 1652 Convoy completed forming cruising disposition five. PROCYON in position 26. Convoy changed course to 258°(T). 1743 Convoy changed course to 285°(T) by wheeling. 1853 Sighted Guardia light bearing 299 1/2°(T). 2105 Passed I. de Ponza abeam to starboard, distant 6 miles.

Positions

2000
40° 44' N
13° 09' E

28 September 1944 (Zone minus one time)

Underway pursuant to orders of Naval Officer in Charge, Naples, Italy dispatch 261459A of September 1944. On base course 285°(T), standard speed 12 knots (69 R.P.M.). In cruising disposition six. PROCYON in position 43. Condition of Material Readiness, Zebra and Condition II (M.A.) watch. 0803 Convoy changed course to 277°(T). 0807 Convoy changed speed to 13 knots (76 R.P.M.) 0900 Convoy changed course to 264°(T). 1016 Convoy changed course to 288°(T). 1020 Convoy commenced maneuvering into cruising disposition five. 1040 Completed forming cruising disposition 5. PROCYON in position 26. 1040 Convoy changed course to 270°(T). 1155 Convoy adjusted course to 274°(T). 1217 Sighted Cape Pertusato light house bearing 278°(T), distant 15 miles. 1237 Convoy wheeled to new base course 225°(T). 1255 Passed Razzoli light house abeam to port, distant 5 miles. 1300 Convoy wheeled to new base course 264°(T). 1307 Passed Cape Pertusato light house abeam to starboard. 1312 Convoy wheeled to new base course 290°(T). 1340 Convoy adjusted course to 286°(T). 1345 Convoy changed speed to 11 knots. 1348 Convoy started maneuvering to reform. 1437 Passed Olmet Tower abeam to starboard, distant 6 miles. 1438 Convoy completed maneuvering to reform. Ships now steaming in the following order: 11 USS HENRICO, 12 USS CHASE, 13 USS LYON, 14 USS DICKMAN, 21 USS ARUNDEL, 22 USS STANTON, 23 USS BARNETT, 24 USS ARCTURUS, 25 USS PROCYON, 31 USS ANDROMEDA, 32 USS OBERON, 33 USS THURSTON. 1455 Column 3 left convoy. 1518 Convoy adjusted course to 290°(T). 1535 Convoy adjusted course to 295°(T). 1545 Convoy changed course to 331°(T). 1554 Commenced forming cruising disposition six. 1601 Completed forming cruising disposition six. PROCYON in position 43. Convoy resumed

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Captain T. O. CULLINS, U.S. Navy, Commanding.

speed of 11 knots. 1607 Convoy increased speed to 12 knots. 1648 Passed Aquilla point abeam to starboard, distant $6\frac{1}{2}$ miles. 1652 Convoy adjusted course to 327° (T). 1810 Convoy changed course to 346° (T) by wheeling. 1920 Adjusted course to 351° (T). 2040 The following ships joined and took position in convoy as follows: 13 USS ANDROMEDA, 23 USS OBERON, 33 USS THURSTON. 2043 Convoy changed speed to $13\frac{1}{2}$ knots (78 R.P.M.). 2137 Convoy changed course to 331° (T) by wheeling. 2150 Convoy changed speed to $12\frac{1}{2}$ knots (72 R.P.M.). 2158 Convoy changed course to 311° (T) by wheeling. 2218 Convoy changed course to 291° (T) by wheeling. 2220 Convoy adjusted course to 299° (T).

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	$41^{\circ} 16' N$	$41^{\circ} 20.3' N$	$41^{\circ} 59' N$
	$10^{\circ} 14' E$	$9^{\circ} 33.1' E$	$8^{\circ} 25.3' E$

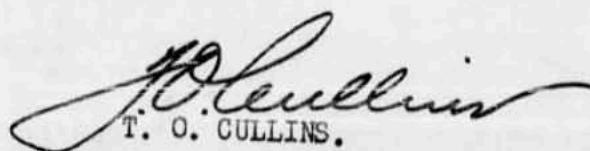
29 September 1944 (Zone minus one time)

Underway pursuant to orders of Naval Officer in charge, Naples, Italy dispatch 261459A of September 1944 on base course 299° (T). Standard speed 12.5 knots (72 R.P.M.). In cruising disposition #6. PROCYON in position 43. Condition of Material Readiness, Zebra and Condition II (M.A.) watch set. 0512 Sighted land bearing 310° (T). 0520 Convoy changed course to 272° (T) by wheeling. 0524 Convoy increased speed to 13.5 knots (78 R.P.M.). 0636 Passed point T. de Porquerolles abeam to starboard, distant 4 miles. 0827 Convoy commenced forming cruising disposition #5. 0850 Convoy completed forming cruising disposition #5. PROCYON in position 26. 0850 Convoy commenced forming cruising disposition #4. 0913 Convoy completed forming cruising disposition #4. PROCYON in position twelve. 0940 Convoy changed course to 340° (T). 1029 Convoy changed course to 005° (T). 1117 Convoy changed course to 336° (T). 1130 Proceeding at various courses and speeds conforming to the swept channel. 1249 Anchored in Marseilles Harbor, France. 1325 Set Transport Area, Condition IV watch. 1445 Commenced discharging U.S. Army cargo (vehicles) and personnel. Draft of ship forward 20' 6" aft 23'. 1910 Completed discharging Army cargo and personnel.

<u>Positions</u>	<u>0800</u>	<u>1200</u>
	$42^{\circ} 55.5' N$	$43^{\circ} 17.7' N$
	$5^{\circ} 44.7' E$	$5^{\circ} 16' E$

30 September 1944 (Zone minus one time)

Anchored in harbor of Marseilles, France, awaiting orders.


T. O. CULLINS.

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WAR DIARY - USS PROCYON (AKA2)
Captain T. O. CULLINS, U.S. Navy, Commanding.

1 October 1944 (Zone minus one time)

Anchored in Rade de Marseille, France, awaiting orders. PROCYON attached to Transport Division 5, Atlantic Fleet, assigned temporary duty 8th Fleet. 1046 USS LCT 1046 came along port side, starboard side to. 1230 USS LCT 1046 shoved off from along port side. 1712 Made all preparations for getting underway. 1715 Veered port anchor chain to 125 fathoms. 1725 Let go starboard anchor with 45 fathoms of chain.

2 October 1944 (Zone minus one time)

Anchored as before, awaiting orders. 0000 Set Condition II (M.A.) watch. 0015 Made all preparations for getting underway. 1230 Made all preparations for getting underway. 1443 Underway in accordance with Commander Transports 8th Amphibious Force, movement plan 12-44, proceeding at various courses and speeds conforming to swept channel. Captain, Executive Officer and Navigator on the bridge. Captain at the conn. 1505 Set Condition II (M.A.) watch, Condition of Material Readiness Zebra. 1543 Began forming cruising disposition #5. 1558 Completed forming cruising disposition #5. 1600 With Longue Semaphore Station bearing 023.5°(T), distant 10½ miles and center of end of swept channel bearing 090°(T), distant 0.2 mile, took departure from Marseille, France for Oran, Algeria, on base course 180°(T). 1615 Commenced forming cruising disposition #6. 1617 Convoy changed course to 170°(T) by wheeling. 1645 Convoy completed forming cruising disposition #6 with the ships in the following positions: 11 USS JOSEPH T. DICKMAN (APA13), 12 USS ANDROMEDA (AKA15), 13 USS OBERON (AKA14), 21 USS HENRICO (APA45), 22 USS SAMUEL CHASE (APA26), 23 USS LYON (AP71), 31 USS ANNE ARUNDEL (AP76), 32 USS THURSTON (AP77), 33 USS ELIZABETH C. STANTON (AP69), 41 USS CHARLES BARNETT (APA5), 42 USS ARCTURUS (AKA1), 43 USS PROCYON (AKA2). 1722 Convoy changed speed to 13 knots (75 R.P.M.). 1900 Convoy changed course to 185°(T) by wheeling.

Positions

2000
42° 36' N
5° 24' E

3 October 1944 (Zone minus one time)

Underway as before in accordance with orders of Commander Transport 8th Amphibious Force, movement plan 12-44. Condition of Material Readiness Zebra, Condition II (M.A.) watch. Ships steaming in cruising disposition

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six. PROCYON in position 43. Base course 185°(T), standard speed 13 knots (75-R.P.M.). 0330 Convoy wheeled to new base course 165°(T). 0340 Convoy wheeled to new base course 185°(T). 0933 Convoy changed course to 210°(T) by wheeling. 1001 Convoy changed course to 234°(T). 1030 Sighted convoy bearing 210°(T), distant about 10 miles. 1200 Distance steamed since getting underway 313.6 miles.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	39° 35.2' N	38° 54.2' N	37° 53' N
	5° 09' E	4° 38' E	2° 50' E

4 October 1944 (Zone minus one time)

Underway as before in accordance with orders of Commander Transports 8th Amphibious Force, movement plan 12-44. Ships steaming in cruising disposition #6. PROCYON in position 43, on base course 234°(T). Convoy speed 13 knots (75 R.P.M.). 0313 Convoy wheeled to new base course 242°(T). 0345 Convoy adjusted base course to 244°(T). 0415 Passed Cape Tenes Light abeam to port, distance 21 miles. 0827 Convoy changed course to 264°(T) by wheeling. 0849 Convoy changed course to 242°(T) by wheeling. 0902 Convoy changed speed to 14 knots (80 R.P.M.). 0909 Convoy changed speed to 13.5 knots (78 R.P.M.). 1126 Convoy changed course to 212°(T). 1154 Convoy changed course to 193°(T) by wheeling. 1200 Distance steamed noon to noon - 306.6 miles. 1230 Commenced forming cruising disposition #5. PROCYON in position 26. 1245 Commenced maneuvering to form single column. PROCYON in position twelve. 1330 Entered mine swept channel entrance to Oran, Algeria. Proceeding at various courses and speeds to anchorage. Captain, Executive Officer and Navigator on the bridge. Captain at the conn. 1445 Anchored in Bay of Oran, Algeria. 1653 Made all necessary preparations for getting underway. 1711 Underway, proceeding at various courses and speeds to Mers el Kebir Harbor. Captain, Executive Officer and Navigator on the bridge, Captain at the conn. 1725 Pilot G. Giuli came aboard and took the conn. 1754 Moored to buoys "R" and "S" in Harbor of Mers el Kebir, Algeria, awaiting orders.

<u>Positions</u>	<u>0800</u>	<u>1200</u>
	36° 29' N	36° 06.5' N
	0° 16.8' E	0° 34' W

5 October 1944 (Zone minus one time)

Moored as before, awaiting orders. 1130 Fuel barge Shirin came along starboard side. 1145 Commenced receiving fuel oil from fuel barge Shirin.

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Draft of ship forward 18' 6", aft 22' 6". 1445 Completed taking fuel oil aboard having received 61,126 gallons. Draft of ship forward 19' 6", aft 22' 6". 1530 Fuel Barge Shirin shoved off from alongside.

6-7 October 1944 (Zone minus one time)

Moored as before, awaiting orders.

8 October 1944 (Zone minus one time)

Moored as before, awaiting orders. 0930 U.S. Army water barge Y-74 came along starboard side. 0935 Commenced receiving fresh water from U.S. Army Barge Y-74. Draft of ship forward 19' 6", aft 22' 6". 1130 Completed receiving fresh water, having received fifty (50) tons. Draft of ship forward 20' aft 22' 6". 1132 U.S. Army Barge Y-74 shoved off from alongside.

9 October 1944 (Zone minus one time)

Moored as before, awaiting orders.

10 October 1944 (Zone minus one time)

Moored as before, awaiting orders. 0830 Exercised crew at general drills.

11 October 1944 (Zone minus one time)

Moored as before, awaiting orders.

12 October 1944 (Zone minus one time)

Moored as before, awaiting orders. 0745 Made all preparations for getting underway. 0815 Pilot G. Giuli came aboard. 0831 Tug Aroad made fast on starboard bow. Underway on various courses and speeds to berth #7, Mers el Kebir, Algeria, in accordance with Naval Port Director, Mers el Kebir, Algeria dispatch 111110 A of October 1944. Captain, Executive Officer and Navigator on the bridge, Pilot at the conn. 0840 U.S. Navy Tug, USS 184 came alongside starboard quarter. 0851 Let got Tug Aroad. 0855 Moored port side to berth number 7, Mers el Kebir, Algeria. 0856 Pilot G. Giuli left the ship. 0905 Set regular anchor watch; awaiting to load cargo.

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13 October 1944 (Zone minus one time)

Moored port side to, berth number 7, Mers el Kebir, Algeria. 0645 Draft of ship forward 18' 6", aft 22' 6". 0733 Commenced loading French Army Cargo. 1145 Completed loading French Army Cargo. Draft forward 20', aft 22' 6". 1230 Eleven French Soldiers reported aboard.

14 October 1944 (Zone minus one time)

Moored port side to, Berth #7, Mers el Kebir, Algeria. 1010 Captain made inspection of material. 1045 Water barge Torrent came along starboard side. 1105 Commenced receiving fresh water from water barge. Draft of ship forward 20', aft 22' 6". 1115 Completed hoisting aboard landing craft. Draft forward 20' 2", aft 23'. 1402 Completed receiving fresh water, having received 21,511 gallons. Draft of ship forward 20' 6", aft 22' 6". Water barge Torrent shoved off from alongside.

15 October 1944 (Zone minus one time)

Moored port side to, Berth 7, Mers el Kebir, Algeria, awaiting orders.

16 October 1944 (Zone minus one time)

Moored port side to, Berth #7, Mers el Kebir, Algeria, awaiting orders. 1430 Pursuant to orders of the U.S. Army, one French Officer and seventy-one (71) men reported aboard.

17 October 1944 (Zone minus one time)

Moored port side to, Berth #7, Mers el Kebir, Algeria, awaiting orders. 0600 Made all preparations for getting underway. Draft of ship forward, 20' 6", aft 22' 6". 0928 Pilot Scolto Gabriel came aboard. 1008 Underway in accordance with Commandant, Naval Operating Base, Oran, Algeria Secret Dispatch 151543 of October 1944. Captain, Executive Officer, Navigator and Pilot on the bridge. Pilot at the conn. 1023 Standing out of Mers el Kebir Harbor, standing into

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Gulf of Oran. Proceeding at various courses and speeds to form convoy. 1025 Pilot Gabriel left the ship, Captain at the conn. 1108 Set Condition II (M.A.) watch. 1131 Passed Red Channel buoy abeam to starboard. 1200 Distance steamed since getting underway 9.2 miles. 1210 Convoy commenced forming cruising disposition #2. 1230 Convoy formed into cruising disposition #2, with the ships in the following positions: 11 USS JOSEPH T. DICKMAN, 12 USS LYON, 13 USS ELIZABETH C. STANTON, 14 H.M.S. STAFFORDSHIRE, 21 USS CHARLES BARNETT, 22 USS ARCTURUS, 23 USS PROCYON. 1238 With Cap de Aiguille bearing 133° (T), distant 3.4 miles, Cap Ferrat bearing 092° (T), distant $7\frac{1}{4}$ miles, Pte Canastel tangent, bearing 184° (T), distant 8.3 miles, took departure from Oran, Algeria for Marseille, France. Convoy set base course 058° (T). Standard speed 13.5 knots (78 R.P.M.). 1350 Convoy reduced speed to 9 knots (53 R.P.M.). 1443 Convoy increased speed to 13.5 knots (78 R.P.M.). 1539 Passed Cape Ivy abeam to starboard, distance $10\frac{1}{2}$ miles. 1541 Adjusted base course to 060° (T). 1614 Convoy adjusted course to 065° (T). 1735 Convoy adjusted mean course to 060° (T). 1843 Sighted Cap Tenes light bearing 094° (T), distance 21.3 miles. 1915 Convoy changed base course to 053° (T). 2006 Convoy reduced speed to 13 knots (75 R.P.M.)

<u>Positions:</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	$38^{\circ} 23' N$	$38^{\circ} 50.9' N$	$40^{\circ} 12' N$
	$3^{\circ} 50.3' E$	$4^{\circ} 44.8' E$	$5^{\circ} 39' E$

18 October 1944 (Zone minus one time)

Underway pursuant to orders of Commandant, Naval Operating Base, Oran, Algeria, Secret Despatch 151543 of October 1944. Ships steaming in cruising disposition two. PROCYON in position 23. Convoy speed 13 knots (75 R.P.M.). Convoy course 053° (T). Condition of Material Readiness Zebra, Condition II (M.A.) watch. 0822 Exercised crew at fire quarters. 0826 USS ARCTURUS (AKA1) broke down and began falling astern of convoy. 0837 Convoy reduced speed to 8 knots. PROCYON took position 22. 0840 USS ARCTURUS began returning to new convoy position 23. 0843 Exercised crew at abandon ship drill. 0853 Secured from all drills. 0859 Convoy increased speed to 13 knots. 0900 USS ARCTURUS in position 23. 1200 Distance steamed noon to noon 314.3 miles. 1302 Sounded General Quarters. 1315 Commenced exercising at gunnery firing practice. 1332 Secured from General Quarters and gunnery firing practice. The following amount of ammunition expended: 5" 38 - 8 rounds; 40MM - 84 rounds; 20MM - 1504 rounds. Casualties: (a) number 5 - 20MM jammed. Jam was cleared, jam occurred due to insufficient pressure on the magazine. (b) Personnel - None.

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1503 Changed base course to 026°(T). 1702 Convoy changed course by wheeling to 000°(T).

<u>Positions:</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	38° 23' N	38° 50.9 N	40° 12' N
	3° 50.3 E	4° 44.8 E	5° 39' E

19 October 1944 (Zone minus one time)

Underway as before pursuant to orders of Commandant, Naval Operating Base, Oran, Algeria Secret Despatch 151543 of October 1944. In cruising disposition 2, PROCYON in position 22. Convoy speed 13 knots (75 R.P.M.). Base course 000°(T). 0050 Emergency turn to starboard to 045°(T), all ships turning together. 0127 Emergency turn to port to 000°(T), all ships turning together. 0323 Changed convoy speed to 12.5 knots (72 R.P.M.). Condition of Material Readiness Zebra, Condition II (M.A.) watch. 0545 Convoy speed changed to 11 knots. 0550 Took position 23 in convoy formation. 0714 Convoy course changed to 340°(T) by wheeling. 0733 Convoy speed changed to 12 knots (72 R.P.M.). 0806 Convoy changed course to 330°(T) by wheeling. 0904 Column 2 maneuvered to starboard to avoid floating mine. 0914 Sighted land bearing 013°(T), distant 10 miles. 0940 Convoy changed course to 310°(T) by wheeling. 1035 Convoy adjusted base course to 305°(T). 1038 Commenced forming cruising disposition #1. Maneuvering at various courses and speeds to form cruising disposition 1. 1115 Completed forming cruising disposition 1. PROCYON in position 17. 1148 Convoy changed course. 1225 Entered mine swept channel entrance to Marseille, France. Proceeding at various courses and speeds conforming to swept channel. 1410 Sounded Transport Area. 1420 Proceeding at various courses and speeds to anchorage area. 1538 Anchored in Rade de Marseille, France. 1530 Commenced hoisting out landing craft. 1630 Commenced discharging French Army Cargo and personnel. 1712 US LCT 1040 came along port side forward. 1830 US LCT 1040 shoved off. 1913 Ceased unloading operations. 2003 Secured from Transport Area, set Condition II (M.A.) watch.

<u>Positions:</u>	<u>0800</u>	<u>1200</u>
	42° 33' N	43° 00.5 N
	5° 53.5 E	5° 18.2 E

20 October 1944 (Zone minus one time)

Anchored in Rade de Marseille, France. 0630 Stationed Transport Area - Condition IV. 0710 Commenced discharging French Army Cargo. 0821 US LCT 1145 came along port side forward. 0822 US LCT 216 came along port side forward.

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1000 US LCT 1145 and US LCT 216 shoved off from alongside. 1011 Underway, proceeding at various courses and speeds closing to inshore anchorage. 1030 Anchored in Rade de Marseille, France. 1040 US LCT 872 came along port side forward. 1045 US LCT 15 came along port side forward. 1120 US LCT 872 shoved off from alongside. 1125 US LCT 237 came along port side forward. 1155 Completed discharging all French Army cargo and personnel. 1156 US LCT 237 shoved off from alongside. 1207 US LCT 15 shoved off from alongside. 1400 Underway in accordance with orders of Commanding Officer, Naval Detachment, Marseille, France, dated 19 October 1944. Captain, Executive Officer and Navigator on the bridge. Captain at the conn. Proceeding at various courses and speeds in conforming to mine swept channel and forming cruising disposition 1 with the ships in the following order: USS JOSEPH T. DICKMAN (APA13), USS LYON (AP71), USS ELIZABETH C. STANTON (AP69), USS CHARLES BARNETT (APA5), USS ARCTURUS (AKA1), USS PROCYON (AKA2). With Pomegues Island semaphore station bearing $005\frac{1}{2}^{\circ}(T)$, distant $5\frac{3}{4}$ miles, Tibauliu de Maire Island light bearing $037\frac{1}{2}^{\circ}(T)$, distant $3\frac{1}{4}$ miles, Longue semaphore station bearing $054^{\circ}(T)$, distant 4 miles, right tangent of Riou Island bearing $088\frac{1}{2}^{\circ}(T)$, distant $4\frac{1}{2}$ miles, took departure from Marseille, France for Oran, Algeria. Base course $187^{\circ}(T)$, standard speed 13 knots. 1452 Secured from Transport Area and set Condition II (M.A.) watch. 1534 Convoy course changed to $168^{\circ}(T)$. Commenced forming cruising disposition #2 with ships in following order: 11 USS JOSEPH T. DICKMAN, 12 USS LYON, 13 USS ELIZABETH C. STANTON, 21 USS CHARLES BARNETT, 22 USS ARCTURUS, 23 USS PROCYON. 1603 Completed forming cruising disposition #2. PROCYON in position 23. 1802 Passed two US LCT's abeam to port, distant two miles. 1831 Convoy changed course to $182^{\circ}(T)$ by wheeling.

Positions:

2000
 $42^{\circ} 07' N$
 $5^{\circ} 24.5 E$

21 October 1944 (Zone minus one time)

Underway in accordance with orders of Commanding Officer, Naval Detachment, Marseille, France, dated 19 October 1944. In cruising disposition #2 with ships in the following order: 11 USS JOSEPH T. DICKMAN (APA13), 12 USS LYON (AP71), 13 USS ELIZABETH C. STANTON (AP69), 21 USS CHARLES BARNETT (APA5), 22 USS ARCTURUS (AKA1), 23 USS PROCYON (AKA2). Convoy course $182^{\circ}(T)$, standard speed 13 knots. Condition of Material Readiness Zebra, Condition II (M.A.) watch. 0804 Wheeled to new base course, $210^{\circ}(T)$. 1144 Wheeled to new base course $234^{\circ}(T)$. 1200 Distance steamed since getting underway 273.8 miles. 1733 Convoy adjusted course 6° to starboard to $240^{\circ}(T)$. 1750 Sighted large convoy bearing $157^{\circ}(T)$, distant 13 miles. 1802 Convoy adjusted mean course

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to 234°(T). 1912 Sighted ship bearing 277°(T), distant 14.8 miles.

<u>Positions:</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	39° 32' N	38° 58' N	37° 55' N
	5° 10.2 E	4° 37.5 E	2° 59' E

22 October 1944 (Zone minus one time)

Underway in accordance with orders of the Commanding Officer, Naval Detachment, Marseille, France, dated 19 October 1944. In cruising disposition #2, with the ships in the following order: 11 USS JOSEPH T. DICKMAN (APA13), 12 USS LYON (AP71), 13 USS ELIZABETH C. STANTON (AP69), 21 USS CHARLES BARNETT (APA5), 22 USS ARCTURUS (AKA1), 23 USS PROCYON (AKA2). Convoy course 234°(T), convoy speed 13 knots (75 R.P.M.). 0645 Convoy changed course to 239°(T). 0800 Convoy adjusted base course to 241°(T). 1135 Convoy wheeled to base course 215°(T). 1200 Distance steamed noon to noon, 290.3 miles. 1204 Convoy changed course to 188°(T) by wheeling. 1217 Formed cruising disposition #1 with ships in single column, USS JOSEPH T. DICKMAN guide ship, PROCYON in position six. Proceeding at various courses and speeds to harbor entrance, Mers el Kebir, Algeria. 1515 Pilot H. Acker came aboard. Proceeding to anchorage area. Pilot at conn. 1523 Standing into Mers el Kebir Harbor. 1529 Tug Energie made fast on starboard bow. 1544 Moored to buoys "U" and "V", port side to, to USS ARCTURUS.

<u>Positions:</u>	<u>0800</u>	<u>1200</u>
	36° 28.5 N	36° 02.6 N
	0° 15.5 E	0° 36' W

23 October 1944 (Zone minus one time)

Moored in Mers el Kebir Harbor, Algeria, awaiting orders. 1600 Made all preparations for getting underway. 1615 Pilot Forlemeyer came aboard. U.S. Navy Tug Y.T. 158 made fast on starboard bow. U.S. Navy Tug made fast on port quarter. Underway pursuant to orders of Naval Port Director, dated 23 October 1944. Captain, Executive Officer and Navigator on the bridge, Pilot at the conn. Proceeding at various courses and speeds to harbor entrance, Mers el Kebir, Algeria. 1642 Pilot Forlemeyer left the ship. 1725 Pilot G. Guili came aboard. Proceeding at various courses and speeds standing into Oran Harbor, Oran, Algeria. 1732 Tug Goeland II made fast on starboard bow, 1734 Tug Jolaskey II made fast on starboard quarter. 1745 Moored

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at berth #7, Oran Harbor, Oran, Algeria. 1753 Pilot left the ship. 2035 Commenced receiving fuel oil from the dock. Draft of ship forward 20', aft 22' 2". 2140 Commenced receiving cargo ballast. 2235 Finished receiving fuel oil from the dock, having received 69,369 gallons.

24 October 1944 (Zone minus one time)

Moored port side to Berth #7, Oran, Algeria, loading cargo ballast. 1715 Completed receiving cargo ballast aboard; having received three hundred and eighty (380) tons. Draft of ship forward 19', aft 24' 6".

25 October 1944 (Zone minus one time)

Moored port side to Berth #7, Oran, Algeria. 0935 Made all preparations for getting underway. 0944 Pilot L. Altieri came aboard. 0949 French Tug Goeland II came alongside starboard bow. 0953 French Tug Jolasry II came alongside starboard quarter. 0957 Underway from Oran Harbor to anchorage in Gulf of Oran, Algeria. Captain, Executive Officer and Navigator on the bridge, Pilot at the conn. 1004 Let go tug Goeland II. 1007 Let go tug Jolaskey II. 1012 Passed entrance to harbor. Proceeding at various courses and speeds to anchorage. 1013 Pilot left the ship. 1049 Anchored in the Gulf of Oran, Algeria, awaiting sailing orders. 1525 Made all preparations for getting underway. 1558 Underway pursuant to orders of Commandant, Naval Operating Base, Oran, Algeria secret despatch 232235Z of October 1944, and ComTrans-8th Amphibious Secret Movement Order 14-44 of 21 October 1944. Captain, Executive Officer and Navigator on the bridge. Captain at the conn. Proceeding at various courses and speeds in forming cruising disposition 1. 1632 Set Condition II (M.A.) watch. Completed forming cruising disposition #1, USS HENRICO guide, PROCYON in position six. 1655 With Cap De L'Aiguella. Light bearing $094\frac{1}{2}^{\circ}(T)$, distance $7\frac{1}{4}$ miles, tangent on Pte. De Canastel bearing $147\frac{1}{2}^{\circ}(T)$, distant $7\frac{3}{4}$ miles, Notre Dame de Santa Cruz bearing $187\frac{1}{2}^{\circ}(T)$, distant $10\frac{1}{2}$ miles, took departure from Oran, Algeria for Philadelphia Pennsylvania on base course $278^{\circ}(T)$, standard speed 12 knots. 1701 Convoy commenced forming cruising disposition #3. 1724 Changed speed to 9 knots. 1727 Reduced speed to 7 knots. 1729 Reduced speed to 6 knots. 1813 Completed forming cruising disposition #3, order of ships as follows: 11 USS CHARLES BARNETT (APA5), 12 USS THOMAS JEFFERSON (APA30), 13 USS CEPHEUS (AKA18), 14 USS ACHERNAR (AKA15), 21 USS CHARLES CARROLL (APA28), 22 USS PROCYON (AKA2), 23 USS ARCTURUS (AKA1), 24 USS BETELGUESE (AKA11), 31 USS HENRICO (APA45), 32 USS LYON (APA71), 33

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USS FLORENCE NIGHTINGALE (APA70), 34 USS ELIZABETH C. STANTON (APA69), 41 USS ANNE ARUNDEL (APA76), 42 USS THURSTON (APA77), 43 USS DOROTHEA DIX (APA-67), 44 USS ARIKARA (ATF 98), 51 USS JOSEPH T. DICKMAN (APA13), 52 USS SMAUEL CHASE (APA26), 53 USS OBERON (AKA14), 54 USS ANDROMEDA (AKA15). Convoy changed speed to 13 knots. 1835 Passed convoy abeam to port, distance 5 miles.

Positions:

2000
35° 57.5 N
1° 19.5 E

26 October 1944 (Zone minus one time)

Underway pursuant to orders of Commandant, Naval Operating Base, Oran, Algeria secret despatch 232235Z of October 1944 and ComTrans8thAmphibious Secret Movement Order 14-44 of 21 October 1944. Ships steaming in cruising disposition #3 with the ships in the following positions: 11 USS CHARLES BARNETT (APA5), 12 USS THOMAS JEFFERSON (APA30), 13 USS CEPHEUS (AKA18), 14 USS ACHERNAR (AKA53), 21 USS CHARLES CARROLL (APA28), 22 USS PROCYON (AKA2), 23 USS ARCTURUS (AKA1), 24 USS BETELGEUSE (AKA11), 31 USS HENRICO (APA45), 32 USS LYON (APA71), 33 USS FLORENCE NIGHTINGALE (APA70), 34 USS ELIZABETH C. STANTON (APA69), 41 USS ANNE ARUNDEL (APA76), 42 USS THURSTON (APA77), 43 USS DOROTHEA L. DIX (APA67), 44 USS ARIKARA (ATF98), 51 USS JOSEPH T. DICKMAN (APA-13), 52 USS SAMUEL CHASE (APA26), 53 USS OBERON (AKA14), 54 USS ANDROMEDA (AKA15). Condition of Material Readiness Zebra, Condition II (M.A.) watch. On base course 278°(T), convoy speed 13 knots (75 R.P.M.). 0135 Sighted Isla Del Alboran light off port bow bearing 243°(T), distant about 16.5 miles. 0237 Isla de Alboran light abeam to port bearing 188°(T), distant about 10 miles. Convoy wheeled to new base course 264°(T). 0255 Adjusted base course to 267°(T). 1050 Convoy wheeled to new base course 270°(T), 1110 Commenced forming cruising disposition 2. 1130 Completed forming cruising disposition 2, PROCYON in position 12. 1156 Convoy wheeled to new base course 257°(T). 1200 Distance steamed since getting underway, 238.4 miles. 1202 Great Europa point light bearing 323°(T), distant 6½ miles; Isla De Tarifa light bearing 149°(T), distant 12 3/4 miles, took departure from the Mediterranean Sea and entered the Atlantic Ocean on base course 257°(T). 1336 Pt Malabata light bearing 213°(T), distant 8 miles. 1408 Cape Spartel light bearing 212°(T), distant 6½ miles. 1442 Convoy course changed to 237°(T) by wheeling. 1451 Convoy course changed to 258°(T) by wheeling. 1455 Took departure from Straits of Gibraltar on base course 258°(T), with Pt Malabata light bearing 104°(T), distant 9½ miles and Cape Spartel light bearing 170°(T),

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distant 4 miles. 1542 Changed speed to 7 knots. Maneuvering at various speeds into cruising disposition 3. 1555 Completed forming cruising disposition 3. PROCYON in position 22. Resumed convoy speed of 13 knots. 1630 Convoy changed course to 240°(T) by wheeling.

<u>Positions:</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	36° 03.9 N	35° 59.3 N	35° 17.0 N
	4° 25.9 W	5° 20.8 W	7° 07' W

27 October 1944 (Zone minus one time)

Underway pursuant to orders of Commandant, Naval Operating Base, Oran, Algeria, Secret Despatch 232235Z of October 1944 and ComTrans8thAmphibious Secret Movement Order 14-44 of 21 October 1944. Ships steaming in cruising disposition #3 in the following positions: 11 USS CHARLES BARNETT (APA5), 12 USS THOMAS JEFFERSON (APA30), 13 USS CEPHEUS (AKA18), 14 USS ACHERNAR (AKA53), 21 USS CHARLES CARROLL (APA28), 22 USS PROCYON (AKA2), 23 USS ARCTURUS (AKA1), 24 USS BETELGEUSE (AKA11), 31 USS HENRICO (APA45), 32 USS LYON (APA71), 33 USS FLORENCE NIGHTINGALE (APA70), 34 USS ELIZABETH C. STANTON (APA69), 41 USS ANNE ARUNDEL (APA76), 42 USS THURSTON (APA77), 43 USS DOROTHEA L. DIX (APA67), 44 USS ARIKARA (ATF 98), 51 USS JOSEPH T. DICKMAN (APA13), 52 USS SAMUEL CHASE (APA26), 53 USS OBERON (AKA14), 54 USS ANDROMEDA (AKA15). On base course 240°(T), convoy speed 13 knots (75 R.P.M.). 0025 Convoy made an emergency turn to port to course 195°(T). 0038 Convoy made an emergency turn to starboard to base course 240°(T). Condition of Material Readiness Zebra and Condition II (M.A.) watch. Distance steamed noon to noon 299.4 miles. 1900 Retarded clocks one hour to Zone 0 time.

<u>Positions:</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	33° 58' N	33° 34' N	32° 36' N
	9° 41.5 W	10° 39' W	12° 40.3 W

28 October 1944 (Zone zero time)

Underway pursuant to orders of Commandant, Naval Operating Base, Oran Algeria, secret dispatch 232235Z of October 1944 and ComTrans8thAmphibious secret movement order 14-44 of 21 October 1944. Condition of Material Readiness Zebra, Condition II (M.A.) watch. Ships steaming in cruising disposition 3 in the following order: 11 USS CHARLES BARNETT (APA5), 12 USS THOMAS JEFFERSON (APA-30), 13 USS CEPHEUS (AKA18), 14 USS ACHERNAR (AKA53), 21 USS CHARLES CARROLL (APA28), 22 USS PROCYON (AKA2), 23 USS ARCTURUS (AKA1), 24 USS BETELGEUSE (AKA11), 31 USS HENRICO (APA45), 32 USS LYON (APA71), 33 USS FLORENCE NIGHTINGALE (APA70), 34 USS ELIZABETH C. STANTON (APA69), 41 USS ANNE ARUNDEL (APA76), 42 USS THURSTON (APA77), 43 USS DOROTHEA L. DIX (APA67), 44 USS ARIKARA (ATF 98), 51 USS JOSEPH T. DICKMAN (APA13), 52 USS SAMUEL CHASE (APA26),

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WAR DIARY - USS PROCYON (AKA2)

Captain T. O. CULLINS, U.S. Navy, Commanding.

53 USS OBERON (AKA14), 54 USS ANDROMEDA (AKA15). On base course 240°(T), convoy speed 13 knots (75 R.P.M.). 0800 Convoy wheeled to new base course 270°(T). 1200 Distance run noon to noon, 328 miles. 1705 Convoy adjusted base course to 272°(T). 1900 Set ship's clocks back one hour to plus one zone time. 2030 Convoy adjusted base course to 275°(T).

<u>Positions:</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	31° 17.3 N	31° 11.6 N	31° 13.5 N
	15° 21.5 W	16° 26.5 W	18° 44.5 W

29 October 1944 (Zone plus one time)

Underway pursuant to orders of Commandant, Naval Operating Base, Oran, Algeria secret dispatch 232235Z of October 1944, and ComTrans8thAmphibious secret movement order 14-44 of 21 October 1944. Condition of Material Readiness Zebra, and Condition II (M.A.) watch. Ships steaming in the following positions: 11 USS CHARLES BARNETT (APA5), 12 USS THOMAS JEFFERSON (APA30), 13 USS CEPHEUS (AKA18), 14 USS ACHERNAR (AKA53), 21 USS CHARLES CARROLL (APA28), 22 USS PROCYON (AKA2), 23 USS ARCTURUS (AKA1), 24 USS BETELGEUSE (AKA11), 31 USS HENRICO (APA45), 32 USS LYON (APA71), 33 USS FLORENCE NIGHTINGALE (APA70), 34 USS ELIZABETH C. STANTON (APA69), 41 USS ANNE ARUNDEL (APA76), 42 USS THURSTON (APA77), 43 USS DOROTHEA L. DIX (APA67), 44 USS ARIKARA (ATF-98), 51 USS JOSEPH T. DICKMAN (APA13), 52 USS SAMUEL CHASE (APA26), 53 USS OBERON (AKA14), 54 USS ANDROMEDA (AKA15). On base course 275°(T), convoy speed 13 knots (75 R.P.M.). 0845 Exercised crew at general drills. 1115 USS BETELGEUSE broke down. 1133 USS BETELGEUSE started rejoining convoy. 1200 Distance steamed noon to noon 320.7 miles. 1310 USS BETELGEUSE resumed convoy position 24. 1900 Turned clocks back one hour to zone plus 2 time.

<u>Positions:</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	31° 19' N	31° 23' N	31° 33.6 N
	21° 46.5 W	22° 47.2 W	25° 03.5 W

30 October 1944 (Zone plus two time)

Underway pursuant to orders of Commandant, Naval Operating Base, Oran, Algeria secret dispatch 232235Z of October 1944, and ComTrans8thAmphibious secret movement order 14-44 of 21 October 1944. Condition of Material Readiness Zebra and Condition II (M.A.) watch set. Ships steaming in the following order: 11 USS CHARLES BARNETT (APA5), 12 USS THOMAS JEFFERSON (APA30), 13 USS CEPHEUS (AKA18), 14 USS ACHERNAR (AKA53), 21 USS CHARLES CARROLL (APA28), 22 USS PROCYON (AKA2), 23 USS ARCTURUS (AKA1), 24 USS BETELGEUSE (AKA11), 31 USS HENRICO (APA45), 32 USS LYON (APA71), 33 USS FLORENCE NIGHTINGALE (APA70), 34 USS ELIZABETH C. STANTON (APA69), 41 USS ANNE ARUNDEL (APA76), 42 USS THURSTON (APA77), 43 USS DOROTHEA L. DIX (APA67), 44 USS ARIKARA (ATF 98), 51 USS JOSEPH T. DICKMAN (APA13), 52 USS SAMUEL CHASE (APA26), 53 USS OBERON (AKA14), 54 USS ANDROMEDA (AKA15). On base course 275°(T), convoy speed 13

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WAR DIARY - USS PROCYON (AKA2)

Captain T. O. CULLINS, U.S. Navy, Commanding.

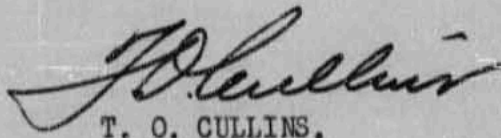
knots (75 R.P.M.). 0550 USS ANDROMEDA and USS OBERON fell astern of convoy to refuel escorts. 0555 Convoy changed speed to 10 knots (58 R.P.M.). 1200 Distance steamed noon to noon 311 miles. 1650 USS OBERON rejoined convoy. 1755 Convoy increased speed to 13 knots (75 R.P.M.). 1835 USS ANDROMEDA completed fueling escorts and rejoined convoy.

<u>Positions:</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	31° 47' N	31° 48' N	31° 56.5 N
	28° 01' W	28° 54' W	30° 39' W

31 October 1944 (Zone plus two time)

Underway pursuant to orders of Commandant, Naval Operating Base, Oran, Algeria secret dispatch 232235Z of October 1944 and ComTrans8thAmphibious secret movement order 14-44 of 21 October 1944. Condition of Material Readiness Zebra, and Condition II (M.A.) watch. Ships steaming in the following order: 11 USS CHARLES BARNETT (APA5), 12 USS THOMAS JEFFERSON (APA30), 13 USS CEPHEUS (AKA18), 14 USS ACHERNAR (AKA53), 21 USS CHARLES CARROLL (APA-28), 22 USS PROCYON (AKA2), 23 USS ARCTURUS (AKA1), 24 USS BETELGEUSE (AKA11), 31 USS HENRICO (APA45), 32 USS LYON (APA71), 33 USS FLORENCE NIGHTINGALE (APA70), 34 USS ELIZABETH C. STANTON (APA69), 41 USS ANNE ARUNDEL (APA76), 42 USS THURSTON (APA77), 43 USS DOROTHEA L. DIX (APA67), 44 USS ARIKARA (ATF98), 51 USS JOSEPH T. DICKMAN (APA13), 52 USS SAMUEL CHASE (APA26), 53 USS OBERON (AKA14), 54 USS ANDROMEDA (AKA15). On base course 275°(T), convoy speed 13 knots (75 R.P.M.). 0700 Convoy adjusted base course to 272°(T). 1200 Distance steamed noon to noon 306.8 miles.

<u>Positions:</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	32° 09' N	32° 10.1 N	32° 18.8 N
	33° 52' W	34° 55' W	36° 54' W


T. O. CULLINS.

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WAR DIARY - USS PROCYON (AKA2)
 Captain T. O. CULLINS, U.S. Navy, Commanding.

1 November 1944 (Zone plus two time)

Underway pursuant to orders of Commandant Naval Operating Base, Oran, Algeria secret dispatch 2322352 of October 1944 and ComTrans 8th Amphibious secret movement order 14-44 of 21 October 1944, ships steaming in cruising disposition #3 with the ships in the following positions: 11 USS CHARLES BARNETT (APA5); 12 USS THOMAS JEFFERSON (APA30); 13 USS CEPHEUS (AKA18); 14 USS ACHERNAR (AKA53); 21 USS CHARLES CARROLL (APA28); 22 USS PROCYON (AKA2); 23 USS ARCTURUS (AKA1); 24 USS BETELGEUSE (AKA11); 31 USS HENRICO (APA45); 32 USS LYON (AP71); 33 USS FLORENCE NIGHTINGALE (AP70); 34 USS ELIZABETH C. STANTON (AP69); 41 USS ANNE ARUNDEL (AP76); 42 USS THURSTON (AP77); 43 USS DOROTHEA DIX (AP67); 44 USS ARIKARA (ATF98); 51 USS JOSEPH T. DICKMAN (APA13); 52 USS SAMUEL CHASE (APA26); 53 USS OBERON (AKA14); 54 USS ANDROMEDA (AKA15). On base course 272°(T); convoy speed 13 knots (75 RPM). Condition of Material Readiness Zebra and Condition II (MA) watch. USS PROCYON attached to Transport Div 5, Amphibious Force, Atlantic Fleet. 1200 Distance steamed noon to noon 310.7 miles. 1413 USS SAMUEL CHASE proceeding to exchange positions with USS JOSEPH T. DICKMAN. 1517 USS SAMUEL CHASE IN position 51 and USS JOSEPH T. DICKMAN in position 52. 1900 Turned clocks back one hour to zone ~~4~~3 time.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	32° 17.5' N	32° 18.7' N	32° 22.8' N
	40° 00 W	41° 04 W	43° 19' W

2 November 1944 (Zone plus three time)

Underway as before. On base course 272°(T), standard speed 13 knots (75 RPM). 0312 All engines stopped due to minor electrical trouble. No damage. 0317 Resumed convoy speed. 0345 In convoy position 22. 1415 Convoy changed course to 264°(T).

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	32° 32' N	32° 33' N	32° 27' N
	46° 25' W	47° 23' W	49° 19.5' W

3 November 1944 (Zone plus three time)

Underway as before. On base course 264°(T), standard speed 13 knots (75 RPM). 1900 Set ship's clocks back one hour to zone plus four time.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	32° 10.5' N	32° 06' N	31° 56' N
	52° 18.4 W	53° 22' W	55° 41' W

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Captain T. O. CULLINS, U.S. Navy, Commanding.

4 November 1944 (Zone plus four time)

Underway as before. On base course 264°(T), convoy speed 13 knots (75 RPM). 0630 USS ANDROMEDA left convoy position 54 to refuel escorts. 0647 USS JOSEPH T. DICKMAN left convoy position 52 to refuel escorts. 0650 Commenced fueling operations. 0700 Convoy speed reduced to 10 knots (58 RPM). 0840 U.S. Navy plane (PBM) circled convoy. 0845 USS JOSEPH T. DICKMAN completed fueling operations and proceeding to resume convoy position. 0940 USS JOSEPH T. DICKMAN resumed convoy position 52. 1000 USS ANDROMEDA completed fueling operations and proceeding to resume convoy position. 1008 Convoy speed increased to 13 knots (75 RPM). 1040 USS ANDROMEDA resumed convoy position 54. 1240 Convoy adjusted base course to 262°(T). 2000 Adjusted base course to 260°(T).

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	31° 47' N	31° 40' N	31° 27.8' N
	58° 53' W	59° 44' W	61° 26.8' W

5 November 1944 (Zone plus four time)

Underway as before. On base course 260°(T), standard speed 13 knots (76 RPM). 0704 Convoy changed course to 275°(T). 1255 USS ARIKARA dropped out of convoy. 1330 Convoy changed course to 321°(T). 1705 USS CHARLES CARROLL assumed position as convoy guide. 1734 USS HENRICO pulled out to the right of the convoy. 1810 USS HENRICO, USS JOSEPH T. DICKMAN, USS SAMUEL CHASE, USS OPERON, and USS ANDROMEDA left the convoy. 1930 USS LYON assumed position 31, USS FLORENCE NIGHTINGALE assumed position 32, USS ELIZABETH C. STANTON took position 33. 2004 Adjusted base course to 317°(T).

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	30° 57' N	31° 15' N	32° 23' N
	64° 07' W	65° 07' W	66° 10' W

6 November 1944 (Zone plus four time)

Underway as before. On base course 317°(T), standard speed 13 knots (76 RPM). 0825 U.S. Navy plane (PBM) circled convoy. 0930 USS HOBSON (DD464) delivering mail to USS ACHERNAR, USS CEPHEUS, USS THOMAS JEFFERSON, and USS CHARLES CARROLL. 0945 USS LYON and USS ANNE ARUNDEL commenced exchanging positions in the convoy. 1008 USS LYON now in position 41 and USS ANNE ARUNDEL in position 31. 1107 USS FITCH (DD462) came alongside to deliver war ballots. 1114 Operation completed. 1338 Convoy reduced speed to 12 knots (75 RPM). 1601 Convoy changed speed to 11 knots (60 RPM). 1620 Changed base course to 293°(T). 1635 USS ANNE ARUNDEL

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assumed convoy guide. 1715 USS CHARLES CARROLL assumed convoy guide with the ships in the following positions: 11 USS CHARLES BARNETT, 12 USS CEPHEUS, 21 USS CHARLES CARROLL (convoy guide), 22 USS THOMAS JEFFERSON, 23 USS ACHERNAR, 31 USS PROCYON, 32 USS ARCTURUS, 33 USS BETELGEUSE, 41 USS ANNE ARUNDEL, 42 USS FLORENCE NIGHTINGALE, 43 USS ELIZABETH C. STANTON, 51 USS LYON, 52 USS THURSTON, 53 USS DOROTHEA L. DIX. 2340 Convoy wheeled to new base course 315°(T). 2350 USS CHARLES CARROLL, USS CHARLES BARNETT, USS THOMAS JEFFERSON, USS CEPHEUS, USS ACHERNAR and three escorts departed from convoy. USS ANNE ARUNDEL became convoy guide. Ships now steaming in the following order: 11 USS PROCYON, 12 USS ARCTURUS, 13 USS BETELGEUSE, 21 USS ANNE ARUNDEL, 22 USS FLORENCE NIGHTINGALE, 23 USS ELIZABETH C. STANTON, 31 USS LYON, 32 USS THURSTON, 33 USS DOROTHEA L. DIX.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	34° 01' N	34° 32' N	35° 22' N
	68° 07' W	68° 36' W	69° 47' W

7 November 1944 (Zone plus four time)

Underway as before. On base course 315°(T), standard speed 11 knots (62 RPM). 0020 Convoy changed course to 336°(T) by wheeling. 0040 Convoy changed speed to 12 knots (72 RPM). 0255 Convoy changed speed to 12½ knots (75 RPM). 0749 Convoy changed speed to 13 knots (78 RPM). 1003 Convoy changed speed to 12½ knots (75 RPM). 1700 Took departure from convoy with USS PROCYON in position 11, acting as convoy guide, USS ARCTURUS 12, USS BETELGEUSE 13. On base course 280°(T), standard speed 12.5 knots. USS FITCH acting as convoy escort. 2025 Convoy adjusted base course to 281°(T).

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	36° 31' N	37° 08' N	38° 06' N
	71° 05' W	71° 26' W	72° 28' W

8 November 1944 (Zone plus four time)

Underway as before. On base course 281°(T), standard speed 12.5 knots. 0325 Changed convoy course to 305°(T). 0340 Adjusted convoy course to 314°(T). 0345 Adjusted convoy course to 316°(T). 0425 Sighted channel buoy #1, point "XM", bearing 326°(T) which marks the entrance to the Delaware Channel. Convoy maneuvering at various courses and speeds to conform to the channel. 0509 Passed channel buoy #1 abeam to port. 0517 Changed convoy speed to 13.5 knots. 0544 Passed channel buoy #2 abeam to port. 0606 Passed channel buoy #3 abeam to port. 0628 Passed channel buoy #4 abeam to port. 0652 Passed channel buoy #5 abeam to port. 0714 Passed channel buoy #6 abeam to port. 0739 Passed channel buoy #7 abeam to port. 0744 Passed SC716 abeam to port, distance 1200 yards. 0750 Sighted land, coast line of the United States off port bow. 0756 Sighted Overfalls Light Ship on starboard bow, distance 5 miles. 0804 Passed channel buoy #8 abeam to

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WAR DIARY - USS PROCYON (AKA2)

Captain T. O. CULLINS, U.S. Navy, Commanding.

port. 0815 Proceeding at various speeds to pick up pilot. 0834 Pilot D.O. Lingo, Lieut-Comdr, USCGR aboard. 0837 Proceeding at various courses and speeds conforming to Delaware Bay Channel. Pilot at the conn, Captain and Navigator on the bridge. 0843 Overfalls Light Ship abeam to starboard. 1035 Brandywine Shoal Lighthouse abeam to starboard, distant 1200 yards. 1056 Fourteen Foot Bank Lighthouse abeam to port, distant 1200 yards. 1116 Miah Maull Lighthouse abeam to starboard, distance 250 yards. 1135 Elbow Cross Ledge Lighthouse abeam, distance 600 yards. 1245 Passed channel buoy 4-L abeam to starboard. 1324 Passed Reedy Island Lighthouse abeam to port. 1703 Tug Van Dyke 2 came alongside port bow. 1704 Pilot B.M. Burris came aboard. 1705 Pilot Burris at the conn. 1705 Tug Hercules came alongside starboard bow. 1707 Tug left from alongside port bow. 1720 Tug Curtis Bay took line astern. 1730 Tug left from starboard bow. 1735 Tug cast off from astern. 1744 Moored starboard side to, to Pier 6, Philadelphia Navy Yard, Philadelphia, Pennsylvania. 1755 Pilots B.M. Burris and Lieut-Comdr D.O. Lingo, USCGR left ship. 1800 Commenced receiving salt water, fresh water, steam and electricity from dock. 1945 Commenced receiving telephone service from dock.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	38° 44' N	74° 58' W	-----
	39° 15.5' N	75° 20' W	

9 November 1944 (Zone plus four time)

Moored as before. Undergoing alterations and repairs.

10 November 1944 (Zone plus four time)

Moored as before, undergoing alterations and repairs. 1000 Fuel barge moored to our port side. 1110 Commenced discharging fuel oil into fuel barge.

11 November 1944 (Zone plus four time)

Moored as before. Undergoing alterations and repairs. 0955 Fuel barge shoved off from alongside. 1937 Commenced discharging fuel oil into tank cars alongside. 1745 Completed discharging ammunition.

12 November 1944 (Zone plus four time)

Moored as before. Undergoing alterations and repairs. 0330 Commenced discharging cargo from #5 hatch. 0705 Completed discharging all fuel oil. 1145 Fire reported in #5 hold; extinguished by workmen; one cargo net damaged, no further damage. 1245 Ammunition barge left from alongside.

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13 - 15 November 1944 (Zone plus four time)

Moored as before. Undergoing alterations and repairs.

16 November 1944 (Zone plus four time)

Moored as before. Undergoing alterations and repairs. 1630 Made all preparations for getting underway. Cessed receiving fresh water, electricity, salt water, steam and telephone service from dock. 1700 Pilots B.M. Burres and J.H. Vitt reported aboard ship. 1712 Underway by means of tugs. Main engines and generators secured. Pilot B.M. Burris at conn. Captain and Executive Officer on bridge. 1740 Bow crossed sill, entering dry dock #3. 1815 Caission in place, commenced pumping water from dry dock. Mooring lines holding ship in position. 1835 Commenced receiving electricity from dock. 1930 Commenced receiving fresh water from dock. 2015 Ship resting on keel blocks. 2200 Commenced receiving steam from dock. 2300 Commenced receiving salt water from dock.

17 - 20 November 1944 (Zone plus four time)

Dry docked in Dry Dock #3, Philadelphia Navy Yard, Philadelphia, Pennsylvania. Undergoing alterations and repairs.

21 November 1944 (Zone plus four time)

Dry Docked as before. Undergoing alterations and repairs. 1530 Fire in locker in crew's quarters. 1533 Fire extinguished by members of crew. Damage: one shirt burned.

22 November 1944 (Zone plus four time)

Dry Docked as before. Undergoing alterations and repairs. 1850 Fire in #2 hold. 1856 Called Philadelphia Navy Yard Fire Department. 1900 Navy Yard Fire Engine at scene of fire. 1906 Fire extinguished with water and CO2 fire extinguishers.

23 - 29 November 1944 (Zone plus four time)

Dry Docked as before. Undergoing alterations and repairs.

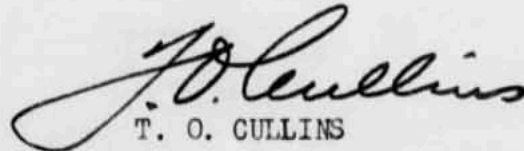
30 November 1944 (Zone plus four time)

Dry Docked as before. Undergoing alterations and repairs. 1538 Commenced flooding dry dock. 1605 Cessed flooding dry dock and checked sea valves. 1618 Resumed flooding dry dock. 1632 Ship water borne. 1730 Pilots B.M. Burres and J.H. Vitt came aboard. Pilot Vitt at conn. Captain and Executive Officer on the bridge.

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WAR DIARY - USS PROCYON (AKA2)
Captain T. O. CULLINS, U.S. Navy, Commanding.

One U.S. Navy Tug and four Curtis Bay Towing Company tugs came alongside dry dock. 1741 Underway from dry dock #3. 1920 Moored starboard side to Pier 6, Philadelphia Navy Yard, Philadelphia, Pennsylvania. Undergoing alterations and repairs.


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WAR DIARY - USS PROCYON (AKA2)
Captain T. O. CULLINS, U.S. Navy, Commanding.

1 December 1944 (Zone plus four time)

Moored to Pier #6, Philadelphia Navy Yard, Philadelphia, Pennsylvania, undergoing alterations and repairs. PROCYON attached to Transport Division 5, Amphibious Training Command, Atlantic Fleet.

2 - 5 December 1944 (Zone plus four time)

Moored as before, undergoing alterations and repairs.

6 December 1944 (Zone plus four time)

Moored as before, undergoing alterations and repairs. 1000 Fire in ship's canteen store and small store issue room caused by Navy Yard workmen burning hole in bulkhead of ship's canteen store with acetylene torch. Fire was extinguished immediately with the loss of 20 pairs white trousers; one bar P&G soap and one jar pickles, total value of damage done - \$55.50.

7 December 1944 (Zone plus four time)

Moored as before. Undergoing alterations and repairs

8 December 1944 (Zone plus four time)

Moored as before. Undergoing alterations and repairs. 0930 Commenced receiving fuel oil from the dock; draft forward 10' 6", aft 21' 10". 1200 Secured from receiving fuel oil aboard. 1500 Commenced taking fuel oil aboard. 1717 Finished taking fuel oil aboard, having received 217,564 gallons. Draft forward 10' 6", aft 21' 10".

9 December 1944 (Zone plus four time)

Moored as before. Undergoing alterations and repairs. 0900 Made all preparations for Dock test of screw and engines. 1442 Started engines for dock testing of screw and engines. Operating at 20 RPM. 1800 Secured main engines.

10 December 1944 (Zone plus four time)

Moored as before. Undergoing alterations and repairs. 0700 Made all preparations for getting underway. 0730 Pilots H. Rowland and H.L. Walls came aboard. 0755 Singled up all mooring lines. 0820 Yard Tug Trenton made fast alongside port quarter. 0825 Yard tug J. M. Taylor made fast alongside port bow. 0827 All lines clear from dock. Underway at various courses and speeds conforming with the

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WAR DIARY - USS PROCYON (AKA2)

Captain T. O. CULLINS, U.S. Navy, Commanding.

Delaware river channel. Captain, Pilot and Navigator on the bridge. Pilot at the conn. 0837 Let go all tug lines. 0930 Crab point abeam to port. 1132 Pea Patch Island light abeam to port. 1525 Passed Deep Water Point upper range light abeam to starboard. 1717 Pilot John Vitt came aboard and took the conn. 1723 Took first line from YTB 359 on port bow. 1724 YTB 279 made fast on port quarter. 1728 YTB 16 made fast to YTB 279. 1734 YTB 149 made fast to YTB 279. 1749 Moored starboard side to pier #6, Philadelphia Navy Yard, Philadelphia, Pennsylvania to undergo alterations and repairs.

Position:

1200
39° 28' 12" N
75° 33' 45" W

11 December 1944 (Zone plus four time)

Moored as before. Undergoing alterations and repairs.

12 December 1944 (Zone plus four time)

Moored as before. Undergoing alterations and repairs. 0800 Made all preparations for getting underway for dry dock #3, Philadelphia Navy Yard, Philadelphia, Pennsylvania. Draft forward 18' 6", aft 19' 6". 0805 Pilots H.L. Walls and John Vitt came aboard. 0808 Tug Van Dyke II made fast on port bow. Tug YT 8297 made fast on port quarter. 0900 Let go all tug lines. Pilots left the ship. Weather conditions such that shift of ship to Dry Dock could not be made. 2207 Commenced fueling ship from fuel oil barge Arco #9.

13 December 1944 (Zone plus four time)

Moored as before. Undergoing alterations and repairs. 0245 Finished refueling ship, having received a total of 180,534 gallons. 1220 Commenced receiving ammunition aboard, delivered by the Naval Ammunition Depot, Fort Mifflin, Pennsylvania.

14 December 1944 (Zone plus four time)

Moored as before. Undergoing alterations and repairs. 0815 Made all preparations for getting underway from pier #6, Philadelphia Navy Yard to shift to Dry Dock #3, Philadelphia Navy Yard. 0825 Pilots J.H. Vitt and J.A. Phillips came aboard. 0842 Underway by means of tugs. Main engines and generators secured. Captain, Executive Officer and Pilots on the bridge. Pilot J.H. Vitt at the conn. 0910 Bow crossed sill entering Dry Dock #3, Philadelphia Navy Yard, Philadelphia, Pennsylvania. 0925 Steadying lines holding ship in position in Dry Dock. 1000 All except security personnel left ship. 1025 Began Inclination Test. 1110

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Finished Inclination Test. Tug Ionian made fast astern. 1220 Underway by means of tugs. Main engines secured. Captain, Executive Officer and Pilot Vitt on the bridge. Pilot at the conn. 1230 Bow cleared dry dock. Tug Adriatic made fast on starboard quarter. Tug Coral made fast on starboard bow. Tug Curtis Bay and Tug Ionian made fast on port bow. 1300 Starboard bow struck Pier #6. Bow line over. 1330 Tugs YTB 359, YT 232 and Curtis made fast port side aft. 1355 Bow clear of dock. 1420 All tugs cast off. 1430 Moored starboard side to, Pier #6, Philadelphia Navy Yard, Philadelphia, Pennsylvania. Pilots left the ship. 1820 Commenced loading ammunition.

15 December 1944 (Zone plus four time)

Moored as before. Undergoing alterations and repairs. 0815 Finished loading all ammunition.

16 December 1944 (Zone plus four time)

Moored as before. Undergoing alterations and repairs.

17 December 1944 (Zone plus four time)

Moored as before. Undergoing alterations and repairs. 1025 Commenced turning main engines and screw over for a dock test. 1115 Secured main engines. 1330 Commenced dock trial of engines. 1545 Secured engine dock trial.

18 December 1944 (Zone plus four time)

Moored as before. Undergoing alterations and repairs. 0130 Commenced receiving lubricating oil aboard. 0800 Completed receiving lubricating oil aboard. 1015 Made all preparations for getting underway. 1030 Lieut-Comdr. E. G. MacIntyre, pilot, came aboard. 1105 Yard pilots J. H. Vitt and D. H. Thornton came aboard. 1110 Tug Jupiter made fast on port quarter. Tug Hercules made fast on port quarter. 1116 Tug H. C. Jefferson made fast on port bow. 1118 All lines clear from dock. Underway pursuant to orders of ComPhibTraLant 152126. Captain, Executive Officer and Navigator on the bridge. Yard Pilot Vitt at the conn. On various courses and speeds. 1119 Cast off tug Jupiter. 1124 Cast off tugs Jefferson and Hercules. 1126 Pilots J. H. Vitt and D. H. Thornton left the ship. Lieut-Comdr. E. G. MacIntyre, U.S.C.G. river pilot at conn. Proceeding on various courses and speeds conforming with Delaware River Channel. 1130 Set Condition II (MA) with the gun watches secured. 1136 Bell Buoy #44 abeam to port. 1143 Visibility poor. 1150 Began sounding fog signal every two minutes. 1321 Passed channel buoy #6M abeam to port. 1359 Passed Belreu Range Light abeam to starboard. 1445 Passed channel buoy #79 abeam to port. 1500 Passed Reedy Point light abeam to starboard. Passed Delaware Canal entrance abeam to starboard. 1616 Passed Ship

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WAR DIARY - USS PROCYON (AKA2)
Captain T. O. CULLINS, U.S. Navy Commanding.

John Light abeam to port. 1633 Passed Red Channel Buoy #34 abeam to port. 1649 Passed Elbow of Cross Ledge light abeam to port. 1705 Passed Wish Mault Shoal Light abeam to port. 1716 Passed Bell Buoy #19 abeam to starboard. 1726 Passed 14 foot bank light abeam to starboard. 1747 Passed Brandywine Shoal light abeam to port. 1800 Started running degaussing range. 1810 Completed running Degaussing range. 1839 Bell Buoy #7 abeam to starboard. 1841 Stopped engines. 1848 Anchored in Delaware Bay to await daylight to swing ship to compensate compasses and calibrate Radio Direction Finder.

19 December 1944 (Zone plus four time)

Anchored in Delaware Bay, awaiting daylight to swing ship to compensate compasses and calibrate Radio Direction Finder. 0645 Made all preparations for getting underway. 0823 Commenced heaving around on port anchor. 0854 Anchor aweigh; underway proceeding on various courses and speeds to swing ship to compensate compasses and calibrate Radio Direction Finder. Captain, Executive Officer, Navigator and Pilot Lieut-Comdr. E. G. MacIntyre, USCG, on the bridge. Pilot at the conn. 0905 Set Condition II (MA). 0950 Commenced swinging ship. 1255 Completed calibration of Radio Direction Finder and compensating compasses. Proceeding down the Delaware River on various courses and speeds conforming with the River Channel. 1337 Passed Overfall light ship abeam to port, distant about 4 miles. 1355 Pilot left the ship. 1422 Passed buoy #8. Set base course $136^{\circ}(T)$, standard speed 12 knots. 1510 Passed Buoy #6 abeam to port, close aboard. 1620 Passed buoy #3 abeam to port. 1643 Passed buoy #2 abeam to port. 1713 Passed buoy #1 abeam to port. Changed course to $190^{\circ}(T)$. Reduced speed to 10 knots.

Position Reports:

	<u>1200</u>	<u>2000</u>
	$38^{\circ} 53' N$	$37^{\circ} 51' N$
	$75^{\circ} 06.2' W$	$74^{\circ} 33' W$

20 December 1944 (Zone plus four time)

Underway as before. 0029 Sighted flashing white light bearing $180^{\circ}(T)$, distance about five miles. 0031 Changed course to $180^{\circ}(T)$. 0100 Entered swept channel to Chesapeake Bay. 0102 Changed course to $265^{\circ}(T)$. Reduced speed to 9 knots (52 RPM). Passed buoy XS abeam to port. 0410 Passed buoy #7 abeam to port. 0438 Passed buoy #8 abeam to port. 0444 Changed speed to 10 knots. 0502 Passed buoy #9 abeam to port. 0654 Passed buoy #14 abeam to port. 0724 Passed buoy 2CB abeam to port. Changed course to $306^{\circ}(T)$. 0730 Stopped main engines. 0740 Pilot E.E. Guy, Lieut-Comdr., USCGR, came aboard. 0745 Proceeding at various courses and speeds conforming with the Chesapeake Bay Channel. Pilot at the conn. 0814 Buoy 2A abeam to port. 0823 Cape Henry light abeam to port, distance $1\frac{1}{2}$ miles. 0833

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WAR DIARY - USS PROCYON (AKA2)

Captain T. O. CULLINS, U.S. Navy, Commanding.

Entered Thimble Shoals Channel. 0925 Thimble Shoal lighthouse abeam to starboard, distance 500 yards. 0932 Passed through anti-submarine nets. 0943 Old Point Comfort light abeam to starboard, distance $1\frac{1}{2}$ miles. 0944 Proceeding at various courses and speeds to anchorage berth 23, Hampton Roads, Virginia. 1051 Anchored in berth 23, Hampton Roads, Virginia, awaiting orders. 1364 Pilot E. D. Edwards came aboard. Underway to make engine trial run. Captain, and Navigator on the bridge. Pilot at the conn. Standing out of Hampton Roads, Virginia on base course 055°(T) standard speed 12 knots (70 RPM). 1415 Old Point Comfort light abeam to port, distance one mile. 1433 Passed channel buoy #14 abeam to port. 1436 Passed channel buoy #11 abeam to starboard. Proceeding on various courses and speeds into Chesapeake Bay for trial run. 1533 Passed buoy 2T abeam to port. 1600 Passed buoy #1 abeam to starboard. 1635 Completed speed tests. Proceeding at various courses and speeds conforming to channel. 1640 Passed buoys 7 and 8 abeam to port and starboard. 1647 Passed buoy 10 abeam to starboard. 1655 Passed buoy 12 abeam to starboard. 1658 Passed buoy 11 abeam to port. 1701 Thimble Shoal Lighthouse abeam to starboard. 1709 Passed through anti-submarine nets. Proceeding at various courses and speeds to anchorage berth #4, Hampton Roads Virginia. 1749 Anchored in berth #4, Hampton Roads, Virginia, awaiting orders.

Positions: 0800
 36° 55' N
 75° 55.4' W

21 December 1944 (Zone plus four time)

Anchored as before, awaiting orders. 0730 Made all preparations for getting underway. 0800 Pilot J. R. Peake Sr., Lieut-Comdr, USCGR came aboard ship. 0810 Underway to make engine trial run. Captain, Executive Officer, Navigator and Pilot J. R. Peake Sr. on the bridge. Pilot at the conn. Proceeding at various courses and speeds. 0827 Fort Wool light abeam to starboard. 0828 Old Point Comfort light abeam to port, distance 800 yards. 0837 Passed through anti-submarine nets into Thimble Shoal Channel. 0842 Thimble Shoal channel light abeam to port. 0951 Bell buoy #4 abeam to port, distance 400 yards. 1005 Bell buoy #4 abeam to port, distance 800 yards. 1034 Cape Henry light abeam to port, distance $1\frac{1}{2}$ miles. 1042 Thimble Shoals channel buoys #1, #2 abeam to port and starboard respectively. 1123 Thimble Shoals light abeam to starboard, distance 400 yards. 1129 Passed through anti-submarine net, entering Hampton Roads, Virginia. Proceeding on various courses and speeds to anchorage berth #4. 1140 Old Point Comfort light abeam to starboard, distance 800 yards. 1156 Anchored in berth #4, Hampton Roads, Virginia, awaiting orders. 1421 Made all preparations for getting underway. 1424 Pilot J. E. Treacle came aboard. 1442 Underway to berth 42, pier #4, NOB, Norfolk, Virginia. Pilot at the conn. Captain and Executive Officer on the bridge. Proceeding at various courses and speeds to

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berth. 1455 Tug #14 made fast on port bow. Tug #147 made fast port quarter. 1512 Cast off tug #14. 1516 Cast off tug on port quarter. 1522 Moored port side to, berth 42, pier #4, NOB, Norfolk, Virginia, to load cargo.

22 December 1944 (Zone plus four time)

Moored as before. 0900 Commenced receiving cargo from the dock. Draft of ship forward 18' 6", aft 25'. 1900 Ceased loading cargo.

23 December 1944 (Zone plus four time).

Moored as before. 0715 Resumed loading cargo. 1200 Secured from loading cargo in holds 1, 2, 3 and 4. 1230 Resumed loading cargo in holds 1, 2, 3 and 4. 1325 Completed loading cargo in #1 hold. 1400 Secured loading cargo in #2 hold. 1430 Resumed loading cargo in #2 hold. 1630 Completed loading cargo in #4 hold. 1650 Secured from loading cargo in #2 hold. 1750 Secured from loading cargo in #3 hold.

24 December 1944 (Zone plus four time)

Moored as before. 0700 Commenced loading cargo. 0845 Completed loading cargo in #2 hold. 1610 Made all preparations for getting underway. 1633 Pilot E. T. SEXTON came aboard. 1645 Tug 131 made fast on starboard bow. 1650 All lines clear of dock. 1651 Underway to shift from Pier #4, berth 42, Norfolk, Virginia to berth 31, Pier 3, Norfolk, Virginia. Captain, Executive Officer and Pilot on the bridge. Pilot at the conn. 1655 Tug 131 took line from port bow. 1709 Tug 131 cast off. 1721 Moored starboard side to, berth 31, Pier #3, NOB, Norfolk, Virginia. Awaiting to load cargo.

25 December 1944 (Zone plus four time)

Moored as before. Awaiting to load cargo.

26 December 1944 (Zone plus four time)

Moored as before. Commenced loading cargo from the dock. Draft of ship forward 21' 6", aft 25'. 1200 Ceased loading cargo in #3 hold. 1245 Resumed loading cargo in #3 hold. 1433 Commenced receiving fuel oil from dock. Draft forward 22', aft 24' 8". 1805 Completed fueling ship having received on board 1226 barrels of fuel oil. Draft of ship forward 22' 6", aft 25'. 2030 Ceased loading cargo in #3 hold.

27 December 1944 (Zone plus four time)

Moored as before. 0850 Commenced loading cargo into #3 and #5 holds. 1625 Completed

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WAR DIARY - USS PROCYON (AKA2)

Captain T. O. CULLINS, U.S. Navy, Commanding.

loading cargo. Draft forward 22' 6", aft 25' 8". 2045 Completed hoisting aboard all landing craft. PROCYON assumed command Task Unit 29.6.2, consisting of USS PROCYON (AKA2), USS COSSATAT (AO77) and USS PARLE (DE708).

28 December 1944 (Zone plus four time)

Moored as before. 0832 Pilot S.S. Harney came aboard. 0930 Tug #14 made fast on port quarter. Tug 150 made fast on port bow. 0944 Pilot C.H. Harris came aboard. 0945 Underway pursuant to orders of CTF 29-262153, Captain, Executive Officer and Pilots on the bridge, Pilot at the conn. Maneuvering at various courses and speeds standing out of Norfolk, Virginia. 0958 Cast off tug #150 and #14. Pilot C.H. Harris left the ship. 1008 Bell Buoy 3A steam to starboard, standing into Hampton Roads. 1015 USS COSSATAT (AO77) underway to take position astern of PROCYON. 1035 Set Condition II (MS) with gun watches secured. 1039 Passed through anti-submarine nets standing out of Hampton Roads into Thimble Shoal Channel. USS COSSATAT on station astern of PROCYON. 1054 Buoy #12 abeam to port. 1111 Buoy #8 abeam to port. 1124 Standard speed 72 RPM. 1149 Cape Henry Light abeam to starboard, distance 1.2 miles. Standing out from Chesapeake Bay into Atlantic Ocean. 1155 Standard speed increased to 14.2 knots (82 RPM). Set gun watches for Condition II M.S. 1201 Proceeding on course 130°(T). 1208 Stopped all engines. 1214 Pilot S.S. Harney, Lieut-Comdr, USCG left the ship. 1237 Changed convoy course to 085°(T). Passed buoy 2CB abeam to port. 1247 USS PARLE (DE708) took position as escort. USS PROCYON (SOPA) in position 1-1, USS COSSATAT in position 1-2. 1240 With Cape Henry Lighthouse bearing 297°(T), distance 8.4 miles and buoy 2CB bearing 000°(T), distance 160 yards, took departure from Norfolk, Virginia for Panama Canal. Set base course 085°(T), standard speed 14 knots. 1259 Passed buoy S14 abeam to port. 1302 Exercised crew at general drills. 1314 Passed buoy S13 abeam to port. 1331 Passed buoy S12 abeam to port. 1348 Passed buoy S11 abeam to port. 1402 Passed buoy S10 abeam to port. 1419 Passed buoy S9 abeam to port. 1436 Passed buoy S8 abeam to port. 1452 Passed buoy S7 abeam to port. 1513 Passed buoy S6 abeam to port. 1530 Passed buoy S5 abeam to port. 1546 Passed buoy S4 abeam to port. 1605 Passed buoy S3 abeam to port. 1623 Passed buoy S2 abeam to port. 1637 Passed buoy S1 abeam to port. 1650 Passed buoy XS abeam to port. Changed course to 130°(T).

Positions:

	<u>1200</u>	<u>2000</u>
	36° 55.7 N	36° 29'.5 N
	75° 56.8 W	73° 57' W

29 December 1944 (Zone plus four time)

Underway as before. 0000 Changed course to 180°(T). 0800 Convoy changed course

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to 188°(T). 1029 Exercised crew at general drills.

<u>Positions:</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	34° 03' N	33° 07'.2 N	31° 28' N
	73° 02' W	73° 12' W	73° 11'.8 W

30 December 1944 (Zone plus four time)

Underway as before. 1326 Adjusted base course to 194°(T).

<u>Positions:</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	28° 43'.5 N	27° 48' N	25° 59' N
	73° 45' W	73° 44'.5 W	74° 13'.8 W

31 December 1944 (Zone plus four time)

Underway as before. 0300 Sighted San Salvador light bearing 211°(T), distance 19 miles. 0354 Passed San Salvador light abeam to starboard, distant 16½ miles. 0420 Convoy changed course to 198°(T). 0917 Sighted Bird Rock Lighthouse bearing 154°(T), distant 15 miles. 1004 Bird Rock Lighthouse abeam to port, distance 11 miles. 1058 Sighted Fortune Island bearing 120°(T), distant 15 miles. 2140 Sighted Cape Maysi lighthouse bearing 192°(T), distance 20 miles. 2244 Convoy changed course to 180°(T). 2309 Convoy changed course to 211°(T). 2327 Passed Cape Maysi lighthouse abeam to starboard, distance 8½ miles.

<u>Positions:</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	23° 21' N	22° 28'.5 N	20° 52' N
	74° 24'.5 W	74° 41'.5 W	74° 13'.5 W


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WAR DIARY - USS PROCYON (AKA2)
 Captain T. O. CULLINS, U.S. Navy, Commanding.

1 January 1945 (Zone plus four time)

Underway from Norfolk, Virginia to Panama Canal Zone, pursuant to orders of CTF 29-262153 on base course 211°(T), speed 14½ knots (85 RPM) with ships in following order: 1-1 USS PROCYON (AKA2), 1-2 USS COSSATOT (AO-77). USS PARLE (DE708) escort vessel. Condition II (MS). PROCYON in command of Task Unit 29.6.2. PROCYON attached to Transport Division 5, Amphibious Training Command, Atlantic Fleet. 0022 Passed Cape Caleta lighthouse abeam to starboard, distance 10¼ miles. 0605 Sighted Navassa Island light bearing 202°(T), distance 29 miles. 0805 USS COSSATOT (AO-77) was detached from convoy to proceed to ARUPA. 0814 Passed Navassa light abeam to port, distance 5½ miles. 0829 Changed course to 208°(T). 2030 Changed standard speed to 12 knots (73 RPM).

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	18° 29' .2 N	17° 45' N	16° 04' N
	75° 03' .5 W	75° 30' W	76° 25' W

2 January 1945 (Zone plus four time)

Underway as before. 0920 Changed course to 205°(T). Reduced speed to 11.5 knots (70 RPM). 2100 Adjusted base course to 207.5°(T).

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	13° 51' N	13° 07' N	11° 41' .5 N
	77° 43' W	78° 06' .6 W	78° 47' .8 W

3 January 1945 (Zone plus four time)

Underway as before. 0558 Sighted Isla Grande light bearing 158½°(T), distance 25 miles. 0610 Increased speed to 12 knots (73 RPM). 0800 Changed course to 190°(T). 0815 Changed course to 185°(T). 0819 Sighted Panama outer buoy bearing 183¼°(T), distance 3 miles. 0844 No. 1 Midchannel buoy abeam to port. 0858 No. 2 Midchannel buoy abeam to port. 0931 Standing into Colon, Panama Canal Zone; harbor submarine nets and breakwater abeam. 0932 Stopped engines. 0935 Pilot W. Reid came aboard. 0939 Proceeding on various courses and speeds conforming to channel. Pilot at conn, Captain, Executive Officer and Navigator on the bridge. 0955 Buoy 2A abeam to starboard. 1000 Turned ship's clocks back one hour to zone plus five time. 0905 Junior Pilot C. Saricki came aboard. 0916 Buoy #13 abeam to port, standing into Gatun approach. 0949 Took line on port bow from mole at entrance to lower chamber Gatun Locks. 0955 Took line on starboard bow from mole. 0958 Bow crossing sill into lowest chamber of Gatun locks. 1015 Bow crossing sill into middle chamber of Gatun Locks. 1037 Ship in top chamber Gatun Locks. 1050 Underway, leaving top chamber of Gatun Locks. 1055 Cast off moles. 1057 Ahead standard 12 knots (72 RPM) standing into Gatun Lake on courses conforming to the channel. 1100 Ahead full speed, 14 knots (82 RPM). 1119 Buoys 21 and 22 abeam to port and starboard.

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1148 Buoy #50 abeam to starboard. 1211 Passed buoy #74 abeam to starboard. 1224 Passed buoy #91 abeam to port. 1259 Marker 1665 abeam to starboard. 1342 Took line on port bow from mole on mole of starboard chamber of Pedro Miguel Locks. 1349 Bow crossed sill into chamber of Pedro Miguel lock. 1406 Underway, standing out of Pedro Miguel Locks into Miraflores Lake, proceeding on various courses and speeds conforming to channel leading into Miraflores Locks. 1425 Took lines from moles on mole of starboard chamber of Miraflores Lock. 1436 Bow crossing sill into first chamber of lock. 1455 Ship in lower chamber. 1508 Proceeding on various courses and speeds from Miraflores Locks, standing into Balboa, Panama Canal Zone. 1550 Moored starboard side to Pier #1, N.O.B., Balboa Canal Zone, awaiting orders. 1603 Pilot and Junior pilot left the ship. Upon reaching the Panama Canal Zone Task Unit 29.6.2 was dissolved and the PROCYON reported to the Commandant 15th Naval District for duty.

<u>Positions:</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	9° 41'.8 N	9° 07'.2 N	IN PORT.
	79° 53'.6 W	79° 48'.1 W	

4 January 1945 (Zone plus five time)

Moored as before, awaiting orders. 1400 Made all preparations for getting underway. 1440 Pilot R.G. Rennie came aboard. 1447 U.S. Tug Mariner made fast on port bow and tug Arraijan made fast on port quarter. 1502 Underway pursuant to orders Com15 (041432). Captain, Executive Officer, Navigator and pilot on the bridge. Pilot at the conn. Proceeding on various courses and speeds through Balboa harbor. Cast off all tugs. 1517 Buoy #17 abeam to starboard. 1529 Passing through anti-submarine nets in Balboa approach channel. 1606 Buoys 1 and 2 abeam. 1607 Set regular steaming watch, Condition II (MS). 1609 Pilot left ship. 1617 With Toboguillia Island Light bearing 198°(T), distance 3 miles, took departure from Balboa, Panama Canal Zone to Pearl Harbor, Hawaii. Set base course 180°(T), standard speed 14 knots (85 RPM). PROCYON steaming independently. 1628 Toboguillia Island Light abeam to starboard, distance one mile. 1812 Turned on range and running lights. 1845 Adjusted base course to 179°(T). 2140 Changed course to 241°(T).

<u>Positions:</u>	<u>2000</u>
	7° 58' N
	79° 30' W

5 January 1945 (Zone plus five time)

Underway as before. 0030 Sighted Morro Puercos light bearing 292°(T), distance 18 miles. 0100 Changed course to 270°(T). 0312 Adjusted base course to 272°(T). 0642 Sighted Isla Jicarita light bearing 319°(T), distance 13 miles. 0723 Passed Isla Jicarita light abeam to starboard, distance 9.7 miles. 0810 Changed course to 259°(T). 1900 Set clocks back one half hour to zone plus five and one-half time.

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1950 Changed base course to 288°(T).

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	7° 03'.5 N	6° 55'.5 N	6° 34'.5 N
	81° 57'.6 W	82° 55'.2 W	84° 57'.3 W

6 January 1945 (Zone plus five and one-half time)

Underway as before. 1305 Changed course to 281°(T). 1700 Set ship's clocks back 30 minutes to zone plus six time. 2000 Changed course to 288°(T).

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	7° 21' N	7° 46'.1 N	8° 15' N
	87° 18' W	88° 04'.9 W	90° 02' W

7 January 1945 (Zone plus six time)

Underway as before. 0815 Changed course to 290°(T).

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	9° 01' N	9° 26'.5 N	10° 05' N
	92° 46' W	93° 44' W	95° 45'.5 W

8 January 1945 (Zone plus six time)

Underway as before. 0814 Changed course to 286½°(T). 1900 Set ship's clocks back one-half hour to zone plus six and one-half time.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	11° 03' N	11° 21'.3 N	11° 54' N
	98° 26'.5 W	99° 18'.5 W	101° 23' W

9 January 1945 (Zone plus six and one-half time)

Underway as before. 1900 Set clocks back thirty minutes to zone plus seven time.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	12° 44'.5 N	12° 55' N	13° 30' N
	104° 12'.2 W	105° 00' W	106° 56' W

10 January 1945 (Zone plus seven time)

Underway as before; 0900 Held Firing practice. 1900 Set ship's clocks back one half hour to zone plus seven and one-half time. 2000 Adjusted base course to 283°(T).

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Captain T. O. CULLINS, U.S. Navy, Commanding.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	14° 22' N	14° 35'.5 N	15° 08' N
	109° 41' W	110° 34' W	112° 35' W

11 January 1945 (Zone plus 7½ time)

Underway as before. 1900 Set ship's clocks back thirty minutes to zone plus eight time.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	15° 48' N	16° 01' N	16° 01' N
	115° 25' W	116° 20.5 W	118° 24' W

12 January 1945 (Zone plus eight time)

Underway as before.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	17° 00' N	17° 17' N	17° 41'.3 N
	121° 17' W	122° 16'.5 W	124° 12'.7 W

13 January 1945 (Zone plus eight time)

Underway as before. 0340 Reduced speed to 13.5 knots (80 RPM) to repair fuel pump in starboard engine. 0420 Increased speed to 14 knots (85 RPM). Repairs to fuel pump completed. 1900 Set ship's clocks back one-half hour to zone plus eight and one-half time.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	18° 16'.3 N	18° 30' N	18° 55'.7 N
	127° 05'.1 W	127° 59' W	130° 01'.5 W

14 January 1945 (Zone plus eight and one-half time)

Underway as before. 1900 Set ship's clocks back one-half hour to zone plus nine time.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	19° 19'.8 N	19° 25'.5 N	19° 41'.9 N
	132° 56' W	133° 53' W	135° 58' W

15 January 1945 (Zone plus nine time)

Underway as before. 0637 We reduced speed to 11 knots (69 RPM) in order to comply with orders to arrive Pearl Harbor, T.H. on the morning of 19 January 1945.

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Captain T. O. CULLINS, U.S. Navy, Commanding.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	19° 59' N	20° 15' N	20° 23' N
	138° 51'.5 W	139° 43' W	141° 17' W

16 January 1945 (Zone plus nine time)

Underway as before. At 1300 we held a thirty minute Battle and Damage Control problem during which time Gunnery Firing Practice was held. Ammunition expended: 1 round 5"/38; 100 rounds 20MM. 1900 Set ship's clocks back one-half hour to zone plus nine and one-half time. We began maneuvering at 1935 to avoid a ship which was detected by SG Radar. The ship showed no IFF. We returned to base course of 274°(T) at 2003 having well cleared the contact.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	20° 36' N	20° 40' N	20° 49' N
	143° 43' W	144° 29'.5 W	146° 09' W

17 January 1945 (Zone plus nine and one-half time)

Underway as before. 1811 Commenced zig-zagging in accordance with plan #1. 2200 Ceased zig-zagging and resumed base course 273°(T).

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	20° 57' N	21° 01' N	21° 04'.8 N
	148° 33'.5 W	149° 21' W	150° 58' W

18 January 1945 (Zone plus nine and one-half time)

Underway as before. At 1000 we again held another thirty minute Battle and Damage Control Problem during which time Gunnery Firing exercise was conducted. Ammunition expended: 3 rounds 5"/38; 60 rounds 40MM; 838 rounds 20MM. This type of training is improving the efficiency of the ships personnel.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	21° 07'.5 N	21° 14'.6 N	21° 19'.5 N
	153° 18' W	154° 10'.8 W	155° 47'.4 W

19 January 1945 (Zone plus nine and one-half time)

Underway as before. At 0310 the USS PC465 joined us as our escort. At 0548 we sighted Diamond Head Light bearing 272°(T), distance 9 miles. We proceeded to the entrance buoys marking the swept channel and on through the swept channel into Pearl Harbor, T.H. where we moored. We received assignment to Transport Division 54, Transport Squadron 18, Amphibious Force, Pacific Fleet.

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Captain T. O. CULLINS, U.S. Navy, Commanding.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	21° 14'.7 N	---	---
	157° 55'.5 W		

20 January 1945

Moored as before. At 1950 we commenced unloading cargo at Berth K-1.

21 - 22 January 1945

Moored as before, unloading cargo.

23 January 1945

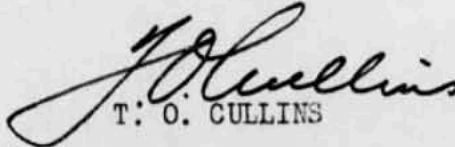
Moored as before. Completed discharging all cargo at 1630.

24 January 1945

Moored as before. We shifted to Berth M-1 where the ship was fumigated.

25 - 31 January 1945

Moored in Pearl Harbor, T.H. awaiting orders.


T. O. CULLINS

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WAR DIARY - USS PROCYON (AKA2)
 Commander C. H. MINCKLER, U.S. Navy, Commanding.

1 February 1945 (Zone plus nine and one-half time)

Moored in Pearl Harbor, T.H., awaiting orders. PROCYON attached to Transport Division 54, Transport Squadron 18, Amphibious Forces, Pacific Fleet.

2 February 1945
 T.U. 13.10.14
 USS ALLENDALE, C.T.U.

Moored in Pearl Harbor, T.H. Task Unit 13.10.14 (Captain J.J. TWOMEY, USN, Commander Task Unit 13.10.14, USS ALLENDALE (APA127)) sortied from Pearl Harbor, T.H. at 1031 with the following ships in formation: USS ALLENDALE (APA127)(Flag); USS KENTON (APA-122); USS MENARD (APA201); USS MERIWETHER (APA203); USS PROCYON (AKA2); USS ARCTURUS (AKA1); USS SHELIK (AKA62); USS TODD (AKA77). Took departure from Pearl Harbor, T.H. for Maalaea Bay. We exercised at General Quarters at 1144 and held gunnery firing practice at 1202 with the following ammunition expended: 21 rounds 5"/38; 175 rounds 40MM; 1161 rounds 20MM. No casualties. The entire Task Unit fired at a towed sleeve. C.T.U. exercised the unit at tactical maneuvers.

<u>Positions</u>		<u>1200</u>	<u>2000</u>
Lat.		21° 04'.3 N	20° 39' N
Long.		157° 41'.4 W	157° 00.3' W

3 February 1945
 T.U. 13.10.14

Underway as before. At 0835 anchored in Transport Area in Maalaea Bay and despatched landing craft to assigned rendezvous areas. After the completion of this first maneuver the landing craft returned to the ship and were hoisted aboard. The landing operation was repeated in the afternoon. We were underway at 1602 and the O.T.C. exercised the Task Unit at tactical maneuvers.

<u>Positions</u>		<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.		20° 43' N	Anchored	20° 30' N
Long.		156° 32' W		157° 00' W

4 February 1945
 T.U. 13.10.14

Steaming and exercising at tactical maneuvers in accordance with orders of C.T.U. 13.10.14. We anchored on station in transport Area in Maalaea Bay where landing craft were despatched to the beaches. At the completion of this exercise we got underway at 1757 for further tactical maneuvers.

<u>Positions</u>		<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.		20° 42'.5 N	Anchored	20° 42' N
Long.		156° 30' W		156° 40' W

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WAR DIARY - USS PROCYON (AKA2)

Commander C. H. MINCKLER, U.S. Navy, Commanding.

5 February 1945

T.U. 13.10.14

Underway pursuant to orders of O.T.C. exercising at tactical maneuvers, proceeding from Maalaea Bay to Pearl Harbor, T.H. The entire Task Unit exercised at gunnery firing practice, firing at sleeves towed by planes. Firing ceased at 1030 with the following ammunition expended: 27 rounds 5"/38; 225 rounds 40MM; 1104 rounds 20MM. No casualties. At 1520 T.U. 13.10.14 was dispersed and we proceeded independently to Pearl Harbor, T.H. where we moored.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	20° 26'.4 N	21° 00'.6 N	In
Long.	156° 58'.7 W	157° 27' W	Port

6 - 7 February 1945

Moored as before Pearl Harbor, T.H. On the afternoon of the 7th we shifted to Berth A-10.

8-12 February 1945

Moored to Berth A-10 Pearl Harbor, T.H. loading cargo. On the evening of the 12th we completed loading cargo. All officer and enlisted personnel reported aboard for transportation.

13 February 1945 (Zone plus ten time)

T.U. 11.13.17

USS PROCYON, C.T.U.

Sortied from Pearl Harbor, T.H. at 1000. Commander C. H. MINCKLER, Commander Task Unit 11.13.17 in USS PROCYON. USS ARCTURUS took position astern of PROCYON. PC 486 escort. With Diamond Head Light bearing 073°(T), distant 8½ miles and Barber's Point bearing 299°(T), distant 10 miles took departure from Pearl Harbor, T.H. for Guadalcanal, Solomon Islands. Set base course 181½°(T), standard speed 12 knots (78 RPM). The escort vessel PC 486 detached from convoy. Ship's clocks were set back one-half hour to zone plus ten time at 1600. Exercised crew at all general drills.

<u>Positions</u>	<u>1200</u>	<u>2000</u>
Lat.	20° 51' N	19° 19' N
Long.	157° 58' W	158° 45' W

14 February 1945 (Zone plus ten time)

T.U. 11.13.17

Underway as before in T.U. 11.13.17. Set ship's clocks back 1 hour to zone plus eleven

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WAR DIARY - USS PROCYON (AKA2)

Commander C. H. MINCKLER, U.S. Navy, Commanding.

time at 1400.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	17° 44' N	17° 11' N	15° 36'.5 N
Long.	160° 48' W	161° 30' W	163° 10' W

15 February 1945 (Zone plus eleven time)
T.U. 11.13.17

Underway as before in T.U. 11.13.17.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	14° 24' N	14° 05'.5 N	13° 21' N
Long.	165° 24' W	166° 15' W	167° 58' W

16 February (Zone plus eleven time)
T.U. 11.13.17

Underway as before in T.U. 11.13.17.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	12° 17'.5 N	11° 55'.5 N	11° 09'.5 N
Long.	170° 26' W	171° 15'.5 W	172° 56' W

17 February 1945 (Zone plus twelve time)
T.U. 11.13.17

Underway as before in T.U. 11.13.17. 1000 Set ship's clocks back one hour to plus twelve time.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	10° 05' N	9° 37' N	8° 49'.5 N
Long.	175° 25' W	176° 25'.8 W	176° 08'.5 W

18 February 1945 (Zone plus twelve time)
T.U. 11.13.17

Underway as before in T.U. 11.13.17. Crossed International date line at 0510. 0600 Commenced zig-zagging in accordance with Plan #1 and at 0800 started using plan #8. At 0840 ARCTURUS dropped astern of position due to engine trouble and did not return to station until 1000. Sighted Merchant Ship bearing 190°(T), distant 13 miles. We ceased zig-zagging at 1900 and resumed steaming on base course.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	7° 39'.4 N	7° 27' N	6° 42' N
Long.	179° 27'.2 E	178° 42' E	177° 20' E

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WAR DIARY - USS PROCYON (AKA2)
Commander C. H. MINCKLER, U.S. Navy, Commanding.

20 February 1945 (Zone minus twelve time)
T.U. 11.13.17

Underway as before in T.U. 11.13.17. We set all ship's clocks ahead 24 hours to zone minus twelve time. We zig-zagged from 0600 until 1400 using plan #8. In the afternoon there was a failure of the alternating current which caused a casualty to the rudder indicator. We shifted steering to the after steering station and after the power was restored we shifted steering to the bridge. During this time we fell astern of our position in the convoy and after the repairs were completed and we shifted steering to the bridge we resumed our station.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	5° 23'.5 N	5° 04' N	4° 11'.1 N
Long.	175° 12' E	174° 34' E	173° 15' E

21 February 1945 (Zone minus eleven time)
T.U. 11.13.17

Underway as before in T.U. 11.13.17. We held steering casualty drills with all officer watch standers, helmsmen and quartermasters present. We have conducted numerous drills of this type and they have definitely improved the efficiency of the crew in handling steering casualties. We set ship's clocks back one hour to minus eleven time. We crossed the equator at 2112 in longitude 168° 35' E.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	2° 24' N	1° 47'.6 N	0° 12'.5 N
Long.	171° 08' E	170° 20' E	168° 46'.5 E

22 February 1945 (Zone minus eleven time)
T.U. 11.13.17

Underway as before in T.U. 11.13.17.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	1° 24'.8 S	1° 53'.5 S	2° 59' S
Long.	166° 56' E	166° 23' E	165° 14'.5 E

23 February 1945 (Zone minus eleven time)
T.U. 11.13.17

Underway as before in T.U. 11.13.17.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	4° 39' S	5° 11' S	6° 27' S
Long.	163° 42' E	163° 09'.8 E	162° 01'.5 E

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WAR DIARY - USS PROCYON (AKA2)
Commander C. H. MINCKLER, U.S. Navy, Commanding.

24 February 1945 (Zone minus eleven time)
T.U. 11.13.17

Underway as before in T.U. 11.13.17 on base course 227°(T), standard speed 10 knots. We sighted Ndai Island bearing 226°(T) and changed course to 250°(T) and then proceeded through Indispensable Strait to the westward of Beuna Vista Island thence to Lunga Point, Guadalcanal where we anchored in Berth 9.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	8° 13' .2 S	8° 49' .6 S	In
Long.	160° 29' E	159° 54' E	Port.

25 February 1945 (Zone minus eleven time)
T.U. 11.13.17

Anchored in Berth 9, Lunga Point, Guadalcanal, Solomon Islands. T.U. 11.13.17 got underway for Tulagi Harbor at 0916 and at 1112 we anchored in Berth 8, Tulagi Harbor, Florida Island, Solomon Islands. Task Unit 11.13.17 was dissolved upon reaching Tulagi Harbor.

26-28 February 1945 (Zone minus eleven time)

Anchored in Berth 8, Tulagi Harbor loading 600 rounds of 8" ammunition.

C. H. Minckler
C. H. MINCKLER

No.	1250
R. S. No.	

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WAR DIARY - USS PROCYON (AKA2)
Commander C. H. MINCKLER, U.S. Navy, Commanding.

1 March 1945 (Zone minus eleven time)
T.U. 53.2
USS BURLEIGH, Flagship

Anchored in Tulagi Harbor, Florida Island. PROCYON attached to TransRon 18, 4th AmphibGroup 5th Fleet in TransDiv 12 and TransDiv 54, Task Unit 53.2.3 and T.U. 53.2.4. Underway from Tulagi Harbor at 1015 and proceeded to Koli Point, Guadalcanal, Solomon Islands where we anchored in berth B-25. Sortied from Koli Point, Guadalcanal at 1600 and formed cruising disposition 1. In Task Group 53.2 (Commodore J.G. MOYER in USS BURLEIGH, Flagship). With beacon "F" bearing 184°(T), distant 3-3/4 miles; Beacon "D" bearing 157°(T), distant 5 miles, took departure from Guadalcanal for maneuvers with T.G. 53.2. Set base course 305°(T), standard speed 12 knots (72 RPM), at 1605. In company with TransRon 18.

Positions

2000
8° 52'.5 S.
159° 20' E

2 March 1945 (Zone minus eleven time)
T.G. 53.2
USS BURLEIGH, Flagship.

Underway as before. Arrived in Transport Area Baker at 0630 and hoisted out the landing craft used in the maneuvers which included only 5 of our landing craft. Departed from Transport Area Baker at 1800 and steamed with Task Unit in the Savo Island area throughout the night.

Positions

	0800	1200	2000
	9° 12'.4 S	9° 12'.5 S	9° 01'.8 S
	159° 55'.8 E	159° 54'.4 E	159° 30'.3 E

3 March 1945 (Zone minus eleven time)
T.G. 53.2
USS BURLEIGH, Flagship.

Underway as before, maneuvering in T.G. 53.2. Arrived in Transport Area Baker at 0520 and hoisted out 5 landing craft to take part in maneuvers. Hoisted landing craft aboard at 1640 and proceeded with the Task Unit to the assigned anchorage at Koli Point Guadalcanal.

Positions

	0800	1200	2000
	9° 11'.2 S	9° 10'.8 S	At Anchor
	159° 54'.6 E	159° 54' E	

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WAR DIARY - USS PROCYON (AKA2)

Commander C. H. MINCKLER, U.S. Navy, Commanding.

4 March 1945 (Zone minus eleven time)

T.G. 53.2

USS BURLEIGH, Flagship.

Anchored as before. Sortied from Koli Point, Guadalcanal with T.G. 53.2 at 1500. With Beacon "D" bearing $191\frac{1}{2}^{\circ}(T)$, distant 4.2 miles; Beacon "A" bearing $112\frac{1}{2}^{\circ}(T)$ distant 6.2 miles took departure from Guadalcanal anchorage for maneuvers, set base course $305^{\circ}(T)$, standard speed 12 knots (72 RPM). The Task Group zigzagged using U.S. Navy Plan 1 from 1620 to 1830. Steamed in Savo Island area during the night.

Positions

2000
 $8^{\circ} 53' S$
 $159^{\circ} 21'.3 E$

5 March 1945 (Zone minus eleven time)

T.U. 53.2

USS BURLEIGH, Flagship.

Underway as before in T.G. 53.2. Arrived in Transport Area Baker at 0530. Five of our landing craft took part in maneuvers. Departed from Transport Area at 1720 and formed cruising disposition 1 for night steaming in the Savo Island area. Between 1846 and 1917 convoy zigzagged using plan #1 and then returned to base course.

Positions

	0800	1200	2000
	$9^{\circ} 11' S$	$9^{\circ} 08'.7 S$	$9^{\circ} 01'.4 S$
	$159^{\circ} 55'.2 E$	$159^{\circ} 54'.7 E$	$159^{\circ} 31'.5 E$

6 March 1945 (Zone minus eleven time)

T.U. 53.2

USS BURLEIGH, Flagship.

Underway as before in T.G. 53.2. From 0006 to 0300 convoy zigzagged using plan #1. Arrived in Transport Area Baker at 0500. After the completion of maneuvers we departed from Transport Area for Kukumbona, Guadalcanal where we anchored at 2032.

Positions

	0800	1200	2000
	$9^{\circ} 10'.5 S$	$9^{\circ} 11'.2 S$	$9^{\circ} 22'.1 S$
	$159^{\circ} 54'.5 E$	$159^{\circ} 55' E$	$159^{\circ} 53.7 E$

7 March 1945 (Zone minus eleven time)

T.U. 53.2.4

USS DICKMAN, Flagship.

Anchored as before. Underway pursuant to orders of C.T.U. 53.2.4 (Capt. LEAMY in USS DICKMAN) from Guadalcanal to Tulagi Harbor, Florida Island at 0647. With Beacon "F" bearing $175^{\circ}(T)$, distant 2.6 miles; Beacon "I" bearing $215^{\circ}(T)$, distant 2 miles took

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WAR DIARY - USS PROCYON (AKA2)
Commander C. H. MINCKLER, U.S. Navy, Commanding.

16 March 1945 (Zone minus ten time)
T.U. 51.11.2
USS BURLEIGH, Flagship.

Underway as before bound for Ulithi. The convoy zigzagged from 0708 until 1652 using zigzag plan #1. 1700 Set ship's clocks back one hour to zone minus ten time. From 1620 until 1800 the convoy zigzagged according to Plan #6 and at 1800 we returned to base course of 307°(T).

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	5° 42' S 158° 19' E	5° 54'.2 S 157° 59'.5E	3° 30' S 156° 59' E

17 March 1945 (Zone minus ten time)
T.U. 51.11.2
USS BURLEIGH, Flagship.

Underway as before. Commenced zigzagging using plan #6 at 0515 and stopped zigzagging at 0800 and returned to base course 307°(T). We formed cruising disposition 1 B at 0845. Exercised crew at general quarters at 0848 and held AA firing practice firing at a towed sleeve. Ammunition expended: 5"/38 - 2 rounds; 40MM - 268 rounds; 20MM - 786 rounds. No casualties. Secured from general quarters. Convoy formed cruising disposition 1 at 1130. In the afternoon convoy exercised at emergency turns. Convoy commenced zigzagging at 1515 using Plan 1 and ceased zigzagging at 1818 and returned to base course.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	1° 53'.5 S 154° 50'.6 E	1° 22' S 153° 50' E	0° 49' S 152° 16'.1 E

18 March 1945 (Zone minus ten time)
T.U. 51.11.2
USS BURLEIGH, Flagship.

Underway as before. Commenced zigzagging using plan 6 at 0533 and stopped zigzagging at 0808 and returned to base course 280°(T). Resumed zigzagging at 0830 and stopped at 1412 when emergency turn of 60° to port was made.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	0° 46'.4 S 149° 21' E	0° 23' S 148° 40'.5 E	0° 17' N 147° 24' E

19 March 1945 (Zone minus ten time)
T.U. 51.11.2
USS BURLEIGH, Flagship.

Underway as before. Convoy zigzagged during early morning hours. Exercised crew at

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WAR DIARY - USS PROCYON (AKA2)

Commander C. H. MINCKLER, U.S. Navy, Commanding.

General Quarters and gunnery firing practice at 0855 at towed sleeve and surface target. One sleeve destroyed by gun fire from our ship. Secured from General Quarters at 1024. Ammunition expended: 5"/38 - 8 rounds; 40MM - 41 rounds; 20MM - 366 rounds; 50 cal. - 500 rounds. No casualties. Convoy zigzagged during the afternoon until 1900.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	1° 59' N	2° 53'.2 N	3° 46' N
	145° 42'.7 E	145° 21' E	144° 05' E

20 March 1945 (Zone minus ten time)

T.U. 51.11.2

USS BURLEIGH, Flagship.

Underway as before. Convoy zigzagged throughout the day using plan #6.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	4° 31' N	5° 20'.2 N	6° 39'.4 N
	142° 03' E	141° 38' E	140° 45'.3 E

21 March 1945 (Zone minus ten time)

T.U. 51.11.2

USS BURLEIGH, Flagship.

Underway as before. Sighted Pig Island at 1237 bearing 340°(T), distant 12 miles. Proceeded into Mugai Channel and anchored in Ulithi Anchorage.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	8° 48' N	9° 28' N	In Port
	139° 42' E	139° 45'.7 E	

22 - 26 March 1945 (Zone minus ten time)

T. U. 51.11.2

USS BURLEIGH, Flagship.

Anchored in Ulithi Anchorage.

27 March 1945 (Zone minus ten time)

T.U. 51.11.2

USS BURLEIGH, Flagship.

Anchored Ulithi Anchorage. Sortied from Ulithi at 1700 after getting underway in accordance with orders of C.T.G. 51.11 and C.T.U. 51.11.2 (Commodore J.G. MOYER in USS BURLEIGH (APA95). With Asor Island Signal Station bearing 253°(T), distant 7-3/4 miles and the left tangent of Palalop Island bearing 238°(T), distant 6-3/4 miles took departure from Ulithi for Okinawa Shima. Set base course 044°(T), standard speed

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WAR DIARY - USS PROCYON (AKA2)

Commander C. H. MINCKLER, U.S. Navy, Commanding.

12 knots (72 RPM). Steaming in company with TransDiv 54, 12, 52 and 53. Escorts consisting of DesDiv 90 and CarDiv 22 on station. Convoy zigzagged throughout the night using plan #1.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
			10° 22' N
			139° 53'.3 E

28 March 1945 (Zone minus nine time)

T.U. 51.11.2

USS BURLEIGH, Flagship.

Underway as before, enroute to Okinawa Shima. Set ship's clocks back one hour to zone minus 9 time. Convoy zigzagging most of the time. During the morning the convoy slowed down two knots because we were closing the Transport Group Able who were steaming 20 miles ahead of our convoy. We ceased zigzagging at 2055 and resumed base course of 330°(T).

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	12° 10' N	12° 54' N	14° 05'.5 N
	138° 26'.5 E	137° 46' E	137° 05'.5 E

29 March 1945 (Zone minus nine time)

T.U. 51.11.2

USS BURLEIGH, Flagship.

Underway as before, enroute to Okinawa Shima. Convoy commenced zigzagging according to plan 1 at 0019 and continued to zigzag throughout most of the day.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	15° 55'.3 N	16° 36'.6 N	17° 56'.7 N
	135° 47' E	135° 25' E	134° 28'.8 E

30 March 1945 (Zone minus nine time)

T.U. 51.11.2

USS BURLEIGH, Flagship.

Underway as before enroute to Okinawa Shima. Convoy zigzagging. Sighted the USS ROPER (APD20) bearing 109°(T), distant 8 miles. We ceased zigzagging at 1900 and returned to base course 325°(T).

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	19° 51' N	20° 37' N	21° 42'.8 N
	132° 58' E	132° 24' E	131° 22' E

31 March 1945 (Zone minus nine time)

T.U. 51.11.2

USS BURLEIGH, Flagship

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WAR DIARY - USS PROCYON (AKA2)

Commander C. H. MINCKLER, U.S. Navy, Commanding;

Underway as before enroute to Okinawa Shima. Commenced zigzagging according to plan 1 at 0156. During the morning an APD came out from Kerama Retto and joined the convoy and transferred some personnel to three of the APA's in our convoy. We streamed paravanes at 1800. Ceased zigzagging at 1918 and resumed zigzagging at 2115 using plan #1.

Positions

	<u>0800</u>	<u>1200</u>	<u>2000</u>
	23° 34' N	24° 24'.6 N	25° 09' N
	129° 43'.5 E	129° 10'.1 E	127° 40'.5 E

C. H. Minckler
C. H. MINCKLER

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WAR DIARY - USS PROCYON (AKA2)
Commander C.H. MINCKLER, U.S. Navy, Commanding.

1 April 1945 (Zone minus nine time)
T.U. 51.11.2
USS BURLEIGH, Flagship

PROCYON attached to TransDiv 12 and TransDiv 54, TransRon 18, Task Unit 51.11.2 (Commodore J.G. MOYER, C.T.U., in U.S.S. BURLEIGH, Flagship), 4th Amphib. Group, 5th Fleet. Underway from Ulithi to Transport Area, Okinawa Shima in Task Unit 51.11.2 consisting of TransDivs 54, 12, 52, 53. Escorts consisting of DesDiv 90 and CarDiv 22. Paravens streamed. During the approach to Okinawa Shima we observed intermittent AA Fire during which time we observed two planes shot down in flames. We commenced maneuvering into Cruising disposition 1-B to approach Transport Area Baker at 0442. The paravens were recovered at 0445. Upon approach to Transport Area, PROCYON attached to Task Group 53.2 (Commodore J.G. MOYER C.T.G. 53.2 in U.S.S. BURLEIGH) Arrived in outer Transport area Baker, off Okinawa Shima at 0545 and at 0550 commenced hoisting out landing craft and despatching them to their assigned rendezvous areas. 0607 Flash Red, Stationed crew at General Quarters. Secured from General Quarters and let Condition IV, Transport Area. 0637 Flash Red. Completed hoisting out all landing craft at 0718. During the morning we observed AA fire many times. Heavy men of war bombarded the beaches. The haze and smoke was so thick that none of the activity beyond the outer Transport area could be observed, however we received radio reports of the progress being made by the troops landing on the various beaches. Commenced hoisting aboard landing craft at 1600. Received a few marine casualties (non battle) and one battle casualty at 1704. Completed hoisting aboard landing craft. Took departure from Transport Area Baker and began maneuvering in various courses and speeds to form cruising disposition 4-B for night retirement plan. Flash Red, control green at 1906. Sounded General Quarters. 1915 Flash Red, control yellow. Observed AA fire from screen and also ships in convoy. A fire was observed on an unidentified ship on our port beam. Ships in convoy began laying smoke screen. At this time we changed course to 290° to put us in the smoke screen being laid down by the U.S.S. BARNETT (APA 5). 1938 Flash Blue control green and we secured from laying smoke screen. We had to maneuver to avoid collision with two ships close aboard at 1950. After avoiding these two ships we began maneuvering to join our Transport Group which had been proceeding on a course of 230°(T) from the transport area. C-I-C proved its true value in navigation and piloting as we maneuvered entirely by C-I-C to join Transport Group Baker at 2220. It would have been impossible to have taken proper station during this retirement maneuver without S G Radar and C-I-C. After joining convoy which was cruising in disposition 4B we continued steaming during the night according to the retirement plan designated in the operation plan.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	26° 22' N	26° 22' N	26° 23' .5N
	127° 37' E	127° 37' E	127° 20' E

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WAR DIARY - USS PROCYON (AKA-2)
Commander C.H. MINCKLER, U.S. Navy, Commanding

2 April 1945 (Zone minus nine time)
T.G. 53.2
USS BURLEIGH, Flagship

Underway as before steaming according to night retirement plan of Transport Group Baker. C-I-C reported many bogies on the screen and made reports of all bogies in our guard sector. We observed AA fire throughout the morning. We had Flash Red control yellow at 0022 and sounded General Quarters. Observed AA fire dead ahead and also on port beam. Flash White, control yellow at 0110 and we secured from General Quarters. During the approach to Transport Area Baker we laid a smoke screen at 0437 and secured from laying smoke screen at 0445. Flash Red, control yellow at 0524, started making smoke. Flash blue control green at 0557 and stopped making smoke. Intense AA fire from ships in our immediate vicinity. Observed one Jap plane, identified as a "NATE" shot down by AA fire at 0602. We moved into the inner Transport Area Baker 0700 Flash White control green. Commenced hoisting out landing craft at 0803 and finished at 0850. We anchored in the Inner Transport Area Baker at 0958. We began unloading cargo at 1000 and continued unloading during the day until we got underway at 1747 for the night retirement plan. Upon getting underway from the Inner Transport Area Baker the PROCYON was made temporary ComTransDiv 12 since the U.S.S. DICKMAN and U.S.S. BARNETT remained in the Transport Area during the night. Retirement from the Transport Area was much better than that of the previous evening. Convoy in formation at 1918 and proceed according to the night retirement plan. Throughout the evening we observed scattered AA fire.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	26° 21' N	AT	26° 23' N
	127° 39' E	ANCHOR	127° 20' E

3 April 1945 (Zone minus nine time)
T.G. 53.2
USS BURLEIGH, Flagship

Underway as before steaming in Cruising Disposition 4-B according to night retirement plan for Transport Group Baker. During the approach to the inner transport area we observed scattered AA fire. Anchored in the inner transport area Baker, Okinawa Shima, at 0306. Commenced hoisting out landing craft and unloading cargo at 0819. Continued unloading operations until 1630. Flash Red Control Yellow at 1752, sounded General Quarters. Flash White, control green at 1808 and secured from General Quarters. Shifted to berth H 175, Okinawa Shima at 1902. Sounded General Quarters at 1903 and secured at 1915. Sounded General Quarters at 2001 and made smoke until 2011 when we secured from General Quarters.

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WAR DIARY - USS PROCYON (AKA - 2)
Commander C.H. MINCKLER, U.S. Navy Commanding.

4 April 1945 (Zone minus nine time)
T.G. 53.1
USS CAMBRIA, Flagship

Anchored as before in Berth H 175, Okinawa Shima. PROCYON attached this date to T.G. 53.1 (Commodore KNOWLES in the USS CAMBRIA) Air Alert, flash red, control yellow at 0432 and we started making smoke. Smoke generator, starboard side aft. caught fire at 0521 but was extinguished without causing any damage. Ceased making smoke at 0521. We shifted anchorages twice during the morning, first going to berth # 111 and finally to berth #77 where we resumed discharging cargo. We also fueled and provisioned some small craft. We stopped discharging cargo at 1710.

5 April 1945 (Zone minus nine time)
T.G. 53.1
USS CAMBRIA, Flagship

Anchored in Berth 77, Okinawa Shima. Commenced unloading cargo at 0942. Flash Red, control yellow at 1530 and we went to General Quarters. All clear sounded at 1546 and we secured from general quarters and resumed unloading cargo. We received a message from CTF 51 to be prepared to repel heavy Japanese air attack at 0400 6 April 1945.

6 April 1945 (Zone minus nine time)
T.G. 53.1
USS CAMBRIA, Flagship

Anchored in Berth 77, Okinawa Shima. Air alert, flash red, control yellow at 0309 and we went to General Quarters and also made smoke. We observed AA fire dead ahead, just beyond point Bolo at 0320 and again at approximately the same place at 0555. Secured from General Quarters and making smoke at 0620. We commenced unloading cargo at 0720. We again went to General Quarters because of air attack at 1233 and secured at 1248. We shifted from Berth 77 to Berth H 8 to facilitate unloading the balance of our cargo at 1320. From this new berth we were able to discharge cargo into L V T's as well as our own landing craft. We observed two Japanese planes shot down at approximately 1605; one shot down over the beach and downed in the vicinity of the USS NEW YORK. We went to General Quarters at 1703 - flash red control yellow. We opened fire at 1709 on a Japanese "Val" plane approaching from our starboard beam, bearing 090°(T), elevation 40°, distance about one mile. This plane first appeared to be attempting to crash our ship which presented a likely target as we had the LST #125 moored along our starboard side. The plane was in a glide and veered around our stern after 40 MM fire from our ship and the LST moored alongside scored hits. The plane continued in a glide and finally crashed into the water at a distance a little over a mile from our ship and at a bearing of 230°(T). During the early hits scored by the 40 MM fire fragments

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WAR DIARY - USS PROCYON (AKA-2)
Commander C.H. MINCKLER, U.S. Navy, Commanding

broke off from the plane which could have been armor but at the distance it was difficult to make a positive identification. Since the plane glided until it was completely destroyed and crashed, it is quite possible that the first hits scored on the plane killed the pilot as there were plenty of ships present for him to have crashed but the plane glided until it crashed. Observed two ships on fire near the beach at 1715. Observed Japanese plane destroyed by AA fire at 1735 and another destroyed at 1813. We saw one Japanese "Oscar" shot down by a U.S. fighter at 1813. Secured from General Quarters at 1929 and continued unloading during the night.

7 April 1945 (Zone minus nine time)
T.U. 51.29.8
USS INDIANAPOLIS, Flagship

Anchored in berth H 8 Okinawa Shima discharging cargo. Completed unloading all cargo at 0038. Stationed crew at General Quarters and started making smoke at 0412. Secured from General Quarters at 0524 and stopped making smoke at 0611 when we received a flash white control green signal. 0552 commenced hoisting aboard the landing craft in preparation of departing from Okinawa Shima. Stationed crew at General Quarters at 0755 and secured at 0759. All troops disembarked at 0801. PROCYON attached to T.U. 51.29.8, C.T.U. Captain IC VEY, USN in the USS INDIANAPOLIS, flagship. Underway, pursuant to orders of ComTransRon 12, Commodore KNOWLES, dispatch 062342 of April 1945, proceeding on various courses and speeds to clear ships at anchor. Completed hoisting all landing craft at 1002. With Zampa Nisaki bearing 023°(T), distance 5.4 miles and Zachimi, bearing 050½°(T), distance 4.3 miles, took departure from Okinawa Shima for Guam. Set base course 255°(T), standard speed 14½ knots (87 RPM). We began maneuvering to join in convoy with T.U. 51.29.8 at 1210 and at 1325 T.U. 51.29.8 was formed up with the ships in the following positions. 1-1 USS PRILESTONE (APA-167), 1-2 USS KITTSON (APA 123), 1-3 USS CATRON (APA 71), 2-1 USS INDIANAPOLIS (CA 35)(O.T.C.); 2-2 USS NEW KENT (APA 217), 2-3 USS PROCYON (AKA-2); 2-4 USS BURLESON (APA-67) 3-1 USS MAGOFFIN (APA 199); 3-2 USS NAVARRO (APA 215); 3-3 USS EFFINGHAM (APA 165) Convoy zig zagged from 1405 until 2000 using plan IIZ.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
AT		25° 57' N	24° 39'.5 N
ANCHOR		127° 30'.5 E	128° 32' E

8 April 1945 (Zone minus nine time)
T.U. 51.29.8
USS INDIANAPOLIS, Flagship

Underway as before, proceeding from Okinawa Shima to Guam. The Task Unit zig zagged according to plan IIZ from 0230 until 0500. At 0510 the convoy made an

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WAR DIARY - USS PROCYON (AKA-2)
Commander C.H. MINCKLER, U.S. Navy, Commanding.

emergency turn of 60° to starboard to avoid a convoy approaching on our port hand. At 0527 we made a 30° turn to starboard. At 0535 we passed the convoy abeam to port. At 0548 we made a 90° turn to port and returned to the base course. We zig zagged from 0620 until 1744 using plan 11Z

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	22° 32'.5 N 130° 02' E	21° 55'.5 N 130° 28' E	20° 32'.4 N 131° 27'.8 E

9 April 1945 (Zone minus nine time)
T.U. 51.29.8
USS INDIANAPOLIS, Flagship

Underway, proceeding from Okinawa Shima to Guam. We zig zagged according to plan 11 Z from 0300 until 0829. We resumed zig zagging at 1200 using plan 11Z and ceased zig zagging at 1900 and returned to base course 121°(T)

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	19° 01' N 133° 44'.8 E	18° 38'.8 N 134° 33'.5 E	17° 44'.5 N 136° 12'.3 E

10 April 1945 (Zone minus ten time)
T.U. 51.29.8
USS INDIANAPOLIS, Flagship

Underway proceeding from Okinawa Shima to Guam. At 0200 we advanced ships clocks one hour to Zone minus ten time.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	16° 23' N 138° 29' E	15° 54' N 139° 16'.5 E	14° 54' N 140° 54' E

11 April 1945 (Zone minus ten time)
T.U. 51.29.8
USS INDIANAPOLIS, Flagship

Underway, proceeding from Okinawa Shima to Guam. At 1125 sighted Guam bearing 095°(T), distance approximately 20 miles. At 1210 sighted Crote Point bearing 105°(T) distance 15 miles. We stood off Apra Harbor entrance until our pilot came aboard at 1545 after which we proceeded into Apra Harbor, Guam where we

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WAR DIARY - USS PROCYON (AKA-2)
Commander C.H. WENCKLER, U.S. Navy, Commanding.

moored in Berth 561 at 1620.

<u>Positions</u>	<u>0800</u>	<u>1200</u>
	13° 30' .4 N	13° 30' N
	143° 20' E	144° 17' E

12 April 1945 (Zone minus ten time)

Moored in Berth 561, Apra Harbor, Guam awaiting orders. In accordance with orders of the Port Director, Guam, PDG 707 dated 12 April 1945 we got underway at 1005 and stood out of Apra Harbor, Guam. Convoy sortied at 1100. At 1213 the Pearl Harbor convoy had formed into cruising Disposition Dog with the ships in the following positions: 1-1 USS FREESTONE (APA 167) 1-3 USS CATRON (APA 71), 2-1 USS NEW KENT (APA 217)(Guide), 2-2 USS PROCYON (AKA-2), 2-3 USS BURLINSON (APA 67), 3-1 USS MAGOFFIN (APA 199) 3-2 USS EFTINGHAM (APA 165). At 1350 took departure from Guam to Pearl Harbor with Orote Point bearing $014\frac{1}{2}^{\circ}$ (T) distant 16.5 miles, and the right tangent of Guam bearing 067° (T) distant 9 miles; set base course 095° (T) and standard speed 14.5 knots (87 RPM) At 1505 commenced zig zagging according to plan 11Z. At 1550 the USS NAUARRO (APA 215) joined the convoy, and took station 3-3. At 1845 USS KITTSOON (APA 123) joined the convoy and took position 1-2. At 1930 we ceased zig zagging and resumed base course, 095° (T)

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	IN PORT	13° 25' N	13° 02' .2 N
		144° 31' .4 E	145° 47' E

13 April 1945 (Zone minus ten time)
PEARL CONVOY #4
USS NEW KENT, Flagship

Underway proceeding from Guam to Pearl Harbor in Pearl Harbor Convoy #4, Convoy zig zagged from 0535 until 1240 using plan 11Z. We resumed zig zagging at 1302 and continued until 1900 when we resumed base course 097° (T).

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	12° 51' N	12° 48' N	12° 35' .8 N
	148° 16' .7 E	149° 08' .7 E	150° 42' .2 E

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WAR DIARY - USS PROCYON (AKA-2)
Commander C.H. WINCKLER, U.S. Navy, Commanding

14 April 1945 (Zone minus eleven time)
PEARL HARBOR CONVOY #4
USS NEW KENT, Flagship

Underway, proceeding from Guam to Pearl Harbor in Pearl Harbor Convoy #4. We zig zagged during most of the day using plan 11Z. At 1300 set ships clocks ahead one hour to zone minus eleven time.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	12° 16'.8 N	12° 11' N	11° 54'.9 N
	153° 16'.3 E	154° 06'.7 E	155° 37' E

15 April 1945 (Zone minus eleven time)
PEARL HARBOR CONVOY #4
USS NEW KENT, Flagship

Steaming with Pearl Harbor Convoy #4. Convoy zig zagging most of the time using plan 11Z

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	11° 42' N	11° 37'.2 N	11° 15' N
	158° 10' E	158° 58' E	160° 44' E

16 April 1945 (Zone minus twelve time)
PEARL HARBOR CONVOY #4
USS NEW KENT, Flagship

Underway, steaming with Pearl Harbor Convoy #4. At 0154 C-I-C reported one convoy bearing 040°(T) distance 23½ miles and another convoy bearing 064°(T) distance 13 miles. At 0220 C-I-C reported land (INDONESIA) bearing 030°(T) distance 20 miles. At 0242 the convoy changed course to 122°(T) and at 0313 we resumed base course 092°(T). We again zigzagged throughout most of the day using plan 11Z. At 1300 we set ships clocks ahead 1 hour to Zone minus twelve. During the afternoon we sighted 3 friendly ships on our starboard hand.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	11° 00'.3 N	10° 58' N	10° 47'.5 N
	163° 20'.7 E	164° 10' E	165° 38' E

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WAR DIARY - USS PROCYON (AKA-2)
Commander C.H. MINCKLER, U.S. Navy, Commanding.

17 April 1945 (Zone minus twelve time)
PEARL HARBOR CONVOY #4
USS NEW KENT, Flagship

Underway, in company with Pearl Harbor Convoy #4. We zig zagged throughout most of the day using Plan 11Z at 1545 we changed base course to 076°(T)

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	10° 47'.5 N	10° 51' N	11° 05' N
	168° 16' E	169° 08' E	170° 52' E

18 April 1945 (Zone minus twelve time)
PEARL HARBOR CONVOY #4
USS NEW KENT, Flagship

Underway, in company with Pearl Harbor Convoy #4. At 0235 the convoy maneuvered to avoid a ship bearing 074°(T) distance 10 miles. At 0645 we exchanged positions with the USS BURINSON. Our new position now 2-3. We were having trouble in maintaining station and requested this exchange so that we would not slow the entire convoy. At 1055 we had to reduce to 86 RPM and we gradually fell astern of the convoy. During the evening we closed the convoy while they were zig zagging, but after 2300 we began falling astern of them again.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	11° 51' N	12° 10' N	12° 32' N
	173° 19' E	174° 13' E	175° 55'.7 E

18 April 1945 (Zone plus eleven time)
PEARL HARBOR CONVOY #4
USS NEW KENT, Flagship

Underway in company with Pearl Harbor Convoy #4. At 0000 changed date to West Longitude 18 April 1945. Set ship's clocks ahead one hour to Zone plus eleven. PROCYON steaming 4000 yards astern of convoy. Continued to fall further astern throughout the day. At 1710 we crossed the 180th Meridian in Latitude 14° 17' N. At 2123 we were 9500 yards astern of convoy.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	13° 29'.5 N	13° 53'.8 N	14° 29' N
	178° 04' E	178° 54' E	179° 24' W

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WAR DIARY - USS PROCYON (AKA - 2)
Commander C.H. WINKLER, U.S. Navy, Commanding

19 April 1945 (Zone plus eleven time)
PEARL HARBOR CONVOY #4
USS NEW KENT, Flagship

Underway in company with Pearl Harbor Convoy #4. PROCYON still 9500 yards astern of convoy due to inability to maintain convoy speed. At 0715 we increased our speed to 90 RPM and began to close convoy. At 1115 we rejoined convoy taking position 2-3. We zig zagged from 1437 until 2018. We resumed zig zagging at 2035 using Plan 11Z.

Positions

0800
15° 30'.2 N
176° 59' W

1200
15° 52'.8 N
176° 07' W

2000
16° 20' N
174° 21' W

20 April 1945 (Zone plus eleven time)
PEARL HARBOR CONVOY #4
USS NEW KENT, Flagship

Underway, in Pearl Harbor Convoy #4. We zig zagged during most of the day using Plan 11Z

Positions

0800
17° 05' N
171° 51' W

1200
17° 23' N
170° 57' W

2000
17° 47'.7 N
169° 11'.5 W

21 April 1945 (Zone plus ten time)
PEARL HARBOR CONVOY #4
USS NEW KENT, Flagship

Underway in company with Pearl Harbor Convoy #4. At 0100 set ship's clocks ahead 1 hour to zone plus ten. During the 4-8 watch the convoy maneuvered to avoid ships reported by Radar. At 1705 we sighted a convoy of LST's on our port bow. At 1853 we began zig zagging using plan 11Z.

Positions

0800
18° 01'.5 N
166° 42'.8 W

1200
18° 17'.8 N
165° 50'.8 W

2000
18° 47' N
164° 13' W

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WAR DIARY - USS PROXYON (AKA - 2)
Commander C.H. WINKLER, U.S. Navy, Commanding

22 April 1945 (Zone nine and one half plus time)
PEARL HARBOR CONVOY #4
USS NEW KENT, Flagship

Underway in company with Pearl Harbor Convoy #4. At 0345 ceased zig zagging. We resumed zig zagging at 0601 and zig zagged throughout most of the day until 2225. At 1300 set ships clocks ahead $\frac{1}{2}$ hour to zone plus nine and one half. In the afternoon we exercised the crew at general drills.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	19° 24' N 161° 49' W	19° 30' N 160° 55' W	19° 45' N 159° 15' W

23 April 1945 (Zone plus nine and one half time)
PEARL HARBOR CONVOY #4
USS NEW KENT, Flagship

Underway in company with Pearl Harbor Convoy #4. At 0413 Radar reported land bearing 018°(T) distance 40 miles. Convoy reduced speed at 0525 and we maneuvered to delay arrival at the control vessel, Pearl Harbor until 1030. At 0959 we changed course to 343°(T) and began our approach to the control vessel. At 1002 the convoy was dissolved and all ships proceeded independently into Pearl Harbor. While maneuvering awaiting our pilot we did not approach the Pearl Harbor channel buoys any closer than 2 miles. At 1302 our pilot came aboard and we proceeded thru the channel to Pearl Harbor where we moored in Berth K15 at 1421.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	21° 10'.8 N 157° 56'.8 W	21° 16'.5 N 157° 56'.5 W	

24 April 1945 (Zone plus nine and one half time)

Moored in Pearl Harbor, Oahu, T.H.

25 April 1945 (Zone plus nine and one half time)

Moored in Pearl Harbor, Oahu, T.H. Got underway at 1715, pursuant to orders of

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WAR DIARY - USS PROCYON (AKA - 2)
Commander C.H. MINCKLER, U.S. Navy, Commanding

Commander Hawaiian Sea Frontier. At 1718 while maneuvering to clear the USS EFFINGHAM (PA 165) our starboard bow scraped the USS EFFINGHAM shaft her beam. No apparent damage to either ship but slight damage to a boat at the port rail of the USS EFFINGHAM. Proceeded out of Pearl Harbor channel on various courses. At 1838 with Aloha tower bearing 055°(T) distant 5 miles, and Diamond Head light-house bearing 092°(T), distant 7 miles took departure from Pearl Harbor, Oahu, T.H. to Hilo, Hawaii. Set base course 153°(T) standard speed 14 1/2 knots (87 RPM)

Positions

2000
21° 12'.5 N
157° 38'.7 W

26 April 1945 (Zone plus nine and one half time)

Underway, proceeding from Pearl Harbor, T.H. to Hilo, Hawaii, T.H. At 1014 we stood into Hilo Bay and anchored in Berth #2 Hilo Bay Anchorage, Hawaii, T.H.

Positions

0800
20° 17'.1 N
155° 08' W

27-30 April 1945.

Anchored in Hilo Bay Anchorage, Hawaii, T.H.

C. H. Minckler
C.H. MINCKLER

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WAR DIARY - U.S.S. PROCYON (AKA-2)
Commander C. H. MINCKLER, Commanding

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Reg. No.	1310
R. S. No.	

1 May 1945 (Zone plus nine and one-half time)

Anchored in berth #2, Hilo, Hawaii, T.H. PROCYON attached to Transport Division 54, Squadron 18, U.S. Pacific Fleet.

2-6 May 1945 (Zone plus nine and one-half time)

Anchored in berth #2, Hilo, Hawaii, T.H.

7 May 1945 (Zone plus nine and one-half time)

Anchored in berth #2, Hilo, Hawaii, T.H. Got underway at 1459 in accordance with orders of Commander, Hawaiian Sea Frontier, PD 601 of 7 May 1945. Set base course 025°(T), standard speed 12 knots (70 RPM).

8 May 1945 (Zone plus nine and one-half time)

Underway as before, proceeding from Hilo, Hawaii to Pearl Harbor. At 0800 began maneuvering 2 miles from Pearl Harbor entrance channel buoys awaiting pilot. At 0945, pilot came aboard and we proceeded through channel into Pearl Harbor where we moored in berth XZ.

9-10 May 1945 (Zone plus nine and one-half time)

Moored in Pearl Harbor, Oahu, T.H.

11 May 1945 (Zone plus nine and one-half time)

USS CHARLES CARROLL, Flagship
T.U. 13.11.14

Moored in Pearl Harbor, Oahu, T.H. Task Unit 13.11.14. Sortied from Pearl Harbor at 1600 after getting underway at 1436 in accordance with orders of AdComPhibsPac Movement Order No. 60-45, Serial 00416 of May 10 1945. Captain O'LEARY, USN, commander task unit in USS CHARLES CARROLL (APA-28), Flagship. 1610 With Diamond head light bearing 075°(T), distant 6½ miles and Aloah Tower bearing 033°(T), distant 5½ miles, took departure from Pearl Harbor, Oahu, T.H. for San Francisco, California. Set base course 090°(T), standard speed 13 knots (78 RPM). Ships of the Task Unit steaming in the following order: 1-1 USS CHARLES CARROLL (APA-28) 1-2 USS RENARD (APA-201) 1-3 USS PROCYON (AKA-2) 1-4 USS DEVOSA (AKA-27) 2-1 USS LEON (APA-48) 2-2 USS ANDRAIN (APA-59) 2-3 USS WHITLEY (AKA-91) At 1854 the convoy increased speed to 13.5 knots (80 RPM).

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WAR DIARY - U.S.S. PROCYON (AKA-2)
Commander C. H. MINCKLER, Commanding

POSITIONS: 2000
Latitude 21° - 41'.5 N.
Longitude 157° - 35' W.

12 May 1945 (Zone plus nine and one-half time)

T.U. 13.11.14

USS CHARLES CARROLL, Flagship

Underway, proceeding from Pearl Harbor, Oahu, to San Francisco in company with T.U. 13.11.14. At 0100 set ship's clocks ahead thirty minutes to zone plus nine time. During the morning the PROCYON changed positions, took position, - 1-4 in the task unit; The USS MENARD (APA-201) took position 1-3, and the USS DEVOSA (AKA-27) too position 1-2. Exercised crew at general drills during the afternoon.

POSITIONS:	0800	1200	2000
Latitude	23° - 30'.2 N.	23° - 55' N.	24° - 52' N.
Longitude	155° - 48'.6 W.	155° - 08' W.	153° - 40'.5 W.

13 May 1945 (Zone plus nine time)

T.U. 13.11.14

USS CHARLES CARROLL, Flagship

Underway from Pearl Harbor, Oahu, T.H. to San Francisco, California in company with T.U. 13.11.14. Exercised crew at general drills during the morning. At 1300 column two opened interval to 6 miles to allow ships in convoy to exercise at gunnery drills. Fired on towed kite, ballons, and floating target.

POSITIONS:	0800	1200	2000
Latitude	26° - 22' N.	26° - 54' N.	27° - 55' N.
Longitude	151° - 14' W.	150° - 27' W.	148° - 46' W.

14 May 1945 (Zone plus nine time)

T.U. 13.11.14

USS CHARLES CARROLL, Flagship

Underway from Pearl Harbor, Oahu, T.H. to San Francisco, California in company with T.U. 13.11.14. At 0205 engines were stopped due to stoppage of water supply to engine cooling system. Trouble repaired and engines back in operation at 0209. At 0646 column 2 closed back into regular convoy cruising position, interval 1000 yards. Exercised at gunnery drills during the afternoon. Fired at towed kite and ballons.

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WAR DIARY - U.S.S. PROCYON (AKA-2)
Commander C. H. MINCKLER, Commanding

POSITIONS:	0300	1200	2000
Latitude	29° - 26' N.	29° - 58' N.	30° - 51' N.
Longitude	146° - 17' W.	145° - 20' W.	143° - 30' W.

15 May 1945 (Zone plus nine time)

T.U. 13.11.14

USS CHARLES CARROLL, Flagship

Underway from Pearl Harbor, Oahu, T.H. to San Francisco, California in company with T.U. 13.11.14. During the afternoon, PROCYON exercised crew at gunnery drills.

POSITIONS:	0800	1200	2000
Latitude	32° - 06' N.	32° - 30' N.	33° - 13' N.
Longitude	140° - 40' W.	139° - 42' W.	137° - 45' W.

16 May 1945 (Zone plus nine time)

T.U. 13.11.14

USS CHARLES CARROLL, Flagship

Underway from Pearl Harbor, Oahu, T.H. to San Francisco, California in company with T.U. 13.11.14. During the morning column 2 took position astern of column 1. Exercised crew at gunnery drill during the afternoon. Column 2 took original position abeam of column 1 with USS ANDRAIN (APA-59) in position 2-2 and USS WHITLEY (AKA-91) in position 2-3.

POSITIONS:	0800	1200	2000
Latitude	34° - 24' N.	34° - 45' N.	35° - 26' N.
Longitude	134° - 55' W.	134° - 01' W.	131° - 59' W.

17 May 1945 (Zone plus eight time)

T.U. 13.11.14

USS CHARLES CARROLL, Flagship

Underway from Pearl Harbor, Oahu, T.H. to San Francisco, California in company with T.U. 13.11.14. At 0100 set ship's clocks ahead one hour to zone plus eight time. During morning Captain inspected crew and upper decks.

POSITIONS:	0800	1200	2000
Latitude	36° - 27' N.	36° - 44' N.	37° - 25' N.
Longitude	129° - 08' W.	127° - 54' W.	125° - 52' W.

18 May 1945 (Zone plus seven time)

USS CHARLES CARROLL, Flagship

T.U. 13.11.14

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WAR DIARY - U.S.S. PROCYON (AKA-2)
Commander C. H. MINCKLER, Commanding

Underway from Pearl Harbor, Oahu, T.H. to San Francisco, California in company with T.U. 13.11.14. At 0100 set ship's clocks ahead one hour to zone plus seven time. At 0545 sighted land, west coast of California. T.U. 13.11.14 was dissolved at 0656 and all ships ordered to proceed independently. At 0810 pilot came aboard and PROCYON proceeded into San Francisco Harbor, California. Ran degaussing range at 1020. At 1044 anchored in anchorage #12, San Francisco, California.

POSITIONS:	0800	1200	2000
Latitude	37° - 44' N.		
Longitude	122° - 46' W.		

19 May 1945 (Zone plus seven time)

Anchored at San Francisco, California. Pilot came aboard and we got underway at 1422 in accordance with Port Director Movement Order #191803 of May 19, 1945. Proceeded to Kaiser Ship Yard #3, Richmond, California and moored starboard side to USS PIERCE (APA-50) in berth #4.

20 May 1945 (Zone plus seven time)

Moored in Kaiser Ship Yard #3, Richmond, California. At 0827 pilot came aboard and we proceeded to shift berths to berth #1A. Main engines and steering secured, underway by use of tugs. We were grounded about 50 feet from berth #1A, so we proceeded to berth #1 and moored starboard side to USS ARCTIC (F-7). Pilot came aboard at 1407 and we proceeded to shift to berth #3 by use of tugs. Moored starboard side to USS GENERAL CC BALLOU at 1453.

21 May 1945 (Zone plus seven time)

Moored in Kaiser Ship Yard #3, Richmond, California. Shipyard workmen came aboard at 0815 to begin ship repairs.

22 May 1945 (Zone plus seven time)

Moored as before. Shipyard workmen making repairs.

23 May 1945 (Zone plus seven time)

Moored as before. Pilot came aboard at 0906 and we got underway by use of tugs to shift to berth #4. At 0943 we moored starboard side to USS DADE (APA-99) in berth #4. Shipyard workmen continued making repairs.

24-25 May 1945 (Zone plus seven time)

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WAR DIARY - U.S.S. PROCYON (AKA-2)
Commander C. H. MINCKLER, Commanding

Moored as before. Shipyard workmen making repairs.

26 May 1945 (Zone plus seven time)

Moored as before. Repair work completed at 0800 and all shipyard workmen left the ship. At 0815 pilot came aboard and we got underway for anchorage #12, San Francisco, California where we anchored at 1015.

27 May 1945 (Zone plus seven time)

Anchored as before. Pilot came aboard at 0945 and we got underway at 1004 for Lacoda, Oregon in obedience to orders of Headquarters Western Sea Frontier Movement Order Number 161-45 dated 26 May 1945. Ran degaussing range at 1032 and proceeded through channel into Pacific Ocean. At 1320 with Southeast Farallon Light bearing $044^{\circ}(T)$, distance 4 miles, we took departure from San Francisco, California for Lacoda, Oregon. Set base course at $305^{\circ}(T)$, speed $14\frac{1}{2}$ knots (87 RPM).

POSITIONS:	0800	1200	2000
Latitude		$37^{\circ} - 45' N.$	$38^{\circ} - 58' N.$
Longitude	Anchored	$122^{\circ} - 42' W.$	$124^{\circ} - 10' W.$

28 May 1945 (Zone plus seven time)

Underway as before, proceeding from San Francisco, California to Lacoda, Oregon.

POSITIONS:	0800	1200	2000
Latitude	$41^{\circ} - 37' N.$	$42^{\circ} - 32' N.$	$44^{\circ} - 20' N.$
Longitude	$124^{\circ} - 50' W.$	$124^{\circ} - 55' W.$	$124^{\circ} - 37' W.$

29 May 1945 (Zone plus seven time)

Underway as before. Unable to sight Columbia Lightship at 0437 due to very heavy fog so we began steaming on various courses in vicinity of lightship while waiting for fog to lift. At 0802 S.G. radar contacted Columbia Lightship bearing $063^{\circ}(T)$, so we closed on this bearing and sighted lightship at 0820 bearing $062^{\circ}(T)$, distance 1 mile. Anchored at 0835 in 36 fathoms of water with 90 fathoms of chain to the starboard anchor while waiting for pilot. Commenced ringing fog bell. Pilot came aboard at 1006 and we got underway at 1028. Fog remained very thick and we maneuvered mostly by S.G. radar to find channel entrance. At 1111 we anchored in 15 fathoms of water with 30 fathoms of chain to the starboard anchor. Sighted channel buoy #2 at 1130 bearing $020^{\circ}(T)$, distance 1000 yards and got underway again at 1137.

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WAR DIARY - U.S.S. PROCYON (AKA-2)
Commander C. H. MINCKLER, Commanding

Radar giving accurate bearings and ranges of channel buoys. Entered Columbia River Main Ship Channel at 1214 and fog cleared. At 1309, River Pilot came aboard and bar pilot left the ship. Proceeding up Columbia River Main Ship Channel. At 1615 we moored starboard side to dock at Beaver, A.S.P., Lacoda, Oregon. Another river pilot came aboard at 1938 and we got underway at 2008 for Portland, Oregon in accordance with verbal orders of Commander 13th Naval District. Proceeding up Columbia River Main Ship Channel.

POSITIONS:	0800	1200	2000
Latitude	46° - 09' N.	46° - 14' N.	
Longitude	124° - 15' W.	124° - 07' W	Moored

30 May 1945 (Zone plus seven time)

Underway as before. At 0100 we moored starboard side to Richfield Oil Dock, Portland, Oregon. Commenced receiving diesel fuel oil from dock at 0125 and completed at 0725 having received 3,642 6/7 barrels at 60° F. At 0727 Pilot came aboard and we got underway at 0801 for Lacoda, Oregon in accordance with verbal orders of Commander 13th Naval District. Screw hit large floating log while maneuvering to clear from dock. Proceeding up Columbia River Main Ship Channel. At 1129 we anchored in 8 fathoms of water with 15 fathoms of chain to the port anchor in order to swing ship around. Underway again at 1137 and moored at 1208 with starboard side to dock at Beaver, A.S.P., Lacoda, Oregon.

31 May 1945 (Zone plus seven time)

Moored as before at Beaver, A.S.P., Lacoda, Oregon. At 0100 Navy C.B.'s. came aboard and commenced work in holds prior to loading cargo into all holds at 0727.

Commander
C. H. MINCKLER

CONFIDENTIAL

REG. NO 1344

R. S. NO

REG. SHEET NO 221

WAR DIARY - U.S.S. PROCYON (AKA-2)

Commander C. H. MINCKLER, U.S. Navy, Commanding.

1 June 1945 (Zone plus seven time)

Operating under Naval Transportation Service pursuant to orders of AdCom-PhibsPac. Moored at Beaver, A.S.P., Lacoda, Oregon. Loading cargo consisting of various types of ammunition.

2 - 5 June 1945 (Zone plus seven time)

Moored as before.

6 June 1945 (Zone plus seven time)

Moored as before. At 0115 we completed loading all cargo. We got underway at 0818 in accordance with orders of Commander Western Sea Frontier Movement order dated 232208 of May 1945. Proceeded down Columbia River and entered Pacific Ocean at 1207. At 1229 we took departure from Lacoda, Oregon for Honolulu, Oahu, T.H. with Columbia River Lightship bearing $165^{\circ}(T)$, distance 1000 yards. Set course at $267^{\circ}(T)$, speed 14.2 knots (85 RPM). At 2100 all ship's clocks were retarded one hour to conform with plus eight zone time.

POSITIONS:	0800	1200	2000
Latitude	MOORED	$46^{\circ} - 15'.5 N$	$46^{\circ} - 06'.5 N$
Longitude		$124^{\circ} - 03' W$	$126^{\circ} - 40' W$

7 June 1945 (Zone plus eight time)

Underway as before.

POSITIONS:	0800	1200	2000
Latitude	$45^{\circ} - 32' N$	$44^{\circ} - 57' N$	$43^{\circ} - 47' N$
Longitude	$130^{\circ} - 49' W$	$131^{\circ} - 57' W$	$133^{\circ} - 51'.5 W$

8 June 1945 (Zone plus eight time)

Underway as before. At 1900 all ship's clocks were retarded one hour to conform with plus nine zone time.

POSITIONS:	0800	1200	2000
Latitude	$42^{\circ} - 00' N$	$41^{\circ} - 16' N$	$39^{\circ} - 54' N$
Longitude	$136^{\circ} - 50' W$	$137^{\circ} - 28' W$	$139^{\circ} - 34' W$

9 June 1945 (Zone plus nine time)

Underway as before.

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WAR DIARY - U.S.S. PROCYON (AKA-2)

Commander C. H. MINCKLER, U.S. Navy, Commanding.

POSITIONS:	0800	1200	2000
Latitude	38° - 08' N	37° - 32'.5 N	36° - 10' N
Longitude	142° - 18' W	143° - 12' W	144° - 47' W

10 June 1945 (Zone plus nine time)

Underway as before. At 0137 S.G. radar contacted small unidentified object bearing 035°(T), range 1950 yards. The object faded out at 0144 on bearing 020°(T), range 1740 yards. We stationed crew at general quarters at 0431 and commenced zigzag movements. Resumed base course 225°(T) at 0528. We reduced speed to 10 knots (60 RPM) at 1214 and stopped one engine to repair leak in lube oil line. Repairs completed at 1245 and we resumed standard speed, 14.2 knots.

POSITIONS:	0800	1200	2000
Latitude	34° - 06' N	33° - 27' N	32° - 00' N
Longitude	147° - 07' W	147° - 53'.5 W	149° - 11' W

11 June 1945 (Zone plus nine time)

Underway as before. We commenced zigzagging at 1800 in accordance with zigzag plan #24. At 1900 all ships clock's were retarded $\frac{1}{2}$ hour to conform with plus nine one-half zone time.

POSITIONS:	0800	1200	2000
Latitude	29° - 53' N	29° - 10' N	27° 33' N
Longitude	151° - 18'.5 W	152° - 09' W	153° 31'.5 W

12 June 1945 (Zone plus nine one-half time)

Underway as before. Continued zigzagging according to plan #24 until 1940, at which time we resumed base course. Turned on dim side lights at 1944.

POSITIONS:	0800	1200	2000
Latitude	25° - 26'.5 N	24° - 41' N	23° - 18' N
Longitude	155° - 19' W	155° - 59' W	157° - 11' W

13 June 1945 (Zone plus nine one-half time)

Underway as before. At 0911 we anchored in explosive anchorage #3 on bearing 242°(T), distance 5810 yards from Aloah Tower, Honolulu, Oahu, T.H.

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WAR DIARY - U.S.S. PROCYON (AKA-2)

Commander C. H. MINCKLER, U.S. Navy, Commanding.

POSITIONS:	0800	1200	2000
Latitude	21° - 14'.8 N	Anchored	Anchored
Longitude	157° - 56'.9 W		

14 - 16 June 1945 (Zone plus nine one-half time)

Anchored as before.

17 June 1945 (Zone plus nine one-half time)

Anchored as before. At 1603 we got underway for Pearl Harbor in obedience to Port Director's order #171943 of 17 June 1945. Pilot came aboard at 1741 and we proceeded into Pearl Harbor entrance channel. At 1834 we moored to dock "W5", West Loch, Pearl Harbor, Oahu, T.H.

18 - 24 June 1945 (Zone plus nine one-half time)

Moored as before. Discharging cargo consisting of ammunition.

25 June 1945 (Zone plus nine one-half time)

Moored as before. Pilot came aboard at 0838 and we got underway at 0907 for San Francisco, California in obedience to Commander Hawaiian Sea Frontier Movement Order #0882 of 24 June 1945. Proceeded to Pearl Harbor entrance channel and pilot left the ship at 0934. We took departure from Pearl Harbor, Oahu, T.H. for San Francisco, California at 1004 with Aloha Tower bearing 046°(T), distance 4.6 miles. Set speed at 12 knots (72 RPM) and course 109°(T).

POSITIONS:	0800	1200	2000
Latitude	MOORED	21° - 18'.8 N	22° - 45' N
Longitude		157° - 34'.8 W	156° - 43'.5 W

26 June 1945 (Zone plus nine one-half time)

Underway as before. Now maintaining speed of 14 knots (85 RPM), course 050°(T). At 0200 we advanced all ship's clocks $\frac{1}{2}$ hour to conform with plus nine zone time.

POSITIONS:	0800	1200	2000
Latitude	24° - 20' N	24° - 50'.7 N	25° - 54' N
Longitude	154° - 31'.3 W	153° - 46' W	152° - 05'.7 W

27 June 1945 (Zone plus nine time)

Underway as before.

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WAR DIARY - U.S.S. PROCYON (AKA-2)

Commander C. H. MINCKLER, U.S. Navy, Commanding.

POSITIONS:	0800	1200	2000
Latitude	27° - 22'.3 N	27° - 56' N	29° - 02'.8 N
Longitude	149° - 45' W	148° - 57' W	147° - 03'.4 W

28 June 1945 (Zone plus nine time)

Underway as before.

POSITIONS:	0800	1200	2000
Latitude	30° - 13' N	30° - 39' N	31° - 35'.5 N
Longitude	144° - 12'.2 W	143° - 09' W	141° - 10'.5 W

29 June 1945 (Zone plus nine time)

Underway as before. At 0200 all Ship's clocks were advanced one hour to conform with plus eight zone time. We exercised at general quarters in the afternoon and practiced firing at towed kite and balloons. Ammunition expended: 668 rounds 20MM, 216 rounds 40MM, and 4 round 5" 38 cal. No casualties.

POSITIONS:	0800	1200	2000
Latitude	32° - 51' N	33° - 14' N	34° - 07' N
Longitude	138° - 28' W	137° - 28' W	135° - 24'.3 W

30 June 1945 (Zone plus eight time)

Underway as before.

POSITIONS:	0800	1200	2000
Latitude	35° - 17'.5 N	35° - 38'.5 N	36° - 16' N
Longitude	132° - 11'.5 W	131° - 17' W	129° - 13' W

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C. H. MINCKLER

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WAR DIARY - U.S.S. PROCYON (AKA-2)
Commander C. H. MINCKLER, U.S. Navy, Commanding.

REG. NO 1384
R. S. NO
REG. SL 145

1 July 1945 (Zone plus seven time)

Cruising independently, enroute Pearl Harbor, Oahu, T.H. to San Francisco, California in accordance with Commander Hawaiian Sea Frontier Order No. 0882 dated 24 June 1945. At 0200 advanced ship's clocks one hour to zone plus seven. At 1806 Commenced sounding fog signal when visibility was reduced to 1000 yards. At 1900 the visibility increased to 5000 yards and secured the fog signal. At 2038 passed San Francisco approach buoy ABLE abeam to port, distant 150 yards and proceeded through the approach channel into San Francisco harbor where we moored to pier 50B at 2254. Procyon attached to Transport Division 54, Transport Squadron 18, Amphibious Forces, U.S. Pacific Fleet.

POSITIONS:	0800	1200	2000
Latitude	37° - 00' N	37° - 22' N	37° - 38'.2 N
Longitude	126° - 37' W	125° - 41' W	123° - 09'.3 W

2 - 3 July 1945 (Zone plus seven time)

Moored as before. During this two day period we discharged all lube oil and took on new lube oil and topped off with fuel oil.

4 July 1945 (Zone plus seven time)

Shifted from Pier 50B to anchorage 13, San Francisco Bay, California where we anchored at 0745. At 1035 commenced loading cargo consisting of ammunition.

5 - 9 July 1945 (Zone plus seven time)

Anchored as before. Loading cargo of ammunition.

10 July 1945 (Zone plus seven time)

Anchored as before. Completed loading our cargo of ammunition at 0455. Embarked 10 U.S. Naval Officers and 115 enlisted personnel for transportation to Pearl Harbor. At 1852 underway from Anchorage 13 San Francisco Bay, California to Pearl Harbor, Oahu, T.H. in accordance with orders of Commander Western Sea Frontier Movement Order Number 537-C & R of 10 July 1945. Standard speed 13.8 knots (84 RPM). Stood out of harbor on various courses conforming to the marked channels. At 2153 with Farallon light bearing 000°(T), distant 3600 yards took departure San Francisco, California to Pearl Harbor, Oahu, T.H. Set base course 235°(T), standard speed 14 knots (85 RPM).

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WAR DIARY - U.S.S. PROCYON (AKA-2)
Commander C. H. MINCKLER, U.S. Navy, Commanding.

POSITIONS:		2000
Latitude		37° - 47'.3 N
Longitude		122° - 33' W

11 July 1945 (Zone plus eight time)

Cruising as before. During the forenoon exercised the crew at fire and abandon ship drills. At 1900 set ship's clocks back one hour to zone plus eight time.

POSITIONS:	0800	1200	2000
Latitude	36° - 23' N	36° - 00' N	35° - 12'.5 N
Longitude	125° - 25' W	126° - 35' W	128° - 59' W

12 July 1945 (Zone plus eight time)

Cruising as before.

POSITIONS:	0800	1200	2000
Latitude	34° - 10' N	33° - 45'.5 N	32° - 52' N
Longitude	132° - 08' W	133° - 25' W	135° - 30' W

13 July 1945 (Zone plus eight time)

Cruising as before. At 1400 the Captain inspected all holds, upper and lower decks, forward and aft.

POSITIONS:	0800	1200	2000
Latitude	31° - 36' N	31° - 09'.5 N	30° - 13' N
Longitude	138° - 34' W	139° - 43'.5 W	141° - 45' W

14 July 1945 (Zone plus nine time)

Cruising as before. At 1000 the Captain held personnel inspection. At 1900 set ship's clocks back one hour to zone plus nine time.

POSITIONS:	0800	1200	2000
Latitude	28° - 45' N	28° - 14' N	27° - 09'.5 N
Longitude	144° - 43' W	145° - 41'.5 W	147° - 54' W

15 July 1945 (Zone plus nine one-half time)

Cruising as before. During the forenoon exercised the crew at general quarters drill. At 1900 set Ship's clocks back $\frac{1}{2}$ hour to zone plus nine one-half time.

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WAR DIARY - U.S.S. PROCYON (AKA-2)

Commander C. H. MINCKLER, U.S. Navy, Commanding.

POSITIONS:	0800	1200	2000
Latitude	25° - 39' N	25° - 08' N	24° - 06' N
Longitude	150° - 33' W	151° - 30' W	153° - 25' W

16 July 1945 (Zone plus nine one-half time)

Cruising as before. At 1143 exercised at general quarters and made all preparations to fire AA target practice. At 1206 commenced firing at towed sleeve target. 1250 Ceased firing. Ammunition expended: 20MM - 2,650 rounds; 40MM - 479 rounds; 5"/38 - 21 rounds. There were no casualties. Secured from general quarters at 1251. At 1613 passed Koko Head abeam to starboard, distance 2 miles. At 1641 passed Diamond Head light abeam to starboard, distance 2 miles. At 1700 began maneuvering to approach explosive anchorage #2. At 1723 anchored in explosive anchorage #2, off Honolulu, Oahu, T.H.

POSITIONS:	0800	1200	2000
Latitude	22° - 34' N	22° - 02' N	AT
Longitude	156° - 16' W	157° - 17' W	ANCHOR

17 July 1945 (Zone plus nine one-half time)

Anchored as before. At 1545 disembarked all passengers which included 10 U.S. Naval Officers and 115 enlisted personnel.

18 July 1945 (Zone plus nine one-half time)

Anchored as before.

19 July 1945 (Zone plus nine one-half time)

Anchored as before. At 1737 underway pursuant to orders of Port Director, Pearl Harbor from explosive anchorage #2 and proceeded through Pearl Harbor Channel to Berth William 2 where we moored port side to dock at 1850.

20 July 1945 (Zone plus nine one-half time)

Moored as before. At 0850 Commenced unloading cargo.

21 - 29 July 1945 (Zone plus nine one-half time)

Moored as before. Unloading cargo.

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WAR DIARY - U.S.S. PROCYON (AKA-2)

Commander C. H. MINCKLER, U.S. Navy, Commanding.

30 July 1945 (Zone plus nine one-half time)

Moored as before. Discharging argo. At 0340 completed discharging cargo. At 0900 Embarked 25 U.S. Marine Corps enlisted personnel for further transportation. At 1145 embarked 12 Naval Officers for further transportation. Underway at 1500 in accordance with orders of Commander Hawaiian Sea Frontier, and proceeded on various courses and speeds from Pearl Harbor. At 1618 with Diamond Head Light bearing $090^{\circ}.5(T)$, distant $6\frac{1}{4}$ miles, took departure for San Francisco, California; set base course $107^{\circ}(T)$, standard speed 13.5 knots (82 r.p.m.)

POSITIONS:	0800	1200	2000
Latitude			$21^{\circ} - 46'.3 N$ $157^{\circ} - 35' W$

31 July 1945 (Zone plus nine time)

Cruising independently enroute San Francisco, California on base course $050^{\circ}(T)$, standard speed 13.5 knots (82 r.p.m.). At 0200 set ship's clocks ahead $\frac{1}{2}$ hour to zone plus nine time. During the forenoon exercised the crew at all general drills.

POSITIONS	0800	1200	2000
Latitude	$23^{\circ} - 37' N$	$24^{\circ} - 00' N$	$24^{\circ} - 55'.5 N$
Longitude	$155^{\circ} - 41' W$	$154^{\circ} - 57' W$	$153^{\circ} - 26'.5 W.$

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C O N F I D E N T I A L

WAR DIARY - U.S.S. PROCYON (AKA-2)
 Commander C. H. MINCKLER, U.S. Navy, Commanding.

1 August 1945 (Zone plus nine time)

Cruising independently enroute San Francisco, California in accordance with orders of Commander Hawaiian Sea Frontier, Serial 01154 dated 29 July 1945, on base course 057°(T), standard speed 13.6 knots (83 r.p.m.). Procyon attached to Transport Division 54, Transport Squadron 18, Amphibious Forces, U.S. Pacific Fleet.

POSITIONS:	0800	1200	2000
Latitude	26° - 28'.5 N	27° - 02' N	28° - 03' N
Longitude	151° - 02' W	150° - 14' W	148° - 33' W

2 August 1945 (Zone plus nine time)

Cruising as before.

POSITIONS:	0800	1200	2000
Latitude	29° - 33' N	30° - 00' N	30° - 52' N
Longitude	145° - 52' W	144° - 55'.5 W	143° - 01' W

3 August 1945 (Zone plus nine time)

Cruising as before. At 1004 exercised crew at general quarters drill and held anti-aircraft target practice, firing at kite targets. We commenced firing at 1017 and ceased firing at 1031. The following amount of ammunition was expended: 20MM - 578 rounds; 40MM - 181 rounds; 5"/38 caliber - 10 rounds. There were no casualties. At 1400 the commanding officer held material inspection.

POSITIONS:	0800	1200	2000
Latitude	32° - 09' N	32° - 40'.5 N	33° - 27'.5 N
Longitude	140° - 11' W	139° - 09' W	137° - 08'.5 W

4 August 1945 (Zone plus eight time)

Cruising as before. At 0200 advanced ship's clocks one hour to zone plus eight.

POSITIONS:	0800	1200	2000
Latitude	34° - 35' N	34° - 56' N	35° - 37' N
Longitude	134° - 23' W	133° - 23'.5 W	131° - 16'.5 W

C O N F I D E N T I A L

WAR DIARY - U.S.S. PROCYON (AKA-2)
Commander C. H. MINCKLER, U.S. Navy, Commanding.

5 August 1945 (Zone plus seven time)

Cruising as before. At 0200 set ship's clocks ahead 1 hour to zone plus seven. At 2100 increased standard speed to 14 knots (86 r.p.m.).

POSITIONS:	0800	1200	2000
Latitude	36° - 30'.5 N	36° - 49'.5 N	37° - 26' N
Longitude	128° - 30'.5 W	127° - 33' W	126° - 28'.5 W

6 August 1945 (Zone plus seven time)

Cruising as before. At 0325 sighted FARALLON Island light bearing 078°(T), distance 20 miles. At 0440 passed Farallon Light abeam to port and changed course to 070°(T) to proceed through San Francisco outer channel. Pilot came aboard at 0547 and we proceeded in San Francisco Main Ship Channel into San Francisco Harbor where we anchored in Anchorage 12 at 0728.

7 August 1945 (Zone plus seven time)

Anchored as before. During the afternoon we got underway and proceeded to Kaiser Yard #2, Richmond, California where we moored port side to S.S. Newberry Victory.

8 August 1945 (Zone plus seven time)

Moored as before.

9 August 1945 (Zone plus seven time)

Moored as before. During the midwatch we shifted from alongside S.S. Newberry Victory to Berth #5, Kaiser Yard #2, Richmond, California. At 0920 the yard workmen came aboard and began work.

10 August 1945 (Zone plus seven time)

Moored as before, undergoing repairs. At 2000 the yard workmen completed their work and left the ship.

11 August 1945 (Zone plus seven time)

Moored as before. During the forenoon we shifted from Berth #5, Kaiser Yard #2, Richmond, California to Pier 90A, San Francisco, California where we moored port side to at 0900. At 1015 we commenced loading cargo.

C O N F I D E N T I A L

WAR DIARY - U.S.S. PROCYON (AKA-2)
Commander C. H. MINCKLER, U.S. Navy, Commanding.

12 - 16 August 1945 (Zone plus seven time)

Moored port side to Pier 90A, San Francisco, California, loading cargo.

17 August 1945 (Zone plus seven time)

Moored as before, loading cargo. During the afternoon we embarked 12 officers and 189 enlisted personnel for transportation. At 1740 completed loading cargo.

18 August 1945 (Zone plus seven time)

Moored as before. Underway at 1025 for Ulithi, Caroline Islands in accordance to Commander Western Sea Frontier Movement Order Number 654 C and R, dated 17 August 1945. Stood out of San Francisco Harbor and proceeded through main ship channel. At 1337 with Farallon light bearing $000^{\circ}(T)$, distance 2 miles, took departure to Ulithi, Caroline Islands. Set base course $250^{\circ}(T)$, standard speed 14.2 knots (87 r.p.m.). During the afternoon exercised the crew at general drills. At 1900 set clocks back one hour to zone plus eight.

POSITIONS:	0800	1200	2000
Latitude	In	$37^{\circ} - 45' .8$ N	$37^{\circ} - 59'$ N
Longitude	Port	$122^{\circ} - 38' .5$ W	$124^{\circ} - 59'$ W

19 August 1945 (Zone plus nine time)

Cruising as before. 1900 Set clocks back one hour to zone plus nine.

POSITIONS:	0800	1200	2000
Latitude	$37^{\circ} - 51'$ N	$37^{\circ} - 52'$ N	$37^{\circ} - 46'$ N
Longitude	$128^{\circ} - 27'$ W	$129^{\circ} - 17'$ W	$131^{\circ} - 48'$ W

20 August 1945 (Zone plus nine time)

Cruising independently as before. Exercised the crew at general drills during the afternoon.

POSITIONS:	0800	1200	2000
Latitude	$37^{\circ} - 36' .5$ N	$37^{\circ} - 32'$ N	$37^{\circ} - 13'$ N
Longitude	$135^{\circ} - 12'$ W	$136^{\circ} - 34' .5$ W	$138^{\circ} - 52'$ W

C O N F I D E N T I A L

WAR DIARY - U.S.S. PROCYON (AKA-2)

Commander C. H. MINCKLER, U.S. Navy, Commanding.

21 August 1945 (Zone plus ten time)

Cruising as before. At 1400 exercised crew at general quarters and battle problem. At 1900 Set ship's clocks back one hour to zone plus ten.

POSITIONS:	0800	1200	2000
Latitude	36° - 42' N	36° - 37' N	36° - 03' N
Longitude	142° - 44' W	143° - 48' W	146° - 19' W

22 August 1945 (Zone plus ten time)

Cruising as before.

POSITIONS:	0800	1200	2000
Latitude	35° - 19' N	35° - 00' N	34° - 30' N
Longitude	149° - 46' W	150° - 55' W	153° - 00' W

23 August 1945 (Zone plus eleven time)

Cruising as before. Exercised crew at general drills during the forenoon. At 1900 set clock back one hour to zone plus eleven.

POSITIONS:	0800	1200	2000
Latitude	33° - 44' N	33° - 23' N	32° - 35' N
Longitude	156° - 12' W	157° - 16' W	159° - 45' W

24 August 1945 (Zone plus eleven time)

Cruising as before.

POSITIONS:	0800	1200	2000
Latitude	31° - 33' N	31° - 16' N	30° - 26' N
Longitude	162° - 57' W	164° - 00' W	165° - 58' W

25 August 1945 (Zone plus twelve time)

Cruising as before. At 1900 set clocks back one hour to zone plus twelve.

POSITIONS:	0800	1200	2000
Latitude	29° - 13' N	28° - 50' N	27° - 52'.5 N
Longitude	168° - 55' W	169° - 56' W	172° - 06'.5 W

C O N F I D E N T I A L

WAR DIARY - U.S.S. PROCYON (AKA-2)
Commander C. H. MINCKLER, U.S. Navy, Commanding.

26 August 1945 (Zone plus twelve time)

Cruising as before.

POSITIONS:	0800	1200	2000
Latitude	26° - 36' N	26° - 08' N	25° - 00' N
Longitude	174° - 54'.5 W	175° - 52' W	177° - 40' W

28 August 1945 (Zone minus twelve time)

Cruising as before. At 0000 changed from East Longitude date to East Longitude date. At 0726 crossed 180th meridian of Longitude, entered zone minus twelve.

POSITIONS:	0800	1200	2000
Latitude	23° - 20' N	22° - 51'.5 E	21° - 51' E
Longitude	179° - 52'.5 E	178° - 00' E	177° - 18' E

29 August 1945 (Zone minus twelve)

Cruising as before.

POSITIONS:	0800	1200	2000
Latitude	20° - 14' N	19° - 41' E	18° - 38' E
Longitude	174° - 52' E	172° - 02' E	172° - 14' E

30 August 1945 (Zone minus eleven)

Cruising as before. 0700 Set ship's clocks back one hour to zone minus eleven. During the day the gun crew received training in anti-aircraft firing at kite targets. The following ammunition was expended: 20MM HEI - 450 rounds; 20MM HEI - 900 rounds. No casualties.

POSITIONS:	0800	1200	2000
Latitude	16° - 49' N	16° - 21' N	15° - 05'.5 N
Longitude	169° - 45' E	169° - 00' E	167° - 28' E

31 August 1945 (Zone minus eleven)

Cruising as before

C O N F I D E N T I A L

WAR DIARY - U.S.S. PROCYON (AKA-2)

Commander C. H. MINCKLER, U.S. Navy, Commanding.

POSITIONS:	0800	1200	2000
Latitude	13° - 18'.5 N	12° - 48' N	11° - 28' N
Longitude	165° - 07'.5 E	164° - 21' E	163° - 03' E

C. H. Minckler
C. H. MINCKLER

C O N F I D E N T I A L

WAR DIARY - U.S.S. PROCYON (AKA-2)
Commander C. H. MINCKLER, U.S. Navy, Commanding.

REG. NO 1483
R. S. NO _____
REG. SHEET NO 68

1 September 1945 (Zone minus eleven time)

Cruising independently enroute Ulithi, Caroline Islands on base course $266^{\circ}(T)$, standard speed 14.2 knots (87 r.p.m.) in accordance with Commander Western Sea Frontier. Movement order number #654 C and R, dated 17 August 1945. Procyon attached to transport Division 54, Transport Squadron Eighteen, Amphibious Forces U.S. Pacific Fleet.

POSITIONS:	0800	1200	2000
Latitude	$10^{\circ} - 45' N$	$10^{\circ} - 43' N$	$10^{\circ} - 36'.5 N$
Longitude	$160^{\circ} - 31' E$	$159^{\circ} - 26'.5 E$	$157^{\circ} - 26'.5 E$

2 September 1945 (Zone minus eleven time)

Cruising as before.

POSITIONS:	0800	1200	2000
Latitude	$10^{\circ} - 27' N$	$10^{\circ} - 25' N$	$10^{\circ} - 11'.5 N$
Longitude	$154^{\circ} - 29' E$	$153^{\circ} - 24' E$	$151^{\circ} - 21' E$

3 September 1945 (Zone minus ten time)

Cruising as before. At 1900 set ship's clocks back one hour to zone minus ten time.

POSITIONS:	0800	1200	2000
Latitude	$10^{\circ} - 03' N$	$10^{\circ} - 04' N$	$10^{\circ} - 05' N$
Longitude	$148^{\circ} - 14' E$	$147^{\circ} - 14' E$	$145^{\circ} - 04' E$

4 September 1945 (Zone minus ten time)

Cruising as before. At 1605 sighted Gielop Island bearing $246^{\circ}(T)$, distance 6 miles. We proceeded to Ulithi, entering thru Mugai Channel and anchored in anchorage #17 at 1828.

POSITIONS:	0800	1200	2000
Latitude	$10^{\circ} - 06' N$	$10^{\circ} - 03' N$	
Longitude	$141^{\circ} - 57'.5 E$	$140^{\circ} - 54' E$	

5 September 1945 (Zone minus ten time)

Anchored, Ulithi, Caroline Islands.

C O N F I D E N T I A L

WAR DIARY - U.S.S. PROCYON (AKA-2)

Commander C. H. MINCKLER, U.S. Navy, Commanding.

6 September 1945 (Zone minus ten time)

Anchored, Ulithi, Caroline Islands. Underway at 0950 in obedience to Port Director, Ulithi, Movement Order Number A4-3/9, dated 6 September 1945. Stood out Ulithi through Mugai Channel. At 1103 with Beacon "A" bearing $263^{\circ}(T)$, distance 1.7 miles. Took departure to Samar, Philippine Islands. Set base course $060^{\circ}(T)$, standard speed 9 knots (58 r.p.m.).

POSITIONS:	0800	1200	2000
Latitude		$10^{\circ} - 04' N$	$10^{\circ} - 23' N$
Longitude		$139^{\circ} - 49'.2 E$	$138^{\circ} - 30' E$

7 September 1945 (Zone minus nine time)

Cruising independently enroute Samar, Philippine Islands. At 1900 set ship's clocks back one hour to zone minus nine (+9) time.

POSITIONS:	0800	1200	2000
Latitude	$10^{\circ} - 29' N$	$10^{\circ} - 35' N$	$10^{\circ} - 40' N$
Longitude	$136^{\circ} - 32' E$	$135^{\circ} - 53' E$	$134^{\circ} - 47' E$

8 September 1945 (Zone minus nine time)

Cruising as before. Procyon, assigned to transport Division 68 (Temporary), Transport Squadron 20 (Temporary).

POSITIONS:	0800	1200	2000
Latitude	$10^{\circ} - 27' N$	$10^{\circ} - 24'.5 N$	$10^{\circ} - 27' N$
Longitude	$133^{\circ} - 19'.5 E$	$123^{\circ} - 31' E$	$130^{\circ} - 48' E$

9 September 1945 (Zone minus nine time)

Cruising as before. At 1605 sighted Suluau Island bearing $298^{\circ}(T)$, distant 31 miles. At 1620 sighted Homonhon Island bearing $291^{\circ}(T)$, distant 31 miles. At 1950 anchored 4200 yards off Homonhon Island to await daylight to proceed into Leyte Gulf.

POSITIONS:	0800	1200
Latitude	$10^{\circ} - 29' N$	$10^{\circ} - 21' N$
Longitude	$128^{\circ} - 11' E$	$127^{\circ} - 15' E$

C O N F I D E N T I A L

WAR DIARY - U.S.S. PROCYON (AKA-2)

Commander C. H. MINCKLER, U.S. Navy, Commanding.

10 September 1945 (Zone minus nine time)

Anchored as before. At 0900 underway to Tacloban, Leyte, Philippine Islands where we arrived at 1200 but were ordered by SOPA to go to Guiuan, Samar, Philippine Islands. At 1203 underway to Guiuan, Samar. At 1540 anchored in anchorage Able 1, Guiuan, Samar, Philippine Islands.

POSITIONS: 1200
Latitude 11° - 05' N
Longitude 125° - 11' E

11 - 18 September 1945 (Zone minus nine time)

Anchored in anchorage Able 1, Guiuan Harbor, Samar, Philippine Islands.

19 September 1945 (Zone minus nine time)

Anchored as before. During the forenoon we shifted from anchorage Able 1 to Cabadlongan Pier and at 1407 began discharging cargo to the pier.

20 - 23 September 1945 (Zone minus nine time)

Moored as before, discharging cargo.

24 September 1945 (Zone minus nine time)

Moored as before, discharging cargo. At 1050 completed discharging cargo. At 1225 underway to Subic Bay, Luzon, Philippine Islands in obedience to Port Director Navy Number 3149, Movement Order Number 387, dated 23 September 1945. With verbal orders to stop at Tacloban and refuel. At 1347 with the submarine nets abeam took departure to Tacloban, Leyte, set base course 228°(T), standard speed 14 knots (85 r.p.m.). At 1907 moored port side to AO-4, U.S.S. Brazos in anchorage 107, San Pedro Bay, Philippine Islands. At 1945 commenced fueling ship.

25 September 1945 (Zone minus nine time)

Moored port side to U.S.S. Brazos AO-4 in anchorage 107 San Pedro Bay, Philippine Islands, fueling ship. At 0055 completed fueling ship. At 0667 underway in obedience to Port Director Navy Number 3149, Movement Order Number 387 dated 23 September 1945. Stood out of San Pedro Bay and at 0706 with Beacon "G" bearing 333°(T), distance 2.2 miles, took departure to Subic Bay, Luzon, Philippine Islands. Set base course 149°(T), standard speed 14 knots (85 r.p.m.).

C O N F I D E N T I A L

WAR DIARY - U.S.S. PROCYON (AKA-2)

Commander C. H. MINCKLER, U.S. Navy, Commanding.

POSITIONS:	0800	1200	2000
Latitude	10° - 53'.3 N	09° - 50'.4 N	08° - 59' N
Longitude	125° - 20'.2 E	125° - 14'.8 E	123° - 23' E

26 September 1945 (Zone minus nine time)

Cruising independently enroute Subic Bay, Luzon, Philippine Islands.

POSITIONS:	0800	1200	2000
Latitude	10° - 55'.2 N	11° - 38' N	12° - 43'.5 N
Longitude	121° - 31'.7 E	121° - 12'.5 E	120° - 42'.7 E

27 September 1945 (Zone minus nine time)

Cruising independently enroute Subic Bay, Luzon, Philippine Islands. At 0640 began maneuvering to enter Subic Bay and proceed into bay where we anchored in berth 70 at 0927.

POSITIONS:	0800
Latitude	14° - 45' N
Longitude	120° - 12'.3 E

28 - 29 September 1945 (Zone minus nine time)

Anchored in anchorage #70 Subic Bay, Luzon, Philippine Islands, awaiting orders.

30 September 1945 (Zone minus nine time)

Anchored in anchorage #70 Subic Bay, Luzon, Philippine Islands. Underway at 0634 in obedience to Port Director Navy # 3002, Movement Order # 270838, dated 27 September 1945 and proceeded out of bay. At 0743 with Sueste Point light bearing 030°(T), distant 2.3 miles took departure to Lingayen Gulf, Luzon, Philippine Islands. Set base course 261°(T), standard speed 14 knots (85 r.p.m.). At 1855 stood into San Fernando anchorage and awaited orders. At 1953 with San Fernando signal tower bearing 079°(T), distant 2½ miles, took departure from San Fernando to cruise throughout the night because of typhoon warning. Set base course 270°(T), standard speed 14 knots (85 r.p.m.).

POSITIONS:	0800	1200	2000
Latitude	14° - 42'.5 N	15° - 17'.7 N	16° - 36'.4 N
Longitude	120° - 06'.5 E	119° - 42' E	120° - 13'.4 E

C. H. Minckler
C. H. MINCKLER

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C O N F I D E N T I A L

WAR DIARY - U.S.S. PROCYON (AKA-2)
Commander C. H. MINCKLER, U.S. Navy, Commanding.

1 October 1945 (Zone minus nine time)

Cruising independently enroute from Subic Bay, Luzon to Lingayen Gulf, Luzon, Philippine Islands in obedience to Port Director Navy 3002, movement order number 270838, dated 27 September 1945, on base course 235°(T), standard speed 7½ knots. We cruised throughout the night on various courses to purposely delay our entering the gulf before daybreak because of a storm warning. At 0418 we entered Lingayen Gulf and proceeded to San Fabian, Luzon where we anchored at 0955. Procyon attached to Transport Division 54, Transport Squadron 18 and temporarily assigned to Transport Division 68 (Temporary) and to Transport Squadron 20 (Temporary) Amphibious Forces, U.S. Pacific Fleet.

POSITIONS: 0800
Latitude 16° - 09' N
Longitude 120° - 10'.5 E

2 October 1945 (Zone minus nine time)

Anchored off San Fabian, Luzon, Philippine Islands. At 1000 Embarked some of the U.S. Army passengers that would assist in loading the ship. We began loading U.S. Army cargo at 1530.

3 October 1945 (Zone minus nine time)

Anchored off San Fabian, Luzon, Philippine Islands, loading U.S. Army cargo.

4 October 1945 (Zone minus nine time)

Anchored off San Fabian, Luzon, Philippine Islands, loading U.S. Army cargo.

5 October 1945 (Zone minus nine time)

Anchored off San Fabian, Luzon, Philippine Islands, loading U.S. Army cargo. At 1130 we completed loading cargo and at 1300 all troops were embarked.

C O N F I D E N T I A L

WAR DIARY - U.S.S. PROCYON (AKA-2)
Commander C. H. MINCKLER, U.S. Navy, Commanding.

6 October 1945 (Zone minus nine time)

Anchored off San Fabian, Luzon, Philippine Islands. At 0954 underway to anchorage B-2, San Fernando, Luzon, Philippine Islands where we anchored at 1231.

POSITIONS:	0800	1200	2000
Latitude	Anchored	16° - 32'.8 N	Anchored
Longitude		120° - 15'.7 E	

7 - 9 October 1945 (Zone minus nine time)

Anchored in anchorage B-2, San Fernando, Luzon, Philippine Islands, awaiting orders.

10 October 1945 (Zone minus nine time)
U.S.S. PROCYON (OTC)

Anchored in anchorage B-2, San Fernando, Luzon, Philippine Islands. Underway at 0626 in accordance with Port Director, Lingayen Gulf, Luzon, movement order dated 8 October 1945, to rendezvous with the U.S.S. Rushmore (LSD-14) to proceed to Nagoya, Honshu, Japan. At 0646 with San Fernando Point bearing 066°(T), distance 3.5 miles, took departure to Nagoya, Japan, set base course 282°(T), standard speed 14 knots (85 r.p.m.). At 0917 rendezvoused with U.S.S. Rushmore (LSD-14). Rushmore took station bearing 180° relative, distance 1000 yards from the Procyon.

POSITIONS:	0800	1200	2000
Latitude	16° - 36' N	17° - 08' N	18° - 39' N
Longitude	119° - 57'.5 E	119° - 53'.0 E	120° - 20' E

11 October 1945 (Zone minus nine time)
U.S.S. PROCYON (OTC)

Cruising as before enroute to Nagoya, Japan.

POSITIONS:	0800	1200	2000
Latitude	20° - 03' N	20° - 30' N	21° - 20' N
Longitude	122° - 04' E	122° - 45' E	123° - 54' E

C O N F I D E N T I A L

WAR DIARY - U.S.S. PROCYON (AKA-2)
Commander C. H. MINCKER, U.S. Navy, Commanding

12 October 1945 (Zone minus nine time)
U.S.S. PROCYON (OTC)

Cruising as before enroute to Nagoya, Japan.

POSITIONS:	0800	1200	2000
Latitude	22° - 32' N	23° - 04' N	24° - 05' N
Longitude	125° - 13' E	125° - 48'.5 E	127° - 09' E

13 October 1945 (Zone minus nine time)
U.S.S. PROCYON (OTC)

Cruising as before enroute to Nagoya, Japan.

POSITIONS:	0800	1200	2000
Latitude	26° - 16' N	26° - 56'.5 N	28° - 10' N
Longitude	128° - 38' E	129° - 18'.5 E	120° - 57' E

14 October 1945 (Zone minus nine time)
U.S.S. PROCYON (OTC)

Cruising as before enroute to Nagoya, Japan.

POSITIONS:	0800	1200	2000
Latitude	29° - 47' N	30° - 23' N	31° - 22'.5 N
Longitude	133° - 10'.5 E	133° - 10'.5 E	134° - 43' E

15 October 1945 (Zone minus nine time)
U.S.S. PROCYON (OTC)

Cruising as before, enroute to Nagoya, Japan. At 0800 entered Kii swept channel. Proceeded thru swept channel to Wakanoura Wan. At 1044 detached U.S.S. Rushmore (LSD-14) to proceed to assigned anchorage. At 1136 we anchored in Berth T-73, Wakanoura Wan, Honshu, Japan. While enroute we received orders diverting us to Wakanoura Wan.

POSITIONS:	0800	1200	2000
Latitude	33° - 44'.3 N		
Longitude	134° - 51'.8 E		

C O N F I D E N T I A L

WAR DIARY - U.S.S. PROCYON (AKA-2)
Commander C. H. MINCKLER, U.S. Navy, Commanding.

16 - 18 October 1945 (Zone minus nine time)

Anchored in Berth T-73, Wakanoura Wan, Honshu, Japan, awaiting orders.

19 - 23 October 1945 (Zone minus nine time)

Anchored in Berth T-73, Wakanoura Wan, Honshu, Japan, awaiting orders.

24 October 1945 (Zone minus nine time)

At 1310 with verbal orders to refuel we got underway. At 1506 moored starboard side to U.S.S. Suamico (KO-29), transport area, Wakanoura Wan, Honshu, Japan. At 1712 we got underway to return to Berth T-73, Wakanoura Wan, Honshu, Japan.

25 October 1945 (Zone minus nine time)

Anchored as before, awaiting orders.

26 October 1945 (Zone minus nine time)

At 1308 underway pursuant to movement order Com Trans Ron Twenty No. All-45 of 23 October 1945. Stood out of Wakanoura Wan, at 1630 and with Kamata Saki Light bearing $329^{\circ}(T)$, distance 10 miles. We took departure for Ise Wan, Honshu, Japan, set base course $147^{\circ}(T)$, standard speed 10.0 knots (58 r.p.m.).

POSITIONS:	0800	1200	2000
Latitude			$33^{\circ} - 23' N$
Longitude			$135^{\circ} - 23' E$

27 October 1945 (Zone minus nine time)

Cruising in convoy enroute Ise Wan, Honshu, Japan. At 0700 we entered swept channel to Nagoya Harbor. At 1258 Pilot aboard. At 1447 we anchored outside Nagoya Harbor, Honshu, Japan, in 5 fathoms of water. At 1517 we got underway on various courses and speeds conforming to Nagoya Channel. At 1615 we moored port side to New Pier, Nagoya, Honshu, Japan, and at 1825 we commenced discharging cargo to pier.

C O N F I D E N T I A L

WAR DIARY - U.S.S. PROCYON (AKA-2)

Commander C. H. MINCKLER, U.S. Navy, Commanding.

28 October 1945 (Zone minus nine time)

Moored as before.

29 October 1945 (Zone minus nine time)

At 0035 completed unloading cargo. At 0605 Pilot came aboard. At 0644 we got underway with verbal orders to transport anchorage, Ise Wan, Honshu, Japan, on various courses and speed to conform with Nagoya Harbor Channel. At 0830 we anchored in Berth 26 Transport Anchorage, Ise Wan, Honshu, Japan.

30 - 31 October 1945 (Zone Minus nine time)

Anchored as before, awaiting orders.

C. H. Minckler
C. H. MINCKLER

C O N F I D E N T I A L

WAR DIARY - U.S.S. PROCYON (AKA-2)
Captain C. H. MINCKLER, U.S. Navy, Commanding.

1 - 31 December 1945 (Zone plus eight time)

Anchored in anchorage 9, berth 231, San Francisco Harbor, San Francisco,
California, awaiting orders.

C. H. Minckler
C. H. MINCKLER.

An
HISTORICAL
NARRATIVE



THE

U. S. S.

PROCYON

AKA-2

Sliding gracefully down the slippery ways beneath her glistening hull, the S. S. Sweepstakes unauspiciously skimmed into the sun-drenched waters of picturesque Tampa Bay for her first big bath . . . and far more noteworthy, for the start of a colorful wartime career that was to find most of the waters of the world caressing her hull in a span of four years.

The launching occurred at the Tampa Shipbuilding Yard, and the time was February of nineteen hundred forty one.

Although destined for commercial purposes in peacetime service at the time, the threatening war clouds in Europe and the Pacific never allowed her to realize the life for which she was primarily intended.

The United States Navy, then building up her strength to meet the emergencies taking form, stepped into the picture. And so it was that the very brief existence of the S. S. Sweepstakes came to an end, her conversion to a Naval cargo ship marking the finish of her civilian life and the start of her service career.

Moving some states northward, the setting for the next scene becomes the waters of South Carolina's Charleston Harbor. There, amid the historical surroundings dating back to the earliest days of the nation, she was christened and commissioned the U. S. S. Procyon . . . taking her name from one of the leading stars of the heavens used in navigation.

The ceremony took place at the Charleston Navy Yard, the time being ten o'clock on the morning of August eighth in nineteen hundred forty one.

The presiding officer was Captain C. E. Baker, U. S. N. Commander L. P. Padgett, Jr., U. S. N., accepted the command of the Navy's new ship . . . to guide her destinies safely through the first seventeen months of her sparkling life at sea.

A ship of "C-2" classification, the ship has an overall length of four hundred fifty nine feet, and measures sixty three feet at the beam. Her displacement, when loaded, is thirteen thousand eight hundred seventy six tons.

A pair of Nordberg diesel engines furnish an output of six thousand horsepower, driving her single screw.

At the time of her christening, the vessel had a skeleton crew of twenty nine men aboard. At the noon hour of that day, her assigned crew was piped on . . . one hundred sixty two men in all. The men at once began the task of making her ready for putting out to sea, provisioning her with supplies.

On August twenty second, just fourteen days following her commissioning, anchor was weighed. Leaving Charleston astern, she steamed for Norfolk to receive her first load of cargo.

Her initial cruise took her to Guantanamo Bay in Cuba, and from there she proceeded to Colon in the Panama Canal Zone.

It was during the return run that she encountered her first real test of seaworthiness. Off the coast of Florida, she ran into the full fury of a hurricane.

For five long days and nights, she and her crew battled the raging seas and the elements. All went well, however, and the ship steamed into Boston Navy Yard none the worse for the experience . . . and only two days late.

Thus, for two and a half months following her commissioning as a Naval craft, she braved the heavy seas and the German wolf packs, the latter at the time just beginning to be a big threat to American shipping.

Loaded aboard at Pier Fifty in New York City, as October rolled around, was a complete hospital unit of portable makoup . . . its vital importance unrealized at the time. However, it was only a few short months later that this unit played a key role in the saving of the lives of American men at Pearl Harbor.

Weighing anchor on October eighth, she pulled out of the Gotham City's harbor, her course once again southerly for Cuba's Guantanamo Bay, where she took aboard the customary detachment of the United States Marine Corps.

Dropping down the Panama stairs on October eighteenth, the ship slipped into the Pacific Ocean, where new and thrilling adventures awaited her and her crew . . . the Pacific, that great expanse of water destined to become the battleground for the struggle between the offensive fleet of the Japanese Navy and the then new and growing mighty United States Fleet.

Enroute to her Hawaiian destination at the key Naval base of Pearl Harbor, she moved up the Pacific coast and made brief pauses at San Pedro and the Mare Island Navy Yard. Loaded aboard was more cargo . . . eight inch guns for island defense.

The first and only peacetime cruise in the Pacific for the ship began on Armistice Day. One week later, on November eighteenth, she berthed at Pearl Harbor and discharged her cargo. And then, only thirteen days prior to the notorious sneak attack of the Japanese, the Hawaiian Naval Base was left to the stern for the trek eastward to San Francisco.

At ten fifty five o'clock on the fateful morning of December seventh in nineteen hundred forty one, the Encinal Terminal Dock at Alameda, California, was reached . . . and it was there and then that the first news of the great disaster was received.

The turn of events resulted in an immediate change of order, sending the ship to the Mare Island Navy Yard a second time in a short period. There she was prepared for wartime service, receiving her war paint and the sealing of her ports.

With a precious cargo of sorely-needed blood plasma and medical supplies aboard, it was anchors aweigh once again. Pearl Harbor was the destination.

And there was no escort for this first wartime run through the waters of the Pacific, the ship's own limited armament being the sole protection . . . a five-inch fifty one, four three-inch twenty threes, four water-cooled fifty machineguns and a pair of thirty calibre Lewis machineguns.

Among her passengers were Joseph Ruckner, of the Paracount News Reels; Ralph Jordan, of the International News Service; Norman Alley, of the "News of the Day" magazine, and the noted Robert "Bob" J. Casey, of the Chicago Daily News, who was prompted to start tossing together the notes of his "Torpedo Junction" while aboard.

The officers and men aboard experienced their initiation into wartime regulations on the cruise, there being much anxiety and tension prevalent. However, the run was without incident.

The vessel made Pearl Harbor on December nineteenth, being the first ship to reach the devastated Naval base from the States since the sneak attack.

It was a tragic sight that greeted the eyes of all aboard, bringing an oath of revenge from the crew members and tears to the skipper's eyes. Needling her way through the fouled waters, she rolled by the still-smouldering hull of the U. S. S. Nevada and others of the proud fleet . . . now down on its knees.

Christmas Day of nineteen hundred forty one was a memorable one, because while unloading, the first genuine call to "general quarters" was given. However, the threatening air raid never materialized.

Later that day, she was moved to Honolulu, where the remainder of her cargo was discharged.

On December thirtieth, the ship left Honolulu in convoy for San Francisco. On the State-side she was speedily reloaded, this time with much-needed supplies, landing mats and Marine fighter planes. The pilots for the aircraft were also taken aboard.

It was on January fifteenth of nineteen hundred forty two that she once more stood off for a Pacific run, this time to the South Pacific. Pago Pago in Samoa, was her destination, and it was reached without noteworthy incident on April second.

By May first, she had completed two trips to Samoa, crossing the equator four times. Customarily, such an event is marked by the traditional ceremonies centering around the visitation of King Neptune and his Royal Court . . . but wartime restrictions made it impossible to have such observances until a later time.

During these trips, the crew members, working under the capable supervision of Lieutenant (junior grade) W. A. Sherbath, learned the intricate means of handling the cargo. This strenuous training was of much benefit soon after and through to the conclusion of the war . . . and it aided the crew in becoming one of the most efficient and capable in the handling of boats and cargo for the amphibious operations predeterminating future events.

On May fifth, the bow of the ship was once more pointed toward the high seas, and within her spacious hull was a cargo of ammunition, bombs, ordnance supplies and gasoline.

In the course of this voyage, stops were made at Honolulu, Suva, the Fiji Islands, Noumea, New Caledonia and the Tanga Islands.

And it was in the waters around the Tanga Islands that survivors from the U. S. S. Lexington . . . a victim of the famed Coral Sea Battle . . . were picked up.

Next touched by the ship was Samoa, followed by Honolulu, and finally San Francisco . . . rounding out her Pacific activities for the year.

Earned in those early days of her wartime career was the nickname . . . "Pacific Phantom". There were several "close calls" with Japanese submarines and torpedoes, and on a couple of occasions she was reported lost, but nothing of serious nature ever developed.

The first chapter in the history of the good ship closed on a sad note . . . the loss of one of the members of the crew, Grantham Cox, who died the result of a fall into one of the ship's deep tanks.

On Independence Day of nineteen hundred forty two, the Mare Island Navy Yard again proved to be the setting as conversion took place. A new role was called for with her attachment to the Amphibious Fleet as an attack vessel, all in preparation for the impending water-borne invasions so necessary in both the European and Pacific Theatre of Operations.

The "AK-19" departed from San Francisco on August twelfth, touching San Diego while enroute to the Panama Canal. On September first, she nosed out into the Atlantic waters for the first time in a number of months, now prepared to play a vital role in the European War.

A series of alterations came next at Norfolk, and midway through the month the first boats and boat crews were received. This was followed by a series of intensive maneuvers in the waters of the Chesapeake Bay.

The first combat load of troops and equipment . . . of the Third Army Division . . . came aboard, and this time anchors aweigh signalled the start of a convey trek eastward across the Atlantic Ocean for invasion.

It was shortly after midnight of November eighth that the vessel approached the transport area off the coast of French Morocco in Africa.

Two hours from the time of her arrival, all of her boats were discharged in preparation for the assault and landing on Fedala. And in another two hours . . . "H Hour" . . . her boats were among the first to hit the beaches of foreign soil,

Although under fire from shore batteries, the French cruisers and enemy bombers, her crew carried out the unloading operations in a gallant and efficient manner.

Weather conditions were unsatisfactory, and it was the initial operation for the men with opposing enemy action . . . but the task was handled without a mishap of note.

On November tenth, she moored alongside at Fedala, discharging her cargo of ammunition.

The following day, she was moved out into the harbor about three miles for anchorage . . . and it was at this site that the dangers of war were really brought home.

The first and only peacetime cruise in the Pacific . . . with the exception of the one that came shortly after the Japanese surrender in nineteen hundred forty five . . . was begun by the ship on Armistice Day of nineteen hundred forty one.

And in the early evening of that holiday, just one year later, another event of note transpired, this of far more tragic consequence, however.

While riding at anchor in Fedala harbor . . . the time of evening being seven fifty five o'clock . . . the U. S. S. James Hewes was struck without warning by a torpedo.

She sank in the short period of thirty two minutes, ten members of her crew going down with her.

Survivors of the ship were rescued by the Trocyon's boats and those of other ships nearby.

In the same enemy action, within a very short distance of the "AK-19", two other ships were hit. However, they sustained their damage and remained afloat. The victims were the Tanker, the U. S. S. Chamung, and the Destroyer, the U. S. S. Hambleton, which was being refueled.

The following evening, while most of the crew members were at chow, the submarines struck once more. The U. S. S. Scott and the U. S. S. Rutledge were both sunk, while the U. S. S. Bliss, upon being hit, burst into flames and burned herself out.

The sight of the latter was unforgettable.

The destroyers of the force searched for the prowling submarines of the enemy, and a short time later, the ship and the seven remaining transports were ordered to weigh anchor and seek safety at sea.

After circling about the coastal waters for several days awaiting orders, the move was finally made to Casablanca, where the remainder of the cargo was discharged.

Although the "AK-19" sustained her invasion mission with no damage to herself, and likewise missed becoming a victim of the enemy submarine attacks, two of her brave crew were drowned in the heavy surf when their boat capsized during the unloading operations . . . the only marring of the entire experience.

The return voyage to the States was made without incident, the arrival there on December fourth resulting in a well-earned leave for members of the crew and the officers.

Now nearly two years of age, the ship lay at Norfolk with much adventure by her stern . . . and far more before her as another chapter in her illustrious career took shape.

Captain L. P. Padgett, Jr., U. S. N., transferred his command to his capable executive officer, Commander D. A. Hirtt, U. S. N., on January fourth of nineteen hundred forty three. At the same time, Lieutenant Commander E. B. Ellis, U. S. N., became the executive officer of the ship.

Other changes came for the gallant ship as she was reclassified with the rating of the "AKA-2" at this time . . . this being retained through the months until final victory was reached.

The next move took her to the Chesapeake Bay once more, there to participate in the extensive maneuvers of three months duration. This training was well-remembered by the ship's complement as being unusually hazardous.

It proved to be one continuous series of round-the-clock routines, under all conditions . . . the cold bitter and the seas icy . . . in the training of the Forty-fifth Division for assaults upon the enemy. And on one occasion, a boat crew member was rescued from the icy waters by M. B. Craigo, Coxswain, who received the Life Saving Medal for his valorous deed.

The experience gained in the Chesapeake maneuvers, and the experiences of the former tangles with the enemy in the European Theatre of Operations, enabled the crew of the ship and her boat crews to join in becoming one of the finest teams to enter the Mediterranean Theatre.

On April seventh, the "AKA-2" moved into the Philadelphia Navy Yard, where her Radar was installed, her guns overhauled, and additional twenties emplaced. Adjustments were also made in her rigging to better her for amphibious operations.

Then, equipped with seven "LCM" and fourteen "LCVP" craft, she was ordered to Newport News to receive aboard the Forty-fifth Division . . . her combat load.

Anchor was weighed on June eighth, and the ship once again headed for European waters. She arrived at the Algerian port of Oran on the twenty second, following a crossing of no noteworthy events.

It was at this place that a final maneuver was undertaken. Then she joined one of the largest amphibious task forces ever assembled up to that time.

Departure from Oran was made on July fifth.

Once again it is written that the gallant men of the "AKA-2" ably met the real test of war and carried out their mission with speed, efficiency and courage . . . and for this second invasion adventure, the setting was the coast of Sicily.

Beginning at "H Hour", on the morning of July tenth, the unloading operations were carried on beneath the ever-threatening enemy bombing and strafing among the ships.

On several occasions, her gun crews were called upon to repel the attacking planes . . . her guns helping to bring down one of the Nazi "109" craft strafing among the ships.

As in the earlier African assault, the boats of the ship were in the initial wave to hit the beach.

One "Stuka" dive bomber fell prey to the gunfire from one of the ship's boats, and as a result, its two crew members received the Silver Star Medal.

And thus, it came about that the "AKA-2" scoreboard was marked with a "Swastika" . . . something of pride for every last man of the ship's complement.

Although the ship came through the hazardous mission with only a shrapnel bruise of her aft crew's nest, two members of one of the small boat crews were not so fortunate . . . they later died of wounds sustained from a strafing attack.

It was back to Oran for the ship, and there on July sixteenth the crew was granted a much-needed rest. The big feature of the pause that refreshed was the catching up with mail from loved ones and home, and equally as important, the writing of letters with "all's well!"

The respite was brief, however, and soon all was a bustle again, this time with preparations for still another assault upon the now retreating forces of the enemy . . . just one more bit of help in the landing of troops and supplies on the Allied stepping stones to victory and peace.

September ninth of nineteen hundred forty three found the vessel once more in the thick of amphibious operations . . . this time at Salerno.

The enemy resistance by air and by land was most stubborn here, but by this time it was an old story for the "AKA-2" crew . . . veterans of two such previous operations . . . and the work of unloading was carried out efficiently without mishap.

While under way on October eleventh, the excellent seamanship of the skipper resulted in averting a serious collision with the U. S. S. Philadelphia, this action coming during a heavy enemy bombing raid as the ships were enroute to Oran.

Commander Hartt was presented with the Legion of Merit for his action. This award was tendered by Major General Courtney Hodges, with General Dou Jaus, in command of the French troops in North Africa, assisting. The scene was Arzew.

Next came a move to Naples, the "AKA-2" returning to Oran shortly afterward, there to aid in the training of the French, Arab and Senegalese troops for a period of thirty days.

November thirtieth found her pointing out to sea again, and this time it was for still another new destination . . . the Scotland port of Glasgow . . . where mail was delivered for the English troops.

And then just six days before Christmas in nineteen hundred forty three, she set sail for home.

Although there was no enemy action to contend with, the voyage back to the States was a memorable one as the ship and her crew battled the elements and the raging, mountainous seas of the North Atlantic for fifteen days.

Enroute she withstood a roll of fifty three degrees to the port, and one less degree to the starboard . . . and the lone loss was one life ring.

Arrival at Norfolk was logged on January second of nineteen hundred forty four, and a short time after that, the ship underwent minor alterations in Portsmouth.

Among other things, her three-inch fifties were replaced with forties, and her five-inch fifty-one for a five-inch thirty-eight.

Under orders, she sailed to New York City. Here, on February twenty-third, Captain Hartt turned his command over to Commander T. O. Cullins, U. S. N.

Of note is the fact that Admiral Kirk, commanding the United States Naval Forces in the Mediterranean, issued commendations to the ship and her crew several times. . .

In convoy with other amphibious forces, the ship moved out on February twenty-seventh for another adventure in European waters.

However, this particular cruise was marked with trouble of a mechanical nature as the second day out one of the diesel engines broke down. This resulted in her moving along at the slow speed of only eight knots, and made her an excellent target for submarines.

Although the convoy moved on, a "DE" escort remained with her for protection.

Another headache of the voyage came from the heavy seas, this condition being made worse because she was unable to obtain a fair amount of speed with only one engine.

Destination for the ship was Oran, but her initial stop was at Swansea, where new castings for the engine were made and taken aboard.

From there, the course led to Gourock in Scotland, near her former berthing of Glasgow, and on this run, one engine was used while repairs were being made to the other. However, the voyage north was made without undue trouble.

The "AKA-2" arrived at Oran on April twenty sixth, and she was then loaded with supplies for the continent. Upon reaching Naples on June sixteenth, she once again took on the Forty-fifth Division troops . . . now noted veterans of Sicily and Salerno.

For three weeks she laid to at Castellammare, where her complement enjoyed recreational activities, including swimming and surfboard riding.

Back to work again came on August thirteenth, when anchor was weighed with the objective as St. Tropez, on the southern coast of France . . . and participation in another invasion assault.

Two days later, her boats again landed troops on foreign soil, but this time there was no enemy opposition. The task was carried out in six hours, and departure for Naples from that scene of action was made the same day.

Six consecutive runs to Marseille with French troops and supplies came next for the ship.

During the free moments made possible on this "milk run", the crew members had the opportunity to visit Rome, Cassino, Anzio, Pompeii and the song-noted Isle of Capri.

A large number of the men also had the unforgettable good fortune of having an audience with Pope Pius XII.

It was then out across the Atlantic once more, with "AKA-2" slipping into the Philadelphia Navy Yard on November eighth.

Here she was equipped with a center-lined set of booms and a quadrantal mast. She also underwent a general overhauling, and took on two additional "LCM" craft.

Christmas of nineteen hundred forty four was spent at Norfolk, where supplies were loaded in preparation for her departure for a new phase of activity three days later.

It was on January third that the "AKA-2" . . . now a veteran of four water-borne invasions in the European and African Theatres of Operations . . . once more pointed her bow for the Gatun Locks the third time.

After a brief stop at Balboa, she proceeded on to Pearl Harbor . . . this first run through Pacific waters in many months marking the beginning of another chapter in her illustrious career.

It was a new and very busy Pearl Harbor that greeted the ship and her crew upon their arrival on January nineteenth.

Also found at the big Hawaiian Naval Base were many new and modernized "AKA" ships. And so the "2" joined in the offensive she had helped to launch back in the dark days of nineteen hundred forty two.

On February sixth, Captain Cullins transferred his command to Commander C. H. Minckler, U. S. N., who was to guide the ship destinies through the final victory later in the year.

The thirteenth of the month found the "AKA-2" underway for still another water-borne invasion . . . her initial one in the Pacific Theatre.

Eight days later, while enroute to Guadalcanal, the crossing of the equator was marked with the pomp and hilarity due, the feature being also inclusive of the lesser ado dealing with the crossing of the International Date Line.

Davy Jones came first, appearing to inform the skipper that his majesty, Neptune Rex, and his Royal Party, would board the ship "to initiate all jollywags, landlubbers and scums of the earth into the Ancient Order of the Deep and make them trusted shellbacks." The ceremonies were also for the initiation into the "Domain of the Golden Dragon".

Although keyed for enemy attack at all times, the ship's complement enjoyed the ritual thoroughly . . . and there was nothing in the way of trouble to mar the proceedings.

At Guadalcanal, the men had a brief period for relaxation. Recreational pursuits were followed by some, and others took a close look at the jungles of the Solomon Islands.

Here too came some weeks of training for the hard tasks that still lay ahead in the not too distant reaches of the Pacific.

On March fifteenth, Guadalcanal was left astern with Ulithi, one of the Caroline Islands, as the destination to be arrived at six days later.

Here the "AKA-2" joined the mighty task force that was set to strike at one of the first prowar Japanese territories taken.

On the morning of April first . . . Easter Sunday . . . the ship was once more to be found at a transport area, and this time it was off the southwestern side of Okinawa, the key island in the Ryukyu group. And most important, just three hundred twenty five miles from southernmost Japan.

"H Hour" was at eight o'clock on that Sabbath morning, and at that time the ship was in a column standing off for orders to unload. Her boats were dispatched for the work of landing the assault troops.

During the operations, all of the ships in the area were under constant attack from the notorious "Kamikaze" suicide planes of the Japanese.

It was while still awaiting the invasion move on April sixth that the "Rising Sun" was added to the scoreboard on the bridge, taking its place beside that of the Nazi "Swastika".

After more than three solid hours at "general quarters", a Japanese "Val" picked that "AKA-2" for a victim . . . but it was an unfortunate selection as the guns of the invasion veteran blasted away, bringing the plane down in flames.

The ship was the first "AKA" to finish its unloading operations, once the movement ashore got under way, and her mission was accomplished without mishap.

She pulled away from the last big stepping stone to Japan on April seventh, the only craft of her type to be unloaded and the only one to leave the scene.

Guam was the first step on the route east, and then came Pearl Harbor, where arrival was logged on April twenty third. From there, the skipper took her to Hilo, where a period of ten days was given over to rest and relaxation.

The amazing feature of the "break" is best expressed as did the crew members . . . and lo, and behold, not a paint brush was touched!

Came May eighteenth, and it was anchors aweigh again, the ship's arrival in San Francisco recorded nine days later.

As the Navy, Army, Marine Corps and Air Force were well on their way to Tokyo at this date, it fell to the Navy ships of the cargo carrying types . . . the job of delivering the goods to the big guns of the battle fleet and the bombs to the carrier planes.

So, from May thirteenth through August sixth, the ship was busily engaged in helping deliver these goods.

On her crossings, she carried all types of ammunition, from sixteen-inch projectiles to thirty calibres, operating from Laredo, Port Chicago, San Francisco and Pearl Harbor.

During this period, it is of note that members of the crew were able to break into their work schedules with occasional dances and entertainments. Music for this was furnished by "Ski" Malatesta and the ship's own orchestra. Much deserved liberty was also enjoyed by the officers and men.

When the surprising news of the Japanese surrender came, the ship was in San Francisco . . . just as in nineteen hundred forty one, when the news broke on the Japanese sneak attack upon Pearl Harbor.

It was a joyous crew of officers and men that day, realizing that at long last that greatly anticipated final victory had come.

Many an eye was moist, and silent prayer was offered in thanksgiving to God for bringing the ship safely through her many and various missions . . . tasks that had meant covering more than one hundred fifty thousand miles of the major seas of the world, most of the time lurking with the threats of disaster and death.

Although the war was actually at end, there was still work to be done. And so on August eighteenth, the "AKA-2" departed from San Francisco for another long haul into the deep Pacific . . . this voyage to eventually lead her right into Japanese waters and ports.

Touched enroute were Ulithi, Samar and Leyte, with the Lingayen Gulf area . . . famous for being the invasion point which returned the Philippine Islands from Japanese bondage to freedom . . . as the point for loading up and hopping off to Japan.

This time, however, it was occupation troops and not those for invasion that came aboard with supplies and vehicles. The move from offshore at White Beach to San Fernando was made on October fourth.

Six days later, accompanied by an "LSD" craft, anchor was lifted and the voyage through the typhoon-infested waters of the notorious China Sea started.

Several days of rough seas marked the five-day run, but there were no difficulties encountered.

The anchor was let down in the bay off Wakayama, on the Japanese Island of Honshu, on October fifteenth. Here, in company with a large number of other ships, it was a story of waiting until clearance could be made for entry into Atsuta Bay and the Port of Yokkaichi with the Sixth Army's Twenty-fifth troops and supplies destined for nearby Nagoya and vicinity.

Thus, the resume of her years of service has been duly recorded, but the final chapter remains.

Who can say what the future holds in store for the illustrious ship.

There is one thing certain, however. The men who have served aboard her will vividly remember the many incidents that have brought happiness, sorrow, pleasure, work, and thrills.

Surely, the memory of the ship . . . "AKA-2" . . . will live in the minds of her present officers and men, and those before them, as long as one shall live.

And history will record no more noble a ship.

SECRET

SECRET
AK19/A16-3
Serial No. 0016

U.S.S. PROCYON

c/o Postmaster
New York, N. Y.

5 DEC 1942

12 640

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 C. 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.

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Subject: Report after battle - Exercise Torch.

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

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"

S E C R E T

U.S.S. PROCYON

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Serial No. 0016

5 DEC 1942

S E C R E T
Subject: Report after battle - Exercise Torch.

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.

FF-0033

SECRET
AK19/A16-3
Serial No. 0016

U.S.S. PROCYON

5 DEC 1942

SECRET

Subject: Report after battle - Exercise Torch.

It appears that some vessels did not maintain previously assigned positions in "Debarkation 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 "Debarkation 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.

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

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

File: A16 UNITED STATES ATLANTIC FLEET (rff)
Serial:(0060) COMMANDER TRANSPORTS DIVISION ONE 12 640
AMPHIBIOUS FORCE

FIRST ENDORSEMENT
to C.O. PROCYON ltr. December 14, 1942.
AK19/A16-3 Ser 0016
dated Dec. 5, 1942.

From: The Commander Transports Division ONE,
Amphibious Force, U. S. Atlantic Fleet.
To : The Commander-in-Chief, United States Fleet.
Via : (1)The Commander Transports, Amphibious Force,
U. S. Atlantic Fleet.
(2)The Commander Amphibious Force, U. S.
Atlantic Fleet.

1. Forwarded.

J. M. Ryan
J. M. RYAN
by direction.

Al6-3(T)
Serial: 003242

UNITED STATES ATLANTIC FLEET
TRANSPORTS, AMPHIBIOUS FORCE

(wr)

S E C R E T

December 18, 1942.

12 640

SECOND ENDORSEMENT to;
CO PROCYON Ltr. AK19/
Al6-3 Serial 0016
dated Dec. 5, 1942.

From: The Commander Task Group 34.9.
To : The Commander in Chief, United States Fleet.
Via : (1) The Commander Task Force 34.
(2) The Commander in Chief, U.S. Atlantic Fleet.

Subject: Report after battle - Exercise TORCH.

1. Forwarded.


R.R.M. EMMET.

7945

1942 DEC 26 16

COMMANDER-IN-CHIEF
FLAG OFFICE
RECEIVED

File No.

UNITED STATES ATLANTIC FLEET
AMPHIBIOUS FORCE
(Administrative Command)

FE25/A16-3

Serial: 00300

Naval Operating Base,
Norfolk, Virginia, 12 640

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DEC 22 1942

THIRD ENDORSEMENT to
CO PROCYON Ltr. AK19/
A16-3 Serial 0016
dated Dec. 5, 1942.

From: Commander Amphibious Force, United States Atlantic Fleet.
To : Commander in Chief, United States Atlantic Fleet.
Subject: U.S.S. PROCYON; Report after battle - Exercise TORCH.
Reference: (a) Lantflt conf. ltrs. 7CL-42 and 16CL-41.

1. Commander Amphibious Force, United States Atlantic Fleet, is forwarding the above enclosures without specific comment or recommendation at this time. The final report of Commander Task Force Thirty-four on the Torch operation, now under preparation, will include pertinent comment and recommendation resulting from the study and analysis of the individual reports of task group, task unit, and ship commanders when all are finally received.
2. Advance copies of above basic letter (Serial 0016) with First and Second Endorsements have been furnished the Commander in Chief, United States Fleet.
3. Transmission of this letter by registered mail within the continental limits of the United States is authorized.

H. K. Hewitt
H K HEWITT

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AKA2/A16-3
Serial No. 009

U.S.S. PROCYON

c/o Fleet Post Office,
New York, N.Y.
JUL 13 1943
COMDR. AMPHIBIOUS
FORCE

From: The Commanding Officer.
To : The Commander Task Force Eighty Five.
Subject: Narrative Report, Operation HUSKY.
Reference: (a) C.T.F. 85 Conf. Despatch 131953 of July 1943.

PROCYON, a unit of Transport Division Five, (Attack Group Two) approached the Transport Area in column ahead, PHILADELPHIA guide. Order of ships PHILADELPHIA, BIDDLE, JEFFERSON, ARCTURUS, PROCYON, CARROLL, and ANTHONY. Interval between ships 1,000 yards.

This report commences at 2310, one hour prior to arrival in the Transport Area. At that time the column was on course 348 degrees true. PROCYON's SG Radar was out of commission and was not in operation until 0005 July 10. A moderate wind was blowing from the northwest and the ship was pitching lightly in the short sea running at the time.

During the one hour period of approach to the Transport Area anti-aircraft gunfire and flares were observed inshore of the beach to northwest of Cape Scalambri, and numerous bombs could be seen exploding to the north.

It was feared that great difficulty would be experienced in hoisting out boats, and every possible safety measure was employed to insure the boats being put into the water in operating condition and to prevent damage to handling facilities.

At 0010 July 10, PROCYON, having reached its station in Transport Area commenced walking out the anchor and at 0020 anchor was reported on bottom in 53 fathoms of water. Chain was veered to 75 fathoms. The ship was pitching and rolling lightly. Immediately upon arrival in the Transport Area, the work of hoisting out boats was begun. LCV(P)'s nested inside the LCM's on holds No. 3 and 5 were scheduled to be the first boats in the water. However, as soon as these boats were hoisted clear of their skids, they commenced to swing wildly, carrying away their steadying lines, and carroming off life rafts, boom guys and other boats. In order to prevent permanent damage to the rigging, it became necessary to set both boats down on the other boats nested at the hatches.

Steps were taken to ascertain the amount of damage sustained by the two boats hoisted, and by those upon which they had been lowered. Meanwhile, the hatch gangs at Nos. 3 & 5 holds were shifted

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Serial No. 009

U.S.S. PROCYON

c/o Fleet Post Office
New York, New York.

JUL 18 1943

Subject: Narrative Report, Operation HUSKY.

to Nos. 2 & 4, and attempts were made to hoist out boats at these latter hatches. By tripling the number of steadying lines, and putting all hands on the lines, an LCV(P) was safely hoisted out at No. 4 Hold, cleared from the ship at 0044 and despatched to the CARROLL. At Number 2 hatch, the boat was swung out over the side without mishap, but when it became waterborne the fitting which held the port leg of the boat sling pulled out before the hook could be tripped and the boat overturned on the slings spilling the four men of the boat crew into the sea.

A second LCV(P) had been safely hoisted out at No. 4 and sent to the CARROLL by 0114. When the accident at No. 2 occurred, another boat was put over at No. 4, and recovered the four men in the water, who had been carried about 200 yards from the ship by the strong wind, but had managed to stay close to one another, and were quickly located. Boats were being sent to the CARROLL as quickly as they could be hoisted out.

While the hatch gangs were hoisting these boats over, repair gangs were affecting temporary repairs to the boats damaged at Nos. 3 & 5 hatches, also to one which had been damaged at No. 1 hatch, and to the guys, steadying lines, and hoisting gear. The boat at No. 1 was lowered safely at 0221. As the seas abated the work of getting the remaining small boats over the side was accelerated. Doubts as to the feasibility of discharging tank lighters were entertained, but at 0302 the first LCM(3) was successfully lowered at No. 5 hatch. Operations at No. 3 hatch were delayed by the necessity of renewing rigging carried away by the first boat hoisted, but by 0555 all seven LCM(3)'s had been safely lowered and despatched to carry out their assignments.

During the discharging of boats, the ship was observed to be dragging anchor. Anchor was weighed and the ship moved about 600 yards back to its assigned position. Just before the delayed H-Hour, the destroyers and cruisers of the Cent Force laid down an intense barrage on their assigned targets on the beach. Shortly afterwards, enemy aircraft were reported overhead, and a curtain of fire was put up by the transports. At 0455 three bombs were seen to fall about one mile off PROCYON's port quarter.

With first light, JEFFERSON and ANTHONY commenced to close the beach, on orders from the attack Group Commander. A previously dormant shore battery opened up, and shells were seen to

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fall close to JEFFERSON. The ships withdrew to the outer Transport Area. At 0630, the shore battery having been silenced by the fire support groups, all ships in Attack Group Two were ordered to close in to within 5,000 yards of the shore. All boats having been despatched, PROCYON got underway, and, at 0856 anchored in the inner Transport Area, approximately 2 miles off Point Braccetto. As soon as the boats had been hoisted out, the work of opening the hatches had been begun, so that by 0900, when the first PROCYON boats were released from CARROLL and ANTHONY, all preparations had been made, and the discharging of Army vehicles began immediately. This phase of the operation proceeded in an expeditious fashion throughout the morning utilizing the boats available, with only minor delays occasioned by difficulties encountered in unloading the vehicles at the beach.

At 1443, LCT(5) No. 447 came alongside the port side of No. 1 hatch to load Army barrage balloon equipment, but experienced great difficulty in securing, because of the increasingly choppy seas, and finally, at 1534, shoved off, having taken aboard only five percent of the balloon equipment, and having delayed the discharging of Nos. 1 and 2 hatches by almost an hour. The discharging of vehicles continued until 1719, when, a swept channel having been cleared, the Attack Group Commander directed ships of Attack Group Two to shift to assigned berths off Scoglitti. On reaching this new anchorage, cargo operations were resumed, and continued until 2145, when orders were received to cease discharging for the night. During the hours of darkness considerable activity was observed inland.

At 0515 on July 11, cargo operations were recommenced, and continued throughout the day, but at an increasingly slow pace as the beaches became congested. This congestion resulted in the delayed return of some boats, and in damage to others, which were broached through lack of room to maneuver. As damaged boats were returned to the ship, they were hoisted, repaired, and returned to service, on a not-to-delay-the-hatch basis. At 1212, LCT(5) 447 came alongside, loaded the remainder of the Army balloon equipment and 500 gallons of fresh water, and shoved off at 1325.

At 1455 on the afternoon of the 11th, the last vehicle had been discharged; a total of 149 vehicles, utilizing only the LCM's and LCV(P)'s available to this ship, in approximately

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Subject: Narrative Report, Operation HUSKY.

22 hours of cargo operations, which in view of the difficulties experienced at the beach and the difficulty of placing vehicles in a boat alongside, is considered to be very good.

On the morning of the 11th, the demolition unit assigned to the ship, which had been standing by since dawn on D day, received orders, and at 1110 left for the beach in three LCP(R)'s which had been previously loaded and had been standing by since H hour. The exact results of this party's work are not known, but it is understood that they surveyed channels and cleared out barbed wire in the vicinity of Beach Red One, in the center of the town of Scoglitti.

The second phase of the cargo operations, the discharging of ammunition, gasoline and miscellaneous Army equipment, started during the morning of the 11th, and by mid-afternoon all holds had been rigged yard-and-stay and the discharge was well underway, using double sets of gear and discharging on both port and starboard sides of Nos. 2 and 3 holds. Had an IST or ICT been made available at this time, the work of unloading the ship could have been greatly accelerated, since cargo operations could have continued at most holds throughout the night. As it was, the congestion on the beaches became worse, and the shuttle service slowed almost to the stopping point. Advantage was taken of this lull to fuel small ships with deisel fuel in the following amounts: YMS-58, 1500 gallons; YMS-37, 2300 gallons; YMS-64, 1800 gallons; and YMS-18, 1600 gallons. Provisions and water were also supplied these small craft.

Meanwhile, all hands who could be spared from the holds were despatched to the beach as working parties, but evidently this measure was of little avail, for at 2215 orders were received from the Attack Group Commander to secure cargo operations until the congestion at the beach heads could be alleviated. All hands, however, remained at their transport area stations.

At 2234 the first of three groups of flares were dropped approximately a mile off the port quarter of PROCYON and at 2240 all ships in area opened fire on enemy planes overhead. At that time ANTHONY was anchored 700 yards southeast of this ship and PHILADELPHIA was lying to on a northerly heading, approximately 2,000 yards off PROCYON's port bow. PROCYON and ANTHONY were about 9,000 yards off shore. Six enemy bombers figured in the attack, which was carried out under a bright moon and with clear skies, and five were shot down by withering anti-aircraft fire.

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Both the first and second planes of the "staircased" enemy attack were shot down into the sea, one crashing just off the beach at Scoglitti, and the other falling off the PHILADELPHIA's starboard quarter between that ship and PROCYON. Both planes passed close aboard the PROCYON before crashing and it is believed that this ship's anti-aircraft fire aided materially in downing the aircraft.

At 2344, a single enemy bomber, gliding in with engines off, dropped four bombs forward of ANTHONY, about 500 yards astern of this ship, one of which fell within a few hundred feet of one of PROCYON's Support Boats, which was conducting a patrol around the ship. One minute later, another plane, flying in a north-south direction straddled ANTHONY with five bombs. Intense anti-aircraft fire was thrown up at each plane.

In the midst of the air attacks, at 2302, one of PROCYON's LCM's, KA2-3, returned to the ship with three of her crew wounded. This boat was caught in a crossfire from the enemy planes overhead and the various landing craft on and near Beach Red One. All of the men were standing on the starboard side of the coxswain's "cockpit" when the firing started and were hit before they could take cover.

The men were immediately hoisted aboard and hospitalized. However, at 0500 on July 12, LADWICK, Joseph (n), F2c, 402 21 39, USNR, died as the result of multiple wounds. At 2230 on the same date, JOHNSEN, George Joseph, Slc, 651 16 72, USNR, died as the result of multiple wounds. The third man received only a slight wound on one finger, and was returned to duty within a few hours.

Cargo operations were resumed at 0430 on the morning of July 12th, but little progress was made, due to congestion on the beach. Large working parties were despatched with each boat, and an experienced cargo officer was sent to the beach to assist the Beachmaster in discharging and salvaging boats. At 0930 the use of LCV(P)'s was discontinued on orders from the Attack Group Commander. PROCYON's seven LCM's were all in commission, however, and as conditions at the beach improved, these boats were able to move a considerable amount of cargo.

At 1550, LST-7 came alongside, and was spotted so that the three forward holds could be discharged into her. Unfortunately, she already had a large deck cargo of ammunition, so that all cargo discharged from PROCYON had to be landed on the LST's lower deck - a procedure which necessitated double - and triple - handling of the cargo from this ship. However, in the four and a half hours that she was alongside, she was of

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New York, New York.

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Subject: Narrative Report, Operation HUSKY.

invaluable assistance, since PROCYON's LCM's could be used to discharge this ship's after holds. Had cargo operations continued through the night, it is estimated that PROCYON could have been completely unloaded by about 2400.

On orders from the Attack Group Commander, LST-7 shoved off at 2023, and PROCYON got underway and stood to the Northwest of Scoglitti, and anchored in berth assigned, inside the protective minefield. Just before this shift, YMS-82 and YMS-63 were fueled, receiving 2800 and 2700 gallons of deisel fuel respectively.

At first light on the 13th of July, PROCYON got underway and returned to anchorage off Scoglitti. At 0700, IST-331 was tied up on port side forward, and IST-7 on starboard side aft, and all hatches were being discharged at top speed. By 1235, all cargo operations had been completed, the Army Ship's Platoon with their barracks bags had been despatched to the beach, hatches were being closed and heavy gear rigged preparatory to recovering boats. By 1400, PROCYON's own boats were being hoisted aboard. Between this time and 1739, PC-542 and PC-591 received 8926 and 9435 gallons of fuel respectively, and these, together with two LCI's, were provisioned. IST's 7 and 331 also received provisions while alongside.

All boats had been hoisted aboard and the ship was ready for sea at 1732. Underway from anchor at 1739, and took departure from CENT area, in company with CARROLL, FUNSTON, ARCTURUS, ALCYONE, ANNE ARRUNDEL and BELLATRIX. Captain Bailey, CTU 85.2.2, in CARROLL, OTC and Convoy Commodore.

In compliance with reference (a), it is reported
(a) that PROCYON anchored in Transport Area at 0020 July 10;
(b) that five hours 35 minutes were required to get all boats in the water.

B. A. Hartt
B. A. HARTT.

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ComTransDiv-5

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File No. FE25/A16-3

UNITED STATES ATLANTIC FLEET
SIXTH AMPHIBIOUS FORCE
(Administrative Command)

Serial: 0019

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Naval Operating Base
Norfolk (11), Virginia.

9 SEP 1943

FIRST ENDORSEMENT to
CO USS PROCYON ltr.
Serial 009 of 7-18-43.

From: Commander Sixth Amphibious Force.
To : Commander in Chief, United States Fleet.
Subject: U.S.S. PROCYON - Narrative Report, Operation HUSKY.
1. Forwarded.

E. A. Mitchell
E.A. MITCHELL
ACTING CHIEF OF STAFF

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AKA2/AIC-3
Serial: 0023

U.S.S. PROXYN

c/o Fleet Post Office,
New York, N.Y.
13 September 1943

From: The Commanding Officer.
To : The Commander in Chief, United States Fleet.
Via : (1) The Commander Task Unit SL.2.1.
(2) The Commander Transports, Eighth Amphibious Force.
(3) The Commander Eighth Amphibious Force.
(4) The Commander United States Naval Forces,
Northwest African Waters.

Subject: USS PROXYN - Action Report After Battle -
OPERATION AVALANCHE.

Reference: (a) Articles 712(1), 874, 876(6), U.S.
Navy Regulations, 1920.

1. In OPERATION AVALANCHE the PROXYN was attached to Task Unit SL.2.1, Section One of the Southern Attack Force, Captain Dierdorff, U.S. Navy, Section Commander in ELIZABETH C. STANTON. This report begins at 2330, 8 September 1943, at which time Task Force SL was approaching the designated Transport Area, Gulf of Salerno, in two columns ahead on course 335°(t). PHILADELPHIA (Guide) was leading the right flank column; PROXYN was on station astern ANDROMEDA, being the second ship in the left column. There was a bright moon accompanied by a slight haze over the sea, sufficient to obscure vessels at a distance of three miles down moon. The sea was calm save for a light surface ripple. A steady red glow was seen off the starboard beam, apparently from a small fire on the shore. Leading ships in formation stopped at 2351. When dead in the water PROXYN in assigned position in Transport Area. Position was maintained without difficulty throughout the night. The clear night afforded ample visibility for proper station keeping.

Hoisting out of landing craft, for which all preparations had been made, began at 0000 at hatches 2, 3, and 5. The first craft was waterborne at 0012, and by 0025 three landing craft had been sent to the STANTON for temporary duty in accordance with Boat Employment Plan. Aided by the moonlight and the calm sea, hoisting out continued with dispatch and without difficulty. At 0030 three heavy explosions were noted on or near the beach south of Salerno. Three more landing craft were soon sent off to the

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U.S.S. PROCYON

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Subject: USS PROCYON - Action Report After Battle - OPERATION AVALANCHE.

JEFFERSON at the far end of the inshore column of ships in the Transport Area, and at 0105 the three boats which had been assigned to the STANTON returned with additional U.S. Army personnel crews for tanks on PROCYON. At 0205 numerous heavy explosions were observed on or near the beach bearing 010°(t) from the ship. By 0209 all craft had been hoisted out from hatches 2, 3, and 5 and dispatched without delay on assigned duties. Two U.S. Army DUKWS (Amphibious trucks) were hoisted out and the remaining landing craft readied for immediate discharge. At 0315, fifteen minutes before H hour, gunfire was observed on and near the beach at a position bearing 010°(t) in the Northern Attack Force area. One half hour later a number of yellow flares were seen over the beach on bearing 090°(t). Reports were received that the first wave hit the shore between the towns of Scapri and Scario at 0330, the second wave at 0338 and the third wave at 0346. Apparently no opposition was offered while these waves were landing on the beach. No bombardment of the shore took place before the first waves landed.

Hoisting out of all landing craft at hatches 1 and 4 began at 0355 and was completed twenty minutes later. At this time many flares were again noted over the beach bearing 085°(t) and further gunfire was observed in the Northern Attack Force area. All boats assigned for operation with other transports had left on assignments. At 0505 another heavy explosion occurred on the beach at 003°(t), followed seven minutes later by dropping of many flares over the Northern Attack Force, to the northeast, which answered the attack with an intense barrage of AA fire. Ten minutes after the attack had begun on the force to the northeast, a single unidentified plane with lights passed low overhead to southward. It dropped no bombs and was not fired upon by any ship in the Southern Force.

Opening of hatches and preparations for discharging of cargo were underway at 0600. At 0615, it was later reported, Ensign Charles L. Morgan, D-V(G), USNR, #186310, in charge of one of the PROCYON's tank lighters, while approaching Red Beach received a bullet wound in his left ankle. This tank lighter was in the sixth wave and was one of three boats in this wave to continue to their objective. A short distance from the shore, the LCS(S) leading the wave was destroyed by a direct hit from enemy artillery. Ensign Morgan's wound was not considerable and he managed successfully to land and unload his lighter. He obtained first aid from the Shore Party and continued his duties.

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S E C R E T :

U.S.S. PROCYON

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Cargo operations commenced on board PROCYON at 0705. The tanks in holds 2, 3, and 5 were hoisted out and placed on deck as feasible. Lighter vehicles were then hoisted out past the tanks remaining in the holds and loaded into such of the ship's own boats as were available.

Enemy artillery fire on Red and Yellow Beaches was reported by boat officers and coxswains returning to PROCYON at 0708. Shortly afterwards there was a large explosion in the vicinity of an enemy minefield at 054⁰(t), distance 4,000 yards from the ship. Allied aircraft repulsed enemy planes attempting to attack the Transport Area at 0722, but at 0740 enemy bombers were identified over the area. Several ships sent up a barrage of fire. Everett B. Tryce, 602 33 66, BM2c, V-6, USNR, coxswain of a PROCYON LCV(P), on his return to the ship later, stated that he had shot down a plane at Red Beach at about 0730. He stated that he had been able to follow the plane with his sights and was the only one firing at it as the plane strafed the beach.

Cargo operations continued as speedily as was made possible by boats returning from assignments to other ships or from trips to the beach, which was at a considerable distance. One LCM(3) returned to the ship from Red Beach at 1132 with numerous shrapnel holes in the starboard side forward. It remained in service. In two cases, it was reported U.S. Army half-tracks were blown up by land mines or shell fire as they cleared the ramp of the landing boat.

The 0800 position of the ship was determined to be 40° 17' N 14° 46' E. The haze continued, blotting out visibility of the land north of Salerno. The town of Amalfi, 12 miles to the northwest, was never visible from the ship during the operation. The sea was completely calm with no wind, which was a marked advantage in unloading. At 0807 E. S. Potts, T-5, U.S. Army, while standing in front of number 3 hatch received a wound in the left hand from a piece of falling shrapnel which had ricocheted from a tank.

LCTs were expected alongside soon after dawn to receive cargo and although nothing was allowed to delay discharging, it would have been a material help to have been able to unload the tanks at the earliest possible moment. British LST 605 came along the port side at 1105 and received tanks from holds 2 and 3. Prior to this, unloading consisted only of six vehicles

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in available ship's boats. At 1155 British LCT 47 reported to the ship and was tied along the port side aft.

The noon position of the ship on D day was determined to be 40° 20' N 14° 40' E. The weather continued unchanged. At 1210 Ensign Charles L. Morgan returned to the ship, received treatment for his wound at battle dressing station, and was returned to light duty. British LCT 47 shoved off at 1315 with a load of U.S. Army tanks and vehicles. LCT 605 was released at 1320 with a similar load. British LCT 619 then took up the vacated position along the port side forward. Meanwhile discharging of the after holds continued with the use of the ship's boats. At 1400 it was necessary to maneuver to improve position in Transport Area. A convoy of LSTs and escort vessels bearing 149°(t), distance 6 miles, was sighted at 1550. At 1605 LCT 619 was released from alongside with a cargo of U.S. Army medium tanks and vehicles. The discharging of cargo was now proceeding with remarkable speed. However, boat officers returning continued to report opposition and gunfire along the beach. Unloading at Red Beach was somewhat delayed by the narrow roadway approach inland. It had also been discovered that the southern half of this beach was inoperable due to mining.

At 1622 U.S. LCT 195 came along port side forward. A U.S. Army plane (Grasshopper) was observed to crash at 1652 while taking off from the flight deck of LST 356, which was located one half mile distant on the port quarter of the PROCYON. The plane sank immediately and the pilot was seen struggling in the water. A PROCYON LCS(S) which was alongside the ship at the time of the crash was despatched to the rescue of the pilot and eight minutes after the fall of the plane he was being hoisted aboard PROCYON in a Stokes stretcher, having received first aid from the crew of the LCS(S). The pilot identified himself as Second Lieutenant Ross S. Fleming, U.S. Army, #01169110, 151st Field Artillery, 34th Division.

Red Beach was reported closed at 1708 due to congestion of supplies. PROCYON boats then proceeded to unload over Green Beach. At 1745 H.M.S. ABERCROMBIE, bearing 075°, distance 3 miles, was observed to be listing about 15° to starboard. LCT 195 shoved off for the beach with a load of U.S. Army tanks and vehicles at 1800 completing the discharge of tanks. At 1853 on orders of the Force Commander, PROCYON proceeded to close the beach, following STANTON and maneuvered at various courses and speeds to the inner Transport Area.

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13 September 1943

Subject: U.S.S. PROCYON - Action Report After Battle - OPERATION AVALANCHE.

The ship's position at 2000 of 9 September 1943 was 40° 20' N 14° 53' E. A formation of hostile aircraft was reported approaching from the south at 2020. At 2027 the PROCYON anchored in 11 fathoms of water with 30 fathoms of chain to the port anchor off Agropoli, Italy, in the Gulf of Salerno, on the following bearings: Point Trentova 190°(t), Agropoli Lighthouse 120°(t), Tower of St. Marco 090°(t). An LCM loaded with gasoline was observed on fire at 2125, bearing 236°(t), distance 4 miles. Numerous flares and light anti-aircraft fire were seen to seaward at 2145. On orders of the Task Force Commander, smokepots were set off on the poop deck for screening purposes. The smoke drifted over the ship while PROCYON's two LCS(S) laid a screen to windward of STANTON, LYON and PROCYON. The ship was judged effectively concealed. Smoke screening operations were secured at 2300 without incident.

All hands remained ready to continue discharging but due to congestion boats could not be received at the beach for unloading. One LCM(3) was returned with its full load and all beaches except Yellow Beach were reported closed for the night. PROCYON boats were loaded and secured along the port and starboard sides in readiness to continue unloading at the first opportunity. The boat crews were also prepared to pull away from the ship at the first indication of an air raid. At 0434, 10 September 1943, a single unidentified aircraft passed overhead and six minutes later several flares were dropped to the northwest of the ship. Two minutes thereafter another plane was heard to pass overhead. Several ships in the area opened AA fire. All boats had been dispersed from alongside. Heavy AA fire was observed at 0500 bearing 240°(t) on the horizon. At 0605 the landing craft alongside PROCYON were dispatched to the beach with cargo loads.

The 0800 position of the ship 10 September (D plus 1 day) was 40° 22' N 14° 57' E. The sea was still calm and the weather clear except for the typical light haze over the water. The beaches could be plainly seen but the land behind them was obscured. Aircraft overhead could easily be detected. Except for the necessity of securing operations during the night, the unloading of the ship was proceeding admirably. The ship's boats were all in constant use save for those times when all holds were occupied by LCTs. At 0818 British LCT 619 returned alongside for another load of vehicles. This was the fifth LCT which had reported to PROCYON. The ship had previously been

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13 September 1943.

Subject: USS PROCYON - Action Report After Battle - OPERATION AVALANCHE.

able to discharge four LCT loads. At 0930 LCT 619 shoved off with a load of U.S. Army vehicles from the forward holds. British LCT 621 came along the port side forward at 1020. As this LCT was being tied alongside, six enemy planes were seen to be dive-bombing the beach on a bearing 030⁰(t), distance about 2 miles.

At 1100 cargo operations were completed aft and twenty-five minutes later the holds had been covered and boats no longer required were being hoisted aboard. Second Lieutenant Fleming, the Army pilot rescued the preceding day, was discharged by the Medical Officer and was sent ashore to rejoin his company. At 1130 LCT 619 came along the starboard side forward to receive cargo. All vehicles had been unloaded from the ship by 1238. British LCT 621 left for beach at 1243 with the last load of vehicles. At 1337 commenced hoisting landing craft aboard forward. The unloading of the ship was completed at 1400 and the remaining Army personnel (originally totalling 14 officers and 279 men) and the four members of the barrage balloon crew were embarked in LCT 619. LCT 619 shoved off at 1418. During the operation no personnel had been lost, no cargo damaged and no damage had been sustained by the rigging of the ship. Unloading of the cargo, a total of 1,278.8 tons was completed in 27 hours.

stations

At 1705 Transport Area/were secured and the ship was ready for sea, except for two LCS(S)s which remained in the water ready to lay a smoke screen in the event of air attack. At 2200 all boats were aboard, all preparations had been made for getting underway, and the port anchor was hove short. At 2216 underway on orders of Commander Task Force 81 to proceed through swept channel and form convoy for return to base. At 2230 many flares were dropped over the area and two minutes later enemy planes commenced bombing. At 2238 a pattern of bombs fell in the water close to on the port quarter. The ship was maneuvering at various courses and speeds continuing sortie. An intense antiaircraft fire was thrown up over the entire area by all ships. Several bombs fell at five or six hundred yards distance on the starboard beam and quarter. About 2310 a bomb exploded close aboard on the port bow followed quickly by another explosion on the starboard bow, distance about five hundred yards. No damage was sustained by the PROCYON during this attack. The ship took position astern O'HARA and passed through the swept channel. At 2330 the AA fire had ceased. At 2340 the ship took station astern ANDROMEDA in convoy formation, Cruising Disposition I, departing from the Avalanche Attack Area, Admiral J. L. Hall, U.S. Navy, CTF 81, in U.S.S. SAMUEL CHASE, OTC.

③

SECRET:

U.S.S. PROCYON

AKA2/A16-3

Serial: 0023

13 September 1943

Subject: USS PROCYON - Action Report After Battle - OPERATION AVALANCHE.

No PROCYON landing craft were lost during this operation. Only two craft were damaged, neither beyond the capacity of ship's repair force, and their services in unloading the ship were uninterrupted by this damage.

The conduct of all officers and men and the performance of their duties during the operation was exemplary. The boat crews, aided by the fine weather, carried out their missions in a manner that showed the highest devotion and loyalty.

B. A. HARTT.

1943 OCT 1 10 02

COMMANDER-IN-CHIEF
FLAG OFFICE
RECEIVED

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7

1st Endorsement
On USS PROCYON letter AKA2/A16-3
Serial 0023 of 13 September 1943.

S E C R E T

File No.
AP69/A16-3/(0899)

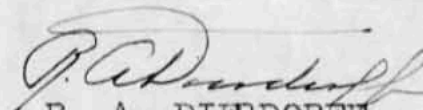
Task Unit 81.2.1,
15 September 1943.

From: Commander Task Unit 81.2.1.
To : Commander In Chief, United States Fleet.
Via : (1) Commander Transports, Eighth Amphibious Force.
(2) Commander Eighth Amphibious Force.
(3) Commander United States Naval Forces, Northwest African Waters.
Subject: U.S.S. PROCYON - Action Report After Battle - Operation Avalanche.

1. Forwarded.

2. Commander Task Unit 81.2.1 considers that the PROCYON turned in an exceptionally fine performance and that her Commanding Officer is deserving of special credit and commendation for the excellent organization and standards of his ship. Throughout the preparations for and the execution of AVALANCHE the cheerful, willing and intelligent cooperation of the PROCYON was most helpful to me, and in any future operation I would be especially desirous of having this vessel work with me.

3. I consider that Commander Beverly A. Hartt, U. S. Navy, commanding U.S.S. PROCYON, has amply demonstrated his fitness for promotion to the grade of Captain, U. S. Navy, and strongly recommend to Commander Eighth Amphibious Force that early and appropriate recommendation relating thereto be made to the Navy Department.


R. A. DIERDORFF.

Copy to:-
U.S.S. PROCYON.

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N3-4 1477 BJA
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FB7-3/A16-3
Serial: 00155

EIGHTH AMPHIBIOUS FORCE
- TRANSPORTS -
and
TRANSPORT DIVISION THREE
U. S. S. BARNETT, Flagship.

SECRET

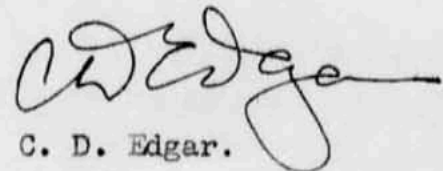
18 September 1943.

SECOND ENDORSEMENT to:
CO USS PROCYON Letter
AKA2/A16-3, Serial:
0023 of 9-13-43.

From: The Commander Transports, Eighth Amphibious Force.
To : The Commander In Chief, United States Fleet.
Via : (1) The Commander Eighth Amphibious Force.
(2) The Commander United States Naval Forces,
Northwest African Waters.

Subject: U. S. S. PROCYON - Action Report After Battle - Operation
AVALANCHE.

- 1. Forwarded.


C. D. Edgar.

1 1397

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8thPHIB/A16-3

EIGHTH AMPHIBIOUS FORCE

Serial: 00239

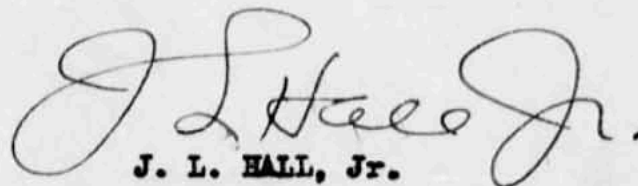
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THIRD ENDORSEMENT to
CO USS PROCYON Sec ltr.
AKA-2/A16-3, Ser 0023
of September 13, 1943.

29 SEP 1943

From: Commander, Eighth Amphibious Force.
To : Commander in Chief, United States Fleet.
Via : Commander, U.S. Naval Forces, Northwest African Waters.
Subject: U.S.S. PROCYON - Action Report After Battle—
Operation AVALANCHE.

1. Forwarded, concurring with paragraph 3 of the First Endorsement.
2. Recommendations for individual awards will be made by separate correspondence.
3. Comment on lessons learned will be included in my report on the operation.


J. L. HALL, Jr.

Copies to:
CO PROCYON
ComTaskUnit 81.2.1
ComtransDivTHREE

1 1397

3

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Reg. No. SOM-262
1 1397
Ref. No. _____

File No.
A16-3

UNITED STATES EIGHTH FLEET

1-1

Serial: 0078

SECRET

17 JAN 1945

FOURTH ENDORSEMENT to
CO USS PROCYON Sec. 1tr.
AKA2/A16-3, Ser. 0023
of 13 September 1943.

From: Commander United States EIGHTH Fleet.
To : Commander in Chief, United States Fleet.
Subject: U.S.S. PROCYON - Action Report After Battle -
Operation AVALANCHE.

1. Forwarded.
2. Attention is invited to page 5 of the basic report relative to the use of smoke on the evening of D day in Southern Attack Force transport area.
3. Comments contained in the first endorsement are concurred in.

H. K. Hewitt

H. K. HEWITT

1945 JAN 25 8 13
COMMANDER-IN-CHIEF
FLAG OFFICE
(RECEIVED)

1 1397

U.S.S. PROCYON (AKA2)

AKA2/A16
Serial 014

c/o Fleet Post Office
New York, N.Y.
20 August 1944

CONFIDENTIAL

From: Commanding Officer.
To: ✓ The Commander-in-Chief, U.S. Fleet. ✓
Via: (1) Commander Task Group 85.3
(2) Commander Task Force 85
(3) Commander Task Force 81
(4) Commander U.S. Naval Forces, Northwest African Waters.

8 03950

Subject: U.S.S. PROCYON - Action report - [REDACTED]

Reference: (a) Articles 712(1), 874(6) U.S. Navy Regulations, 1920.

1. In operation [REDACTED] the PROCYON was attached to Task Unit 85.3.1, Section I Transport group of the DELTA attack force. Captain R. A. Dierdorff, U.S.N., Transport group Commander, in ELIZABETH C. STANTON. This report begins at 0435, 15 August 1944, at which time Task Group 85.3 was approaching the designated Transport Area, 10 miles from Bougnon Bay, in two columns on course 300°(T), ELIZABETH C. STANTON (Guide) leading right flank column. The PROCYON was on station astern of LYON and was second ship in left hand column. There were heavy cumulus and cumulus nimbus clouds covering about seven tenths of the sky. The air was light and the sea calm. The moon in its last quarter was about one hour high and mostly obscured by clouds. A haze hung shoreward but the visibility in the transport area was good and position was maintained without difficulty. Sunrise was at 0637.

At 0437 transport area was sounded and preparations made to hoist out all boats. All guns were manned and ready at 0440. At 0448 all gripes reported off the boats. In addition to thirteen of our own boats the PROCYON was carrying 9 LCV(P)'s rigged as demolition boats, each containing 4 tons of explosives, and 3 LCV(P)'s for use as demolition units and control boats for female drones. At 0506 the PROCYON was dead in the water in Transport Area and at 0510 the first craft was water borne. By 0514 four boats had been sent to LYON for temporary duty in accordance with Boat Employment Plan. Hoisting out of demolition units and remaining boats proceeded with dispatch and without difficulty. Orders were received from Task Group Commander that demolition units would not be needed. The PROCYON provided skeleton boat crews for the female drones and they were ordered to lay off about 2000 yards from ships in the Transport Area. The three male drones (control boats) were ordered into point ABLE to lay off and standby for call if needed for demolition parties on the beaches. These demolition parties were never used. Six LCM's scheduled in Boat Employment Plan to report to LST's in Transport Area No. 1 to tow in pontoons to RED and GREEN beaches were not needed and remained at the ship for unloading of vehicles.

CONFIDENTIAL

Subject: U.S.S. PROCYON - Action report - [REDACTED]

At 0600 one red and white flare was observed bearing 270 degrees true. Almost immediately the naval bombardment started. At 0608 TEXAS, about 2000 yards on starboard quarter commenced firing with turrets. Other naval craft in Fire Support Area commenced firing.

All boats were over the side and water borne at 0629 and opening of hatches and preparations for discharging cargo were made, awaiting orders to commence unloading. At this time word was received over TBS of enemy planes to the southward and Red Alert was passed. Planes were not seen. At 0635 Yellow Alert sounded and at 0642 Red Alert Two sounded. At 0754 Red Alert Four was sounded and 0817 Yellow Alert. No enemy planes were sighted. Red Alerts were sounded throughout the day at intervals and Yellow Alert was maintained constantly. There was no anti-aircraft firing from this transport group. Many flights of American Bombers were sighted through breaks in clouds flying over and away from beaches and target area.

At 0725 orders were received for Transports to close in towards reference vessel OBOE located 7 miles from the assault beaches. At 1050 orders were received to commence unloading. At 1053 first vehicles were placed in LCM's and ordered to Red and Green beaches for discharge. Two "woofus" boats came alongside and their rocket racks were removed. The boats were loaded with vehicles and ordered in to Red and Green beaches. At about this time an American LCT came alongside with a sick Army officer, 2nd Lieutenant Walter E. MURAWSKI, #1015091. He was not an assault casualty. The medical officer of this vessel diagnosed his case as malaria. He was taken aboard for treatment and remained on board PROCYON until return to NAPLES where he was transferred to Army hospital. Orders were received at about 1114 to close in towards CHARLIE reference vessel, $4\frac{1}{2}$ miles from beach, and resume unloading. Noon Position of PROCYON, Lat 43-18-30N, Long 6-45-48E. At 1210 PROCYON LCV(P)'s returned from LYON and cargo was immediately loaded into them. LCM's began to return from beach and shuttle trips with cargo was commenced. The boat officer in charge of LCM's reported that beaches were orderly and that vehicles were discharged rapidly upon beaching. Two British LCM's apparently doing nothing were commandeered and loaded with vehicles. They returned for more loads expeditiously. At 1416 two British LCT's No. 617 and 456 came alongside to receive cargo and were shoved off at 1600. British LCT 614 came alongside, loaded and returned to beach at 1715. This concluded the unloading of all cargo on board.

All female drones were sent in to Red and Green beaches where they had hoisted out of the boats the demolition charges. All boats returned to PROCYON and were hoisted on board. At 1947 PROCYON proceeded to Point KING, Lat 43-12-30N, Long 06-57-45E, reporting to Return Convoy Commander where orders were received to join Transport Convoy bearing 211°(T). ARGTURUS overhauled PROCYON and proceeded in company to join convoy. PROCYON 2000 position, Lat 43-17-45N, Long 06-44-30E.

CONFIDENTIAL

Subject: U.S.S. PROCYON - Action report - [REDACTED]

At about 2110 heavy anti-aircraft fire was seen and heard bearing to the northward. This fire was apparently from Battleships, cruisers, and destroyers in the CAMEL Area. Several unidentified planes were observed in the clear western sky but none were heading in the general direction of the PROCYON. Much difficulty was encountered in getting through small craft rendezvousing in general area of Reference vessel KING and to the south. Various speeds and courses were steered in order to avoid all such craft. At 2245 set course 130°(T), speed 12 knots. At 0235 sighted convoy by radar bearing 135°(T). Changed course to 135°(T) and joined Transport Group 85.3 at 0345. Changed speed to 10 knots. Anchored in Gulf of Naples 1143 17 August 1944.

No PROCYON landing craft were lost during this operation and none were damaged. The discharge of cargo (all vehicles) proceeded according to plans without damage and was accomplished in actual time of 322 minutes without confusion. A total of 140 vehicles, or 575 tons, was discharged. The overall average time of each hoist being 2 minutes 18 seconds. The LCT is considered the best type of craft used during discharge operations for any type and weight of cargo.

The conduct of all officers and men and the performance of their duties during the operation was exemplary. Morale was high and the manner in which such duties were performed showed the highest degree of devotion and loyalty.

T. O. CULLINS

8 03950

EIGHTH AMPHIBIOUS FORCE
TRANSPORT DIVISION FIVE

FIRST ENDORSEMENT: to
CO, USS PROCYON ltr AKA2/
Al6 Ser 014 dated 20 Aug-
ust 1944.

5 September 1944.

C O N F I D E N T I A L

From: Commander Transport Division FIVE.
To : Commander in Chief, United States Fleet.
Via : (1) Commander Task Force 85.
(2) Commander Task Force 81.
(3) Commander U. S. Naval Forces, Northwest African
Waters.

Subject: U.S.S. PROCYON - Action report - BIGOT ANVIL.

1. Forwarded.

2. This is the fourth amphibious operation in which I have been in company with the PROCYON and the second in which I have had her under my command. It is always a pleasure to work with her and in the current operation she demonstrated once again her efficiency and excellent co-operative spirit.


R. A. DIERDORFF.

cc: CO, USS PROCYON

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GROUP TWO
EIGHTH AMPHIBIOUS FORCE

SECOND ENDORSEMENT to
CO USS PROCYON Ltr.
AKA2/A16, Ser. 014
dated 20 August 1944.

21 September 1944

GrII/8thPhib/A16-3
Serial: 0146

C O N F I D E N T I A L

From: Commander Group TWO, Eighth Amphibious Force (formerly
Commander Task Force EIGHTY-FIVE).
To : Commander-in-Chief, United States Fleet.
Via : Commander U. S. Naval Forces, Northwest African Waters.
Subject: Action Report, U.S.S. PROCYON - Operation BIGOT-DRAGON.

1. Forwarded via operational chain of command.
2. Operations of the PROCYON have been excellent at all times of her association with this command. No further comment is considered necessary as the basic report is quite complete and accurate.


B. J. RODGERS

cc:
CO USS PROCYON

A16-3

UNITED STATES EIGHTH FLEET

Reg. No.	SOM-125
R.S. No.	1 940

Serial: 0030

SECRET

8 JAN 1945

ENDORSEMENT to
CO USS PROCYON Conf. Ltr.
AKA2/A16 Serial 014 dated
20 August 1944.

From: Commander United States Eighth Fleet.
 To : The Commander in Chief, United States Fleet.
 Subject: U.S.S. PROCYON - Action Report Operation Anvil.

1. Forwarded.
2. Owing to the use of theater codewords, classification of this report and its endorsements is raised to "Secret".
3. USS PROCYON was part of the Delta Attack Force and was assigned to unload her cargo over Delta Green and Red Beaches.

Transmission by Registered Guard Mail or U. S. Registered Mail is authorized in accordance with Article 76(15)(e) and (f), U. S. Navy Regulations.



H. K. HEWITT

Copy to:
ComPhibs8thFlt

1945 JAN 18 9 17
 COMMANDER-IN-CHIEF
 FLAG OFFICE
 BTREWERD

1 940

AKA2/412
Serial 0109

U. S. S. PROCYON (AKA2)

Care Postmaster,
San Francisco, Calif.

CONFIDENTIAL

26 APR 1945

From: Commanding Officer.
To: Commander in Chief, U.S. Fleet.
Via: Commander Transport Division FIFTY FOUR.
Commander Transport Squadron EIGHTYEN.
Commander Amphibious Force, U.S. Pacific Fleet.
Commander FIFTH FLEET.
CinC, U. S. Pacific Fleet & Pacific Ocean Areas.

Subj: OKINAWA SHIRAI - Action Report on.

Ref: (a) Pacific Fleet Conf Ltr 141-45.

Encl: ✓ Action report with reports of injuries & casualties.

1. In compliance with ref (a), Encl (A) covering the participation of this vessel in the action at Okinawa Shira is submitted herewith.

C. H. MICKLER
C. H. MICKLER.

cc:

Cocinch (Direct)	(1)
CinCPac (Direct)	(1)
ComPhibsPac (Direct)	(1)
ComAdComPhibsPac	(1)
ComPhibTranPac	(1)
ComTransDiv 1 2	(1)
ComTransDiv 54	(1)
CNO (ONI)	(1)
CNO	(1)
BURLETT (APA5)	(1)
MONITOR (LSD5)	(1)
CEPHEUS (AKA18)	(1)
ANCTURUS (AKA1)	(1)
THEMIS (AKA63)	(1)

A C T I O N R E P O R T

C O N F I D E N T I A L

USS PROCYON (AKA2)

Task Organization

C.T.U. 53.2.4 (Captain F.A. LEAMY, USCG)

COM ANDLER Transport Division TWELVE, U.S.S. JOSEPH T. DICKMAN (APA-13), Flagship
26 April, 1945.

Part I. The period covered by this report is from 8 February 1945 to 11 April 1945, and includes loading, rehearsals, movement, attack, unloading and retirement connected with the assault on OKINAWA SHIMA. Loading of cargo and embarkation of troops took place at PEARL HARBOR, 8 to 13 February. PROCYON in company with the USS ARCTURUS 1945. Rehearsals were held off Guadalcanal to Ulithi, 15 March to 21 March 1945, the day of the attack. PROCYON unloaded at OKINAWA SHIMA 2-7 April 1945 and the retirement was to Guam 7-11 April 1945.

Part II. Preliminaries.

- A. PROCYON attached to Transport Divisions 12 and 54. In this operation the PROCYON operated in Transport Ships Division 12 consisting of the following: USS JOSEPH T. DICKMAN (APA-13) Flagship, (CAPT. F. A. LEAMY U.S.C.G.) USS BARNETT (APA-5) USS MONITOR (LSU-5), USS CEPHEUS (AKA-18), USS ARCTURUS (AKA-1) USS THEENIM (AKA-63), USS PROCYON (AKA-2). Transport Division 12 assigned to Transport Squadron 18 (Commander Transport Squadron 18, Commodore J.G. MOYER, USN in the USS BURLEIGH (APA-95)(Flagship) Enroute to OKINAWA SHIMA. Transport Squadron 18 was Task Unit 51.11.2. Upon arrival Transport Area, OKINAWA SHIMA, Transport Squadron 18 became Task Group 53.2.
- B. 1. Loading and embarkation of troops was at Pearl Harbor, 8 to 13 February 1945. PROCYON in company with USS ARCTURUS (AKA-2) then proceeded to Guadalcanal, Solomon Islands where rehearsals were held 1 to 6 March 1945. Since our load was not a combat load the PROCYON had very little to do during the rehearsal. Our only part was to furnish Bowser and Hospital Boats.
2. From 7 to 14 March 1945, logistics, Tulagi Harbor, Florida Island.
3. From 15 to 21 March 1945, enroute from Guadalcanal to Ulithi.
4. From 21 to 27 March, Logistics, Ulithi.
5. From 27 March to 1 April 1945 enroute from Ulithi to Okinawa Shima in Task Unit 51.11.2.
- C. Our mission was to assist in the landing of troops and cargo of other units in our task group and to land our cargo and troops after the beaches were secured.

6 01498

- D. At the outset of action the PROCYON was on assigned station in the outer transport area Baker.
- E. Except for a few enemy planes which managed to get past the screen no enemy forces were encountered.

Part III. Chronological Account of the Action.

- A.
 - 1. The rehearsals at Gudacanal were of little importance to the PROCYON since all we did was supply Bowser and Hospital Boats. We did not unload any cargo and did not disembark any troops during this period.
 - 2. We had a logistic period at Florida Island and again at Ulithi.
 - 3. The movement from Ulithi to Okinawa Shimo was without incident until the morning of 1 April 1945 when we observed two enemy planes shot down by the screen during the approach to the outer transport area Baker. We were on our assigned Transport Area station at 0545 on 1 April 1945. We dispatched our landing craft to their assigned rendezvous areas but we did not discharge any cargo on 1 April. We got underway at 1833 and steamed with the Task Group 53.2 according to the night retirement plan.
 - 4. On the morning of 2 April 1945 we arrived on station in the inner Transport Area Baker at 0639 (I) We hoisted out our landing craft. We anchored in the inner transport area Baker. At 1000 (I) we began unloading our cargo and disembarking troops. During the night of 2 April we retired from the inner transport area Baker and steamed according to the night retirement plan.
 - 5. On the morning of 3 April we anchored in the inner transport area Baker and resumed unloading cargo and disembarking troops. We shifted anchorages a few times but remained in the inner area until we completed unloading on the morning of 7 April.
 - 6. At 1709 (I) on the afternoon of 6 April 1945 we opened fire on a Japanese Val plane bearing 090° (T) elevation 40° distant about 2000 yards. We ceased firing on the plane at 1710 (I) after having scored hits with both 20MM and 40MM. The plane crashed into the sea at a bearing of 230° (T) and at a distance of about one mile.
 - 7. We completed unloading cargo and disembarking troops on the morning of 7 April 1945. At 0919 (I) 7 April we got underway and joined Task Unit 51.29.8 (Captain MC VEY, USN, CTU in the USS INDIANAPOLIS (CA-35) (Flagship) for retirement from Okinawa to Guam.

8. We arrived at Guam 11 April 1945. Task Unit 51.29.8 was dissolved at Guam.

B. 1. The weather was excellent the first three days at Okinawa Shima. However on the 4th and 5th of April the wind increased to about 16 knots and the swells made unloading most difficult. It was necessary to secure from unloading several times during these two days.

2. Time zone Item (-9) was used during the operation.

C. No enclosures.

Part IV. Ordnance.

A. 1. During the operation the PROCYON had only one opportunity to engage the enemy and that was during the afternoon of 6 April 1945. Our gunners helped destroy a Japanese Val Plane.

a. The following ammunition was expended:

20 MM - 514 rounds

40 MM - 103 rounds

b. Fire discipline was good

c. No material deficiencies.

Part V. Damage

A. The PROCYON sustained no battle damage.

B. On the afternoon of 6 April 1945 we were anchored in Berth H 8. At 1709 (I) we opened fire on a Japanese Val plane approaching from 090° (T) distant about one mile. The plane was first hit with 40MM fire from the PROCYON and the L T 125 which was moored alongside our starboard side. Fragments were knocked from the plane when the 40 MM projectiles first hit the plane. The Val glided until it crashed into the sea at a bearing of 230° (T) and at a distance of about one mile. 20 MM fire also hit the plane but the 40 MM evidently put the plane out of control before the 20 MM fire reached it.

Part VI. Special comments and information.

A. Surface Gunnery operations. None

B. Air Operations. None

C. Amphibious Action

1. Troops and Cargo

a. The PROCYON carried 213 officers and men from the following

units; C.B.M.U. 617; Prov. S.R.I. Co. (10th Army); Garrison Beach Party; L.F. Air Sup. Cont. Unit; Base P.O. Unit; A.W.S. #8, 1131st Eng. Constr. Group.

- b. Troops were embarked 8 to 13 February 1945 at Pearl Harbor and were disembarked 2 to 7 April 1945 at Okinawa Shima.
- c. 1489.4 short tons of general cargo carried by the PROCYON.
- c. Cargo was loaded at Pearl Harbor 8 to 13 April and was discharged Okinawa Shima 2 to 7 April 1945.

2. Landing Craft

- a. The PROCYON carried 9 LCM, 12 LCVP and 1 LCPL
- b. Launching and loading without incident. In the operation we lost 1 LCVP.
- c. Control of landing craft. No comment.

3. Minesweeping, underwater demolition. None

4. Landing of troops and cargo.

- a. Support. No Comment
- b. Beach organization and operation. No comment.

5. Casualties

- a. We prepared to handle casualties in accordance with orders of CTG 53.2 however, we only received 8 Marine Corps casualties, a report of which is enclosed.

D. Special Comments. No comments.

Part VII. Personnel Performance and casualties.

- A. We had one casualty. At 1700 on 3 April 1945 DAVENPORT, James E., Sltc, 607 32 86 fell three decks down into #3 hold. The medical officer's report is enclosed.

Part VIII. Lessons learned, conclusions and recommendations. No comment.

CONFIDENTIAL

7 April 1945.

Subj: Casualties, report of.

1. Forwarded herewith is the following information:

NAME: ABBOTT, Clarence Jr., 952614, PVT USMC
 TYPE OF CASUALTY: Non-battle.
 DATE AND PLACE: 4-1-45 OKINAWA SHIMA.
 DUTY STATUS: Not misconduct.
 DIAGNOSIS: CIRCULITIS, Right arm #13 05
 PROGNOSIS: Favorable.
 FLYING STATUS: Non-flight.
 ADMITTED FROM: 3rd Armored Amphib Bn., First Marines.
 DISPOSITION: Transferred to USS RELIEF 4-3-45.

NAME: COMBETT, Francis Raymond, 958611, Cpl, USMC.
 TYPE OF CASUALTY: Non-battle.
 DATE AND PLACE: 4-3-45, Okinawa Shima.
 DUTY STATUS: Not misconduct.
 DIAGNOSIS: FURUNCLES, multiple 1312.
 PROGNOSIS: Favorable.
 FLYING STATUS: None-flight.
 ADMITTED FROM: 3rd Armored Amphib Bn., First Marines.
 DISPOSITION: Returned to duty, 4-6-45. Okinawa Shima.

NAME: GARBER, John Douglas, 960565, PVT, USMC.
 TYPE OF CASUALTY: Slightly injured in action.
 DATE & PLACE: 4-1-45, Okinawa Shima.
 DUTY STATUS: Line of duty.
 DIAGNOSIS: Strain, muscular, left foot #2552 RL "R"
 PROGNOSIS: Favorable.
 FLYING STATUS: None-flight.
 ADMITTED FROM: Co. A 1st Batt. Sixth Marines.
 DISPOSITION: Returned to duty, 4-6-45, OKINAWA SHIMA.

NAME: GANNON, Earl Kenneth, 930336, Cpl, USMC.
 TYPE OF CASUALTY: Non-battle.
 DATE & PLACE: 4-1-45, OKINAWA SHIMA.
 DUTY STATUS: Not misconduct.
 DIAGNOSIS: DU (Dysentery, Amoebic) #2122.
 PROGNOSIS: Favorable.
 FLYING STATUS: None-flight.
 ADMITTED FROM: USS LST 949 (Co G, 2nd Bn, 7th Marines).
 DISPOSITION: Transfd to USS RELIEF 4-3-45.

NAME: LUCHEMAN, Alfred Custer, 947244, Pvt USMC.
TYPE OF CASUALTY: Non-battle.
DATE & PLACE: 4-3-45, Okinawa Shima.
DUTY STATUS: Not misconduct.
DIAGNOSIS: FRACTURE, BUMPLE, Left Radius #2531 AL "G"
PROGNOSIS: Favorable.
FLYING STATUS: Non-flight.
ADMITTED FROM: Hq Co, 2nd Bn, 7th Marines.
DISPOSITION: Transferred to USS RELIEF 4-3-45.

NAME: RENEETS, Lylo Novetti, 519930, Cpl, USMC.
TYPE OF CASUALTY: Non-battle.
DATE & PLACE: 4-3-45, Okinawa Shima.
DUTY STATUS: Not misconduct.
DIAGNOSIS: Cellulitis, Right Leg, #1305.
PROGNOSIS: Favorable.
FLYING STATUS: Non-flight.
ADMITTED FROM: 3rd Armored Amphib Bn, 1st Marines.
DISPOSITION: Returned to duty 4-6-45, Okinawa Shima.

NAME: RORABACHER, Herman (non), 990347, PFC, USMC.
TYPE OF CASUALTY: Non-battle.
DATE & PLACE: 4-3-45, Okinawa Shima.
DUTY STATUS: Not misconduct.
DIAGNOSIS: Cellulitis, left foot.
PROGNOSIS: Favorable.
FLYING STATUS: Non-flight.
ADMITTED FROM: USS 1ST 949 (Hq Co 2nd Bn, 7th Marines).
DISPOSITION: Returned to duty, 4-6-45, Okinawa Shima.

NAME: STONINGTON, Donald Raymond, 890312, Pvt, USMC.
TYPE OF CASUALTY: Non-battle.
DATE & PLACE: 4-3-45, Okinawa Shima.
DUTY STATUS: Not misconduct.
DIAGNOSIS: Fungus Inf skin, left foot, #2112.
PROGNOSIS: Favorable.
FLYING STATUS: Non-flight.
ADMITTED FROM: USS 1ST 949, (3rd Armored Amphib Bn, 1st Marines).
DISPOSITION: Returned to duty 4-6-45, Okinawa Shima.

/s/ U.S. MARINE.

USS PROCYON (AKA2)

3 April 1945.

MEMORANDUM TO THE EXECUTIVE OFFICER.

REPORT OF INJURY

NAME: DAVENPORT, James Edward
RATE: Slc, 607-32-85
TIME: 1700
INJURIES: Wounds, multiple: Gross contusion right side of face. Laceration of chin. Laceration beneath chin. Deep laceration of left foot. Probable fracture of right humerus and right femur.
INCIDENT: Patient slipped and fell three decks down in #3 H old.
TREATMENT: Lacerations of chin and beneath chin, cleaned, sutured, and dressed. Other wounds cleaned and dressed. Temporary splint applied to right arm and right leg. Morphine gr $\frac{1}{4}$ administered. Blood plasma 1000 cc given intravenously.
DISPOSITION: Placed on sick list; to be transferred to a hospital ship tomorrow morning.

/s/ Earl L. Schellhouse
LtComdr (MC) USN

COPY

6 01498

CominCh F-01 AA-1
Feb. 1944

C O N F I D E N T I A L

3

Reg. No.	1257
R. S. No.	5 0106

REVISED FORM FOR REPORTING A. A. ACTION BY
SURFACE SHIPS

Location of ship (area) Okinawa U.S.S. Procyon (AKA-2)
Zone Time -9 Date 6 April 1945

1. Surprise attack (yes or no). No. Day or night. Day
2. Method picking plane up (Radar, binoculars, naked eye). Radar.
3. Range plane was picked up (50, 30, 10, less than 5 miles). 15 miles.
4. Total number of planes observed. One. Type. Val.
5. Number of planes attacking own ship. One. Type. Val.
6. Number of planes taken under fire by own ship. One.
(a) Of those attacking own ship. One. Type. Val.
(b) Others. None. Type. None.
7. Speed and altitude of approach in knots and feet. 180 knots - 4000 feet.
8. Number of guns firing--by caliber. 10 20MM - 2 twin 40MM.
9. Ammunition expended--by caliber. 20MM 514 rounds - 40MM 103 rounds.
10. Percent service allowance expended. 1%.
11. Method of control. Local and Mark 51 Directors. Method of spotting. Local.
Method of ranging. _____. Method of firing. Director and local.
12. Approximate time-tracking to first shot. 2 minutes.
13. Approximate time of first hits. 1709.
14. Approximate time first shot to last shot. 20 seconds.
15. Approximate position angle open fire. 45°.
16. Approximate position angle cease fire. 30°.
17. Approximate bearing first shot. 110° relative.
18. Approximate bearing last shot. 220° relative.
19. Approximate range first shot. 2000 yards. Altitude of Plane. 4000 feet.
20. Approximate minimum range aircraft approached. 300 yards. Altitude. 800 feet.
21. Approximate range last shot. 1000 yards. Altitude of Plane. 800 feet.
22. Approximate altitude of bomb release. None. Size of bomb. None.
23. Approximate range torpedo release. None. Size torpedo. None.
24. Number hits on ship by bombs. None, by torpedoes. None. Was ship strafed?
No.
25. Number near bomb misses damaging ship. None.
26. Planes shot down:

	Sure (By own ship alone)	Sure (Assist)	Prob-able	Dam-aged
(a) Those attacking own ship	_____	<u>One</u>	_____	_____
(b) Other aircraft	_____	_____	_____	_____
27. Best estimate of size gun or guns responsible for each "Sure". 20MM - 40MM.
28. Performance of ammunition (excellent, good, bad, poor). Excellent.
29. What failures in material occurred in this action? None.
30. Sketch: (a) Indicate direction of attack relative ship's head.
(b) Show relative position of sun.
(c) Indicate own maneuvers.

SKETCH ATTACHED.

117204

C. H. Minckler
C. H. MINCKLER,
Commander, USN.,
Commanding.

