

Contributed by Frank Gerhardt

C-O-N-F-I-D-E-N-T-I-A-L

WAR DIARY

U. S. S. BELLATRIX

From: 1 April, 1942

To: 30 April, 1942

42924

C-O-N-F-I-D-E-N-T-I-A-L

WAR DIARY

U. S. S. BELLATRIX

From: 1 April, 1942 To: 30 April, 1942.

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1 April, 1942 DESIGNATION Transdiv FIVE
COMPOSITION USS McCawley, USS Heywood, USS Fomalhaut
 and USS Bellatrix.
NEXT HIGHER ECHELON USS Texas, attached to Task
 Force #38, U. S. Atlantic Fleet.

Moored to South side of pier #1, berth #1, Army
 Base, Norfolk, Virginia. Loading cargo and supplies
 of Second Naval Construction Battalion.

2 April, 1942, Moored as before. Continued loading cargo and supplies
 to of Second Naval Construction Battalion. Passengers
6 April, 1942 reported on board for transportation with their
 baggage:

	Navy	Marine	Total
Officers	2	5	7
Enlisted men	153	47	<u>200</u>
		Total	207

7 April, 1942.

G.C.T. L.C.T.

0400 0000 Moored as before. Continued loading cargo and
 supplies of Second Naval Construction Battalion.

8 April, 1942

1929 1529 Underway, and proceeded to Hampton Roads, Va.,
 in accordance with orders of Comtransdiv Five.

2016 1616 Anchored in Berth #25, Hampton Roads, Va. U.S.S.
 TEXAS (SOPA) of Task Force #38.

9 April, 1942 Anchored as before. Awaiting orders.

sgd Robert I Baxter

10 April, 1942

G.C.T. L.C.T.

0902 0502 Got underway with sealed orders in obedience to orders of the Commander, Task Force #38, of March 25, 1942. Standing out of Hampton Roads on various courses at various speeds.

1308 0908 Took departure Chesapeake Light Vessel, base course 090(T), standard speed 14.0 knots.

1600 1200 Position 37° 05' N., 74° 40' W. Distance traveled 63 miles.

1631 1231 Changed base course to 124(T).

1639 1239 Slowed to 12.0 knots.

1653 1253 Assumed Special Formation No. 1.

1703 1303 Increased speed to 14.0 knots.

1930 1530 Streamed position buoy, due to fog.

2121 1721 Changed standard speed to 11.0 knots.

2132 1732 Changed base course to 164(T).

2355 1955 Clear weather. Hauled in position buoy

2400 2000 Position 36° 09' N., 72° 46' W.

11 April, 1942

0100 2100 Changed base course to 124(T). Underway with Task Force #38, U.S.S. TEXAS (SOPA). BELLATRIX leader of 4th column of convoy, with #41. Course 124(T), speed 11.0 knots.

0800 0400 Position 35° 06' N., 70° 59' W.

0933 0533 Crew at General Quarters.

1042 0642 Set Condition of Readiness II.

1105 0705 Sighted convoy bearing 060(T). On various courses at various speeds while New York contingent joined up with convoy in Special Formation #1. BELLATRIX became leader of 7th column of convoy, with #71.

11 April, 1942. (Continued)

G.C.T. L.C.T.

1525 1125 Base course 171°(T).
1537 1137 Changed speed to 11 knots.
1600 1200 Ship's position 34° 13' 00" N., 71° 06' 00" W.
Distance made good since noon 10 April, 1942,
335 miles.
2400 2000 Ship's position 32° 54' 00" N., 70° 49' 00" W.

12 April, 1942 Underway with Task Force #38, USS TEXAS (SOPA).
BELLATRIX leader of 7th column, with #71. Base
course 171°(T); standard speed 11 knots. Ship fully
darkened and in Readiness Condition III.

0955 0555 Crew at General Quarters. USS BROOKLYN launched
two planes.
1030 0630 Secured from General Quarters, set Readiness
Condition III.
1045 0645 Commenced maneuvering on orders from Commander,
Task Force #38.
1200 0800 Ship's position 30° 53' 00" N., 70° 17' 00" W.
1600 1200 Ship's position 29° 37' 00" N., 69° 52' 00" W.
Distance made good since noon 11 April, 1942,
290 miles.
2400 2000 Ship's position 28° 03' 00" N., 69° 36' 00" W.

13 April, 1942 Underway as before.

0930 0530 Crew at General Quarters.
1015 0615 Ship in Readiness Condition III.
1031 0631 Changed base course to 175°(T).
1200 0800 Ship's position 25° 53' 00" N., 68° 50' 00" W.

13 April, 1942 (Continued)

G.C.T. L.C.T.

1600 1200 Ship's position $24^{\circ} 43' 00''$ N., $68^{\circ} 47' 00''$ W.
Distance made good since noon 12 April, 1942,
295 miles.

2400 2000 Ship's position $22^{\circ} 58' 00''$ N., $68^{\circ} 38' 00''$ W.

14 April, 1942 Underway as before.

0925 0525 Crew at General Quarters.

1016 0616 Ship in Readiness Condition III.

1200 0800 Ship's position $20^{\circ} 29' 00''$ N., $68^{\circ} 12' 00''$ W.

1600 1200 Ship's position $19^{\circ} 36' 00''$ N., $68^{\circ} 10' 00''$ W.
Distance made good since noon 12 April, 1942,
302.6 miles.

1635 1235 Changed base course to 174° (T).

1922 1522 Changed base course to 180° (T).

2048 1648 Changed base course to 210° (T).

2050 1650 Cut in degaussing gear.

2114 1714 Sighted Cape Engana Light bearing 310° (T),
distance 16 miles.

2212 1812 Cut out degaussing gear.

2400 2000 Ship's position $18^{\circ} 05' 00''$ N., $68^{\circ} 20' 00''$ W.

2400 2000 Changed base course to 180° (T).

15 April, 1942 Underway as before.

0400 0000 Changed base course to 225° (T).

0930 0530 Set Readiness Condition I (Special)

1018 0618 Changed base course to 270° (T).

15 April, 1942 (Continued)

G.C.T. L.C.T.

1018 0618 Set Readiness Condition III.
1200 0800 Ship's position $16^{\circ} 48' 00''$ N., $69^{\circ} 24' 00''$ W.
Ship zig-zagging during the day in accordance with
instructions received by signal from O.T.C.
1600 1200 Ship's position $16^{\circ} 20' 00''$ N., $70^{\circ} 19' 00''$ W.
Distance made good since noon 14 April, 1942,
274.5 miles.
2255 1855 Changed base course to $233^{\circ}(T)$.
2400 2000 Ship's position $15^{\circ} 56' 00''$ N., $71^{\circ} 39' 00''$ W.

16 April, 1942 Underway as before.

0945 0545 Set Readiness Condition I (Special).
1020 0630 Set Readiness Condition III.
Ship zig-zagging in accordance with instructions
received by signal from O.T.C.
1200 0800 Ship's position $14^{\circ} 55' 00''$ N., $73^{\circ} 26' 00''$ W.
1600 1200 Ship's position $14^{\circ} 11' 00''$ N., $74^{\circ} 03' 00''$ W.
Distance made good since noon 15 April, 1942,
245 miles.
2400 2000 Ship's position $13^{\circ} 15' 00''$ N., $75^{\circ} 23' 00''$ W.
0130 2130 Changed base course to $230^{\circ}(T)$.

17 April, 1942 Underway as before.

0951 0551 Set Readiness Condition I (Special).
0059 0659 Set Readiness Condition III.
1141 0741 Changed course frequently during the day for zig-
zagging and maneuvering purposes on orders received
by signal from O.T.C.

17 April, 1942 (Continued).

G.C.T. L.C.T.

1200	0800	Ship's position $12^{\circ} 04' 00''$ N., $77^{\circ} 20' 00''$ W.
1600	1200	Ship's position $11^{\circ} 33' 00''$ N., $77^{\circ} 39' 00''$ W. Distance made good since noon 16 April, 1942, 167 miles.
2400	2000	Ship's position $11^{\circ} 20' 00''$ N., $78^{\circ} 32' 00''$ W.
0130	2130	Changed base course to 225° (T).

18 April, 1942 Underway as before.

0919	0519	Changed base course to 270° (T).
1010	0610	Set Readiness Condition I (Special) and cut in degaussing gear.
1102	0702	Changed base course to 225° (T).
1103	0703	Set Readiness Condition III.
1108	0708	Changed speed to 10 knots.
1111	0711	Commenced forming special formation #2, on orders of Commander, Task Force.
1130	0730	Assumed position #25 of special formation #2. Proceeding on various courses at various speeds towards swept channel.
1413	1013	Entered swept channel and breakwater entrance to Limón Bay, Cristobal, Canal Zone.
1604	1204	Anchored in Limón Bay, Cristobal, Canal Zone.
1726	1326	Underway on various courses at various speeds proceeding through the Panama Canal.
1809	1409	Set clocks back one hour to 5 + zone time.
Apr. 19.		
0412	2312	Moored starboard side to east side of pier #16, Balboa, Panama Canal Zone.

19 April, 1942 Moored as before. Receiving fresh provisions, stores and 855 bbls. fuel oil; also some repair work on boat skids on No. 1 hatch.

G.C.T.	L.C.T.	
2002	1502	Got underway and left Balboa, Canal Zone.
2055	1555	General Quarters.
2100	1600	Joined up with USS BARNETT, which stood out of channel ahead of this vessel. Enroute to join convoy. Standard speed 10 knots.
2109	1609	Set Readiness Condition III.
Apr. 20 0207	2107	Exchanged calls with USS GOFF (238), reporting the USS ELLIOTT and USS AMERICAN LEGION, which, at 0150, (Apr. 20), 2150 (Apr. 19), formed a second column abeam to starboard, distance about 1500 yards.
0258	2158	Changed standard speed to 12.5 knots, base course 220°(T).

20 April, 1942 Underway with delayed portion of convoy Tare Two Zero Two. Under escort USS GOFF (238). Left column BARNETT, BELLATRIX; right column ELLIOTT, AMERICAN LEGION. Commander Transdiv 5, Convoy Commander, in McCAWLEY. Base course 229°(T), standard speed 14 knots.

G.C.T.	L.C.T.	
1020	0520	Set Readiness Condition I (Special).
1112	0612	Set Readiness Condition III.
1300	0800	Ship's position 006° 003' 00" N., 081° 04' 00" W.
1323	0823	Set all clocks ahead 43 minutes to convoy time.
1356	0938	Took position #43 in convoy, as third ship in fourth column, astern of USS HEYWOOD and USS FULLER. USS McCAWLEY in position #31 as convoy guide. Standard interval 1000 yards and standard distant 600 yards. Base course 228°(T), standard speed 12 knots.

COMPOSITION:

20 April, 1942 (Continued)

NEXT HIGHER ECHELON: Commander SEPACFOR in USS
CONCORD.

G.C.T.	L.C.T.	
1454	1036	Changed standard speed to 14 knots.
1518	1100	Commenced zig-zagging in accordance with Plan #10.
1618	1200	Ship's position $005^{\circ} 27' 00''$ N., $081^{\circ} 54' 00''$ W. Distance made good since noon 19 April, 1942, 296 miles.
2318	1900	Changed standard speed to 13.5 knots.
2348	1930	Ceased zig-zagging, resumed base course 228° (T).
Apr. 21 0003	1945	Set clocks back 16 minutes.
0034	2000	Ship's position $004^{\circ} 14' 00''$ N., $083^{\circ} 07' 00''$ W.

21 April, 1942

0610	0145	Changed base course to 253° (T).
1039	0605	Set Readiness Condition I (Special).
1129	0655	Set Readiness Condition III.
1134	0700	Changed standard speed to 14 knots, commenced zig-zagging in accordance with Plan #10.
1234	0800	Ship's position $002^{\circ} 54' 00''$ N., $085^{\circ} 16' 00''$ W.
1634	1200	Ship's position $002^{\circ} 30' 00''$ N., $085^{\circ} 29' 00''$ W. Distance made good since noon 20 April, 1942, 286.5 miles.
Apr. 22 0004	1930	Ceased zig-zagging and changed base course to 256° (T).
0009	1935	Set clocks back 20 minutes. Various changes in course during the night on orders of the O.C.T., maintaining base course of 256° (T).

22 April, 1942 Underway as before.

G.C.T. L.C.T.

- 1059 0605 Set Readiness Condition I (Special).
1149 0655 Set Readiness Condition III.
1154 0700 Commenced zig-zagging in accordance with Plan #10.
1254 0800 Ship's position $001^{\circ} 29' 00''$ N., $089^{\circ} 48' 00''$ W.
1259 0805 Friendly aircraft sighted bearing 300° (T).
1654 1200 Ship's position $001^{\circ} 15' 00''$ N., $090^{\circ} 39' 00''$ W.
Distance made good since noon 21 April, 1942,
312 miles.
2335 1841 Davey Jones inspected ship.
2346 1852 Davey Jones completed inspection of ship and
departed, leaving subpoenas behind.
Apr. 23
0024 1930 Ceased zig-zagging, changed base course to 254° (T).
0039 1945 Set clocks back 19 minutes.
0113 2000 Ship's position $000^{\circ} 49' 00''$ N., $092^{\circ} 27' 00''$ W.
0147 2034 Changed course to 224° (T).
0243 2130 Changed course to 254° (T).

23 April, 1942

- 1113 0600 Set Readiness Condition I (Special).
1213 0700 Set Readiness Condition III, commenced zig-zagging
in accordance with Plan #10.
1313 0800 Ship's position $000^{\circ} 03' 00''$ N., $095^{\circ} 09' 00''$ W.
1357 0844 Crossed Equator at Long. $095^{\circ} 19' 00''$ W.
1358 0845 Neptunus Rex and Royal Party came aboard.
1649 1136 Ceased zig-zagging, resumed base course 254° (T).
1653 1140 Reformed convoy, this ship #53, taking position as
3rd ship in 5th column, preceded by HEYWOOD and
FULLER. McCAWLEY is convoy guide at head of 4th
column.

23 April, 1942 (Continued)

G.C.T. L.C.T.

1705 1152 Neptunus Rex and Royal Party left ship.
1713 1200 Commenced zig-zagging in accordance with Plan #10.
1713 1200 Ship's position $000^{\circ} 04' 00''$ S., $096^{\circ} 00' 00''$ W.
Distance made good since noon 22 April, 1942,
329.5 miles.
Apr. 24
0043 1930 Ceased zig-zagging, resumed base course $250^{\circ}(T)$.
0058 1945 Set clocks back 23 minutes.
0206 2030 Changed course to $220^{\circ}(T)$.
0306 2130 Changed to base course $250^{\circ}(T)$.

24 April, 1942

1140 0604 Set Readiness Condition I (Special).
1231 0655 Set Readiness Condition III.
1236 0700 Commenced zig-zagging in accordance with Plan #10.
1336 0800 Ship's position $001^{\circ} 28' 00''$ S., $100^{\circ} 22' 00''$ W.
1736 1200 Ship's position $001^{\circ} 45' 00''$ S., $101^{\circ} 30' 00''$ W.
Distance made good since noon 23 April, 1942,
324.5 miles.
Apr. 25
0106 1930 Ceased zig-zagging, resumed base course $250^{\circ}(T)$.
0121 1945 Set clocks back 23 minutes.
0159 2000 Ship's position $002^{\circ} 18' 00''$ S., $102^{\circ} 56' 00''$ W.
0231 2032 Changed course to $220^{\circ}(T)$.
0331 2132 Changed course to $250^{\circ}(T)$.

25 April, 1942 Underway as before.

G.C.T. L.C.T.

1159 0600 Set Readiness Condition I (Special).
1300 0701 Set Readiness Condition III.
1311 0712 Changed standard speed to 14.5 knots.
1359 0800 Ship's position $003^{\circ} 16' 00''$ S., $105^{\circ} 21' 00''$ W.
1530 0931 Changed standard speed to 13.5 knots.
1559 1000 Commenced zig-zagging in accordance with Plan #10.
1759 1200 Ship's position $003^{\circ} 38' 00''$ S., $106^{\circ} 40' 00''$ W.
Distance made good since noon 24 April, 1942,
316 miles.
1812 1213 Increased standard speed to 14.5 knots.
Apr. 26
0129 1930 Ceased zig-zagging and resumed base course. Changed
standard speed to 14 knots.
0144 1945 Set clocks back 22 minutes.
0221 2000 Ship's position $004^{\circ} 18' 00''$ S., $108^{\circ} 19' 00''$ W.
0251 2030 Changed course to $220^{\circ}(T)$.
0351 2130 Changed to base course $250^{\circ}(T)$.

26 April, 1942 Underway as before.

1222 0601 Set Readiness Condition I (Special).
1321 0700 Set Readiness Condition III.
1421 0800 Ship's position $005^{\circ} 10' 00''$ S., $110^{\circ} 57' 00''$ W.
1821 1200 Ship's position $005^{\circ} 40' 00''$ S., $112^{\circ} 05' 00''$ W.
Distance made good since noon 25 April, 1942,
327 miles.
2041 1420 Commenced zig-zagging in accordance with Plan #10.
Apr. 27
0151 1930 Ceased zig-zagging and changed base course to
 $255^{\circ}(T)$.

26 April, 1942 (Continued)

Apr. 27

G.C.T. L.C.T.

0206	1945	Set clocks back 25 minutes.
0246	2000	Ship's position $006^{\circ} 19' 00''$ S., $113^{\circ} 57' 00''$ W.
0316	2030	Changed course to $285^{\circ}(T)$.
0416	2130	Changed to base course $255^{\circ}(T)$.

27 April, 1942 Underway as before.

1246	0600	Set Readiness Condition I (Special).
1341	0655	Set Readiness Condition III.
1446	0800	Ship's position $006^{\circ} 56' 00''$ S., $116^{\circ} 51' 00''$ W.
1530	0844	Changed speed to 14.5 knots and commenced zig-zagging in accordance with Plan #10.
1803	1117	Reduced speed to 12 knots.
1846	1200	Ship's position $007^{\circ} 05' 00''$ S., $117^{\circ} 32' 00''$ W. Distance made good since noon 26 April, 1942, 316.5 miles.
1947	1301	Ceased zig-zagging, resumed base course $255^{\circ}(T)$.
1957	1311	Commenced zig-zagging in accordance with Plan #27.
2010	1324	Ceased zig-zagging, changed speed to 8 knots.
2124	1438	Commenced zig-zagging in accordance with Plan #27.
2346	1700	Changed speed to 10 knots.
Apr. 28		
0216	1930	Ceased zig-zagging, resumed base course $255^{\circ}(T)$.
0226	1940	Changed speed to 14 knots.
0231	1945	Set clocks back 18 minutes.
0304	2000	Ship's position $007^{\circ} 23' 00''$ S., $118^{\circ} 38' 00''$ W.

28 April, 1942 Underway as before.

G.C.T. L.C.T.

1304 0600 Set Readiness Condition I (Special).
1359 0655 Set Readiness Condition III.
1403 0659 Commenced zig-zagging in accordance with Plan #10.
1504 0800 Ship's position $008^{\circ} 02' 00''$ S., $121^{\circ} 20' 00''$ W.
1904 1200 Ship's position $008^{\circ} 15' 00''$ S., $122^{\circ} 10' 00''$ W.
Distance made good since noon 27 April, 1942,
296.5 miles.
Apr. 29
0234 1930 Ceased zig-zagging, resumed base course $255^{\circ}(T)$
0249 1945 Set clocks back 23 minutes.
0327 2000 Ship's position $008^{\circ} 45' 00''$ S., $124^{\circ} 00' 00''$ W.
0357 2030 Changed course to $225^{\circ}(T)$.
0457 2130 Changed to base course $255^{\circ}(T)$.

29 April, 1942 Underway as before.

1327 0600 Set Readiness Condition I (Special).
1425 0658 Set Readiness Condition III.
1427 0700 Commenced zig-zagging in accordance with Plan #10.
1527 0800 Ship's position $009^{\circ} 30' 00''$ S., $126^{\circ} 33' 00''$ W.
1927 1200 Ship's position $009^{\circ} 42' 00''$ S., $127^{\circ} 22' 00''$ W.
Distance made good since noon 28 April, 1942,
324.5 miles.
Apr. 30
0257 1930 Ceased zig-zagging, resumed base course $255^{\circ}(T)$.
0312 1945 Set clocks back 23 minutes.
0350 2000 Ship's position $010^{\circ} 14' 00''$ S., $129^{\circ} 08' 00''$ W.
0420 2030 Changed course to $288^{\circ}(T)$.
0520 2130 Changed to base course $255^{\circ}(T)$.

30 April, 1942 Underway as before.

G.C.T. L.G.T.

1350	0600	Set Readiness Condition I (Special).
1444	0654	Set Readiness Condition III.
1450	0700	Commenced zig-zagging in accordance with Plan #10.
1550	0800	Ship's position $010^{\circ} 40' 00''$ S., $131^{\circ} 45' 00''$ W.
1950	1200	Ship's position $010^{\circ} 47' 00''$ S., $132^{\circ} 26' 00''$ W. Distance made good since noon 29 April, 1942, 312.4 miles.
May 1		
0320	1930	Ceased zig-zagging, resumed base course $255^{\circ}(T)$.
0335	1945	Set clocks back 20 minutes.
0410	2000	Ship's position $011^{\circ} 05' 00''$ S., $134^{\circ} 10' 00''$ W.
0440	2030	Changed course to $288^{\circ}(T)$.
0540	2130	Changed to base course $255^{\circ}(T)$.

C-O-N-F-I-D-E-N-T-I-A-L

WAR DIARY

U.S.S. BELLATRIX

From: 1 May, 1942

To: 31 May, 1942

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WAR DIARY

U.S.S. BELLATRIX

From: 1 May, 1942

To: 31 May, 1942

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1 May, 1942

DESIGNATION: A unit of Transdiv5.

COMPOSITION: BARNETT, G.F.ELLIOTT, AMERICAN LEGION
and BELLATRIX.

NEXT HIGHER ECHELON: Convoy BT 202 (enroute STRAW).

Underway with convoy BAKER TARE TWO ZERO TWO, Com-
mander SEPACFOR, in U.S.S.CONCORD, is also Escort
Commander. Comtransdiv5, in U.S.S.McCawley, is con-
voy Commander, and convoy guide at head of 4th column.
BELLATRIX, with #53, is 3rd ship in 5th column, pre-
ceded by U.S.S.Heywood and U.S.S.Fuller. Base course
258°(T); standard speed 14 knots. Ship fully dar-
kened and in Readiness Condition #3.

G.C.T. L.C.T.

1413 0600

Set Condition I (special).

1507 0654

Secured from Condition I (special), set Condition III.
Sunrise.

1510 0657

Commenced zig-zagging in accordance with Plan #10.

1613 0800

Ship's position 011° 33' 00" S., 136° 51' 00" W.

2013 1200

Ship's position 011° 45' 00" S., 137° 40' 00" W.
Distance made good since noon, Sept. 30, 316 miles.

May 2

0303 1850

Sunset.

0318 1905

Darkened ship.

0343 1930

Ceased zig-zagging, resumed base course 258°(T).

0358 1945

Set clocks back 21 minutes.

0403 1950

Moonrise.

0434 2000

Ship's position 012° 06' 00" S., 139° 32' 00" W.

0504 2030

Changed course to 228°(T).

0534 2130

Changed course to 258°(T).

2 May, 1942 Underway as before.

G.C.T.	L.C.T.	
1242	0408	Reduced speed to 9 knots, following movements of OTC in McCAWLEY.
1408	0534	Resumed standard speed, 14 knots.
1434	0600	Set Condition I (Special).
1534	0700	Commenced zig-zagging in accordance with Plan #10.
1537	0703	Secured from Condition I (Special), set Condition III. Sunrise.
1634	0800	Ship's position $012^{\circ} 46' 00''$ S., $141^{\circ} 59' 00''$ W.
2034	1200	Ship's position $012^{\circ} 53' 30''$ S., $140^{\circ} 50' 00''$ W. Distance made good since noon, May 1, 310 miles.
May 3		
0317	1848	Sunset.
0332	1903	Darkened ship.
0404	1930	Ceased zig-zagging and resumed base course.
0419	1945	Set clocks back 23 minutes.
0434	2000	Ship's position $013^{\circ} 22' 00''$ S., $144^{\circ} 45' 00''$ W.
0527	2030	Changed course to 288° (T).
0627	2130	Changed course to 258° (T).

3 May, 1942 Underway as before.

G.C.T. L.C.T.

1457	0600	Set Condition I (Special).
1552	0655	Secured from Condition I (Special), set Condition III.
1552	0655	Sunrise.
1557	0700	Commenced zig-zagging in accordance with Plan #27.
1657	0800	Ship's position $013^{\circ} 50' 00''$ S., $147^{\circ} 27' 00''$ W.
2029	1132	Ceased zig-zagging and resumed base course; changed standard speed to 12 knots.
2057	1200	Ship's position $013^{\circ} 58' 00''$ S., $148^{\circ} 10' 00''$ W. Distance made good since noon, May 2, 322.5 miles.
2345	1448	Changed standard speed to 14 knots.
2348	1451	Commenced zig-zagging in accordance with Plan #27.
May 4 0342	1845	Sunset.
0357	1900	Darkened ship.
0357	1900	Ceased zig-zagging and changed base course to $250^{\circ}(T)$.
0427	1930	Changed standard speed to 12 knots.
0442	1945	Set clocks back 22 minutes.
0519	2000	Ship's position $014^{\circ} 20' 00''$ S., $149^{\circ} 50' 00''$ W. Changed course to $280^{\circ}(T)$.
0619	2100	Changed course to $250^{\circ}(T)$.
0651	2132	Commenced zig-zagging in accordance with Plan #27.
0729	2210	Moonrise.

May 4, 1942 Underway as before.

G.C.T. L.C.T.

1519 0600 Set Condition I (Special).
1619 0700 Secured from Condition I (Special), set Condition III.
Sunrise.
1639 0720 One cruiser and one destroyer joined escort.
1649 0730 S/S MANOERAN (Dutch) and one destroyer left convoy.
1719 0800 Ship's position $014^{\circ} 56' 00''$ S., $151^{\circ} 44' 00''$ W.
1719 0800 Two cruisers left escort.
1942 1023 Ceased zig-zagging and resumed base course.
1943 1024 Changed standard speed to 10 knots.
Changed base course to $268^{\circ}(T)$.
2119 1200 Ship's position $015^{\circ} 05' 00''$ S., $152^{\circ} 24' 00''$ W.
Distance made good since noon, May 3, 265 miles.
2119 1200 Commenced zig-zagging in accordance with Plan #27, and
changed standard speed to 12 knots.
2215 1256 Ceased zig-zagging and resumed base course.
2219 1300 Commenced zig-zagging in accordance with Plan #15.
May 5
0013 1454 Changed standard speed to 11 knots.
0356 1837 Sunset.
0411 1852 Darkened ship.
0419 1900 Ceased zig-zagging and resumed base course.
0449 1930 Set clocks back 16 minutes.
0535 2000 Ship's position $015^{\circ} 11' 00''$ S., $153^{\circ} 57' 00''$ W.
0315 2240 Moonrise.

May 5, 1942 Underway as before.

G.C.T. L.C.T.

1235	0300	Commenced zig-zagging in accordance with Plan #38.
1535	0600	Set Condition I (Special).
1632	0657	Secured from Condition I (Special), set Condition III. Sunrise.
1735	0800	Ship's position $015^{\circ} 14' 30''$ S., $156^{\circ} 43' 00''$ W.
2135	1200	Ship's position $015^{\circ} 13' 00''$ S., $157^{\circ} 45' 00''$ W. Distance made good since noon, May 4, 306 miles.
May 6		
0420	1845	Sunset.
0435	1900	Darkened ship.
0450	1915	Ceased zig-zagging and resumed base course.
0505	1930	Set clocks back 25 minutes to plus 10 zone time.
0600	2000	Ship's position $015^{\circ} 19' 00''$ S., $159^{\circ} 41' 00''$ W.
0940	2340	Moonrise.

May 6, 1942 Underway as before.

G.C.T.	L.C.T.	
1500	0500	Commenced zig-zagging in accordance with Plan #38.
1600	0600	Set Condition I (Special).
1651	0651	Secured from Condition I (Special), set Condition III.
1700	0700	Sunrise.
1800	0800	Ship's position $015^{\circ} 26' 00''$ S., $162^{\circ} 38' 00''$ W.
1918	0918	Ceased zig-zagging and resumed base course $268^{\circ}(T)$.
2100	1100	Commenced zig-zagging in accordance with Plan #38.
2200	1200	Ship's position $015^{\circ} 28' 00''$ S., $163^{\circ} 35' 00''$ W. Distance made good since noon May 5, 336.5 miles.
2245	1245	Sighted 1 cruiser and 3 destroyers, identified later as U.S.S.HONOLULU, U.S.S.O'BRIEN, U.S.S.MUSTIN and U.S.S.LAMSON, bearing $255^{\circ}(T)$.
2312	1312	Aforementioned cruiser and destroyers took position in escort.
2355	1355	The STRAW section of convoy executed 20° right turn on signal from OTC, to course $288^{\circ}(T)$.
May 7 0006	1406	STRAW section of convoy resumed base course, escorted by aforementioned cruiser and destroyers. BLEACHER section, with U.S.S.RICHMOND, U.S.S.MUGFORD and U.S.S.SELFRIDGE, proceeded on to its destination.
0011	1411	On signal from OTC, in U.S.S.McCawley, the convoy reformed into three columns of two ships each.
0019	1419	Took position #32 astern of U.S.S.FOMALHAUT.
0045	1445	Commenced zig-zagging in accordance with Plan #12.
0215	1615	Set clocks back 1 hour to plus 11 zone time.
0444	1744	Sunset.
0459	1759	Darkened ship.
0530	1830	Ceased zig-zagging and resumed base course.

May 6, 1942 (Continued)

G.C.T. L.C.T.

May 7

0645 1945 Changed base course to 284° (T).

0700 2000 Ship's position $015^{\circ} 30' 30''$ S., $165^{\circ} 30' 00''$ W.

May 7, 1942

G.C.T. L.C.T.

1130 0030 Commenced zig-zagging in accordance with Plan #12.
1625 0525 Set Condition I (Special).
1717 0617 Secured from Condition I (Special), set Condition III.
1720 0620 Sunrise.
1820 0720 HONOLULU reported land sighted (ROSE ISLAND), bearing
340°(T), distance about 50 miles.
1900 0800 Ship's position 015° 06' 00" S., 168° 12' 00" W.
2118 1018 TAU ISLAND sighted, bearing 302°(T), distance
about 53 miles.
2230 1130 MANUA ISLANDS sighted, bearing 318°(T), distance
about 40 miles.
2300 1200 Ship's position 014° 40' 00" S., 169° 08' 00" W.
Distance made good since noon May 6, 322 miles.
May 8
0105 1405 TAU ISLAND abeam to starboard, distance about
17 miles.
0230 1530 Sighted northeast point of TUTUILA ISLAND, bearing
296°(T).
0423 1723 Ceased zig-zagging and resumed base course 284°(T).
0430 1730 Changed course to 239°(T).
0504 1804 Sunset.
0519 1819 Darkened ship.
0530 1830 Changed course to 194°(T).
0630 1930 Changed standard speed to 12 knots.
0930 2230 Changed course to 239° (T).
2230 2330 Changed course to 284°(T).

May 8, 1942 Underway with STRAW section of convoy BAKER TWO ZERO TWO. Escort Commander in HONOLULU. Comtransdiv5 in McCAWLEY is convoy Commander, and also convoy guide at head of 2nd column. BELLATRIX, with #32, is 2nd ship in 3rd column, preceded by FOMALHAUT. Base course $284^{\circ}(T)$, standard speed 12 knots. Ship fully darkened and in Readiness Condition III.

G.C.T. L.C.T.

1130 0030 Changed course to $329^{\circ}(T)$.
1230 0630 Changed course to $014^{\circ}(T)$.
1235 0635 Moonrise.
1330 0230 Changed course to $039^{\circ}(T)$.
1400 0300 Commenced zig-zagging in accordance with Plan #12.
1615 0515 Exercised at General Quarters.
1645 0545 Ceased zig-zagging and resumed base course.
1734 0634 Sunrise. Changed course to $000^{\circ}(T)$.
1735 0635 Changing position in convoy for entrance into harbor, Pago Pago, Samoa.
1755 0655 Secured from General Quarters, set Condition III. On various courses at various speeds entering harbor.
2022 0922 Anchored in Pago Pago harbor.
2053 0953 Moored starboard side to port side of U.S.S. HARRIS. Distance made good since noon, May 7, 99.5 miles.
2100 1000 Unloading lumber and other supplies throughout the day.

May 9, 1942

Anchored in harbor, Pago Pago, Samoa, and moored starboard side to port side of U.S.S.HARRIS. Ship fully darkened except for necessary lights for unloading, and in Readiness Condition 3-A. Unloading lumber and other supplies.

G.C.T. L.C.T.

2250 1150 Completed unloading operations.

May 10

0300 1630 Stationed special sea details.

0405 1705 Got underway and proceeded out of harbor on various courses at various speeds conforming to the channel.

0429 1729 Set standard speed 12 knots. Took position astern of U.S.S.McCAWLEY, escorted by U.S.S.HONOLULU and two destroyers.

0430 1730 Exercised at General Quarters.

0439 1739 Set Readiness Condition III.

0447 1747 Set course 090°(T).

0503 1803 Sunset.

0518 1818 Darkened ship.

0530 1830 Changed course to 060°(T).

0630 1930 Changed course to 000°(T).

0700 2000 Ship's position 014° 10' 30" S., 170° 22' 45" W.

0730 2030 Changed course to 340°(T).

May 10, 1942 Underway enroute Pago Pago, Samoa, to Apia, Samoa, with U.S.S. McCAWLEY, escorted by U.S.S. HONOLULU and 2 destroyers; in column formation, order of ships McCAWLEY and BELLATRIX; course 340°(T); standard speed 12 knots. Ship fully darkened and in Readiness Condition III.

G.C.T.	L.C.T.	
1230	0130	Changed course to 270°(T).
1300	0200	Changed course to 233°(T).
1400	0300	Commenced zig-zagging in accordance with Plan #12.
1630	0530	Set Condition I (Special).
1726	0626	Secured from Condition I (Special), set Condition III.
1738	0638	Sunrise.
1810	0710	Ceased zig-zagging and resumed base course.
1816	0716	Commenced zig-zagging in accordance with Plan #12.
1840	0740	Ceased zig-zagging and resumed base course.
1847	0747	Changed course to 225°(T).
1858	0758	Set special sea details. Proceeding into harbor, Apia, Samoa, on various courses at various speeds conforming to the channel.
1940	0840	Anchored in harbor in Apia, Samoa, in 6.5 fathoms of water with 75 fathoms of chain to the starboard anchor and 75 fathoms of chain to the port anchor; on the following bearings: East Beacon 100°(T), Cape Horn Beacon 234°(T), Front Range Light 199 1/4°(T). Distance made good since departure 82 miles.
2017	0917	Secured stern line to innermost mooring buoy.
2220	1120	Commenced discharging cargo.

May 11, 12 and 13 Anchored as before. Discharging cargo and supplies of Second Naval Construction Battalion. Carried out port routine.

May 14, 1942 Anchored as before. Carried out port routine.
G.C.T. L.C.T. Continuing discharging cargo and supplies.
0150 1450 Lieut. (jg), Edwin A. DUNCAN, U.S.N.R., having completed passage on board this vessel, was detached and proceeded to STRAWHAT, in accordance with his original orders.

May 15, 1942 Anchored as before. Carried out port routine.
G.C.T. L.C.T. Continuing discharging cargo and supplies.
0255 1555 Thirty-nine (39) men of the U. S. Naval Construction Battalion, having completed passage on board this vessel, were transferred to STRAWHAT, in accordance with their original orders.

May 16, 1942 Anchored as before. Carried out port routine.
Continuing discharging cargo and supplies.
G.C.T. L.C.T.
0050 1350 Ensign Christian G. FEBIGER, U.S.N.R., and one hundred thirteen (113) men of the U. S. Naval Construction Battalion, having completed passage on board this vessel, were transferred to STRAWHAT, in accordance with their original orders.

May 17, 1942 Anchored as before.
G.C.T. L.C.T.
1730 0630 Got underway to shift anchorage.
1820 0720 Anchored in 12 1/2 fathoms of water with 75 fathoms of chain to the starboard anchor, on the following bearings: Matautu Pt. 134°(T), Beacon 164°(T), Front Range Light 192°(T), Observatory 287°(T).
Carried out port routine.

May 18, 1942 Anchored as before. Carried out port routine.

May 19, 1942 Anchored as before.

0615 1915 Second Lieutenant AMEDEO REA, U.S.M.C., and forty-seven men of the U.S.M.C., having completed passage on board this vessel, were transferred to STRAWHAT, in accordance with their original orders.

May 20, 1942

G.C.T. L.C.T.

1110 0010 Made preparations for getting underway.

1207 0107 Underway and proceeding out of harbor on various courses and at various speeds conforming to the channel.

1215 0115 Set course $060^{\circ}(T)$, standard speed 15.8 knots.

1226 0126 U.S.S.O'BRIEN took position as escort.

1300 0200 Changed course to $115^{\circ}(T)$, standard speed to 15 knots.

1502 0402 Changed course to $180^{\circ}(T)$.

1640 0540 Set Condition I (Special).

1700 0600 Changed course to $090^{\circ}(T)$.

1721 0621 Secured from Condition I (Special), set Condition III.

1725 0625 Commenced zig-zagging in accordance with Plan #10.

1737 0637 Sunrise.

1825 0725 Changed course to $058^{\circ}(T)$.

1837 0737 Ceased zig-zagging and resumed base course.

1842 0742 Changed course to $000^{\circ}(T)$.

1856 0756 On various courses at various speeds entering harbor, Pago Pago, Samoa.

1938 0838 Anchored in harbor, Pago Pago, Samoa, in 29 fathoms of water with 95 fathoms of chain to the starboard anchor, and two manila hawsers secured to a mooring buoy, on the following bearings: Goat Island Flagstaff $186^{\circ}(T)$, Light $133^{\circ}(T)$, North Tangent $294^{\circ}(T)$. Distance made good since departure 95 miles.

2009 0909 Secured stern to bow of U.S.S.HARRIS with two manila hawsers.

May 21.

0340 1640 Eleven officers (MC) reported on board for passage to the U.S.S.SOLACE, and one officer (MC) reported on board for passage to the U.S.S.DOBBIN.

0600 1900 Commenced discharging cargo.

May 21, 1942 Anchored and moored as before. Continuing discharging cargo.

May 22, 1942 Anchored and moored as before

May 22

G.C.T. L.C.T.

1730 0630 Made preparations for getting underway.

1802 0702 Underway on various courses at various speeds shifting anchorage.

1853 0753 Anchored in berth #1, in 28 fathoms of water with 75 fathoms of chain to the starboard anchor on the following bearings: Front Range $035^{\circ}(T)$, Beacon $209\ 1/4^{\circ}(T)$, Breaker Point Light $143^{\circ}(T)$.

May 23

0407 1707 Made preparations for getting underway.

0435 1735 Got underway and proceeding out of harbor on various courses at various speeds conforming to the channel.

0502 1802 Exercised at General Quarters.

0509 1809 Secured from General Quarters, set Condition III.

0523 1823 Set course $209^{\circ}(T)$, standard speed 14.6 knots.

0530 1830 Commenced zig-zagging in accordance with Plan #6.

May 23, 1942 Underway singly enroute Pago Pago, Samoa, to Tonga Islands; base course 209°(T); standard speed 14.6 knots. Zig-zagging in accordance with Plan #6. Ship fully darkened and in Readiness Condition III.

G.C.T.	L.C.T.	
1128	0028	Moon set.
1645	0545	Set Condition I (Special).
1745	0645	Secured from Condition I (Special), set Condition III.
1747	0647	Sunrise.
1900	0800	Ship's position 016° 42' 00" S., 172° 03' 00" W.
2300	1200	Ship's position 017° 29' 00" S., 172° 26' 00" W. Distance made good since departure 215 miles.
2301	1201	Ceased zig-zagging and resumed base course.
May 24 0023	1323	Commenced zig-zagging in accordance with Plan #6. Changed standard speed to 15.8 knots.
0100	1400	Set clocks back 41 minutes.
0503	1722	Sunset.
0518	1737	Darkened ship.
0736	1955	Changed standard speed to 15.1 knots.
0741	2000	Ship's position 019° 04' 30" S., 172° 30' 00" W.
1141	2400	Crossed International Date Line, set date one day ahead, to Monday, May 25, omitted Sunday, May 24, 1942.

May 25, 1942 Underway singly enroute Pago Pago, Samoa, to Tongatabu Island, Tonga Islands; course 209⁰(T); standard speed 15.1 knots. Zig-zagging in accordance with Plan #6.

G.C.T. L.C.T. Ship fully darkened and in Readiness Condition III.

May 24

1523 0342 Changed base course to 234⁰(T).

1706 0525 Set Condition I (Special).

1727 0546 Sighted land bearing 190⁰(T), distance about 22 miles.

1753 0612 Secured from Condition I (Special), set Condition III.

1807 0626 Sunrise.

1815 0634 Changed course to 240⁰(T)

1823 0642 Ceased zig-zagging and resumed base course.

1826 0645 Approaching Tongatabu Island on various courses at various speeds.

2019 0838 Anchored in berth #23, Nukualofa Harbor in 15 fathoms of water with 60 fathoms of chain to the starboard anchor, on the following bearings: East Beacon Monu Reef 172⁰(T), West Beacon Monu Reef 210.3⁰(T), East Beacon Ulanga ura Reef 275.3⁰(T)

2111 0930 Eleven officers (MC), having completed passage on board this vessel, left the ship for the U.S.S.SOLACE.

May 25

0151 1410 Ten men reported on board for duty from the U.S.S. BETELGEUSE.

0411 1630 Commenced loading boats as cargo.

May 26, 1942 Anchored as before. Continuing loading boats as cargo.

G.C.T. L.C.T.

2051 0910 Air raid warning sounded by U.S.S. RICHMOND; went to Readiness Condition #1 and Material Condition Afirm.

2112 0931 Fired three rounds of 3"/50 cal. AA ammunition and 35 rounds of .50 cal. machine gun ammunition at unidentified observation type land plane passing over Tongatabu Island.

2226 1045 All clear signal sounded by RICHMOND.

2234 1053 Secured from General Quarters.

May 27 and 28, 1942 Anchored as before. Continuing loading boats as cargo. Carried out port routine.

May 29, 1942 Anchored as before. Carried out port routine.

May 28

G.C.T. L.C.T.

2013 0832 U.S.S. KANAWHA moored alongside to port, starboard side to.

2106 0925 Commenced fueling ship from KANAWHA.

2345 1204 Completed fueling ship, having received on board 114,208 gallons Diesel fuel oil.

May 30, 1942 Anchored as before.

G.C.T.	L.C.T.	
0011	1230	Made preparations for getting underway.
0036	1255	Got underway and proceeded out of harbor on various courses at various speeds conforming to the channel.
0128	1347	Set course 270°(T).
0134	1353	U.S.S.BARKER took position as escort.
0141	1400	Commenced zig-zagging in accordance with Plan #6.
0236	1455	Changed base course to 177°(T).
0243	1502	Set standard speed 15.8 knots.
0311	1530	BARKER, duty completed as escort, left station.
0341	1600	Commenced zig-zagging in accordance with Plan #11.
0505	1724	Sunset.
0520	1739	Darkened ship.
0741	2000	Ship's position 022° 16' 00" S., 175° 27' 00" W.

May 31, 1942 Underway as before, enroute singly Nukualofa, Tongatabu Island, to Wellington, New Zealand, on base course $177^{\circ}(T)$. Zig-zagging in accordance with Plan #11, standard speed 15.8 knots. Ship fully darkened and in Readiness Condition III.

May 30

G.C.T. L.C.T.

1817 0636 Set Condition I (Special).

1818 0637 Sunrise.

1941 0800 Ship's position $025^{\circ} 15' 00''$ S., $175^{\circ} 15' 00''$ W.

2341 1200 Ship's position $026^{\circ} 15' 00''$ S., $175^{\circ} 12' 00''$ W.
Distance made good since departure 300.5 miles.

May 31

0243 1502 Changed base course to $180^{\circ}(T)$.

0450 1709 Sunset.

0505 1724 Darkened ship.

0606 1825 Moon rise.

0741 2000 Ship's position $028^{\circ} 08' 00''$ S., $175^{\circ} 00' 00''$ W.

Approved:

W. F. DIETRICH,
Captain, U.S.Navy,
Commanding.

C-O-N-F-I-D-E-N-T-I-A-L

WAR DIARY

U. S. S. BELLATRIX

From: 1 June, 1942

To: 30 June, 1942

o-o

June 2, 1942 Underway singly enroute TONGATABU ISLAND, to WELLINGTON, NEW ZEALAND. Standard speed 16.4 knots, course 205°(T). Ship fully darkened and in Readiness Condition #2 (Special).

June 1
 G.C.T. L.C.T.
 1800 0600 Set Condition I (Special).
 1847 0647 Secured from Condition I (Special), set Condition #2 (Special).
 1905 0705 Sunrise.
 2000 0800 Ship's position 036° 07' 30" S., 179° 57' 00" E.

June 2
 0000 1200 Ship's position 037° 02' 00" S., 179° 28' 00" E. Distance made good since noon June 1, 350 miles.
 0120 1320 Sighted EAST CAPE, NORTH ISLAND, NEW ZEALAND, bearing 245°(T), distance about 35 miles.
 0200 1400 Set clocks back 30 minutes to minus eleven hour, thirty minute zone time.
 0453 1623 Sunset.
 0505 1635 Changed course to 189°(T).
 0508 1638 Darkened ship.
 0830 2000 Ship's position 038° 58' 00" S., 178° 31' 00" E.
 0907 2037 PORTLAND ISLAND LIGHT abeam to starboard, distance 20.7 miles.
 1003 2133 Changed course to 222°(T).
 1010 2140 Commenced zig-zagging in accordance with Plan #11.

June 3, 1942 Underway singly enroute TONGATABU ISLAND to WELLINGTON, NEW ZEALAND. Course 222°(T), standard speed 16 knots. Zig-zagging in accordance with Plan #11. Ship fully darkened and in Readiness Condition II (Special).

June 2

G.C.T. L.C.T.

1721 0451 Sighted Castle Pt. Light, bearing 228°(T), distance approximately 20 miles.

1824 0554 Castle Pt. Light abeam to starboard, distance 10 miles.

1830 0600 Set Condition I (Special).

1915 0645 Secured from Condition I (Special), set Condition II (Special).

1930 0700 Changed base course to 229°(T).

1951 0721 Sunrise.

2012 0742 Sighted Waihingai Pt. Light, bearing 263°(T), distance 12.5 miles.

2030 0800 Ship's position 041° 24' 00" S., 176° 00' 00" E.

2040 0810 Changed course to 237°(T).

2053 0823 Waihingai Pt. Light abeam to starboard, distance 3.4 miles.

2154 0924 Sighted Cape Palliser Light, bearing 256°(T), distance 12.6 miles.

2220 0950 Sighted NE coast of South Island, bearing 250°(T). Ceased zig-zagging and changed course to 215°(T).

2240 1010 Changed course to 237°(T).

2307 1037 Changed course to 300°(T). Commenced zig-zagging in accordance with Plan #36.

June 3

0030 1200 Ship's position 041° 24' 00" S., 174° 47' 00" E. Distance made good since noon June 2, 356 miles.

0044 1214 Ceased zig-zagging. On various courses at various speeds approaching entrance to Lambton Harbor.

0215 1345 Anchored in Lambton Harbor, WELLINGTON, NEW ZEALAND, in 11 fathoms of water with 60 fathoms of chain to the starboard anchor, on the following bearings: Jerningham Pt. Light 168°(T), Halswell Pt. Light 125-30°(T), Somes Island Light 078°(T).

June 3, 1942 (Continued)

G.C.T. L.C.T.

0430 1600 Set clocks ahead 30 minutes to minus 12 zone time.

June 4 to June 12, 1942 Anchored as before, carried out port routine.

June 13, 1942 Anchored as before, carried out port routine.

G.C.T. L.C.T.

2100 0900 Held quarters for muster, followed by the Captain's inspection of the crew, holds, upper and lower decks.

June 14 to June 19, 1942 Anchored as before, carried out port routine.

June 20, 1942 Anchored as before, carried out port routine.

G.C.T. L.C.T.

2115 0915 Held quarters for muster, followed by the Captain's inspection of the crew, holds, upper and lower decks.

June 21 to June 29, 1942 Anchored as before, carried out port routine.

June 30, 1942 Anchored as before, carried out port routine.

G.C.T. L.C.T.

2200 1000 Oil barge ST. TOIA came alongside to port.

2237 1037 Commenced fueling ship.

2319 1119 Completed fueling ship, having received on board 13,693 gallons diesel fuel oil.

2345 1145 Oil barge left from alongside.

Approved:

W. F. DIETRICH,
Captain, U.S.Navy,
Commanding.

C-O-N-F-I-D-E-N-T-I-A-L

WAR DIARY

U. S. S. BELLATRIX

From: 1 July, 1942

To: 31 July, 1942

o-o

C-O-N-F-I-D-E-N-T-I-A-L

WAR DIARY

U. S. S. BELLATRIX

From: 1 July, 1942

To: 31 July, 1942

0-0

July 1, 1942 DESIGNATION Unit of Transdiv5, South Pacific Force.

COMPOSITION NEVILLE (flag), BELLATRIX, FOMALHAUT, FULLER, G.F.ELLIOTT, HEYWOOD.

NEXT HIGHER ECHELON Transport Divisions, South Pacific Force.

Anchored as before in berth B-2, Lambton Harbor, WELLINGTON, NEW ZEALAND, in 11 fathoms of water with 60 fathoms of chain to the starboard anchor, on the following bearings: Jerningham Pt. Light 168°(T), Halswell Pt. Light 125-30°(T), Somes Island Light 078°(T).

June 30

G.C.T. L.C.T.

1958 0758 Underway from anchorage to Aotea Quay.

2030 0830 Moored port side to Aotea Quay. Commenced loading supplies for Seventh Marines. Carried out port routine.

July 1

0630 1830 25 Marines reported on board for passage.

July 2, 1942 Moored port side to Aotea Quay, WELLINGTON, N.Z.
Continued loading supplies. Carried out port routine.

July 1

G.C.T. L.C.T.

2215 1015 One Major and one 1st Sergeant of the U.S.M.C. reported on board for passage.

July 2

0440 1640 One 1st Lieutenant and 38 men of the U.S.M.C. reported on board for passage.

July 3 to July 9, 1942 Moored as before. Continued loading supplies. Carried out port routine.

July 10, 1942 Moored as before. Continued loading supplies.
Carried out port routine.

July 9

2219 1019 Underway from Aotea Quay to Glasgow Wharf, WELLINGTON, N.Z.

2255 1055 Moored starboard side to port side of S/S PESHAWAR (British), Glasgow Wharf.

July 11 and 12, 1942 Moored as before. Continued loading supplies.
Carried out port routine.

July 13, 1942 Moored as before. Continued loading supplies.
Carried out port routine.

July 12

2245 1045 One officer and 29 enlisted men of the U.S.M.C. reported on board for passage.

2255 1055 One officer and 2 enlisted men of the U.S.M.C. reported on board for passage.

July 14, 1942 Moored as before. Continued loading supplies.
Carried out port routine.

0300 1500 One 1st Lieutenant and two enlisted men of the U.S.M.C. reported on board for passage.

July 15, 16 and 17, 1942 Moored starboard side to port side of S/S PESHAWAR (British). Continued loading supplies. Carried out port routine.

July 18, 1942 Moored as before.

July 17
G.C.T. L.C.T.
1930 0730

Underway from alongside S/S PESHAWAR to floating dock, WELLINGTON, N.Z.

1958 0758 Moored starboard side to west side of floating dock, WELLINGTON, N.Z. Commenced loading supplies, and replacing .50 cal. machine guns, on house-top, with 20 mm. guns.

July 19, 1942 Moored as before. Continuing loading supplies and replacement of guns.

2130 0930 Oil barge moored port side to, at fuel oil connection.

July 20, 1942 Moored as before, continuing loading supplies and replacement of guns.

July 19
2020 0820 Commenced fueling ship.

2115 0915 Completed fueling ship, having received 14,526 gallons diesel fuel oil.

July 20
0213 1413 Underway from floating dock to anchorage in LAMBTON HARBOR, WELLINGTON, N.Z.

0242 1442 Anchored in berth B-4, in 12 fathoms of water with 75 fathoms of chain to the port anchor, on the following bearings: JERNINGHAM PT. LIGHT 211°(T), HALSWELL PT. LIGHT 165°(T), SOMES ISLAND LIGHT 081 3/4°(T)

July 21, 1942 Anchored as before. Carried out port routine.

July 22, 1942 Anchored as before.

July 21

G.C.T. L.C.T.

1931 0731 Made preparations for getting underway.

2058 0858 Underway and proceeding out of harbor at various speeds on various courses; standard speed 8 knots.

2219 1019 With BARING HEAD LIGHT bearing $104^{\circ}(T)$, distance 2 miles, took departure with AMPHIBFOR SOPAC, set course $165^{\circ}(T)$. OTC in USS McCAWLEY, 1st ship in 3rd column; formation guide in USS HUNTER LIGGETT, 1st ship in 2nd column; BELLATRIX, with #43, is 3rd and last ship in 4th column, preceded by USS AMERICAN LEGION and USS FULLER (section guide).

2222 1022 Went to General Quarters.

2240 1040 Changed standard speed to 14 knots.

2250 1050 Changed course to $148^{\circ}(T)$.

2252 1052 Changed course to $165^{\circ}(T)$.

2253 1053 Secured from General Quarters, set Condition III.

2340 1140 Commenced zig-zagging in accordance with Plan #11.

July 22

0000 1200 Ceased zig-zagging and changed base course to $140^{\circ}(T)$. Ship's position $041^{\circ} 38' 30'' S.$, $175^{\circ} 06' 30'' E.$ Distance made good since departure 25 miles.

0017 1217 Passed CAPE PALLISER LIGHT abeam to port, distance 7.5 miles.

0019 1219 Ceased zig-zagging and resumed base course.

0041 1241 Commenced zig-zagging in accordance with Plan #11.

0145 11345 Ceased zig-zagging and resumed base course.

0204 1404 Changed base course to $090^{\circ}(T)$.

0341 1541 Changed speed to 10 knots.

0355 1555 Changed base course to $040^{\circ}(T)$.

0357 1557 Changed standard speed to 14 knots.

July 22, 1942 (Continued)

G.C.T. L.C.T.

0410	1610	Hauled down colors on signal from OTC.
0436	1636	Changed course 30° to left to $010^{\circ}(T)$.
0445	1645	Changed course 30° to right to $040^{\circ}(T)$, changed speed to 10 knots.
0451	1651	Resumed standard speed of 14 knots.
0509	1709	Sunset.
0524	1724	Darkened ship.
0800	2000	Ship's position $041^{\circ} 10' 00''$ S., $177^{\circ} 15' 00''$ E.

July 23, 1942 Underway as before with AMPHIBFOR SOPAC, on course 040°(T), standard speed 14 knots. Ship fully darkened and in Readiness Condition III.

July 22
 G.C.T. L.C.T.

1350	0150	Moonset.
1820	0620	Set Condition I (Special).
1900	0700	Secured from Condition I (Special), set Condition III.
1901	0701	Commenced zig-zagging in accordance with Plan #11.
1916	0716	Sunrise.
1955	0755	Ceased zig-zagging and resumed base course.
2000	0800	Ship's position 039° 27' 00" S., 179° 10' 00" E.
2032	0832	Commenced zig-zagging in accordance with Plan #11.
2100	0900	Changed base course to 044°(T), changed standard speed to 12 knots. Ahead standard speed.

July 23

0000	1200	Ship's position 038° 44' 00" S., 180° 00' 00" E. Distance made good since noon 22 July, 308.6 miles.
0048	1248	Ceased zig-zagging and resumed base course.
0100	1300	Changed base course to 000°(T), standard speed 14 knots; ahead standard speed.
0206	1406	Commenced zig-zagging in accordance with Plan #11.
0500	1700	Ceased zig-zagging and resumed base course.
0513	1713	Sunset.
0528	1758	Darkened ship.
0800	2000	Ship's position 037° 05' 00" S., 179° 53' 00" E.

July 24, 1942 Underway as before with AMPHIBFOR SOPAC, on course 000°(T), standard speed 14 knots. Ship fully darkened and in Readiness Condition III. Weather: overcast with occasional heavy squalls, decreasing visibility and falling barometer.

July 23
 G.C.T. L.C.T.
 1730 0530 Heavy rain squalls encountered; visibility varying between 1000 and 3000 yards; wind increased to force 6, coming from NE.

1900 0700 Sunrise.

1956 0756 Changed standard speed to 13.5 knots.

2000 0800 Ship's position 034° 26' 30" S., 179° 53' 30" W.

2030 0830 Changed standard speed to 13 knots.

2100 0900 Changed standard speed to 10 knots.

2230 1030 Changed standard speed to 12 knots.

July 24
 0000 1200 Ship's position 033° 41' 00" S., 179° 42' 00" W. Distance made good since noon 23 July, 316.6 miles.

0015 1215 Changed standard speed to 13 knots.

0051 1251 Commenced zig-zagging in accordance with Plan #11.

0355 1555 Ceased zig-zagging and resumed base course.

0516 1716 Sunset.

0531 1731 Darkened ship.

0800 2000 Ship's position 032° 04' 30" S., 179° 42' 00" W.

0900 2100 USS FOMALHAUT dropped out of formation due to difficulty in securing cargo, which got loose during heavy rolling.

July 25, 1942 Underway as before with AMPHIBFOR SOPAC, on course 000°(T), standard speed 13 knots. Ship fully darkened and in Readiness Condition III. Weather: squally, high wind and rough sea.

July 24

G.C.T. L.C.T.

1425	0225	Slowed to 2/3 speed, following movement of ship ahead (AMERICAN LEGION), due to BARNETT dropping back.
1439	0239	Resumed standard speed.
1450	0250	Slowed to 2/3 speed, following movement of ship ahead.
1500	0300	Resumed standard speed.
1759	0559	Set Condition I (Special).
1837	0637	Secured from Condition I (Special), set Condition III. Sunrise.
1900	0700	Commenced zig-zagging in accordance with Plan #11; changed standard speed to 10 knots.
1925	0725	FOMALHAUT, accompanied by RALPH TALBOT, sighted astern.
2000	0800	Ship's position 029° 48' 00" S., 179° 50' 00" W.
2016	0816	Decreased speed to 7.2 knots to receive guard mail from USS HELM.
2023	0823	Ceased zig-zagging and resumed base course 000°(T).
2028	0828	Increased speed to 10 knots.
2035	0835	Changed base course to 355°(T), standard speed to 13 knots; ahead standard speed.
2048	0848	Increased speed to 16.6 knots to regain position in convoy.
2110	0910	Resumed position in convoy and standard speed ahead.
2340	1140	A TR boat stowed inside a tank lighter on the skids of No. 2 Hatch, began working loose from its gripes because of the ship's heavy rolling, and threatened to slide over the side. Decreased speed to 7.6 knots (42 r.p.m.), and changed course to 330°(T), to ease the rolling. This course cut slowly across rear of the Convoy formation from right to left.

July 25, 1942 (Continued)

G.C.T.	L.C.T.	
0000	1200	Ship's position 029° 12' 15" S., 179° 50' 00" W. Distance made good since noon 24 July, 264.1 miles.
0001	1201	Convoy changed standard speed to 14 knots.
0050	1250	Having secured the TR boat with additional wire gripes, increased speed to 16 knots (87 turns), and headed to take station in Convoy formation.
0145	1345	On order from OTC to drop back and join FOMALHAUT with her escorting destroyers, reduced speed to 11 knots (58.5 r.p.m.).
0231	1431	Changed course to 270°(T).
0235	1435	Changed speed to 10.8 knots.
0236	1436	Changed course to 280°(T).
0255	1455	Changed course to 290°(T).
0319	1519	Changed speed to 13.6 knots.
0325	1525	Changed course to 300°(T).
0326	1526	Changed course to 320°(T).
0337	1537	Changed course to 340°(T).
0342	1542	Changed speed to 13.9 knots.
0345	1545	Changed course to 015°(T).
0513	1713	Changed course to 000°(T). The HELM stood near to deliver mail to FOMALHAUT and thereafter remained as an escort with the RALPH TALBOT.
0526	1726	Changed speed to 15.6 knots.
0527	1727	Sunset.
0533	1733	Changed speed to 14.5 knots.
0536	1736	Changed speed to 14 knots.
0542	1742	Darkened ship.

July 25, 1942 (Continued)

G.C.T. L.C.T.
0730 1930

Caterpillar tractor in No. 1 Hold broke loose from her lashings and shoring, due to the heavy rolling of the ship. It flipped the door off the degaussing room and also smashed the fender of a nearby truck, broke the beams and cross boards on the hatch guard, tore the W.T. escape hatch from one hinge. Apparently the damage to the tractor was slight.

0800 2000 Ship's position $027^{\circ} 46' 00''$ S., $179^{\circ} 53' 00''$ W.

July 26, 1942 Underway as before with FOMALHAUT, HELM and RALPH TALBOT escorts, on course 000°(T), standard speed 15 knots, endeavoring to regain our stations in formation ahead out of sight. Ship fully darkened and in Readiness Condition III. Weather: wind and sea moderating, barometer rising steadily; sky partly cloudy with st-cu clouds; bright moonlight.

July 25
 G.C.T. L.C.T.

1635	0435	Moon set.
1740	0540	Set Condition I (Special).
1835	0635	Secured from Condition I (Special), set Condition III. Sunrise.
1933	0733	Convoy changed base course to 357°(T).
2050	0850	Commenced testing 20 m.m. guns, firing short bursts on each of the 8 guns. (Structural test firing).
2145	0945	Ceased firing practice, having expended 95 rounds 20 m.m. ammunition.
2150	0950	Exchanged calls with two friendly ships sighted on port bow, bearing 320°(T), distance about 17 miles.
2230	1030	Changed course to 356°(T).
July 26 0000	1200	Ship's position 023° 53' 00" S., 180° 00' 00" W. Distance made good since noon 25 July, 309.1 miles.
0150	1350	Sighted friendly Task Force on starboard bow, bearing approximately 050°(T).
0215	1415	Task Force previously sighted is composed of 18 ships, including convoy and escorts.
0220	1420	Changed course to 025°(T).
0226	1426	Sighted 4 ships on port bow, bearing 340°(T).
0227	1427	Task Force previously sighted changing course to the right, preparatory to falling in with this Force.
0242	1442	Changed course to 000°(T).
0252	1452	Ships sighted at 1426 is a friendly Task Force composed of 9 ships.
0318	1518	Changed standard speed to 15 knots, 2/3 speed ahead.

July 26, 1942 (Continued)

G.C.T.	L.C.T.	
0325	1525	USS NORTH CAROLINA passing across our stern from starboard to port.
0332	1532	Changed course to 040°(T).
0335	1535	Standard speed ahead.
0338	1538	Changed course to 035°(T).
0345	1545	Changed course to 020°(T).
0350	1550	Changed course to 012°(T).
0353	1553	Changed course to 035°(T).
0357	1557	Changed course to 015°(T).
0359	1559	Changed course to 010°(T).
0403	1603	Changed course to 005°(T).
0416	1616	Changed speed to 2/3 ahead.
0417	1617	BELLATRIX regained position in convoy.
0425	1625	FOMALHAUT regained position in convoy.
0431	1631	Changed standard speed to 13 knots, ahead standard.
0517	1717	Changed standard speed to 8 knots, slowed to 6 knots.
0522	1722	Changed base course to 000°(T).
0527	1727	Ahead standard speed.
0530	1730	Several ships, including destroyers and transports, took stations in this disposition.
0536	1736	Sunset.
0551	1751	Darkened ship.
0600	1800	Changed standard speed to 11 knots, ahead standard.

July 26, 1942 (Continued)

G.C.T.	L.C.T.	
0800	2000	Ship's position $022^{\circ} 04' 00''$ S., $179^{\circ} 55' 30''$ W.
0900	2100	On signal from OTC, made emergency turn of 45° to starboard to 045° (T).
0920	2120	On signal from OTC, resumed base course 000° (T).

July 27, 1942 Underway as before with AMPHIBFOR SOPAC, on course 000°(T), standard speed 11 knots. Ship fully darkened and in Readiness Condition III.

July 26
G.C.T. L.C.T.
1737 0537 Set Condition I (Special).
1830 0630 Secured from Condition I (Special), set Condition III. Sunrise.
1848 0648 Changed standard speed to 10 knots; ahead standard.
1857 0657 Changed course 45° to right to 045°(T).
2000 0800 Ship's position 019° 57' 00" S., 179° 56' 00" W. On signal from OTC changed course 90° to left to 315°(T).
2019 0819 On signal from OTC changed course 45° to left to 270°(T). Changed standard speed to 6 knots.
2105 0905 Surf boat from USS GREGORY came alongside for guard mail.
2110 0910 Changed standard speed to 10 knots, ahead standard.
2117 0917 Changed base course to 000°(T).
2208 1008 Commenced zig-zagging in accordance with Plan #18, using British system. (MERSIGS).
2255 1055 Sighted land on starboard bow, bearing 334°(T).
2256 1156 Sighted TATOYA ISLAND on port bow, bearing 010°(T).
July 27
0000 1200 Ship's position 019° 33' 00" S., 179° 58' 00" W. Distance made good since noon 26 July, 269.6 miles.
0045 1245 Three cruisers and one destroyer joined formation.
0156 1356 Ceased zig-zagging and resumed base course 000°(T).
0210 1410 Left tangent of MATUKU ISLAND bearing 277°(T), distant 13 miles.
0215 1415 Changed base course to 315°(T).
0234 1434 Passed right tangent of TATOYA ISLAND abeam to starboard, bearing 045°(T), distant 8 miles.

July 27, 1942 (Continued)

G.C.T.	L.C.T.	
0252	1452	Commenced zig-zagging in accordance with Plan #41.
0335	1535	Sighted MOALA ISLAND dead astern, distant about 18 miles.
0438	1638	Ceased zig-zagging and remained on course 280° (T).
0516	1716	Changed course to 315° (T).
0531	1731	Changed course to 345° (T).
0542	1742	Sunset.
0557	1757	Darkened ship.
0636	1836	Changed course to 030° (T).
0700	1900	Changed standard speed to 6 knots, ahead standard.
0800	2000	Ship's position $018^{\circ} 35' 00''$ S., $179^{\circ} 41' 00''$ E.
1004	2204	Changed standard speed to 9 knots, ahead standard.

July 28, 1942 Underway as before with AMPHIBFOR SOPAC, on course 030°(T), standard speed 9 knots. Ship fully darkened and in Readiness Condition III.

July 27

G.C.T.	L.C.T.	
1400	0200	Changed base course to 000° (T), changed speed to 8 knots, and formed Approach Disposition AR-1.
1430	0230	Completed Disposition change and resumed standard speed, 9 knots.
1606	0406	Changed course to 330°(T), changed speed to 8 knots.
1630	0430	Resumed standard speed of 9 knots.
1727	0527	Set Condition I (Special).
1800	0600	Secured from Condition I (Special), set Condition III.
1820	0620	Sunrise.
1833	0633	Changed speed to 8 knots.
1844	0644	All engines stopped.
1848	0648	Changed course to 265°(T).
1857	0657	Changed course to 270°(T).
1912	0712	Changed standard speed to 12 knots, ahead standard.
2000	0800	Ship's position 017° 20' 30" S., 179° 39' 00" E.
2030	0830	Cut in degaussing gear.
2109	0909	USS HUNTER LIGGETT hauled down guide flag.
2121	0921	Entering TRANSPORT AREA, off KORO ISLAND, FIJI ISLANDS. Conducting Landing Force Exercises.
2122	0922	Stopped engines, standing by to hoist out boats.
2128	0928	Arrived at point X-RAY.
2131	0931	First boat in water. Lying to, on various courses, using engines to maintain position.
July 28		
0000	1200	Ship's position 017° 08' 30" S., 179° 25' 00" E. Distance made good since noon 27 July, 269.6 miles.
0145	1345	First tank lowered into tank-lighter.

July 28, 1942 (Continued)

G.C.T.	L.C.T.	
0320	1520	Commenced hoisting boats and tanks aboard.
0542	1742	Sunset.
0557	1757	Darkened ship.
0800	2000	Ship's position $017^{\circ} 09' 30''$ S., $179^{\circ} 24' 30''$ E.
1016	2216	Hoisted last boat onboard.
1051	2251	Forming column order astern AMERICAN LEGION and FULLER (section guide). Set course $350^{\circ}(T)$, standard speed 9 knots.
1103	2303	Ahead standard speed.
1108	2308	Changed course to $090^{\circ}(T)$.
1110	2310	Secured port main engine.
1135	2335	Secured degaussing gear.

July 29, 1942 Underway as before with AMPHIBFOR SOPAC, on course 090°(T), standard speed 9 knots. Ship fully darkened and in Readiness Condition III.

July 28

G.C.T. L.C.T.

1205	0005	Changed course to 158°(T).
1325	0125	Changed course to 180°(T).
1520	0320	Changed course to 090°(T).
1530	0330	Changed course to 000°(T).
1730	0530	Set Condition I (Special).
1735	0535	Changed standard speed to 12 knots, ahead standard.
1755	0555	Changed course to 300°(T).
1806	0606	Changed course to 270°(T).
1823	0623	Changed standard speed to 8 knots, ahead standard.
1824	0624	Sunrise. Sighted KORO ISLAND on port bow, bearing 220°(T).
1830	0630	Secured from Condition I (Special), set Condition III.
1839	0639	Made 90° turn to right to course 000°(T).
1844	0644	Made 90° turn to right to course 090°(T).
1850	0650	Changed standard speed to 12 knots, 2/3 ahead.
1852	0652	Made 90° turn to right to course 180°(T).
1903	0703	Made 90° turn to right to course 270°(T).
1915	0715	Changed course to 280°(T).
1918	0718	Changed course to 285°(T).
1931	0731	Changed course to 090°(T).
1943	0743	Changed course to 095°(T).
1945	0745	Changed course to 340°(T).
1946	0746	Started port main engine.

July 29, 1942 (Continued)

July 28

G.C.T. L.C.T.

1947	0747	Changed course to 330°(T).
1950	0750	Cut in degaussing gear.
2000	0800	Ship's position 017° 10' 00" S., 179° 25' 00" E.
2003	0803	Changed course to 270°(T).
2004	0804	All engines stopped.
2005	0805	Ahead 2/3, taking positions of 2000 yards interval in columns for unloading.
2009	0809	Changed course to 250°(T).
2013	0813	Commenced scheduled exercises; on various courses approaching TRANSPORT AREA, in Landing Force drill.
2018	0818	Stopped; lying to, at various speeds on various courses to maintain position.
2025	0825	Commenced hoisting out boats.
2028	0828	First boat in water.
2148	0948	Commenced hoisting out tanks.
2152	0952	First tank lowered into tank lighter.
2156	0956	Hoisted tank lighter on board.
July 29	0000	1200 Ship's position 017° 10' 30" S., 179° 24' 20" E. Distance made good since noon 28 July, 88.2 miles.
0148	1348	Last boat hoisted on board.
0543	1743	Sunset.
0550	1750	Set standard speed 9 knots.
0554	1754	Ahead standard speed.
0555	1755	On various courses at various speeds taking position in formation astern of AMERICAN LEGION and FULLER.
0558	1758	Darkened ship.

July 29, 1942 (Continued)

G.C.T.	L.C.T.	
0744	1944	Ahead standard speed.
0747	1947	Set course 180° (T).
0755	1955	Secured degaussing gear.
0800	2000	Ship's position $017^{\circ} 18' 30''$ S., $179^{\circ} 30' 00''$ E.
0818	2018	On signal from FULLER changed speed to 8 knots.
0830	2030	Changed standard speed to 12 knots.
0949	2149	On signal from OTC made 45° right turn to course 225° (T).
0955	2155	On signal from OTC made 45° left turn to course 180° (T).
1015	2215	Changed course to 135° (T).
1031	2231	Changed speed to 11 knots.
1042	2242	Changed speed to 12 knots.
1126	2326	Changed speed to 11 knots.
1130	2330	Changed course to 090° (T).

July 30, 1942 Underway as before with AMPHIBFOR SOPAC, on course 090°(T), standard speed 12 knots. Ship fully darkened and in Readiness Condition III.

July 29

G.C.T.	L.C.T.	
1243	0043	Changed course to 045°(T).
1400	0200	Changed course to 000°(T).
1514	0314	Changed course to 315°(T).
1719	0519	Changed standard speed to 11 knots.
1725	0525	Set Condition I (Special).
1745	0545	Changed course to 270°(T).
1755	0555	Changed standard speed to 12 knots.
1800	0600	Secured from Condition I (Special), set Condition III.
1810	0610	Cut in degaussing gear.
1823	0623	Sunrise.
1846	0646	Changed course to 250°(T).
1900	0700	Sighted 5 planes bearing 315°(T).
1925	0725	Sighted several squadrons of bombers in various areas surrounding formation, flying at high altitude.
1930	0730	Changed course to 270°(T).
1942	0742	Changed course to 230°(T).
1950	0750	Changed course to 270°(T).
2000	0800	Ship's position 017° 11' 50" S., 179° 25' 50" E.
2012	0812	Commenced scheduled exercises; lying to; on various courses at various speeds to keep position.
2015	0815	Dive bombers began bombing targets on KORO ISLAND.
2023	0823	Lowered first boat into water.
2040	0840	Lowered first amphibian tank into water.
2222	1022	Cruisers and destroyers holding firing practice at targets on beach.

July 30, 1942 (Continued)

July 29

G.C.T. L.C.T.

2241	1041	USS RAINIER standing in.
2316	1116	Amphibian tank hoisted aboard.
2340	1140	Began hoisting boats on board.
July 30 0000	1200	Ship's position $017^{\circ} 10' 20''$ S., $179^{\circ} 25' 50''$ E. Distance made good since noon 29 July, 136 miles.
0002	1202	USS PLATTE and USS KANAWHA standing in.
0049	1249	Hoisted in last boat.
0543	1743	Sunset.
0558	1758	Darkened ship.
0800	2000	Ship's position $017^{\circ} 08' 50''$ S., $179^{\circ} 25' 20''$ E.
0805	2005	Moonrise.

July 31, 1942 Lying to as before in TRANSPORT AREA off KORO ISLAND, FIJI ISLANDS. On various courses and at various speeds to maintain position. Operating with AMPHIB-FOR SOPAC in landing exercises. Ship fully darkened and in Readiness Condition III.

July 30
G.C.T. L.C.T.

1725 0525 Set Condition I (Special).

1800 0600 Secured from Condition I (Special), set Condition III.

1823 0623 Sunrise.

2000 0800 Ship's position 017° 09' 00" S., 179° 24' 00" E.

July 31
0000 1200 Ship's position 017° 08' 30" S., 179° 22' 45" E. Distance made good since noon 30 July, 30 miles.

0230 1430 Twenty-four men of Co. "A", 1st Eng. Bn., USMC, reported on board for passage, bringing number of Marines on board to 117, including 5 officers.

0411 1611 Commenced maneuvering preparatory to forming Cruising Disposition "AC-3".

0514 1714 Took position in column astern of AMERICAN LEGION and FULLER; on various courses at various speeds.

0520 1720 With left tangent of KORO ISLAND bearing 140°(T), and right tangent of KORO ISLAND bearing 198°(T), took departure and set course 080°(T).

0530 1730 Secured degaussing gear.

0544 1744 Sunset.

0559 1759 Darkened ship.

0601 1801 Changed course to 130°(T).

0610 1810 On signal from FULLER, changed speed to 7 knots.

0654 1854 Reduced speed to 5 knots.

0707 1907 Changed course to 170°(T).

0711 1911 Increased speed to 6 knots.

0724 1924 Resumed convoy speed of 7 knots.

July 31, 1942 (Continued)

G.C.T. L.C.T.

0748	1948	PT. ALLDIN LIGHT broad on starboard beam, bearing 260°(T), distance 15.5 miles.
0800	2000	Ship's position 017° 22' 30" S., 179° 39' 00" E.
0910	2110	Moonrise.
0953	2153	PT. ALLDIN LIGHT broad on starboard quarter, bearing 305°(T), distance 22 miles.

Approved:

W. F. DIETRICH,
Captain, U.S.N.,
Commanding.

C-O-N-F-I-D-E-N-T-I-A-L

WAR DIARY

U. S. S. BELLATRIX

From: 1 August, 1942

To: 31 August, 1942

43027

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C-O-N-F-I-D-E-N-T-I-A-L

WAR DIARY

U. S. S. BELLATRIX

From: 1 August, 1942

To: 31 August, 1942

o-o

1 August, 1942

DESIGNATION Task Force 62.

COMPOSITION (a) Transport Group (62.1), Captain L.F. REIFSNIDER Transdivs A, B, C, D, E, and 12.

(b) Escort (62.6) Rear Admiral CRUTCHLEY. Screening Group (62.6). Fire Support Group Love (62.3). Fire Support Group Mike (62.4). Mine Sweeper Group (62.5).

NEXT HIGHER ECHELON Amphibious Force, South Pacific Force, U. S. Pacific Fleet.

G.C.T. L.C.T. (-12)

July 31 Aug. 1.

1515 0315 Light rain commenced.
1540 0340 Light rain ceased.
1600 0400 Changed speed to 5 knots (25 R.P.M.).
1607 0407 Changed course to 205(T).
1625 0425 Changed speed to 9 knots (39 r.p.m.)
1700 0500 Entered heavy rain squall; visibility decreased.
1730 0530 Set Special Condition I.
1731 0531 Rain ceased; sky clearing.
1809 0609 Passed Moala Island abeam to port, left tangent bearing 137°; right tangent bearing 098°; distance 5.5 miles.
1815 0615 Secured from Special Condition I; set Condition III.
1922 0722 Back main engines 2/3.
1922½ 0722½ Full astern.

1 August, 1942 (Continued)

G.C.T. L.C.T.

1923 0723 Stopped.
1923½ 0723½ Ahead 1.3.
1925 0725 Changed course to 230°(T)
1925 0725 Stopped.
1927 0727 Ahead 1/3.
1929 0729 Ahead 2/3.
1932 0732 Ahead standard speed.
2000 0800 Ship's position 18° 42' 30" S., 179° 38' 00" E.
2020 0820 Secured starboard main engine.
2025 0825 Commenced zig-zagging in accordance with Plan #11.

1 August, 1942

0000 1200 Ship's position 19° 04' 00" S., 179° 11' 00" E.
Distance made good since noon July 31, 1942 148.6 miles.
0008½ 1208½ Ceased zig-zagging.
0015 1215 Changed course to 237°(T); changed speed to 13 knots
(69 r.p.m.)
0028 1228 Sighted two aircraft bearing 80°, presumably planes
from friendly cruiser.
0033 1233 Commenced zig-zagging in accordance with Plan #11.
0048 1248 Sighted island bearing 290° (T), on starboard bow,
distance approximately 15 miles.
0258 1458 Five friendly planes flew overhead.
0429 1629 Received mail from USS LITTLE, and transferred mail
to her.
0440 1640 Received signal by flag hoist that a strange ship has
been sighted bearing 229°(T); appears to be an air-
craft carrier.
0515 1715 Ceased zig-zagging; resumed base course 237°(T).
0517 1717 Changed Fleet axis to 280°(T).

1 August, 1942 (Continued)

G.C.T. L.C.T.

0526 1726 USS HOGAN reported submarines in vicinity.
0507 1707 Darkened ship.
0630 1830 Changed base course to 280°(T).
0800 2000 Ship's position 19° 42' 25" S., 179° 38' 00" E.

/s/ Robert I. Baxter.

2 August, 1942

G.C.T. L.C.T.

Aug. 1 Aug. 2

Underway as before; weather: bright moonlight, clear sky, with detached clouds. Visibility about 8/9 miles. Ship darkened.

1745 0545 Set Condition I (Special).
1827 0627 Secured from Condition I (Special), set Condition III.
1828 0628 Light ship.
1847 0647 Commenced zig-zagging in accordance with Plan #11., on signal O.T.C.
1955 0755 USS McCAWLEY left formation.
2000 0800 Ship's position 19° 11' 00" S., 174° 58' 00" E.
2000 0800 Changed speed to 12 knots (64 r.p.m.)
2247 1047 Strange aircraft sighted, bearing 310°(T), distance 7 miles.
2250 1050 Sighted two ships over the horizon, hull down, bearing 235°(T), and 245°(T), distance approximately 17 miles.
2253 1053 USS PRESIDENT ADAMS dropped out of formation for exercises.
2255 1055 USS McCAWLEY rejoined formation.

Aug. 2, 1942.

0000 1200 Ship's position 18° 58' 00" S., 174° 05' 00" E. Distance made good since noon Aug. 1, 1942, 306.5 miles.

2 August, 1942 (Continued)

G.C.T. L.C.T.

0115	1315	USS PRESIDENT ADAMS rejoined formation.
0444	1644	Ceased zig-zagging, resumed base course on signal from O.T.C.
0536	1736	Changed course to 240°(T).
0550	1750	USS CALHOUN approaching on starboard quarter for transfer of guard mail.
0600	1800 (-11)	Clocks retarded one hour to Minus 11 time zone.
0605	1705	Received guard mail from USS CALHOUN
0614	1714	Sunset.
0629	1729	Darkened ship.
0640	1740	Flashing light reported by lookout, bearing 110°(T); was not observed from bridge. Light flashed 3 times.
0648	1748	Observed 2 boxes floating to port, obviously from USS AMERICAN LEGION or USS FULLER.
0659	1759	Observed green rocket over USS FOMALHAUT. Apparently no action was taken by any ship.
0900	2000	Ship's position 19° 06' 00" S., 172° 18' 00" E.
0900	2000	Changed base course to 290°(T). Changed standard speed to 11 knots (59 r.p.m.)
1140	2240	Moonrise.

/s/ Robert I. Baxter.

3 August, 1942

Aug. 2 Aug. 3
(-11)

Underway as before; force disposition "AC-3." Ship fully darkened. Weather: passing cumulus clouds from Northeast. Fresh breeze from Northeast. Slight swells from N.N.E.

1805	0505	Set Condition I (Special).
1901	0601	Sighted unknown object on horizon, bearing 120°(T); hoisted flag signal to notify convoy.
1908	0608	Secured from Condition I (Special), set Condition III. Light ship.

3 August, 1942 (Continued)

Aug. 2 Aug. 3

G.C.T. L.C.T.

1924	0624	Commenced zig-zagging in accordance with Plan #11; changed standard speed to 12 knots (64 r.p.m.), on signal from O.T.C.
1950	0650	Ceased zig-zagging, resumed base course.
2000	0700	Sighted ship hull down on port quarter, bearing $145^{\circ}(T)$.
2002	0702	Changed course to $280^{\circ}(T)$.
2023	0723	Commenced zig-zagging in accordance with Plan #11.
2100	0800	Ship's position $18^{\circ} 21' 00'' S.$, $169^{\circ} 57' 00'' E.$
2124	0824	Sighted Eromanga Island, bearing $232^{\circ}(T)$.
2207	0907	Received signal from USS CHICAGO: hydrophones or supersonics indicate submarines are near, bearing $310^{\circ}(T)$.
2210	0910	Made emergency change of course 40 degrees to starboard, $320^{\circ}(T)$, in answer to signal from USS McCAWLEY.
2219	0919	Changed course to $000^{\circ}(T)$.
2230	0930	Changed course to $320^{\circ}(T)$.
2237	0937	Changed course to $280^{\circ}(T)$.
2248	0948	Changed course to $270^{\circ}(T)$.
2255	0955	Commenced zig-zagging in accordance with Plan #11.
2328	1028	U.S. Army heavy bomber, B-17, approaching disposition, bearing $230^{\circ}(T)$. Plane circled convoy.
2333	1033	Six small airplanes sighted, bearing $70^{\circ}(T)$; apparently friendly - not identified as to type.
2347	1047	Sighted a ship hull down, bearing $113^{\circ}(T)$.
2348	1048	USS ZEILIN joined formation.
2357	1057	Signal from USS AMERICAN LEGION: strange aircraft sighted, bearing $248^{\circ}(T)$. Hoist hauled down immediately.

August 3.

0001	1101	Three aircraft, bearing 310° (relative), appeared to be U.S. Army B-17's.
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3 August, 1942 (Continued)

G.C.T. L.C.T.

0045 1145 Ship sighted at 1047 is U.S. cruiser joining formation.

0100 1200 Ship's position 18° 06' 00" S., 169° 13' 00" E. Distance made good since noon 2 August, 1942, 289.5 miles.

0205 1305 USS PRESIDENT ADAMS holding firing practice.

0250 1350 Sighted Efate Island, bearing 322°(T).

0327 1427 Aircraft sighted bearing 230°(T); type 6D-6, from H.M.A.S. HOBART.

0400 1500 Ceased zig-zagging, resumed base course 270°(T).

0403 1503 Changed course to 280°(T); changed standard speed to 13.5 knots (71.5 r.p.m.)

0415 1515 USS BETELGEUSE took position in convoy.

0422 1522 Commenced zig-zagging in accordance with Plan #11, on signal from flagship.

0558 1650 Ceased zig-zagging, resumed base course.

0601 1701 Changed course to 260°(T).

0635 1735 Sunset.

0650 1750 Darkened ship.

0900 2000 Ship's position 18° 11' 12" S., 167° 31' 30" E.

0904 2004 Changed course to 285°(T).

/s/ Robert I. Baxter.

4 August, 1942

Aug. 3 Aug. 4
(-12)

Underway as before; ship darkened and battery in Condition of Readiness III.

1837 0537 Set Condition I (Special).

1920 0620 Sunrise. Secured from Condition I (Special), set Condition III.

1941 0621 Changed course to 280°(T).

4 August, 1942 (Continued)

Aug. 3 Aug. 4

G.C.T. L.C.T.

2000	0700	USS McCAWLEY assumed Fleet Guide.
2007	0707	Changed speed to 10 knots (53 r.p.m.)
2056	0756	USS SAN JUAN picked up sound of submarine, bearing 245°(T).
2100	0800	Ship's position 17° 31' 30" S., 164° 52' 00" E.
2144	0844	Signal from USS McCAWLEY: strange aircraft bearing 282°(T); sighted by USS PRESIDENT ADAMS at 0849.
2155	0855	Three ships from "D" Division dropped astern to fuel destroyers.
2225	0925	Three ships from "E" Division dropped astern to fuel destroyers.
<u>August 4.</u>		
0015	1115	Changed standard speed to 8 knots (44 r.p.m.)
0100	1200	Ship's position 17° 10' 00" S., 164° 06' 00" E. Distance made good since noon 3 August, 1942, 293.0 miles.
0237	1337	Sighted American ship, bearing 275°(T).
0250	1350	USS ELLET came alongside starboard quarter for transfer of guard mail.
0300	1400	Ship previously sighted is an American tanker.
0304	1404	Sighted unknown aircraft, bearing 280°(T), distance 8 miles.
0312	1412	Aircraft sighted proved to be American "SBD" Dauntless. Several of them now in vicinity of convoy.
0330	1430	On signal from O.T.C. changed standard speed to 10 knots (53 r.p.m.)
0352	1452	Sighted ship hull down, bearing 226½°(T), distance 20 miles.
0545	1645	USS TREVOR standing alongside starboard quarter for transfer of guard mail.
0625	1725	Changed course to 275°(T).

4 August, 1942 (Continued)

G.C.T. L.C.T.

0645	1745	Cut in starboard main engine; now using both main engines.
0650	1750	USS HUNTER LIGGETT assumed Fleet Guide.
0656	1756	Sunset.
0702	1802	Changed standard speed to 13.5 knots (71.5 r.p.m.)
0711	1811	Darkened ship.
0900	2000	Ship's position 16° 58' 00" S., 162° 28' 30" E.

/s/ Robert I. Baxter

5 August, 1942

Aug. 4 Aug. 5
G.C.T. L.C.T.

Underway as before, with Task Force 62 in attack approach. Ship darkened and in Readiness Condition III.

1840	0540	Set Readiness Condition I (Special).
1909	0609	USS ALCHIBA dropped back out of position.
1925	0625	USS ALCHIBA underway and taking position.
1937	0637	Secured from Readiness Condition I (Special), set Readiness Condition III. Light ship.
1953	0653	USS ALCHIBA resumed position.
2001	0701	Changed standard speed to 12 knots (64 r.p.m.)
2030	0730	Changed course to 280°(T).
2100	0800	Ship's position 16° 43' 00" S., 159° 41' 3)" E.
2103	0803	Stopped main engines.
2108	0808	Astern 2/3.
2110	0810	Stopped.
2113	0813	Ahead 1/3.
2115	0815	Stopped.
2143	0843	Astern 1.3.

5 August, 1942 (Continued)

Aug. 4, Aug. 5

G.C.T. L.C.T.

2144	0844	Stopped.
2154	0854	Astern 1/3.
2155	0855	Stopped.
2159	0859	Astern 1/3.
2200	0900	Stopped.
2215	0915	Changed standard speed to 10 knots (53 r.p.m.) Ahead 2/3.
2233	0933	Ahead standard speed.
2302	1002	Ahead 2/3. Changed Fleet Axis to 325°(T).
2313	1013	Ahead standard speed.
August 5		
0020	1120	Changed standard speed to 13 knots (69 r.p.m.)
0032	1132	Ahead 2/3. Changed Fleet Axis to 000°(T).
0058	1158	Ahead standard speed.
0100	1200	Changed standard speed to 12 knots (64 r.p.m.) Ship's position 16° 25' 00" S., 158° 57' 00" E. Distance made good since noon 4 August, 1942, 306.0 miles.
0104	1204	Changed course to 000°(T).
0110	1210	Commenced zig-zagging in accordance with Plan #16.
0155	1255	Five ships sighted on horizon, bearing 180°(T).
0200	1300	Ceased zig-zagging, resumed base course 000°(T).
0233	1333	Changed course to 315°(T).
0241	1341	Changed course to 000°(T).
0248	1348	Changed course to 045°(T).
0254	1354	Changed course to 000°(T).

5 August, 1942 (Continued)

G.C.T. L.C.T.

0259	1359	Changed course to 060°(T).
0302	1402	Changed course to 000°(T).
0303	1403	Commenced forming in cruising disposition AC-3 AR-3.
0351	1451	Changed course to 040°(T).
0410	1510	Changed course to 320°(T).
0414	1514	Changed course to 280°(T).
0420	1520	Changed course to 260°(T).
0429	1529	Changed course to 310°(T).
0433	1533	Changed course to 000°(T).
0445	1545	Changed speed to 10 knots (53 r.p.m.)
0458	1558	Commenced forming cruising disposition AC-3.
0509	1609	Guide changed speed to 3 knots.
0515	1615	Changed standard speed to 11 knots (58.5 r.p.m.)
0550	1650	Commenced zig-zagging in accordance with Plan #16, increasing disposition AC-3.
0715	1815	Sunset.
0726	1826	Darkened ship.
0730	1830	Ceased zig-zagging, resumed base course.
0736	1836	Light rain commenced. Visibility reduced to 3000 yards.
0823	1923	Light rain ceased.
2000		Ship's position 15° 04' 00" S., 158° 54' 00" E.

/s/ Robert I. Baxter

6 August, 1942 Underway as before, with Task Force 62, as third ship in second column from right; course 000°(T); standard speed 11 knots (58.5 r.p.m.). Ship fully darkened and in Readiness Condition III. Weather: cloudy, with damp air and limited visibility.

G.C.T. L.C.T.
Aug. 5 Aug. 6

1810	0510	Light rain commenced, visibility about 1000 yards.
1855	0555	Set Readiness Condition I (Special).
1940	0640	Secured from Readiness Condition I (Special), set Readiness Condition III. Light ship.
1948	0648	Commenced zig-zagging in accordance with Plan #11. Changed standard speed to 13 knots (69 r.p.m.)
2100	0800	Ship's position 12° 51' 00" S., 158° 54' 00"E.
2110	0910	USS McCAWLEY veers out of position to hold scheduled exercises.
2158	0958	Ceased zig-zagging, resumed base course.
2322	1022	USS CHICAGO made radar contact with two planes, evidently friendly as several are now in vicinity of convoy.
<u>Aug. 6</u>		
0030	1130	USS McCAWLEY resumed normal position.
0100	1200	Ship's position 11° 52' 00" S., 159° 08' 00" E. Distance made good since noon 5 August, 1942, 264.5 miles.
0230	1330	Changed course to 008°(T).
0230	1330	Changed standard speed to 10 knots (53 r.p.m.)
0330	1430	Executed signal to place into operation Plan A-3 at 1600.
0500	1600	Put into effect Operation Plan A-3-42, approach Plan AR-3, and radio frequency Plan B.
0515	1615	Execute Approach Plan A-11.
0535	1635	Changed course to 058°(T).
0600	1700	Changed course to 100° to the left, to 318°(T).

6 August, 1942 (Continued)

G.C.T. L.C.T.

0633	1733	Changed course to $008^{\circ}(T)$, on signal from flagship.
0708	1808	Changed standard speed to 12 knots (64 r.p.m.).
0719	1819	Sunset.
0734	1834	Darkened ship.
0748	1848	Changed course to $000^{\circ}(T)$.
0900	2000	Ship's position $010^{\circ} 25' 00'' S.$, $158^{\circ} 56' 00'' E.$
1234	2334	Changed base course to $040^{\circ}(T)$.

/s/ Robert I. Baxter.

7 August, 1942 Underway as before with Task Force 62, in Attack Force Approach Disposition "AR-3" as third ship in right column of Squadron X-ray. Base course 040°(T). Standard speed-12 knots (65 r.p.m.) Ship fully darkened, and battery in Readiness Condition III.

Weather: warm and humid. Wind blowing steadily from E.N.E. Sky mainly cloudy with nimbus-stratus clouds. Sea calm with slight swell from East.

Aug. 6. G.C.T.	Aug. 7. L.C.T.	
1530	0230	Sighted land bearing approximately 086°(T).
1535	0235	Ahead 2/3 standard speed.
1607	0307	Ahead standard speed.
1642	0342	Changed course to 075°(T).
1657	0357	Bearings on Guadalcanal Island: left tangent 115°(T), Mt. Roundhead 124°(T), right tangent 170°(T).
1736	0436	Changed course to 120°(T). Sighted Save Island bearing 060°(T), distant 8 miles.
1800	0500	Save Island abeam to port, distant 2 miles. Cut in degaussing gear. Standing in to Guadalcanal.
1840	0540	Went to General Quarters.
1902	0602	Two planes catapulted from ASTORIA, which has taken position in the forward starboard (in shore) sector of the formation.
1911	0611	Slowed engines. Sighted 3 red flares in the vicinity of Tulagi, bearing 000°(T), followed by sound of gunfire, indicating that Squadron Yoke started its bombardment that area.
1914	0614	Screening Group (62.6) opened fire on a sailing craft ahead, apparently laden with gasoline, and set it ablaze. The three cruisers and four destroyers of the Fire Support Group (LOVE) began bombardment of Kukum, on the north side of Guadalcanal Island. Enemy evidently taken by surprise and took some time to reply, and that only feebly for a short while until silenced.
1915	0615	Proceeding on various courses at various speeds towards the Transport Area, off Lengo Roads, Guadalcanal Island, just outside the 100 fathom curve opposite Red Beach, in vicinity Tenaru River.

7 August, 1942 (Continued)

6 Aug. 7 Aug.
G.C.T. L.C.T.
1940 0640

Secured from General Quarters and set Condition III, with marines manning required stations while ship's personnel proceeded to make ready winches, booms and other gear for discharging boats and cargo. Light ship.

From 0646 to 0655 used engines at various speeds ahead and astern to keep ship in position.

- 1951 0651 On signal from Comtransport Group X-ray to disembark landing force, began to hoist out all boats. At 0652 first surf boat, No. 8, in water. At 0712 first amphibian tank in the water. At 0718 all surf boats in the water.
- 2031 0731 Observed several large fires with heavy black smoke at the enemy base at Kukum, and also over in the direction of Tulagi. Air Support Group consisting of 11 Dauntless type planes, and an undetermined number of Wildcat type planes from a distant carrier took up the functions of air coverage for the operations. Zero hour set for 0910.
- 2100 0800 Ship's position $009^{\circ} 21' 10''$ S., $160^{\circ} 06' 20''$ S. Distance made good since noon August 6, 1942, 210 miles.
- 2200 0900 Ships of our Fire Support Group (LOVE) laid a 10 minute barrage on Red Beach preparatory to landing troops.
- 2219 0919 White rocket from Red Beach indicated arrival on shore of the first contingent of our disembarked troops. As there was no small arms or machine gun fire, the landing was apparently without opposition.
- 2221 0921 Placed into tank lighter the first tank from #3 hold.
- 2329 1029 On signal that the intended anchorage off Red Beach was not mined, crossed slowly inside the 100 fathom curve.
- Aug. 7.
0023 1123 Anchored in 25 fathoms of water with 75 fathoms of chain to the starboard anchor, on the following bearings: Nugu Island $063^{\circ}(T)$, Koli Point $088^{\circ}(T)$, Cape Esperance $292^{\circ}(T)$, right tangent Savo Island $317^{\circ}(T)$; ship's head $153^{\circ}(T)$.

7 August, 1942 (Continued)

G.C.T. L.C.T.

- 0200 1300 Forty men of the U.S. Marine Corps reported on board from the U.S.S. AMERICAN LEGION for temporary duty in connection with discharging of cargo.
- 0225 1315 Signal reported radar contact with unknown aircraft bearing 225°(T).
- 0225 1325 Sighted approximately twenty (20) Japanese bombing planes at about 8000 feet elevation, bearing 350°(T) from the anchorage.
- 0229 1329 Went to General Quarters. (See copy of Action Report attached). Enemy let bombs loose over screening vessels out toward the Tulagi area, and later near our screening vessels. As enemy bombers approached toward anchorage, this ship opened fire, following movements of the O.T.C. Heaved in to 45 fathoms of chain to the starboard anchor. Several enemy planes shot down and burst into flames, and there was no apparent damage to our own forces. The remaining enemy planes having departed, set Readiness Condition III, and resumed discharging cargo at 1400.
- 0346 1446 The last tank of 18 stowed in #3 hold was sent ashore.
- 0402 1502 Sighted approximately six (6) Japanese bombing planes at about 8000 feet elevation, approaching anchorage from 295°(T). Went to General Quarters and commenced firing, following movements of O.T.C. (See copy of Action Report attached).
- 0410 1510 Enemy planes having passed over without apparent damage to our own forces, set Readiness Condition III, and resumed discharging cargo.
- 0515 1615 Finished discharging two remaining tanks in #2 hold; continued unloading cargo in holds #1, #2 and #4.
- 0704 1804 Made preparations for getting underway, shifting berth further inshore to facilitate unloading cargo and for protection against submarines.
- 0724 1824 Anchored in 22 fathoms of water with 75 fathoms of chain to the starboard anchor, on the following bearings: Koli Point 084°(T), left tangent Savo Island 311 3/4°(T), Cape Esperance 293°(T).

7 August, 1942 (Continued)

G.C.T. L.C.T.

- 0736 1836 Darkened ship except for cargo lights, as necessity required their use.
- 0750 1850 Observed bright red flames and huge fires in the vicinity of Kukum (Guadalcanal Island) and over at Tulagi, due to today's bombardments. Flames continuing with intermittent brilliant flares.
Continued unloading of all cargo as boats return from the beach.
- 1158 2158 Ceased unloading cargo operations temporarily, due to inability of boats getting unloaded - some of them returning to the ship on order of the Beachmaster still loaded.

8 August, 1942 Anchored as before off Lengo Raods, Guadalcanal Island, Solomon Group, in 22 fathoms of water. Ship darkened and in Readiness Condition III. Continuing with unloading operations.

G.C.T. L.C.T.

Aug. 7.

1715 0415 Three tank lighters returned from the beach, not having been unloaded. Orders from Comtaskfor 62 to cease all unloading until further notice.

2140 0840 Made preparations for getting underway.

2200 0900 Underway to shift berth further inshore to expedite unloading; on various courses at various speeds.

2213 0913 Anchored in 15 fathoms of water with 45 fathoms of chain to the starboard anchor. Took sounding inshore from the ship, on various true bearings, to insure no shoals existed in path of ship's possible swing. Intercepted signal that forty 2-engine enemy torpedo planes had been sighted, headed toward us.

2347 1047 Made preparations for getting underway; immediately commenced weighing anchor.

2356 1056 Went to General Quarters; underway and forming up in column with Transdiv Afirm on course 000°(T).

Aug. 8

0006 1106 Changed course to 330°(T). Squadron X-ray took Cruising Disposition AC-3, with Comamphibsopae O.T.C. in McCAWLEY.

0035 1135 Set Readiness Condition II, starboard watch.

0036 1136 O.T.C. made signal strange aircraft sighted bearing 090°(T).

0045 1145 Disposition course and axis 330°(T).

0059 1159 Screening vessels on the starboard beam commenced firing at enemy planes heading toward the disposition.

0100 1200 Executed signal from O.T.C. for ship's turn 30° to the left to course 300°(T).

8 August, 1942 (Continued)

G.C.T. L.C.T.

0101 1201

A large force of enemy torpedo (bomber) planes, diving down to within 30-50 feet of the water's surface, and coming up from the rear of the disposition, found their attack foiled by the maneuver and unable to extricate themselves from the cross machine gun fire of all vessels in the Disposition near them.

0103 1203

Went to General Quarters.
During the minute 1203 to 1204 one enemy torpedo passed astern of this vessel close by from starboard to port, and was fired on continuously and effectively by 20 m.m. guns until it passed beyond the FOMALHAUT while heading toward Cape Esperance. This plane was crippled. Another enemy plane passed ahead from starboard to port of this vessel and was fired on by 20 m.m., .50 caliber (forecastle) and .30 caliber (bridge) machine guns. Observers on board claim they saw this plane crash and burn shortly thereafter. During this period, personnel on board saw one enemy plane crash into the starboard side of the U.S.S. GEORGE F. ELLIOTT and explode, setting that vessel on fire with gasoline, and then what was left of the plane fell over the side and sink. Observers saw from six to eight enemy planes explode or crash into the water.

0104 1204

Attack abated and firing from ships became desultory. Continued maneuvering on various courses. (See copy of Action Report attached).

0108 1208

The ELLIOTT signalled "damage is serious". Apparently no other ships were damaged, though several observers on board thought they saw a new type destroyer have an explosion in the bow.

0114 1214

Ships turned right 90° on signal to course 090°(T).

0115 1215

One destroyer standing by the ELLIOTT.

0118 1218

Ships turned right 90° on signal to course 180°(T).

0122 1222

ELLIOTT personnel abandoning ship. Fire apparently entire amidship area abaft stack and beyond control. Minor explosions heard.
Ships maneuvering on 90° turns, on signal from O.T.C.

8 August, 1942 (Continued)

G.C.T. L.C.T.

0135	1235	Observed about eight enemy planes trying to dive bomb destroyers forming northerly units of the screen. Our planes drove them off.
0217	1317	With the air attack apparently over, the course of all vessels was changed to 200°(T), and ships headed for former anchorage.
0251	1351	Lying to off Red Beach, Guadalcanal, and resumed unloading.
0305	1405	Received signal to be prepared to repel air attack.
0307	1407	Underway on various courses at various speeds to from Cruising Disposition AC-3, with Fleet course and Axis 340°(T).
0346	1446	All ships maneuvering in formation on various turns.
to	to	
0451	1501	Began executing emergency course changes to right and left.
0436	1536	Passed body of Japanese aviator in water on starboard side.
0458	1558	Settled on course 070°(T).
0500	1600	Ships turned right 30° to 100°(T).
0524	1624	Turned right 60° to 160°(T).
0531	1631	Secured from General Quarters, set Condition III. Received signal to proceed independently toward Transport Area X-ray.
0610	1710	Anchored in 15 fathoms of water with 45 fathoms of chain to the port anchor, off Lengo Roads, Guadalcanal, on the following bearings: Koli Point 075°(T), Lunga Point 283°(T), Tenaru River 195°(T). Proceeding with unloading as boats returned to the ship.
1230	2330	Considerable amount of tracer fire noted from left of the area of Red Beach. Source of firing and objective unknown.

9 August, 1942

Anchored with Squadron X-ray in Lengo Roads, Guadalcanal, Solomon Islands. Ship darkened except for necessary lights for unloading, and in Readiness Condition III. Discharging cargo of U.S. Marine Corps in lighters to the beach.

Aug. 8.
G.C.T. L.C.T.
1450 0150

A plane commenced dropping parachute flares on a line parallel and close to beach. Isolated firing among transports and the screen. Heavy firing heard from the direction of Savo Island, as though a surface craft was in progress in the waters beyond. Fully darkened ship and made preparations for getting underway.

1458 0158

Went to General Quarters.

1503 0203

Underway on various courses at various speeds, maneuvering to avoid possible air, surface or submarine attacks

1620 0320

No such attacks materializing, set Readiness Condition II. Headed generally in a North to Westerly direction ready to escape from Guadalcanal if enemy surface forces got control. Apparently a ship is ablaze between Savo and Florida Islands.
Weather humid with showers and much lightening. Continued maneuvering on various courses and at various speeds, awaiting daylight.

1828 1528

Sighted white parachute flares bearing approximately 330°(T) in the direction of Tulagi.

1942 0642

Approaching Lengo Roads, and other transports returning.

2050 0750

Lying to, expediting unloading of cargo. Used engines at various speeds to keep ship in position. Heavy gunfire heard from the direction beyond Savo Island.

2150 0850

Received signal to prepare to repel air attack. On signal from O.T.C. got underway to form Cruising Disposition AG-3, speed 12 knots, disposition course and axis 350°(T).
Weather conditions: light wind from E.N.E.; very light mist; 80% of sky covered by light cumulo-nimbus clouds; visibility 25,000 yards.

2217 0917

Received signal that enemy submarines believed operating in vicinity.

9 August, 1942 (Continued)

Aug. 8

G.C.T. L.C.T.

2220	0920	Steadied on course 250°(T).
2226	0926	Ships turned left 45°.
2229	0929	Turned right 90°.
2230	0930	Ship on port side reported detecting submarine on underwater listening device.
2231	0931	Passed dead Japanese aviator in water on starboard beam.
2219	0913	Maneuvered on various courses, making numerous turns in approaching Transport Area. At 1112, acting independently.
Aug. 9 0058	1158	Lying to and commenced hoisting in boats. Maneuvering on various courses at various speeds to maintain position and facilitate hoisting in boats.
0310	1410	Hoisted on board two disabled tank lighters from USS ALCHIBA.
0414	1514	Completed hoisting own boats. In accordance with Annex "D" of Comtransport Group X-ray Operation Order 1-42, as also a despatch, tank lighters Nos. 2, 3, 4, 5, and also 36' ramp boats Nos. 10 and 11, with their crews, left for duty with the Naval Contingent at Guadalcanal under Lieutenant Commander DEXTER, U. S. Coast Guard. Disembarked various Marine passengers and members of Marine working party, numbering, in all, about 100.
0417	1517	Underway on course 060°(T), proceeding from Transport Area, joining up with Transdiv Afirm and Transport Group X-ray, in Disposition AR-3; standard speed 12 knots.
0425	1525	Changed course to 055°(T); then on various courses at various speeds towards the western entrance to the swept passage in Lengo Channel.
0455	1555	Entered the swept passage and steered on course 090°(T).
0513	1613	Standard speed 13 knots.
0550	1650	Changed course to 095°(T).

9 August, 1942 (Continued)

G.C.T. L.C.T.

0556	1956	With extreme right tangent of Florida Island bearing 003° (T), distant 15 miles, and extreme right tangent of Savo Island bearing 296° (T), distant 38 miles, took departure and set course 095° (T).
0606	1706	Ahead 2/3 speed. Commenced forming Cruising Disposition AC-3, ship taking position in column astern of U.S.S. AMERICAN LEGION, U.S.S. FULLER column leader.
0630	1730	Proceeded at various speeds.
to	to	
0638	1738	
0643	1743	Changed standard speed to 13 knots.
0715	1815	Set Condition III, watch II.
0716	1816	Sunset.
0730	1830	Secured degaussing gear.
0731	1831	Darkened ship.
0800	1900	Pua Sura Island abeam to starboard, bearing 185° (T).
0805	1905	Changed Fleet course and axis to 136° (T).
0900	2000	Ship's position $160^{\circ} 56' 00''$ E., $009^{\circ} 32' 30''$ S.
0955	2055	Observed white flares on horizon bearing 240° (T), distant 25 miles or more.
1150	2250	Changed Fleet course and axis to 090° (T).

/s/ Robert I Baxter

10 August, 1942

Aug. 9 Aug. 10

Enroute with Transdiv Group X-ray in disposition AC-3, as 3rd ship in column 2 of convoy. Base course 090° (T), standard speed 11 knots (59 r.p.m.) Guide is the USS CHICAGO in the van. Ship completely darkened and in Readiness Condition III. Weather: blue sky with detached al-cu clouds. Steady breeze from E.N.E.

1835	0535	Set Condition I (Special).
1900	0600	Changed course to 152° (T).
1920	0620	Secured from Condition I (Special), set Condition III.
1923	0623	Light ship.
2028	0728	Sections of convoy took intervals of 1500 yards.

10 August, 1942 (Continued)

Aug. 9 G.C.T.	Aug. 10 L.C.T.	
2100	0800	Ship's position 163° 02' 00" E., 010° 21' 00" S.
2110	0810	USS CHICAGO testing guns.
2115	0815	USS FOMALHAUT testing guns. Both ships ceased firing at 0830.
2348	1048	Ships of convoy formed open order column.
Aug. 10. 0000	1100	Half-masted Colors, following movements of O.T.C., in USS HUNTER LIGGETT, in honor of men who were killed in action and buried at sea.
0017	1117	Two-blocked Colors following movements of O.T.C.
0027	1127	Formed regular column order.
0056	1156	Strange aircraft sighted, bearing 160°(T), designating RALPH TALBOT.
0100	1200	Signal: Have sighted our own aircraft, bearing 290°(T), designating RALPH TALBOT.
0100	1200	Ship's position 163° 19' 00" E., 010° 52' 30" S. Distance made good since departure at 1656 August 9, 1942, 234 miles.
0112	1212	Our own aircraft sighted, designating DD292.
0113	1213	Strange ship sighted bearing 315°(T).
0205	1305	One airplane sighted bearing 005°(T); appears to be a Catalina Flying Boat.
0225	1325	Catalina Flying Boat flying around convoy.
0240	1340	USS CHICAGO launched SOC seaplane.
0327	1427	Made emergency turn 90 degrees to right, following signal indicating submarine bearing 300°(T). Came to course 245°(T).
0332	1432	Executed speed 14 knots.
0337	1437	Resumed base course 155°(T).
0339	1439	Resumed standard speed of 11 knots.

10 August, 1942 (Continued)

G.C.T. L.C.T.

0501 1601 Changed course to 147°(T).
0705 1805 Sunset.
0720 1820 Darkened ship.

/s/ Robert I. Baxter

11 August, 1942 Enroute with Transdiv Group X-ray, Task Force 62, in disposition AC-3, as third and last ship of column 2 of the convoy. Base course 147°(T), standard speed 11 knots (59 r.p.m.). Fleet guide is in USS HUNTER LIGGETT, head of 3rd column. Ship is completely darkened and in Readiness Condition III. Weather: sky mainly cloudy, occasional rain squalls, warm southeasterly winds, sea calm, visibility normal.

1815 0515 Set Condition I (Special).
1910 0610 Secured from Condition I (Special), set Condition III, watch III.
1913 0613 Light ship.
1959 0659 On signal commenced speed of 12 knots (64 r.p.m.).
2005 0705 Sighted formation of ships bearing 090°(T), possibly Squadron Yoke.
2020 0720 Sighted Task Force to port, bearing 125°(T), presumed to be Squadron Yoke.
2051 0751 Changed speed to 13 knots (69 r.p.m.).
2055 0755 Changed course to 162°(T).
2100 0800 Ship's position 165° 13' 00" E., 014° 07' 00" S.
2159 0859 Changed course to 122°(T).
2200 0900 Sections took intervals of 1000 yards.
2217 0917 Maneuvering to form cruising disposition AC-3 with Squadron Yoke.
2222 0922 Changed course to 162°(T).

11 August, 1942 (Continued)

10 Aug. 11 Aug.

G.C.T. L.C.T.

2225	0925	This squadron ordered to retain present formation.
2230	0930	Changed course to 153°(T).
2231	0931	Commenced forming approach disposition AR-3 with Squadron Yoke.
2253	0953	Changed speed to 10 knots (53 r.p.m.).
2254	0954	Changed course to 122°(T).
2259	0959	Changed course to 153°(T).
2306	1006	Changed speed to 13 knots (69 r.p.m.).
2309	1009	Squadron X-ray forming cruising disposition AC-3.
2311	1011	Made emergency turn of 90 degrees left to 063°(T).
2313	1013	Received signal: Submarine indicated bearing 140°(T).
2318	1018	Changed standard speed to 14 knots (75 r.p.m.).
2323	1023	USS CHICAGO launched one plane.
2330	1030	CHICAGO launched second plane.
2331	1031	Changed course to 153°(T), standard speed to 10 knots (53 r.p.m.).
2335	1035	Changed speed to 13 knots (69 r.p.m.).
2357	1057	Changed speed to 10 knots (53 r.p.m.).
Aug. 11		
0005	1105	USS HUNTER LIGGETT assumed Fleet Guide.
0011	1111	Changed standard speed to 14 knots (75 r.p.m.).
0018	1118	Commenced zig-zagging in accordance with Plan #11, base course 153°(T).
0100	1200	Ship's position 165° 29' 00" E., 014° 43' 45" S. Distance made good since noon, Aug. 10, 1942, 265 miles.
0200	1300	Changed standard speed to 13.5 knots(71.5 r.p.m.).

11 August, 1942 (Continued)

G.C.T. L.C.T.

0325 1425 USS GREGORY came alongside starboard quarter to transfer guard mail.

0647 1747 Sunset.

0702 1802 Darkened ship.

0706 1806 Four transports of the "President" Group and two destroyers left formation and proceeded on a south-westerly course.

0715 1815 Ceased zig-zagging.

0900 2000 Ship's position $166^{\circ} 19' 00''$ E., $016^{\circ} 17' 00''$ S.

/s/ Robert L. Baxter

12 August, 1942 Enroute with Task Force 62 in cruising disposition
11 Aug. 12 Aug. AC-3, as third ship in second column of the convoy, on base course 153° (T). Standard speed 13.5 knots (71.5 r.p.m.). Disposition guide in USS HUNTER LIGGETT. Ship is in Readiness Condition III. Weather: Fair, with scattered clouds. Air cool and damp.

1821 0521 Set Condition I (Special).

1911 0611 Secured from Condition I (Special), set Condition III, watch I. Light ship. Commenced zig-zagging in accordance with Plan #11.

1915 0615 Sighted two ships on horizon bearing 108° (T), distant 9 miles.

1945 0645 Ships sighted are USS CIMMARRON and destroyer escort.

1947 0647 USS CHICAGO launched plane.

2055 0755 Hauled down Colors, following movements of the Flagship.

2100 0800 Ship's position $167^{\circ} 41' 00''$ E., $018^{\circ} 54' 00''$ S. Weather: Partly cloudy, cumulus and al-cu clouds moving from southerly direction. Wind blowing from SSE in a steady breeze. Slight southeasterly swell.

12 August, 1942 (Continued)

G.C.T. L.C.T.

0020	1120	USS AMERICAN LEGION hoisted Colors and lowered them to half mast.
0022	1122	Hoisted own Colors, following movements of flagship.
0035	1135	Burial at sea service completed on AMERICAN LEGION and she hoisted her Colors.
0055	1155	Hauled down Colors, following O.C.T.
0100	1200	Ship's position $168^{\circ} 03' 00''$ E., $019^{\circ} 32' 00''$ S. Distance made good since noon 11 August, 1942, 322 miles.
0321	1421	Ceased zig-zagging and resumed base course 153° (T).
0329	1429	Changed base course to 160° (T).
0346	1446	Commenced zig-zagging in accordance with Plan #11.
0422	1522	Ceased zig-zagging and resumed base course 160° (T).
0440	1540	Section interval increased to 1250 yards.
0502	1602	Rotated Fleet axis to the right to 203° T(). Section II changed speed to 12 knots (64 r.p.m.).
0518	1618	Section II changed speed to 13.5 knots (71.5 r.p.m.).
0613	1713	Commenced zig-zagging in accordance with Plan #11.
0648	1748	Darkened ship.
0700	1800	Ceased zig-zagging and resumed base course.
0900	2000	Ship's position $168^{\circ} 43' 00''$ E., $021^{\circ} 05' 00''$ S.
1100	2004	Changed course to 198° (T).
1113	2013	Noticed white light on port side superstructure aft on USS ALCHIBAN duration about 40 seconds.

/s/ Robert I. Baxter

13 August, 1942

Enroute with Task Force 62 in cruising disposition AC-3, as 3rd and last ship in 2nd column from right of convoy. Course $198^{\circ}(T)$, speed 13.5 knots (71.5 r.p.m.). Ship is completely darkened and in Condition of Readiness III. Weather: Clear, cold and very windy, with partly cloudy sky.

Aug. 12 Aug. 13

G.C.T. L.C.T.

1800	0500	Changed course to $253^{\circ}(T)$.
1822	0522	Set Condition I (Special).
1905	0605	Secured from Condition I (Special) and set Condition III, watch II. Light ship.
1920	0620	Changed Fleet axis to the right to $253^{\circ}(T)$.
1925	0625	Left tangent on Isle of Pines bearing $344.5^{\circ}(T)$, distant 25 miles.
1942	0642	Commenced zig-zagging in accordance with Plan #11.
2015	0715	Sighted patrol bomber bearing $253^{\circ}(T)$, distant 5 miles.
2100	0800	Ship's position $167^{\circ} 17' 30'' E.$, $023^{\circ} 14' 00'' S.$
2125	0825	Ceased zig-zagging and resumed base course.
2130	0830	Changed base course and Fleet axis to $283^{\circ}(T)$.
2150	0850	Commenced zig-zagging in accordance with Plan #11.
2230	0930	Sighted unidentified ship bearing $320^{\circ}(T)$, distant 12 miles.
2237	0937	Ceased zig-zagging and resumed base course.
2245	0945	Changed base course and Fleet axis to $320^{\circ}(T)$.
2320	1020	Commenced zig-zagging in accordance with Plan #38.
2343	1043	Land sighted, bearing $010^{\circ}(T)$.
2350	1050	Division of destroyers left formation on course $290^{\circ}(T)$.
2355	1055	Two white flares seen falling, bearing $015^{\circ}(T)$, distant approximately 5 miles.

13 August, 1942 (Continued)

G.C.T.	L.C.T.	
0000	1100	Several planes now in vicinity on patrol.
0043	1143	Ceased zig-zagging and resumed base course.
0047	1147	Changed base course to 332°(T).
0050	1150	Commenced zig-zagging in accordance with Plan #38.
0100	1200	Ship's position 166° 32' 30" E., 022° 49' 00" S. Distance made good since noon August 12, 1942, 315 miles.
0106	1206	Unidentified ship passed abeam to port on opposite parallel course, distant 4000 yards.
0117	1217	Sighted Amedee Island light, bearing 352°(T), distant 17 miles.
0120	1220	Cut in degaussing gear.
0128	1228	2/3 speed ahead; slowed to keep out of way of USS AMERICAN LEGION.
0130	1230	Ahead standard speed, ceased zig-zagging and resumed base course.
0158	1258	Changed standard speed to 12 knots (64 r.p.m.). USS BARNETT RESUMED formation guide.
0205	1305	Ahead 1/3 speed, ships take distance of 1000 yards. Section I proceeding into port independently.
0218	1318	Ahead 2/3.
0220	1320	Ahead standard speed. Commenced following movements of section leader, USS FULLER, turning right.
0228	1328	Changed course to 035°(T).
0231	1331	Ahead 1/3, waiting for boat to come alongside.
0242	1342	Picket boat came alongside and delivered anchorage chart. Ahead standard speed. Entering harbor, (Noumea, New Caledonia, on various courses and at various speeds, conforming to channel.

13 August, 1942 (Continued)

G.C.T. L.C.T.

0253	1353	Passed through Northern Passage of the Bulari Passages at standard speed.
0257	1357	Tabu Reef Light abeam to port, distance 1420 yards.
0302	1402	Amedee Island Light abeam to port, distant 1293 yards.
0318	1418	Changed course to $358^{\circ}(T)$, with Thisbe Shoal bearing $065^{\circ}(T)$, distant 1000 yards.
0354	1454	Beacon bearing $238^{\circ}(T)$.
0409	1509	Passed front range Ducros Beacon Light abeam to starboard, distant 1000 yards.
0415	1515	Passed "Q" Beacon abeam to starboard, distant 1000 yards.
0424	1524	Ahead 1/3.
0428	1528	USS SOLACE abeam to port, distant 700 yards.
0434	1534	Stopped engines.
0435	1535	Astern 1/3.
0437	1537	Anchored in Dumbea Bay in berth #17, New Caledonia, in 7 fathoms of water with 45 fathoms of chain to the port anchor. Ship's head upon anchoring $020^{\circ}(T)$. Anchorage bearings: Beacon "A" $244^{\circ}(T)$, Beacon "B" $333^{\circ}(T)$, Beacon "C" $032^{\circ}(T)$. Distance made good since noon, August 13, 1942, 34 miles.
0445	1545	Secured degaussing gear. Carried out port routine.
1045	2145	Observed green Very signal on port beam.

/s/ Robert I. Baxter

14 August, 1942 Anchored in Dumbea Bay, berth #17, New Caledonia. Ships present: U.S.S.SOLACE, U.S.S.RAINIER, Task Force 62, British and French naval units. Completed hoisting out and sending tank lighters and ramp lighters to U.S.S.LIBRA. As duties of these boats was completed, each returned to this ship. Carried out port routine.

13 Aug.
G.C.T. L.C.T.
2300 1000

The following ships stood in:USS PLATTE, USS KASKASKIA, USS GWIN, USS CLARK, USS PATTERSON, USS CHICAGO, motor ship SOUTHARD.

14 Aug.
0210 1310

One marine lieutenant and thirty-five marines of the Scout Company left ship for transfer to USS HUNTER LIGGETT.

1155 2255 USS NEVILLE underway.

15 August, 1942 Anchored as before in Dumbea Bay, berth #17, New Caledonia. Carried out port routine. Two surf boats fitted up for duty as submarine patrol.

16 August, 1942 Anchored as before in Dumbea Bay, berth #17, New Caledonia. Carried out port routine.

0315 1415 Received 11 men on board for duty.

17 August, 1942
16 Aug. Anchored as before in Dumbea Bay, New Caledonia. Carried out port routine.

1945 0645 USS LAKATOI came alongside to starboard abreast #2 hold; transferred various stores and equipment to her.

17 Aug.
0025 1125 Completed loading LAKATOI.

0534 1434 USS LAKATOI underway from alongside.

18 August, 1942 Anchored as before in Dumbea Bay, New Caledonia.
 G.C.T. L.C.T. Carried out port routine.

17 Aug.
 2108 0808 Exercised at General Quarters.

18 Aug.
 0717 1817 Secured from General Quarters, set Condition 3A.

19 August, 1942 Anchored as before in Dumbea Bay, New Caledonia.
 Carried out port routine. Surf boat returns
 from submarine patrol with orders to secure
 BELLATRIX patrol and stand by until further call.

Aug. 18
 2345 1045
 2345 1045 Commenced taking fresh and dry stores, food sup-
 plies and Ship's Store supplies from USS ALDE-
 BARAN. Continued this activity as boatloads of
 stores came alongside at intervals. Completed at
 about 1600.

19 Aug.
 0605 1705 Harbor pilot came aboard. Made preparations for
 getting underway.

0648 1748 Underway from berth #17, and stood in to Great
 Roads anchorage.

0715 1815 Entering Great Roads.

0721 1821 Passed through submarine net.

0744 1844 Anchored in berth A4 in Great Roads anchorage,
 at Noumea, New Caledonia, in 6 3/4 fathoms of
 water with 45 fathoms of chain to the starboard
 anchor, on the following bearings: Beacon "K"
 046°15'(T), Beacon "J" 341°30'(T), Beacon "I"
 318°(T); ship's head on anchoring 063°(T).

20 August, 1942 Anchored as before in Great Roads, Port
 Noumea, New Caledonia. Carried out port routine.
 Discharging cargo from several holds into boats
 and tank lighters.

21 August, 1942 Anchored as before in Great Roads, Port Noumea, New Caledonia. Carried out port routine. Continuing discharging cargo, and working on 24 hour basis.

G.C.C. L.C.T.

0330 1430

Veered to 60 fathoms on starboard anchor.

0340 1440

USS ZEILIN came alongside and moored to port.

1100 2200

Fifteen-hand working party reported aboard from AMERICAN LEGION to handle cargo.

22 August, 1942 Anchored as before in Great Road, Port Noumea, New Caledonia.

Carried out port routine. Ship darkened, except for necessary lights for unloading. Discharging cargo from #5 hatch.

21 Aug.

G.C.T. L.C.T.

1520 0220

Relief working party reported aboard from U.S.S. BARNETT.

2005 0705

AMERICAN LEGION working party left ship.

2030 0730

BARNETT working party left ship. Working party of 20 men from U.S.S. NEVILLE reported aboard.

Continued discharging cargo from the different hatches all day until 1900 when secured.

23 August, 1942

Anchored as before in Great Road, Port Noumea,
New Caledonia.

Carried out port routine.

24 August, 1942.

Anchored as before in Great Road, Port Noumea,
New Caledonia.

Carried out port routine.

G.C.T. L.C.T.

0055	1155	U.S.S.ZEILIN unmoored from port side and got underway.
0125	1225	Starboard anchor heaved in to 45 fathoms at water's edge.
0245	1345	Made preparations for getting underway.
0315	1415	Underway on various courses and at various speeds to go alongside U.S.S.WHITNEY, starboard side to.
0345	1445	Moored alongside U.S.S.WHITNEY in Berth A-3.

25 August, 1942

Moored as before alongside U.S.S. WHITNEY,
starboard side to.
Carried out port routine.

G.C.T. L.C.T.

24 Aug.

2045 0745 Made preparations for getting underway.

2224 0924 Underway from alongside U.S.S. WHITNEY, and proceeded at various speeds on various courses to assigned berth in inner harbor, Port Noumea. Pilot Gap at the conn. Standard speed 14 knots.

2244 0944 Passing out of Great Roads anchorage.

2309 1009 Passed through "Little Entrance".

2326 1026 Maneuvering at various speeds, preparatory to mooring to dock.

2334 1034 Let go port anchor. Walking in to dock, 15 fathoms chain out.

2341 1041 Moored to dock at Port Noumea, starboard side to.

25 Aug.

0646 1746 U.S.S. KASKASKIA moored to port side.

0720 1820 Started fueling ship. Draft forward 15' 9", aft 20' 6".

1155 2055 Completed fueling ship. Took aboard 100,044 gallons diesel oil. Draft forward 16' 0", aft 20' 6".

26 August, 1942

Moored as before, starboard side to Main Dock, Port Noumea, New Caledonia. Preparatory to rearrangement of cargo stowage, cargo being discharged from the several hatches and stacked on the dock alongside. Native stevedores handling cargo, with U.S. Marines checking.

25 Aug.
G.C.T. L.C.T.
1500 0200

Native stevedores left ship. Cargo operations secured temporarily.

1934 0634

U.S.S. KASKASKIA underway from alongside.

2035 0735

Thirty-five native stevedores came aboard and resumed work of discharging cargo.

2110 0810

S/S EASTERN SUN moored to port side. Continued work of discharging and rearranging cargo stowage.

27 August, 1942

Moored as before, starboard side to Main Dock,
Port Noumea, Caledonia.
Carried out port routine.

26 Aug.

G.C.T. L.C.T.

1330 0030

Eighteen hand marine working party came aboard
for sleeping quarters.

1450 0150

Secured from handling cargo.

2030 0730

Resumed work on cargo in #1, 2 and 4 holds.

27 Aug.

0152 1252

Underway to shift berth 100 feet ahead.

0220 1320

Doubled up and secured. Resumed work on cargo.

28 August, 1942. Moored as before starboard side to Main Dock,
Port Noumea, New Caledonia.

27 Aug.

G.C.T. L.C.T.

1450 0150

Native stevedores left ship. Ship's company
started unloading drums from S/S EASTERN SUN,
alongside.

1935 0635

S/S EASTERN SUN unmoored from port side and got
underway.
Resumed work on cargo in #1, #2 and #4 holds.

29 August, 1942

Moored as before starboard side to Main Dock,
Port Noumea, New Caledonia.
Carried out port routine.

28 Aug.
G.C.T. L.C.T.
1455 0155 Native stevedores left ship, and cargo
operations secured.

2030 0730 Resumed loading cargo.

2250 0950 H.M.S. MOA, (M22), came along port side and
secured.

29 Aug.
0200 1300 Started taking fresh water from dock.

0213 1313 U.S.S. NEVILLE working party of 14 men reported
aboard.

0229 1329 H.M.S. MOA unmoored and left port side.

0250 1350 Fifteen hand working party from AMERICAN LEGION
reported aboard.

0315 1415 Fifteen hand working party from McCAWLEY
reported aboard.

0340 1440 Sixteen hand working party from HUNTER LIGGETT
reported aboard.

0415 1515 completed taking fresh water from dock, having
received 4,000 gallons.

30 August, 1942

Moored as before, starboard side to Main Dock, Port Noumea, New Caledonia. Carried out port routine. Ship loading cargo.

29 Aug.
G.C.T. L.C.T.
1500 0200

Native stevedores relieved working parties from various ships.

2000 0700

Discontinued working cargo in all holds; resumed work at 0730, and continued all day.

31 August, 1942 Moored as before, starboard side to Main Dock, Port Noumea, New Caledonia. Carried out port routine. Ship loading cargo.

30 Aug.
G.C.T. L.C.T.
2150 0850 Shifted berth aft 40 feet. Resumed work on cargo.

31 Aug.
0112 1212 Six naval enlisted men reported on board as passengers.

0150 1250 Various ships' working parties left ship.

0330 1430 Made preparations for getting underway.

0408 1508 Underway on various courses at various speeds, preceeding to berth #52 in Dumbea Bay anchorage; pilot Henin at the conn.

0502 1602 Anchored in berth #52, Dumbea Bay, in 11 fathoms of water with 45 fathoms of chain to the port anchor.

1210 2310 By order of Comtaskfor #1 tank lighter left ship to report to U.S.S.HEYWOOD.

Approved:

W. F. DIETRICH,
Commander, U.S.Navy,
Commanding Officer.

AK20/A16-3
Serial 057

U. S. S. BELLATRIX

CONFIDENTIAL

August 28, 1942.

From: Commanding Officer.
To: Commander in Chief, United States Fleet.
Navy Department, Washington, D.C.

Subject: U.S.S. BELLATRIX - Special Form Action Reports.

Reference: (a) Pacific Fleet Letter No. 24CI-42.
(b) Pacific Fleet Letter 16CI-42, enclosing Cominch Confidential Letr. FF1/A16-3(0332) of March 7, 1942.

Enclosure: (A) No. 1 Report, Anti-Aircraft Action by Surface Ships for August 7, 1942.
(B) No. 2 Report, Anti-Aircraft Action by Surface Ships for August 7, 1942.
(C) No. 3 Report, Anti-Aircraft Action by Surface Ships for August 8, 1942.

1. In accordance with references (a) and (b), enclosures (A), (B) and (C) are submitted herewith.

W.F. DIETRICH.

Copies:

1 (with end.) to CinC Pacflt
1 (with end.) to War Diary (original) ✓
1 (with end.) to War Diary (copy) ✓

CONFIDENTIAL

NO. 1

ANTI-AIRCRAFT ACTION BY SURFACE SHIPS

Location of ship Longo Roads, Guadalcanal U.S.S. BELLATRIX (AK20)
1325 (Zone-11) Date August 7 1942

NOTES

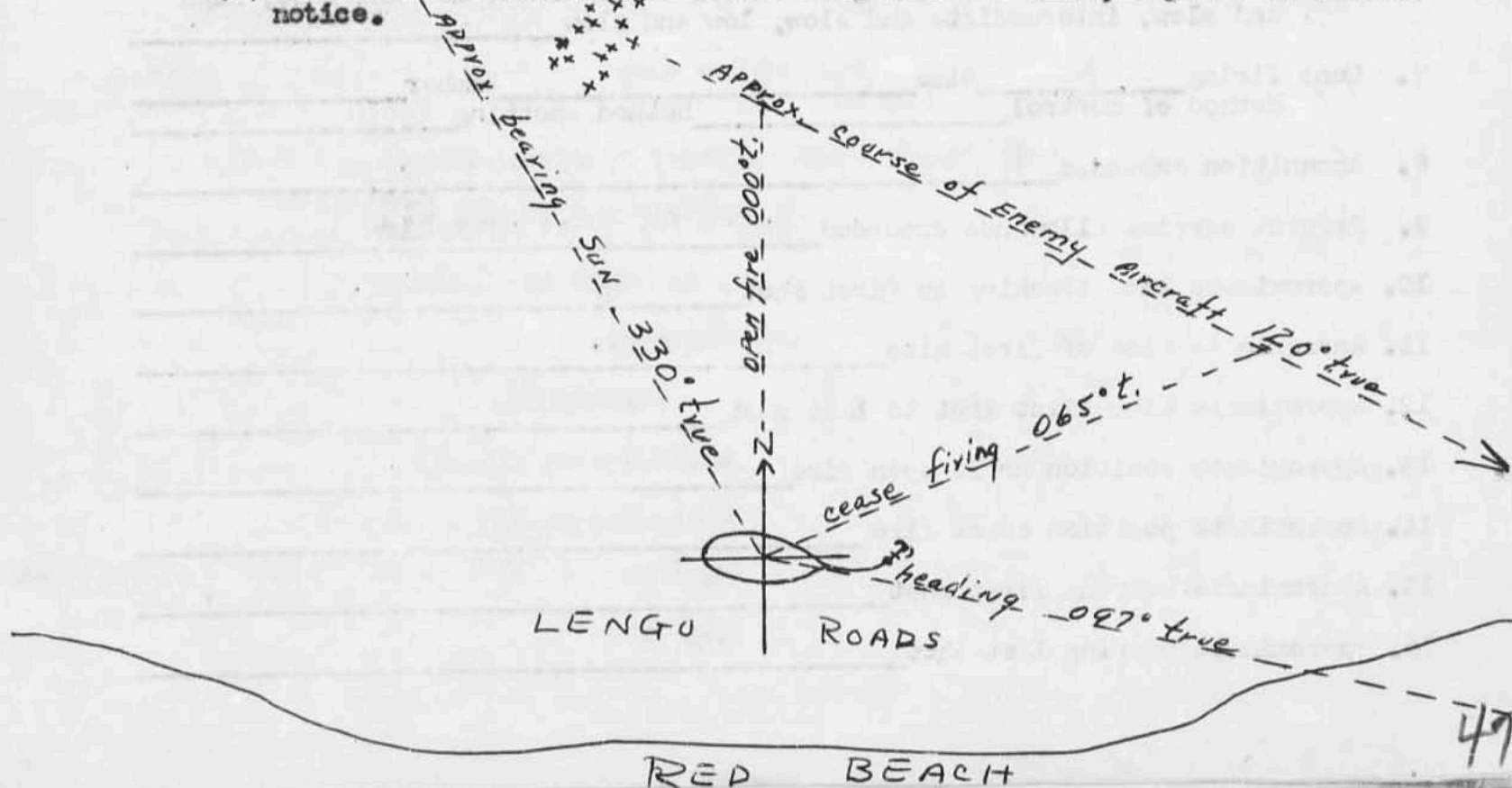
- (a) Rebel Attack First - then collect data for this report!
(b) Do not "gun deck" this report - if data cannot be estimated with reasonable accuracy enter dash in space for which no data is available.
(c) These sheets are to be filled out immediately after action is completed with data available from ship's log, memory, and consultation with ship's officers. Information is essential in order that the effectiveness of our equipment can be determined. Where data is of doubtful accuracy fill in with general terms. The obtaining of this information must not be allowed in any way to adversely affect the handling of equipment during action.

1. Surprise attack (~~Yes~~ No) Signal reported radar contact unknown aircraft, bearing 215° T.
2. Method picking plane up (~~Radar~~; binoculars, naked eye) Also shell bursts from vessels in the screen.
(If by Radar state type of set) _____
3. Range plane was picked up (50 miles, 30 miles, 10 miles, less 5 miles) 10 miles
4. Number of planes about twenty (20)
5. Type of plane (Fighter, scout, dive bomber) Bomber
Type of attack Horizontal bombing
6. Speed & altitude (High and fast, intermediate and fast, low and fast, high and slow, intermediate and slow, low and slow) Intermediate and fast.
7. Guns firing 4 Size 3-3"/50 1 - 20mm Number #4, 2 & 1; 2-20 mm
Method of control local Method spotting _____
8. Ammunition expended 17 rounds 3"/50 caliber; 20 rounds 20mm.
9. Percent service allowance expended 2.1% 3"/50 cal.; .01% 20mm
10. Approximate time tracking to first shot No means for tracking.
11. Approximate time of first hits No hits made.
12. Approximate time first shot to last shot 100 seconds
13. Approximate position angle open fire Estimated at 22-1/2°
14. Approximate position cease fire Estimated at 21°
15. Approximate bearing first shot 000° T
16. Approximate bearing last shot 065° T

17. Approximate range first shot Estimated 7,000 yards
18. Approximate range last shot Estimated 7,000 yards
19. Approximate altitude of bomb release 8000 feet Type bomb Splashes appeared to be from small type bombs, about 100 pounds.
20. Approximate range torpedo release -----
Size of torpedo -----
21. Hits on ship None Was ship strafed No Size gun -----
22. Number near bomb misses None Casualties from near misses None
23. Planes shot down - Sure None Possible --- Damaged -----
By what size gun -----
24. Details of Damage to target by gunfire if available -----
-
25. Performance of ammunition (Excellent, good, bad, poor) Excellent
26. Pattern sizes (Large, small, excessive) No pattern - Local control at guns.

SKETCH

- (a) Indicate direction of attack relative ship's head. **From abaft port beam**
- (b) Show relative position of sun. **330°T (Approximate)**
- (c) Indicate own maneuvers. **Anchored in 25 fathoms water; engines on instant notice.**



CONFIDENTIAL

ANTI-AIRCRAFT ACTION BY SURFACE SHIPS

Location of ship Lengo Roads, Guadalcanal U.S.S. BELLATRIX (AK20)1502 (Zone-11) Date August 7 1942

NOTES

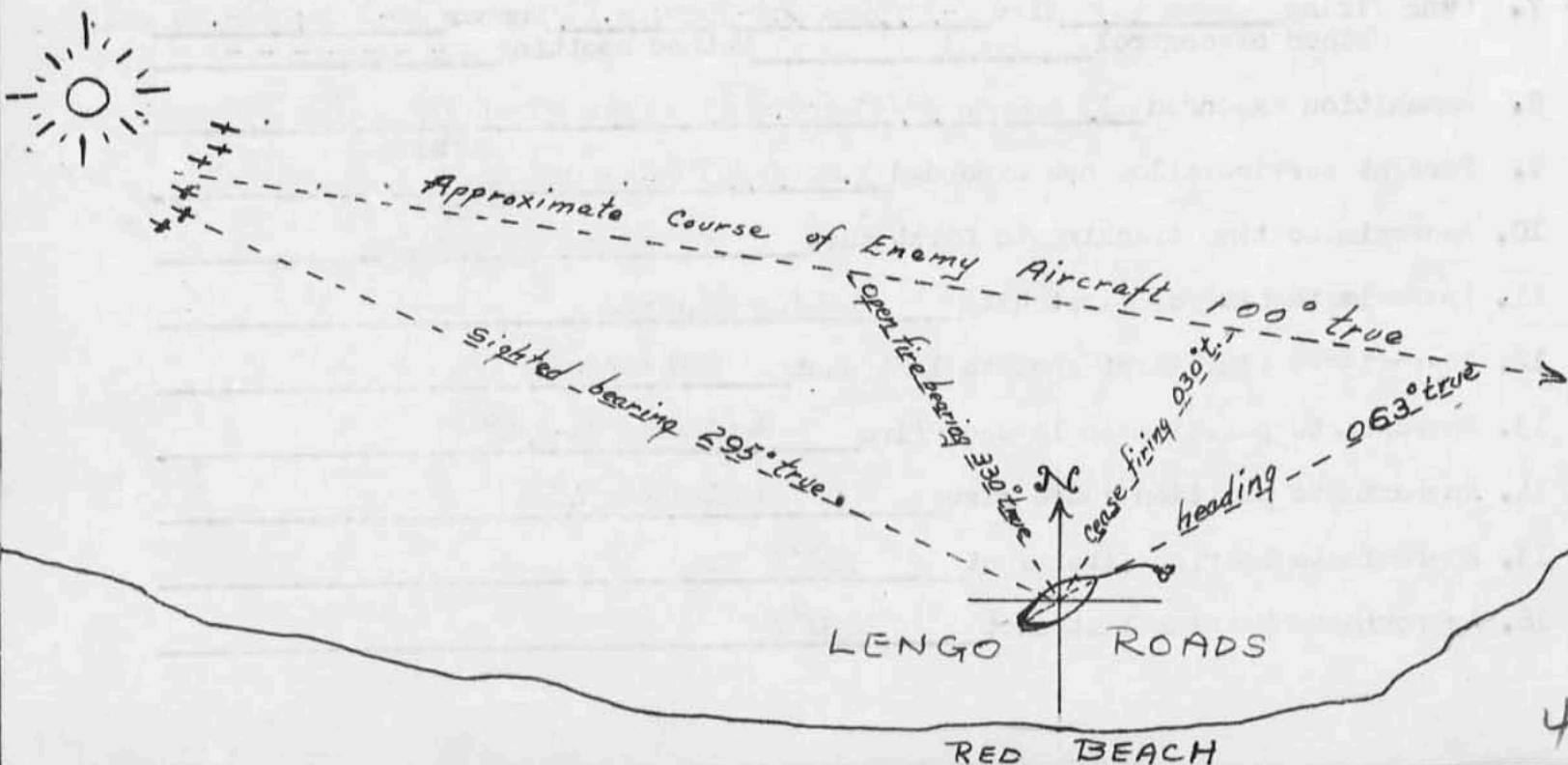
- (a) Repel Attack First - then collect data for this report!
- (b) Do not "gun deck" this report - if data cannot be estimated with reasonable accuracy enter dash in space for which no data is available.
- (c) These sheets are to be filled out immediately after action is completed with data available from ship's log, memory, and consultation with ship's officers. Information is essential in order that the effectiveness of our equipment can be determined. Where data is of doubtful accuracy fill in with general terms. The obtaining of this information must not be allowed in any way to adversely affect the handling of equipment during action.

1. Surprise attack (Yes or No) Yes
2. Method picking plane up (~~scope~~, binoculars, naked eye) Also shell bursts from screening vessels.
(If by Radar state type of set) _____
3. Range plane was picked up (50 miles, 30 miles, 10 miles, less 5 miles) 10 miles
4. Number of planes Approximately six (6)
5. Type of plane (Fighter, scout, dive bomber) Bombers
Type of attack Horizontal bombing
6. Speed & altitude (High and fast, intermediate and fast, low and fast, high and slow, intermediate and slow, low and slow) Intermediate and fast.
cal. #4 & 2 3"/50 cal.
7. Guns firing Four (4) Size 2-3"/50 cal.; 1-20mm; 1-.50/ Number #2-20mm; #2-.50 cal.
Method of control Local Method spotting -----
8. Ammunition expended 13 Rounds 3"/50 cal.; 45 Rounds 20mm; 230 Rounds .50 Cal.
9. Percent service allowance expended 1.6% 3"/50 cal.; 0.2% 20mm; 1.1% .50 Cal.
10. Approximate time tracking to first shot No means for tracking
11. Approximate time of first hits No hits observed
12. Approximate time first shot to last shot 100 seconds
13. Approximate position angle open fire Estimated 22-1/2°
14. Approximate position cease fire Estimated 24°
15. Approximate bearing first shot 330°T
16. Approximate bearing last shot 030°T

17. Approximate range first shot Estimated 7,000 yards
18. Approximate range last shot Estimated 6,500 yards
19. Approximate altitude of bomb release 8000 feet Type bomb Splashed indicated
small to medium 100-200 pounds.
20. Approximate range torpedo release -----
 Size of torpedo -----
21. Hits on ship None Was ship strafed No Size gun -----
22. Number near bomb misses None Casualties from near misses None
23. Planes shot down - Sure None Possible ----- Damaged -----
 By what size gun -----
24. Details of Damage to target by gunfire if available -----
-
25. Performance of ammunition (Excellent, good, bad, poor) Excellent
26. Pattern sizes (Large, small, excessive) No patterns - Local Control.

SKETCH

- (a) Indicate direction of attack relative ship's head.
 (b) Show relative position of sun. 303°T
 (c) Indicate own maneuvers.



CONFIDENTIAL

10.3

ANTI-AIRCRAFT ACTION BY SURFACE SHIPS

Location of ship In passage North of Guadal- U.S.S. BELLATRIX
canal, Solomon Islands.
1201 (Zone-11) Date August 8 1942

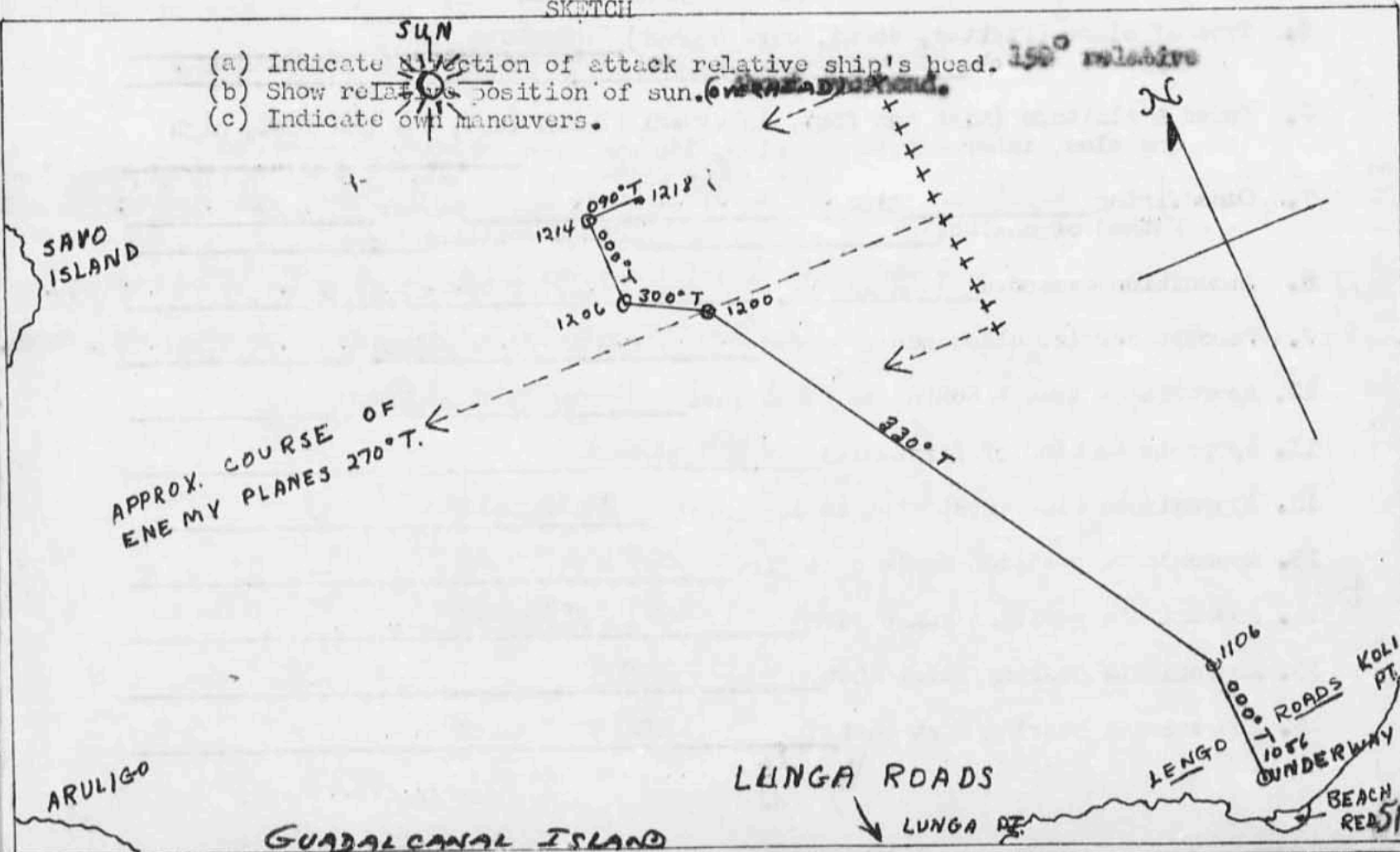
NOTES

- (a) Repel Attack First - then collect data for this report!
- (b) Do not "gun deck" this report - if data cannot be estimated with reasonable accuracy enter dash in space for which no data is available.
- (c) These sheets are to be filled out immediately after action is completed with data available from ship's log, memory, and consultation with ship's officers. Information is essential in order that the effectiveness of our equipment can be determined. Where data is of doubtful accuracy fill in with general terms. The obtaining of this information must not be allowed in any way to adversely affect the handling of equipment during action.

1. Surprise attack (~~Number~~ No) Signal reported strange aircraft, bearing 096 T at 1158
(40 large twin engine planes passed over Bougainville from NW to SE at 0940)
2. Method picking plane up (~~radar~~, binoculars, naked eye) Also shell bursts from outer
(~~20 by radar observations of 2000)~~ screen and adjacent vessels.
3. Range plane was picked up (50 miles, 30 miles, 10 miles, less 5 miles) 10 miles
4. Number of planes about twenty five (25)
5. Type of plane (Fighter, scout, dive bomber) Torpedo-bomber
Type of attack Intended torpedo; unable to release due to maneuvers.
6. Speed & altitude (High and fast, intermediate and fast, low and fast, high and slow, intermediate and slow, low and slow) Intermediate and low
7. Guns firing Fourteen Size .50 Cal.; .30 Cal. Number 20mm; 122 .50Cal; 1-30 Cal
Method of control _____ Method spotting _____
8. Ammunition expended 17 rds 3"/50 cal; 184 rds.20mm; 360 rds.50 cal; 270 rds.30 cal.
9. Percent service allowance expended 2.1% 3"/50 cal; 0.9% 20mm; 1.8% .50 cal; 1.8% .30cal.
10. Approximate time tracking to first shot No means of tracking
11. Approximate time of first hits Two minutes
12. Approximate time first shot to last shot Three minutes
13. Approximate position angle open fire 25° (Estimated)
14. Approximate position cease fire -01° (Estimated)
15. Approximate bearing first shot 090° T
16. Approximate bearing last shot 260° T

17. Approximate range first shot Estimated 6,000 yards
18. Approximate range last shot Estimated 1,200 yards (nearest 150 yards)
19. Approximate altitude of bomb release None Type bomb -----
20. Approximate range torpedo release None; enemy unable to release due to our maneuvers.
Size of torpedo estimated
21. Hits on ship 7 H/G Was ship strafed Yes Size gun Cal. .30 and .50
22. Number near bomb misses None Casualties from near misses -----
23. Planes shot down - Sure None Possible One Damaged One
By what size gun 21mm and .50 caliber
24. Details of Damage to target by gunfire if available Two (2) planes apparently crippled by cross machine gun fire of this and other vessels, and eventually crashed. One passed ahead and the other astern of this ship, close aboard.
25. Performance of ammunition (Excellent, good, bad, poor) Excellent
26. Pattern sizes (Large, small, excessive) No patterns - local control.

SKETCH



-C-C-N-F-I-D-E-N-T-I-A-L-

WAR DIARY

U.S.S. BELLATRIX.

From: 1 September, 1942

To: 30 September, 1942

o-o

1 Sept., 1942 (Continued)

Aug. 31

G.C.T. L.C.T.

2029	0729	Changed course to 230°(T).
2031	0731	Passing through Northern Passage.
2035	0735	Changed course to 205°(T).
2036	0736	Following ships passed to starboard, standing in: S/S BRASTAGI, unidentified cargo ship and USS CUMMINGS.
2043	0743	Commenced zig-zagging in accordance with Plan #11.
2046	0746	Secured from General Quarters, set Condition III.
2100	0800	Ship's position 166° 58' 00" E., 022° 32' 30" S.
2103	0803	Changed course to 140°(T).
2106	0806	Took departure with Tabu Reef Light bearing 051°(T), Amedee Island Light 052°(T), right tangent Ven Island 075½°(T).
2135	0835	Sighted USS ALDEBARAN standing in to Port Noumea.
2305	1005	Sighted steamer hull down, bearing 086-30°(T), on parallel course.
2342	1042	Sighted object in water; HOPKINS left formation to investigate.
2356	1056	Released red balloon for test firing 20 m.m. A.A. guns.
2359	1059	Fired 58 rounds for test.
Sept. 1.		
0015	1115	Changed base course to 076°(T).
0030	1130	Steamer sighted at 1005 is unidentified; did not answer recognition signals and is not flying any national colors, according to report by HOPKINS. HOPKINS rejoined formation.
0059	1159	Sighted Isle of Pines on port bow, bearing 040°(T).

1 Sept., 1942 (Continued)

G.C.T.	L.C.T.	
0100	1200	Ship's position $167^{\circ} 00' 00''$ E., $023^{\circ} 07' 00''$ S. Distance made good since departure 77 miles.
0318	1418	Isle of Pines abeam to port bearing $346^{\circ}(T)$, distant 21 miles.
0503	1603	Changed base course to $018^{\circ}(T)$.
0637	1737	Sunset.
0652	1752	Darkened ship.
0730	1830	Ceased zig-zagging and resumed base course $018^{\circ}(T)$.
0846	1946	USS HOPKINS falling astern with engine trouble.
0900	2000	Ship's position $168^{\circ} 17' 00''$ E., $022^{\circ} 00' 00''$ S.
0902	2002	HOPKINS reported engines working, and rejoining formation.
0935	2035	HOPKINS flashed breakdown lights, 2 red vertical, but did not fall out of formation.
1205	2305	Moonrise.

2 Sept., 1942 Underway as before, escorted by USS HOPKINS, on base course 018°(T), standard speed 15 knots (85 r.p.m.). Ship fully darkened and in Readiness Condition III. Weather: bright moonlight with a few scattered clouds.

1 Sept.

G.C.T. L.C.T.

1300	0000	Changed base course to 352°(T).
1330	0030	Commenced zig-zagging in accordance with Plan #11.
1759	0459	Set Condition I (Special).
1830	0530	Right tangent of Tanna Island bearing 088°(T), distant 53 miles.
1904	0604	Secured from Condition I (Special), set Condition III. Light ship.
2100	0800	Ship's position 168° 20' 00" E., 019° 02' 30" S.
2220	0920	Sighted EROMANGA Island with right tangent bearing 099°(T), distant 36 miles.
2300	1000	Changed base course of formation to 000°(T).
2 Sept.	0007	1107 Sighted Efate Island bearing 010°(T), distant 35 miles.
0057	1157	Sighted two scout observation planes, identified as friendly, bearing 032°(T), distant 7 miles.
0100	1200	Ship's position 168° 13' 00" E., 018° 07' 30" S. Distance made good since noon Sept. 1, 1942, 346 miles.
0201	1301	Changed base course to 020°(T).
0214	1314	Sighted Pango Point light bearing 052°(T), distant 6 miles.
0215	1315	Changed base course to 045°(T).
0228	1328	Changed course to 120°(T).
0230	1330	Arrived at point 2½ miles off South coast of Efate Island to await pilot from Port Filla.

2 Sept., 1942 (Continued)

G.C.T. L.C.T.

0235	1335	Ceased zig-zagging and resumed base course.
0237	1337	Changed course to 150°(T).
0240	1340	Maneuvering on various courses at various speeds,
to	to	pilot boat approaching.
0301	1401	
0304	1404	Pilot came aboard.
0305	1405	Pilot Boatswain W. R. GARRETT took conn. Ship proceeding on various courses and at various speeds in to Meli Bat, Efate Island.
0317	1417	Pango Point light abeam to starboard, distant 500 yards.
0339	1439	Passing through submarine net.
0341	1441	U. S. Army B17 plane passed overhead.
0354	1454	Anchored in Filla Harbor in berth E., in 27 fathoms of water with 60 fathoms of chain to the starboard anchor, on the following bearings: Flagstaff 048½°(T), Red House 056½°(T), White Rock 163°(T). Ships present: USS BOISE, USS HOPKINS, USS KITTYHAWK, USS MERCURY, merchant ships MIRANDA and LOWELL, U.S.A.T. E J HINDS. Distance made good since noon today 37 miles.
0426	1526	Transferred seven enlisted passengers. Carried out port routine.
0730	1830	One Marine Corps officer and two enlisted men reported on board for passage to Button.

3 Sept., 1942 Anchored as before in Filla Harbor, Efate, New Hebrides. Carried out port routine.

G.C.T.	L.C.T.	
0405	1505	Lieut. (jg) J.L.NEVENS, U.S.N.R., reported on board with 101 mem of Scouting Squadron THREE and 77 men of Torpedo Squadron EIGHT in accordance with verbal orders of Commander Task Force 61.
0500	1600	Pilot HOFFMAN, U.S.N.R., came aboard.
0532	1632	Underway on various courses and at various speeds, from berth E, conforming to the channel and proceeding to sea with pilot HOFFMAN at the conn. Standard speed 14 knots (74.5 r.p.m.).
0542	1642	Sniki Island Light abeam to starboard, distant 1100 yards.
0550	1650	Passed through submarine net.
0609	1709	Stopped, and pilot left ship.
0610	1710	Standard speed ahead.
0611	1711	Went to General Quarters.
0613	1713	Changed standard speed to 14.8 knots (79 r.p.m.). Passed Pango Point Light abeam to portm distant 600 yards.
0615	1715	Commenced zig-zagging in accordance with Plan #11, on base course 230°(T).
0617	1717	Secured from General Quarters, set Condition III.
0640	1740	Sunset.
0650	1750	Mechanical failure set off automatic smoke alarm indicator.
0655	1755	Darkened ship.
0730	1830	Ceased zig-zagging, changed base course to 000°(T), changed standard speed to 14 knots (74.5 r.p.m.).
0900	2000	Ship's position 168° 00' 00" E., 017° 38' 00" S.
1215	2315	Sighted Mt. Tava NI Kutali, Epi Island, bearing 060° (T), distant 19.2 miles.

Sept. 4, 1942

Underway as before, escorted by USS HOPKINS, on course 000°(T), standard speed 14 knots. Ship fully darkened and in Readiness Condition III.

Sept. 3

G.C.T. L.C.T.

1300	0000	Commenced zig-zagging in accordance with Plan #11.
1345	0045	Ceased zig-zagging and resumed base course.
1403	0103	Changed course to 323°(T).
1500	0200	Commenced zig-zagging in accordance with Plan #11.
1802	0502	Malekula Island abeam to port.
1815	0515	Set Condition I (Special).
1830	0530	Cut in degaussing gear.
1833	0533	Left tangent Malo Island bearing 229°(T).
1845	0545	Changed course to 265°(T).
1850	0550	Secured from Condition I (special), set Condition III.
1855	0555	Changed course to 255°(T). Steering various courses approaching Espiritu Santo Island, and used engines at various speeds until 0616 when pilot came aboard.
1917	0617	Proceeding on various courses at various speeds to assigned anchorage in Pekoa Channel.
1938	0638	Turning into channel between Espiritu Santo and Aore Islands.
1941	0641	Yellow buoy abeam to port, distant 1200 yards.
1953	0653	Walked out port anchor to 15 fathoms, preparatory to letting go.
2010	0710	Anchored in Pekoa Channel, in 14 fathoms of water, on the following bearings: Belahif Point 220°(T), White Rock 89-45°(T), North tangent, Aore Island 105-30°(T). Distance made good since departure at 1630, Sept. 3, 196 miles. Ships present: USS CURTIS (SOPA), USS HUGHES, USS HOPKINS, USS SABINE, USS HULL, USS MACKINAC, USS TRACY and five merchant ships.

Sept. 4, 1942 (Continued)

Sept. 3

G.C.T. L.C.T.

2040	0740	Secured degaussing gear. Carried out port routine. Four officers and one hundred ninety men completed passage and left ship for Base Button.
2305	1005	Made preparations for getting underway.
2339	1039	Underway from berth #7 in Pekoa Channel on various courses at various speeds to shift anchorage.
2345	1045	Anchored in Pekoa Channel in 16.5 fathoms of water with 45 fathoms of chain to the port anchor. Ship's head upon anchoring $112^{\circ}(T)$; bearings: left tangent Black Rock Point $105^{\circ}(T)$, White Rock $039^{\circ}(T)$, Belchief Point $221\frac{1}{2}^{\circ}(T)$.
0010	1110	Underway to shift anchorage, anchor dragging.
0015	1115	Anchored in 16.5 fathoms of water with 60 fathoms of chain to the port anchor. Ship's head on anchoring $144^{\circ}(T)$; anchorage bearings: left tangent Black Rock Point $105^{\circ}(T)$, White Rock $88\frac{1}{4}^{\circ}(T)$, Belchief Point $221\frac{1}{4}^{\circ}(T)$, left tangent Acre Island $210\frac{1}{2}^{\circ}(T)$.
0030	1130	Fourteen hand working party reported aboard from base Button, and commenced unloading cargo consigned to this base.
0552	1652	Lieutenant Commander V. C. SOUTHWORTH, MC V(S), U.S.N.R., detached and left ship for U.S.S.CURTIS.
0701	1801	Darkened ship except for necessary cargo lights.
1150	2250	Completed unloading cargo, and fully darkened ship.
1205	2305	Working party from base Button left ship.

5 Sept., 1942

DESIGNATION: Task Force Unit 62.3.7

COMPOSITION: U.S.S.FULLER, U.S.S.BELLATRIX.
Escorts: U.S.S.HULL, U.S.S.HUGHES, U.S.S.HOPKINS,
U.S.S.SOUTHARD and U.S.S.ZANE.

NEXT HIGHER ECHELON: Comamphibsopac.

OPERATION PLAN: Movement Order Comtaskfor 62,
despatch 040905, September, 1942, and U.S.S.FULLER
Movement Order 2-42 of 9/5/42, as amended by CTF
desp. 060210 of Sept., 1942.

Anchored in Pekoa Channel Espiritu Santo, New
Hebrides, in berth #7, in 16½ fathoms of water with
60 fathoms of chain to the port anchor.

Carried out port routine.

Received on board for temporary duty and passage
naval personnel as follows: 11 officers and 58 men.

Loading certain special items as cargo.

6 Sept., 1942 Anchored as before in Pekoa Channel, Espiritu Santo Island. Ship in Readiness Condition 3-A, with one 3-inch gun and two 20 m.m. guns manned. Darkened ship except for lights necessary to work cargo and securing for sea. Ship loading cargo consigned to Base Cactus.

5 Sept.
G.C.T. L.C.T.

1715	0417	Finished loading cargo.
1855	0555	Light ship.
2010	0710	Made preparations for getting underway.
2035	0735	USS HOPKINS, SOUTHARD, ZANE, HULL and HUGHES got underway and proceeded seaward through eastern entrance of Segord Channel.
2036	0736	Cut in degaussing gear.
2053	0753	USS FULLER underway.
2057	0757	Underway on various courses at various speeds conforming to Segord Channel proceeding to sea. Standard speed 15 knots.
2111	0811	Took position astern of FULLER.
2130	0830	Yellow Buoy abeam to port, distance 300 yards; passing into swept channel.
2150	0850	Ahead standard speed.
2151	0851	Went to General Quarters. Ship passing between Aore and Tutuba Islands.
2203	0903	Steering course 065°(T).
2220	0920	Secured from General Quarters, set Condition III. Secured degaussing gear.
2230	0930	Taking position port beam FULLER.
2330	1030	Commenced zig-zagging in accordance with Plan #38.
6Sept. 0035	1135	HOPKINS investigating submarine contact.
0036	1136	Made 50° turn to port to 295°(T).
0037	1137	Ceased zig-zagging.

6 Sept. 1942 (Continued)

G.C.T.	L.C.T.	
0041	1141	Turned 50° to right to 345°(T).
0042	1142	Resumed base course.
0043	1143	HOPKINS made depth charge attack.
0055	1155	HUGHES made depth charge attack.
0058	1158	Made emergency turn to starboard to 050°(T).
0059	1159	ZANE left formation, apparently to take up the attack the HUGHES started.
0100	1200	Ship's position 167° 16' 00" E., 015° 01' 00" S. Distance made good since getting underway 35 miles.
0104	1204	Made 50° turn to port to course 355°(T).
0110	1210	Changed course to 321°(T).
0122	1222	Commenced zig-zagging in accordance with Plan #11.
0225	1325	Sighted 1 friendly Catalina plane abaft port beam.
0302	1402	Strange aircraft reported sighted by HUGHES, bearing 300°(T). Aircraft not seen by this vessel.
0338	1438	HUGHES reported radar contact with plane bearing 100°(T), distant 14 miles.
0400	1500	Ceased zig-zagging, resumed base course 321°(T).
0410	1510	Changed Fleet course and axis to 302°(T).
0425	1525	Commenced zig-zagging in accordance with Plan #11.
0600	1700	Ceased zig-zagging.
0602	1702	Changed base course to 316°(T).
0610	1710	Commenced zig-zagging in accordance with Plan #11.
0650	1850	Sunset.
0705	1805	Darkened ship
0730	1830	Ceased zig-zagging, resumed base course.
0900	2000	Ship's position 165° 52' 00" E., 013° 40' 30" S.

7 Sept. 1942 Underway, enroute with USS FULLER and Escort, on base course 316°(T); standard speed 15 knots. Ship in position 1000 yards bearing 270, relative, from FULLER (guide). Ship fully darkened and in Readiness Condition III. Weather: warm, light variable breezes from S.E., heavy ground swell, ship rolling easy. Moonrise at 0312, with moon partly obscured by cirrus clouds.

6 Sept.
 G.C.T. L.C.T.
 1825 0525 Set Condition I (Special).
 1830 0530 Commenced zig-zagging in accordance with Plan #11.
 1905 0605 Secured from Condition I (Special), set Condition III, and lighted ship.
 2018 0718 Hauled down colors on signal from FULLER.
 2100 0800 Changed Fleet course and axis to 319°(T), and standard speed to 13 knots. Commenced zig-zagging in accordance with Plan #17.
 7 Sept.
 Ship's position 163° 46' 30" E., 011° 31' 00" S.

7 Sept.
 0000 1100 Commenced raining, visibility decreased to 10,000 yards.
 0015 1115 Rain stopped, visibility increased to 25,000 yards.
 0100 1200 Ship's position 163° 15' 00" E., 010° 58' 00" S. Distance made good since noon 6 Sept., 1942, 325 miles.
 0141 1241 Changed Fleet course and axis to 323°(T).
 0708 1808 Sunset.
 0721 1821 Ceased zig-zagging, and formed column, this ship taking position astern of FULLER. Darkened ship.
 0733 1833 Changed base course to 270°(T).
 0900 2000 Ship's position 162° 05' 00" E., 009° 17' 15" S.
 1159 2259 Changed course to 324°(T).

8 Sept. 1942 Underway as before with USS FULLER and escort, on course 324°(T), standard speed 15 knots. Proceeding at 13 knots astern of FULLER. Ship fully darkened and in Readiness Condition III.

7 Sept.
G.C.T. L.C.T.

1430 0130 Changed course to 270°(T).

1653 0353 Moonrise; moon obscured by clouds.

1725 0425 Cut in degaussing gear.

1805 0505 Sighted land bearing approximately 255°(T).

1830 0530 Went to General Quarters. Minesweepers sweeping channel, FULLER astern of minesweepers, this ship astern of FULLER.

1845 0545 Two APD's and two YM's conducting land operations on Guadalcanal Island, passed to port.

1851 0551 With Taivu Point bearing 215°(T), distant 2.5 miles, entered Lengo Channel.

1852 0552 Sighted Florida Island bearing 101°(T).

1900 0600 Observed first wave of landing party, noted at 0545 above, stand in to the beach, near Taivu Point.

1901 0601 Secured from General Quarters, set Condition III. Started preparations for unloading cargo.

1903 0603 Changed course to 290°(T), following movements of FULLER, at speed of 15 knots.

1921 0621 Observed Catalina plane patrolling.

1935 0635 Passed out of Lengo Channel.

1939 0639 Changed course to 257°(T), following FULLER.

2010 0710 Proceeding to anchorage off Kukum Point, Guadalcanal, on various courses at various speeds.
to to

2015 0715
2015 0715 Anchored in 22½ fathoms of water with 45 fathoms of chain to the port anchor, on the following bearings: left tangent Savo Island 322½°(T), Mt. Callego 283°(T), Lunga Point 066 1/4°(T). Carried out port routine and started putting boats overside, preparatory to unloading cargo.
Distance made good since noon Sept. 7, 1942, 278.5 miles.

8 Sept. 1942 (Continued)

7 Sept.

G.C.T. L.C.T.

2031 0731 FULLER commenced disembarking troops.

2032 0732 All boats in water and sent them to Kukum Point docks to pick up Marine working party. As Marine working parties reported on board, commenced unloading according to prearranged plan, and continued all morning.

2355 1055 Light rain commenced, and visibility lowered to about 8000 yards.

8 Sept. Continued unloading cargo in afternoon.

0445 1545 Made preparations for getting underway.

0504 1604 FULLER underway. Heaved anchor in to 30 fathoms.

0507 1607 Marine working parties left the ship.

0510 1610 Underway at various speeds on various courses from Lunga Roads, proceeding to Tulagi Harbor, standard speed 16.8 knots.

0513 1613 Standard speed, taking position astern of FULLER, destroyers forming anti-submarine screen.

0628 1728 On various courses approaching Tulagi Harbor, following movements of FULLER, and proceeding at various speeds.

0648 1748 FULLER anchored in Tulagi Harbor.

0655 1755 Anchored in 26 fathoms of water with 60 fathoms of chain to the port anchor. Ship's head upon anchoring $325^{\circ}(T)$; bearings: right tangent Makambo Island $054\frac{1}{4}^{\circ}(T)$, right tangent Tulagi Island $304\frac{1}{2}^{\circ}(T)$, left tangent Tulagi $152\frac{1}{2}^{\circ}(T)$.

0710 1810 Sunset. Destroyers standing in and anchoring.

0735 1835 Darkened ship.

0755 1855 "Unidentified planes sighted over this area"-report received by signal from SOUTHARD.

0800 1900 Manned one 3-inch gun aft, one 3-inch gun forward, and all 20 m.m. guns.

8 Sept. 1942 (Continued)

G.C.T.	L.C.T.	
0806	1906	Two enemy planes flew over and dropped two bombs which struck in water without damage between this ship and FULLER. Both ships firing. Went to General Quarters. (See Special Action Report following page 16).
0819	1919	Flashes reported from the direction of CACTUS, which was also repelling an air craft attack.
0821	1921	Heard two explosions from vicinity CACTUS.
0840	1940	Received message from FULLER to prepare to get underway immediately.
0841	1941	Commenced heaving around on chain.
0851	1951	Underway from TULAGI HARBOR on various courses at various speeds proceeding to sea. Standard speed 14 knots. This ship following movements of FULLER as directed.
0901	2001	Destroyers getting underway.
0919	2019	Changed standard speed to 15 knots; course 189°(T).
0928	2028	Changed course to 177°(T).
0930	2030	Observed light apparently from aircraft, bearing 190°(T).
0931	2031	Observed second light near the first.
0940	2040	These two lights evidently flares.
0947	2047	Changed standard speed to 16.5 knots.

8 Sept. 1942 (Continued)

G.C.T.	L.C.T.	
1008	2108	Changed course to 177°(T).
1010	2110	Changed course to 178°(T).
1012	2112	Secured from General Quarters, set Condition II.
1019	2119	Changed course to 174°(T).
1022	2122	Changed course to 176°(T).
1025	2125	Changed course to 093°(T).
1027	2127	Changed course to 090°(T).
1108	2208	Left Lengo Channel, passing into Indispensable Straits on course 090°(T).
1125	2225	Changed course to 099°(T).
1245	2345	Changed course to 137°(T).

9 Sept. 1942 Underway with USS FULLER and escorts on course 137°(T), standard speed 16.5 knots; this ship in position of FULLER; escorts forming anti-submarine screen. Ship fully darkened and in Readiness Condition III. Weather: warm and humid, with passing alto-stratus clouds from SSE.

8 Sept.
G.C.T. L.C.T.

1337 0037 Noted flashes from gun fire in general direction of Tulagi, bearing approximately 300°(T).

1420 0120 Changed course to 180°(T).

1550 0250 Rain squall set in, visibility reduced to 4000 yards.

1616 0316 Rain squall ceased, visibility increased to 6000 yards.

1753 0453 Changed course 90° to right to 270°(T), on signal from FULLER.

1815 0515 Made 90° turn to right to 000°(T).

1828 0528 Set Readiness Condition I (Special).

1909 0609 Commenced zig-zagging in accordance with Plan #11.

1910 0610 Secured from Condition I (Special), set Condition III.

2045 0745 Hauled down colors.

2100 0800 Ship's position 161° 04' 00" E., 010° 01' 00" S.

2150 0850 Hoisted colors.

2227 0927 Ceased zig-zagging and resumed base course.

2234 0934 Changed course to 323°(T).

2248 0948 Made emergency turn to starboard to 013°(T). Destroyer on port bow reported supersonics indicate submarine in area.

2251 0951 Changed course to port to 323°, base course.

2256 0956 Changed course to 300°(T).

2304 1004 Commenced zig-zagging in accordance with Plan #12.

9 Sept.
0008 1108 Radar contact on aircraft made by HUGHES, bearing 250° (T), which were expected to be our own planes over CACTUS.

0017 1117 Ceased zig-zagging and resumed base course 300°(T).

9 Sept. 1942 (Continued)

G.C.T.	L.C.T.	
0038	1138	Went to General Quarters on sighting formation enemy planes, which were under attack from our fighters.
0040	1140	Commenced firing on enemy planes sighted at altitude variously estimated as 15,000 feet. Following movements of the FULLER turned ship with right hard rudder intending to reverse course.
0042	1142	Formation subjected to horizontal bombing attack, bombs exploding along the initial track of the FULLER and BELLATRIX before turning. Ship sustained no damage and but two men wounded from bomb fragments. (See page 20-A).
0044	1144	Ceased firing. (See copy of Action Report attached).
0045	1145	Enemy planes returning. Destroyers firing.
0048	1148	Steadied on course 120°(T), and following movements of FULLER turned left on various courses.
0053	1153	One plane, resembling a F4F, circled low and crashed in the water three miles distant on port bow. A destroyer headed that way, and apparently rescued survivors.
0058	1158	Planes reported in clouds, bearing 065° relative.
0059	1159	Steadied on course 020°(T).
0100	1200	Changed course to 290°(T). Ship's position 160° 35' 40" E., 009° 20' 30" S. Distance made good since 1951 Sept. 8, 1942, 240 miles.
0104	1204	Taking position astern of FULLER.
0110	1210	Changed course to 270°(T); formed column on FULLER.
0113	1213	Two planes reported bearing 255° relative; flew out of sight.
0118	1218	Secured from General Quarters, set Condition II.

9 Sept. 1942 (Continued)

G.C.T. L.C.T.

- 0210 1310 Sighted unusual disturbance in water, bearing 116° (T), that might conceivably be caused by submarine periscopes, and signalled Task Group by flag hoist to this effect.
- 0215 1315 Gun #5 fired a shot at disturbance in water, indicating the direction and position to two destroyers which had left the formation to investigate. These destroyers later reported no contact was made with submarines. Changed course to 090° (T).
- 0219 1319 Changed course to 270° (T).
- 0229 1329 Ship entering eastern entrance to Lengo Channel.
- 0232 1332 Taking position astern of FULLER.
- 0252 1352 Hoisted signal - testing; #4 gun had loose projectile and it had to be fired.
- 0312 1412 Changed course to 290° (T).
- 0323 1423 Came to course 000° (T), by following FULLER.
- 0343 1443 Changed standard speed to 14 knots.
- 0344 1444 ZANE left formation and headed in general direction of Kukum Point, Guadalcanal.
- 0353 1453 Changed course to 008° (T).
- 0420 1520 On various courses and at various speeds approaching Tulagi harbor, Captain and Navigator on the bridge, the Executive Officer conning.
- 0440 1540 Stopped engines.
- 0445 1545 Anchored in Tulagi harbor in 26 fathoms of water with 60 fathoms of chain to the starboard anchor; ship's head upon anchoring 293° (T); bearings: Makambo Island $062\frac{1}{2}^{\circ}$ (T), left tangent Tulagi Island 155° (T). MANLEY came alongside, starboard side to, and secured preparatory to taking fuel from this ship.
- 0547 1647 Commenced fueling MANLEY.

9 Sept. 1942 (Continued)

G.C.T.	L.C.T.	
0708	1808	Sunset.
0718	1818	Two surf boats from MANLEY secured to port quarter and commenced winding this ship and MANLEY around anchor, to be headed out of harbor.
0723	1823	Darkened ship.
0752	1852	Completed fueling MANLEY. Furnished her with 33,390 gallons of diesel fuel oil.
0812	1912	Completed disembarking working party and passengers brought up from Button.
0813	1913	Cast off MANLEY's lines, and she got underway.
0818	1918	Underway from Tulagi Harbor on various courses and at various speeds, proceeding to sea, in accordance with orders of Comtaskunit 62.3.7
0823	1923	Ahead 2/3 on course 130°(T).
0827	1927	Destroyer ahead showing breakdown lights.
0829	1929	Changed course to 190°(T).
0831	1931	Changed course to 197°(T).
0834	1934	Changed course to 200°(T).
0835	1935	Ahead standard speed.
0839	1939	Changed course to 190°(T).
0841	1941	Changed course to 178°(T).
0844	1944	Went to General Quarters.
0850	1950	Secured from General Quarters, set Condition of Readiness II (Special).
0900	2000	Ship's position 166° 10' 10" E., 009° 12' 15" S.
0940	2040	Changed course to 090°(T), and entered western entrance of Lengo Channel.
1140	2240	Secured degaussing gear.
1241	2341	Changed course to 132°(T), standard speed to 15 knots.

NORRIS, Melvin Anderson, 258 38 67, (S2c), U.S.N., on 9 Sept., during bombing attack, while manning his battle station, gun platform No. 3, was struck in left shoulder by a bomb fragment. The fragment travelled downward, possibly fracturing the scapula, humerus or both. The fragment was not removed on board and patient was transferred to hospital at WHITE POPPY on 22 Sept.

HARRISON, Roger (n), (Private), U.S.M.C.
During bombing attack patient was running for cover on boat deck, starboard side, when he was struck by a bomb fragment. Fragment entered upper 1/3 lateral aspect, producing wound about 2 cm. in diameter. Wound of exit middle 1/3 of thigh, medial aspect same size. Was transferred to hospital at WHITE POPPY on 22 Sept.

10 Sept. 1942 Underway for Button with Task Force 62.3.7, at standard speed of 15 knots on course 132°(T). In column astern of FULLER. This ship completely darkened and in Readiness Condition II. Weather: calm sea with frequent showers, 75% cloudy, wind out of Northeast.

G.C.T. L.C.T.
9 Sept.

1400 0100 Entered heavy rain squall.

1425 0125 Rain squall ceased.

1725 0425 Passed Ulawa Island abeam to starboard, bearing 145°(T), distant approximately 8 miles. Someone with a blinker tube ashore appeared to be sending a series of the Set Condition I (Special). (letter JIG.

1816 0516

1905 0605 Changed base course to 137°(T).

1909 0609 Secured from Condition I (Special), set Condition III.

1913 0613 Commenced zig-zagging in accordance with Plan #11.

1955 0655 Changed standard speed to 15.5 knots.

2020 0720 A mine sighted to starboard of the destroyer escort on our port bow.

2100 0800 Ship's position 162° 30' 00" E., 009° 45' 00" S.

2305 1005 Sighted a Baker 17 plane bearing 080°(T).

2340 1040 Rain squall set in, visibility to South decreased to about 6000 yards.

Sept. 10.
0000 1100 Rain squall ceased.

0100 1200 Ship's position 168° 12' 15" E., 010° 20' 00" S. Distance made good since departure at 1918, Sept. 9, 240.5 miles.

0120 1220 Rain squall, visibility decreased to 6000 yards.

0145 1245 Rain ceased, visibility lifted to about 20,000 yards.

0440 1540 USS HOPKINS took position off our port bow.

0654 1754 Sunset.

0709 1809 Darkened ship.

0730 1830 Ceased zig-zagging, resumed base course 137°(T).

Sept. 10, 1942 (Continued)

G.C.T. L.C.T.

0900

2000

Ship's position $164^{\circ} 41' 00''$ E., $011^{\circ} 43' 00''$ S.

Sept. 11, 1942 Underway with Task Force 62.3.7 on base course 137°(T), standard speed 15.5 knots. Ship completely darkened and in Readiness Condition III.

G.C.T. L.C.T.

Sept. 10.

1729	0429	One plane, with navigational lights showing, passed from bow to stern, distance about 3 miles. No signal received from escort ships or task group commander as to identity of plane.
1758	0458	Set Condition I (Special).
1830	0530	Commenced zig-zagging in accordance with Plan #11.
1845	0545	Secured from Condition I (Special), set condition III. Light ship.
1908	0608	Sighted Toga Island, Torres Islands Group; High Peak bearing 067°(T), distant 32 miles.
1951	0651	Sighted ship on horizon bearing 152°(T). Ship is communicating with HOPKINS.
2003	0703	Ship is U.S.S. SOUTHARD rejoining convoy.
2100	0800	Ship's position 166° 33' 00" E., 014° 00' 30" S.
2123	0823	Ceased zig-zagging and resumed base course.
2130	0830	Changed base course to 149°(T).
2140	0840	Commenced zig-zagging in accordance with Plan #11.
2155	0855	Generator broken down, all engines stopped.
2157	0857	Standard speed ahead; shifted to another main generator.
2200	0900	Sighted Espiritu Island bearing 180°(T), distance approximately 32 miles.
2351	1051	Escort radar contact with planes bearing 280°(T), at a distance of 12 miles.
2353	1053	Went to General Quarters.
2357	1057	Friendly aircraft sighted.
2359	1059	Secured from General Quarters, set Condition III.
Sept. 11		
0000	1100	Changed standard speed to 14 knots.

Sept. 11, 1942 (Continued)

G.C.T.	L.C.T.	
0100	1200	Ceased zig-zagging, changed base course to 130°(T). ship's position 167° 00' 00" E., 014° 44' 00" S. Distance made good since noon 10 Sept. 349 miles.
0230	1330	Changed course to 175°(T).
0243	1343	Commenced zig-zagging in accordance with Plan #38.
0415	1515	Sighted 1 Flying Fortress and about 25 smaller planes on starboard beam on opposite course.
0437	1537	Sighted 3 ships bearing 215°(T), apparently at anchor lying close to beach; 2 tankers and 1 cargo ship.
0445	1545	Cut in degaussing gear.
0450	1550	Ceased zig-zagging and resumed base course.
0452	1552	Taking position astern of FULLER - 2/3 speed ahead.
0456	1556	Standard speed ahead.
0516	1616	Following movements of FULLER approaching channel.
0517	1617	Changed course to 201°(T).
0540	1640	Steering various courses at various speeds conforming to channel, following movements of FULLER, approaching Base Butten.
0544	1644	South tangent of Bogacio Island abeam to port, distant 900 yards. North tangent Begacio Island abeam to port, distant 1100 yards.
0551	1651	Two-thirds speed ahead.
0555 5	1655	North tangent Tutuba Island abeam to starboard, distant 2½ miles. Two PBY flying boats patrolling area.
0601	1701	Black Rock Point abeam to port, distant 1500 yards.
0610	1710	Black Rock abeam to port, distant 1000 yards. One-third speed ahead. Entering Second Channel.
0615	1715	Passed USS W.W.BURROUGH, USS FOMALHAUT and USS McCAWLEY abeam to starboard.

Sept. 11, 1942 (Continued)

G.C.T.	L.C.T.	
0650	1750	Sunset.
0705	1805	Darkened ship.
0711	1811	Anchored in 25 fathoms of water with 60 fathoms of chain to the port anchor. Anchorage bearings: White Rock 088°(T), left tangent Black Rock Point 109 1/2°(T), Brigstooke Point 226°(T). Distance made good since noon 11 Sept. 74 miles.
1091		
0727	1827	Secured Condition III, set Condition IIIA.

Sept. 12, 1942 Anchored in SECOND CHANNEL, ESPIRITU SANTO ISLAND, in 25 fathoms water with 60 fathoms chain to the port anchor. Carried out port routine.

G.C.T.	L.C.T.	
0126	1226	Began making preparations for getting underway. Tried out main engines, steering gear, annunciators and revolution indicator.
0145	1245	Cut in degaussing gear.
0200	1300	Heaved in chain to 45 fathoms.
0252	1352	USS FULLER (Comtaskunit 62.3.7) underway. Began weighing anchor.
0300	1400	Underway at various speeds on various courses conforming to channel, and following movements of FULLER, proceeded to CACTUS-RINGBOLT area in compliance CTF despatch Sept. 120108.
0301	1401	Went to General Quarters. Standard speed 14 knots.
0310	1410	Secured from General Quarters, set Condition II, in compliance with signal to all ships in the harbor.
0314	1414	Ahead standard speed.
0315	1415	Black Rock Point abeam to starboard, distant 1100 yds.
0318	1418	White Rock abeam to port, distant 1500 yds.
0330	1430	Passed the following vessels to port standing in to Base:- USS MINNEAPOLIS, LIBRA, ALCHIBA, HEYWOOD, PRESIDENT ADAMS, PRESIDENT JACKSON, PRESIDENT HAYES and CRESCENT CITY, with their escorts.
0349	1449	Set Readiness Condition III. STERRETT alone acting as escort, HULL returning to base.
0357	1457	On signal, took station bearing 90° relative from FULLER, distance 1000 yards.
0359	1459	Took departure, with TUTUBA ISLAND right tangent bearing $320\frac{1}{2}^{\circ}(T)$, distance $2\frac{1}{4}$ miles. Set course $357^{\circ}(T)$. Taking position astern of FULLER.
0414	1514	On signal changed standard speed to 15.5 knots.
0420	1520	Commenced zig-zagging in accordance with Plan #11.
0623	1723	Ceased zig-zagging, resumed base course.
0635	1735	Changed base course and axis to $315^{\circ}(T)$. South tangent of SIKUA ISLAND bearing $246^{\circ}(T)$, distant $5\frac{1}{2}$ miles.

Sept. 12, 1942 (Continued)

G.C.T. L.C.T.

0709 1809 Darkened ship.

0900 2000 Ship's position $166^{\circ} 49' 00''$ E., $014^{\circ} 31' 43''$ S.
Weather: warm, with sky overcast, about 90% covered
with st-cu clouds. Two-knot wind out of the S.E.;
barometer rising; sea calm.

1133 2233 Changed base course to $302^{\circ}(T)$.

13 Sept. 1942 Underway with USS FULLER and escort of one destroyer on course 302°(T), standard speed 15.5 knots. Ship fully darkened and Readiness Condition III. Relative bearing from FULLER is 270, distance 1000 yards. Weather: warm and sky partly clouded; sea calm.

12 Spt.
G.C.T. L.C.T.

1810	0510	Set Condition I (Special).
1848	0548	Commenced zig-zagging in accordance with Plan #11.
1900	0600	Secured from Condition I (Special), set Condition III.
2042	0742	Sighted U.S. Flying Fortress (B-17) bearing approximately 358°(T).
2100	0800	Ship's position 164° 08' 00" E., 012° 51' 00" S.
2210	0910	Went to General Quarters on signal radar contact made with aircraft, distant 14 miles.
2219	0919	Secured from General Quarters upon signal that radar screen is clear; set Condition III,

13 Sept.

0100	1200	Ship's position 163° 05' 00" E., 012° 12' 00" S. Distance made good since departure at 1400, Sept. 12, 330.5 miles.
0105	1205	Radar reported aircraft bearing 060°(T). Went to General Quarters.
0112	1212	Secured from General Quarters, set Condition III.
0120	1220	Friendly aircraft sighted bearing 130°(T).
0124	1224	A destroyer sighted bearing 125°(T), distant 12 miles; proved to be USS HULL.
0204	1304	HULL joining formation, taking position in anti-submarine screen.
0700	1800	Ahead 2/3 speed, taking position astern of FULLER.
0702	1802	Ahead standard speed.
0705	1805	Gave 1800 position to FULLER: Lat. 11-27 S., Long. 161-51 E.
0709	1809	Sunset.

13 Sept. 1942 (Continued)

G.C.T. L.C.T.

0724 1824 Darkened ship.

0900 2000 Ship's position $161^{\circ} 27' 00''$ E., $011^{\circ} 14' 45''$ S.

1030 2130 Changed Fleet course and axis to $000^{\circ}(T)$.

Sept. 14, 1942 Underway on course 000°(T), standard speed 15.5 knots, in column astern of USS FULLER 1000 yards. Ship fully darkened and in Readiness Condition II (Special). Weather: squally conditions, cumulus and cumulus-nimbus clouds passing from NE to SW. Sea slightly choppy, coming from ENE.

G.C.T. L.C.T.
Sept. 13

1355	0055	Heavy rain squall set in, visibility decreased to less than 4000 yards.
1415	0115	Heavy rain squall ceased, intermittent squalls continuing.
1620	0320	Changed Fleet course and axis to 315°(T).
1801	0501	Sighted NURA ISLAND on port beam.
1815	0515	General Quarters.
1843	0543	Passed RUA SURA ISLANDS, obtained cut with right tangent 184°(T), left tangent 165 3/4°(T), NURA ISLAND left tangent 121 1/2°(T).
1900	0600	Cut in degaussing gear.
1902	0602	Plane bearing 270°(T) challenging.
1917	0617	Sunrise. Secured from General Quarters, set Condition III. Lighted ship. Preparing ship for unloading.
1936	0636	Entering eastern entrance of Lengo Channel. Changed course to 270°(T).
1945	0645	Three F4F (Wildcat) planes crossed stern from starboard to port, having passed out of western end of Lengo Channel.
2015	0715	USS FULLER and USS STERRETT left formation to proceed to Tulagi. Sighted one B-17 bomber.
2018	0718	Sighted two transport planes or medium bombers, and two Wildcat planes.
2040	0740	Changed course to 260°(T). Heavy small arms fire heard from the vicinity of the Tenaru River, as though enemy was engaging our forces there.
2045	0745	Changed course to 255°(T).

Sept. 14, 1942 (Continued)

G.C.T. L.C.T.

Sept. 13

2047	0747	Made preparations for coming to anchor in Lunga Roads and carrying out unloading operations..
2052	0752	Changed course to 230°(T).
2058	0758	Ahead 1/3 speed, approaching Kukum anchorage.
2059	0759	Changed course to 190°(T). Received word from Shore Station, Cactus, despatch 132150 of Sept., 1942, to the effect that, due to the tactical situation on shore, it would be impossible to unload this ship today. The ship was ordered to proceed to Ringbolt to await further orders.
2109	0809	Ahead 2/3 speed; proceeding to Ringbolt on course 030°(T).
2111	0811	Ahead standard speed.
2117	0817	Heavy small arms gunfire on shore in the vicinity West of aircraft landing field, indicating enemy attacking there also.
2127	0827	Commenced zig-zagging in accordance with Plan #11.
2215	0915	Ceased zig-zagging and changed course to 013°(T).
2225	0925	Approaching Tulagi Harbor, and proceeding at various speeds.
2233	0933	Walked out port anchor to 15 fathoms; ship turning slowly to port.
2235	0935	Steadied on course 328°(T).
2236	0936	Changed course to 313°(T); used engines at various speeds in coming to anchor.
2240	0940	Anchored in Tulagi Harbor in 28 fathoms of water with 45 fathoms of chain to the port anchor. Ship's head on anchoring 316°(T); anchorage bearings: Rear Range 031°(T), left tangent Makambo Island 326½°(T), right tangent Tulagi Island 306¾°(T).
2252	0952	Went to General Quarters on signal from USS FULLER of expected enemy air raid. Heaving in on anchor.
2257	0957	Underway from Tulagi Harbor; ahead standard speed on course 140°(T).

Sept. 14, 1942 (Continued)

G.C.T. L.C.T.

Sept. 13

2300 1000 USS FULLER underway.

2301 1001 Changed course to 170°(T).

2302 1002 Changed course to 189°(T).

2304 1004 Changed course to 192°(T).

2308 1008 Changed course to 160°(T). Observed clouds of gray smoke from Koli Point area, Guadalcanal Island.

2316 1016 This ship in position 315°, relative, from FULLER. USS STERRETT and HULL taking positions on either side of formation. Changed course to 190°(T).

2320 1020 Ships turned right to 250°(T).

2332 1032 Ships turned left to 130°(T).

2338 1038 Ships turned left to 070°(T).

2340 1040 Ships turned left to 010°(T).

2341 1041 On signal, destroyers forming anti-submarine screen.

2356 1056 Turned left to take position astern of FULLER.

Sept. 14

0002 1102 On course 003°(T), in column astern of FULLER, approaching Tulagi Harbor.

0005 1105 Steering 005°(T). Secured from General Quarters, set Condition III. Proceeding at various speeds on various courses to anchorage in Tulagi Harbor.

0021 1121 Anchored in Tulagi Harbor in 26 fathoms of water with 55 fathoms of chain to the port anchor; ship's head on anchoring 317°(T); bearings: right tangent Tulagi Island 308°(T), left tangent Tulagi Island 202°(T), Front Range 061½°(T).

0136 1236 In accordance with oral permission obtained from Com-taskunit 62.3.7 (FULLER), by Captain HUSTON, U.S.M.C., based on an urgent message for assistance from ComGen Cactus, 38 men from the 3rd Bn., 2nd Marines, came aboard for transportation to Cactus.

Sept. 14, 1942 (Continued)

G.C.T.	L.C.T.	
0200	1300	45 men from the 3rd Bn., 2nd Mainres, came aboard for transportation to Cactus.
0231	1331	Went to General Quarters on signal of expected air raid. Heaved round on anchor chain.
0234	1334	Underway from Tulagi Harbor, on course 139°(T), ahead 2/3 speed.
0236	1336	USS FULLER underway.
0237	1337	On various courses proceeding from Tulagi Harbor.
0239	1339	Ahead standard speed.
0244	1344	Steering course 190°(T).
0246	1346	Changed course to 180°(T).
0252	1352	Changed course to 170°(T).
0257	1357	Changed course to 190°(T). FULLER approaching to take position on starboard quarter.
0305	1405	Ships turned right to 250°(T).
0310	1410	Ships turned right to 190°(T).
0315	1415	Ships turned left to 130°(T).
0319	1419	Ships turned left to 070°(T).
0323	1423	Ships turned left to 340°(T).
0332	1432	Took position in column astern of FULLER on course 007°(T), approaching Tulagi Harbor.
0344	1444	Secured from General Quarters, set Condition III.
0350	1450	Changed course to 011°(T); ahead 2/3 speed. *
0354	1454	Ahead 1/3 speed; changed course to 318°(T).
0359	1459	Walked out port anchor to 15 fathoms.

* Also sent HULL to CACTUS to advise C.O. of the NOB to have all available boats for disembarking troops, avgas and ammunition.

Sept. 14, 1942 (Continued)

G.C.T.	L.C.T.	
0401	1501	Anchored in Tulagi Harbor in 26 fathoms of water with 45 fathoms of chain to the port anchor. Ship's head on anchoring $318^{\circ}(T)$; bearings: left tangent Tulagi Island $309\frac{1}{2}^{\circ}(T)$, Front Range $061\frac{1}{2}^{\circ}(T)$, left tangent Makambo Island $331^{\circ}(T)$.
0410	1510	106 men from the 3rd Bn., 2nd Marines, came aboard for passage to Cactus.
0415	1515	15 men from the 3rd Bn., 2nd Marines, came aboard for passage to Cactus.
0449	1549	47 men from the 3rd Bn., 2nd Marines, came aboard for passage to Cactus.
0452	1552	Underway from Tulagi Harbor on various courses at various speeds proceeding to Cactus with support troops under Captain Huston, U.S.M.C., and detachment of several officers and 245 men needed for relief of the hard pressed forces ashore on Guadalcanal. Have also orders from Comsopac and Comtaskunit 62.3.7 dispatch 140205 of Sept., 1942, to land all the avgas and ammunition possible prior 2000, then withdraw.
0503	1603	Ahead standard speed; changed course to $192^{\circ}(T)$.
0505	1605	Changed course to $188^{\circ}(T)$.
0508	1608	Changed course to $210^{\circ}(T)$. STERRETT, patrolling off harbor, took position as escort.
0515	1615	Commenced zig-zagging in accordance with Plan #11.
0554	1654	On air raid warning, relayed by HULL, standing back from Cactus, went to General Quarters. On course $210^{\circ}(T)$; turned ships right to $270^{\circ}(T)$.
0556	1656	STERRETT relieved by HULL as escort and proceeded back toward Tulagi.
0557	1657	Turned ships right to $315^{\circ}(T)$.
0600	1700	Turned ships left to $255^{\circ}(T)$.
0603	1703	Changed base course to $190^{\circ}(T)$.
0606	1706	Commenced zig-zagging in accordance with Plan #11.
0608	1708	Secured from General Quarters, set Condition III.

Sept. 14, 1942 (Continued)

G.C.T.	L.C.T.	
0612	1712	Ceased zig-zagging and resumed base course.
0616	1716	Bt. message from Shore Station stated: "Only personnel and their equipment will be unloaded tonight."
0618	1718	Ahead 2/3 speed on various courses coming into Lunga Roads anchorage, Guadalcanal. Used engines at various speeds coming to anchor.
0635	1735	Anchored in 22 fathoms of water with 45 fathoms of chain to the port anchor. Ship's head on anchoring $178^{\circ}(T)$; bearings: right tangent Guadalcanal Island $299\frac{1}{2}^{\circ}(T)$, left tangent Savo Island $322^{\circ}(T)$, right tangent Tau Sau Island $338^{\circ}(T)$.
0638	1738	Preparing to disembark troops. Continuous small arms gunfire from the right of the beach, indicating the enemy still engaging our forces ashore.
0642	1742	First contingent of support troops and equipment left the ship.
0700	1800	Went to General Quarters; heaving round on anchor; ahead 1/3 speed (Standard speed 16.5 knots, 89 r.p.m.), on warning of unidentified planes in area.
0704	1804	Stopped engines; 1/3 astern.
0705	1805	Stopped engines; 2/3 speed ahead.
0706	1806	Underway to combat air attack, steering course $030^{\circ}(T)$; ahead standard speed.
0708	1808	Sunset.
0710	1810	Turned left to $330^{\circ}(T)$.
0713	1813	Turned right to $030^{\circ}(T)$.
0715	1815	Turned right to $090^{\circ}(T)$.
0717	1817	Turned right to $150^{\circ}(T)$.
0720	1820	Turned right to $210^{\circ}(T)$.
0722	1822	Changed standard speed to 14 knots, standing toward former anchorage in Lunga Roads.

Sept. 14, 1942 (Continued)

G.C.T. L.C.T.

- 0723 1823 Sighted approximately 18 Japanese single float sea-planes approaching in line abreast formation, back in the hills of Guadalcanal, bearing southeasterly, beyond Cactus airfield, and started ship swinging right to present our port broadside to them. Increased speed to 16.5 knots (89 r.p.m.).
- 0723.5 1823.5 AA batteries surrounding air-field opened fire on enemy over hills.
- 0726 1826 Together with HULL, our escort, began steering various courses and commenced firing our 3" anti-aircraft and 20 m.m. guns, to break up approaching enemy line formation over the air-field.
- 0729 1829 Heavy barrage from beach and ships against attacking formation, which dispersed enemy planes and drove most toward the East and to seek higher altitude, where in turn fighter planes from Cactus harassed them to such extent that a number jettisoned their bombs over the water and escaped into the darkness in the East.
- 0735 1835 Ceased firing. Continued steering various courses to keep broadside to possible enemy attack.
- 0736 1836 Bombs being dropped from high altitude. Observed several falling near destroyer HULL. Planes cannot be seen in the deepening dusk. Continued evasive tactics through rapid maneuvering of ship.
- 0738 1838 This ship and others reopened heavy fire on one plane attacking low. In spite of intense fire this plane escaped. Tracer fire observed from Tulagi indicated some of enemy planes were attacking the FULLER and STERRETT there.
- 0740 1840 Ceased firing. Observers on board are positive in noting two enemy planes explode in the air with brilliant flashes of flame. (See attached copy of Special Action Report No. 6.
- 0746 1846 On course 210°(T), returning to anchorage at Base Cactus. Darkened ship. Used engines at various speeds, and steered various courses approaching anchorage.

Sept. 14, 1942 (Continued)

G.C.T.	L.C.T.	
0751	1851	Observed two large fires in vicinity of Koli Point, due to our planes bombing enemy hiding in high grass and brush.
0801	1901	Stopped engines. Lying to - preparing to disembark Marine Support Troops (Several officers and 245 men, 3rd Bn., 2nd Division).
0805	1905	Began disembarking Marines and equipment.
0825	1925	The two fires on Koli Point have now merged into one.
0835	1935	Last of Marine Troops having left ship, got underway with HULL (escort) at standard speed 14 knots heading toward western entrance to Lengo Channel.
0845	1945	Changed course to 090°(T) and entered western entrance Lengo Channel.
0900	2000	Ship's position 160° 30' 00" E., 009° 21' 30" S.
0913	2013	Fire just East of Koli Point is now abeam to starboard, and appears to be a half mile long.
1010	2110	Having passed out of Lengo Channel, into Indispensible Strait, secured from General Quarters, set Condition II.
1015	2115	Secured degaussing gear.
1145	2245	Changed course to 129°(T).

Sept. 15, 1942 Underway on course 129°(T), at standard speed 15 knots, escorted by USS HULL, enroute to meet FULLER. Weather: generally clear.

Sept. 14
G.C.T. L.C.T.

1325	0025	Changed course to 180°(T).
1820	0520	Set Condition I (Special).
1853	0553	Sighted ship on horizon, bearing 160°(T).
1855	0555	Sighted small ship with first one; ships believed to be FULLER and STERRETT.
1908	0608	Commenced zig-zagging in accordance with Plan #11.
1914	0614	Secured from Condition I (Special), set Condition III.
1923	0623	Increased speed to 89 r.p.m., to catch up with FULLER.
1939	0639	Changed base course to 170°(T).
2100	0800	Ship's position 161° 10' 00" E., 012° 23' 00" S.
2322	1022	Went to General Quarters. Signal from USS HULL enemy aircraft sighted.
2341	1041	Changed base course to 190°(T).
Sept. 15		
0004	1104	Secured from General Quarters, set Condition III.
0042	1142	USS STERRETT left FULLER and headed this way.
0053	1153	STERRETT proceeding for rendezvous with CTF 65.
0100	1200	Ship's position 161° 10' 00" E., 012° 23' 00" S. Distance made good since noon Sept. 14, 300.5 miles.
0125	1225	HULL obtained permission to proceed to rendezvous with CTF 65.
0200	1300	Changed base course to 180°(T).
0205	1305	Message received from Comsopac to rendezvous with TaskFor 65 at 1600 in 11-20 S., 161-50 E. However, as it was 95 miles to that rendezvous when message was received and decoded, junction could not be made and retirement was toward WHITE POPPY at best speed, following FULLER. This was specified in the message should rendezvous be impossible.

Sept. 15, 1942 (Continued)

G.C.T. L.C.T.

0400	1500	Changed base course to 165° (T).
0410	1510	Sighted two friendly planes, Dauntless type, bearing 185° (T), distant 4 miles.
0435	1535	Sighted FULLER bearing 153° (T), distant approximately 8 miles.
0711	1811	Sunset.
0726	1826	Darkened ship.
0900	2000	Ship's position $161^{\circ} 18' 00''$ E., $014^{\circ} 14' 30''$ S.
1130	2230	Ceased zig-zagging, resumed base course 165° (T).

Sept. 16, 1942 Underway on course 165°(T), standard speed 15.8 knots. Ship fully darkened and in Readiness Condition III. Weather: Steady breeze from Southeast. Small quantity of cumulus and alto-cumulus clouds passing from Southeast to Northwest, sea slightly choppy.

Sept. 15
G.C.T. L.C.T.

1705 0405 Slowed to 80 r.p.m., account sparking of the motor exhaust.

1800 0500 Commenced zig-zagging in accordance with Plan #12.

1812 0510 Set Condition I (Special).

1842 0542 USS FULLER still in sight, bearing 172°(T), distant 5 miles.

1900 0600 Changed base course to 180°(T), and commenced zig-zagging in accordance with Plan #11. Resumed standard speed of 15.8 knots (85 r.p.m.).

1910 0610 Secured from Condition I (Special), set Condition III.

1912 0612 Lighted ship.

1925 0625 Changed base course to 160°(T).

2000 0700 Changed base course to 165°(T).

2100 0800 Ship's position 162° 02' 45" E., 017° 15' 45" S.

2200 0900 Changed course to 170°(T).

2343 1043 Changed course to 160°(T).

Sept. 16
0100 1200 Ship's position 162° 18' 00" E., 018° 11' 30" S. Distance made good since noon Sept. 15, 357 miles.

0120 1220 Changed base course to 170°(T), closing in on FULLER.

0300 1400 Changed base course to 160°(T).

0400 1500 Changed base course to 165°(T).

0500 1600 Received and decoded ComSoPac 160418 directing immediate return to CACTUS sending escort to be contacted enroute.

0515 1615 Requested permission of COMTASKUNIT 63.3.7 (USS FULLER) to proceed on duty assigned, which was granted.

Sept. 16, 1942 (Continued)

G.C.T.	L.C.T.	
0530	1630	Changed base course to 340° (T).
0552	1652	Changed base course to 346° (T).
0630	1730	Increased speed to 16.5 knots.
0635	1735	Changed base course to 351° (T).
0720	1820	Darkened ship.
0800	1900	Ceased zig-zagging, resumed base course. Slowed speed to 15.8 knots (85 r.p.m.).
0900	2000	Ship's position $162^{\circ} 20' 00''$ E., $018^{\circ} 17' 00''$ S.
1000	2100	Changed base course to 354° (T), to allow for current.
1200	2300	Moon set.

Sept. 17, 1942 Underway and proceeding independently on course 354°(T), standard speed 15.8 knots. Ship fully darkened and in Readiness Condition III.

Sept. 16

G.C.T. L.C.T.

1800	0500	Set Condition I (Special).
1830	0530	Commenced zig-zagging in accordance with Plan #11.
1833	0533	Lookouts twice reported flash of light bearing 000°(T). Light not seen from bridge.
1918	0618	Secured from Condition I (Special), set Condition III. Lighted ship, Speed increased to 89 r.p.m.
1938	0638	Changed base course to 358°(T).
2100	0800	Ship's position 161° 55' 30" E., 015° 23' 00" S.
Sept. 17		
0100	1200	Ship's position 161° 52' 30" E., 014° 21' 15" S. Distance made good since noon Sept. 16, 356.5 miles.
0130	1230	Changed base course to 355°(T).
0200	1300	Ceased zig-zagging in accordance with Plan #11, and commenced zig-zagging in accordance with Plan #37.
0238	1338	Changed base course to 311°(T).
0245	1345	Changed base course to 270°(T).
0403	1503	Changed base course to 352°(T).
0600	1700	Ceased zig-zagging in accordance with Plan #37, and commenced zig-zagging in accordance with Plan #9.
0647	1747	Changed base course to 000°(T).
0725	1825	Darkened ship.
0800	1900	Changed speed to 15.8 knots.
0900	2000	Ship's position 161° 13' 00" E., 012° 44' 00" S.
0904	2004	Changed base course to 358°(T). 1300
1300	2400	Ceased zig-zagging, resumed base course.

Sept. 18, 1942 Underway on base course $358^{\circ}(T)$, standard speed 15.8 knots. Ship fully darkened and in Readiness Condition III. Weather: squally, with strato-cumulus passing from East to West. Air warm and humid. Short choppy sea, making ship pitch and roll unevenly.

Sept. 17
 G.C.T. L.C.T.

1307	0007	Moon set.
1800	0500	Commenced zig-zagging in accordance with Plan #37.
1810	0510	Set Condition I (Special).
1902	0602	Changed base course to $005^{\circ}(T)$.
1907	0607	Increased speed to 89 r.p.m. Expected contact with destroyer escort not made; decided to proceed nevertheless to carry out assigned mission.
1912	0612	Changed base course to $012^{\circ}(T)$.
1920	0620	Secured from Condition I(Special), set Condition II.
1930	0630	Commenced zig-zagging in accordance with Plan #9.
2019	0719	Sighted friendly patrol plane bearing approximately $272^{\circ}(T)$.
2100	0800	Ship's position $161^{\circ} 06' 30'' E.$, $009^{\circ} 50' 00'' S.$ Changed base course to $327^{\circ}(T)$.
2128	0828	Sighted GUADALCANAL Island, bearing $250\frac{1}{2}^{\circ}(T)$, distant approximately 12 miles.
2224	0924	Sighted NURA Island, right tangent bearing $283^{\circ}(T)$, distant 7 miles.
2250	0950	Passed NURA Island abeam, bearing $237^{\circ}(T)$, distant 3.8 miles.
2300	1000	Changed base course to $280^{\circ}(T)$.
2303	1003	Sighted RUA SURA Island on port bow bearing $257^{\circ}(T)$, distant approximately 11 miles.
2341	1041	Passed right tangent RUA KIKI Island, distant approximately 5 miles.
Sept. 18	0000	1100 Cut in degaussing gear.

Sept. 18, 1942 (Continued)

G.C.T.	L.C.T.	
0025	1125	Sighted NURA ISLAND bearing 300°(T).
0035	1135	Ceased zig-zagging and proceeded on various courses approaching eastern entrance of LENGU CHANNEL.
0100	1200	Ship's position 160° 20' 00" E., 009° 22' 40" S.; distance made good since noon Sept. 17, 352.5 miles.
0105	1205	Sighted destroyer on port bow, recognized as one of our 1200 tonners, and awaited challenge.
0120	1220	Exchanged calls with destroyer - USS SOUTHARD. Sighted about 19 other ships in the vicinity of LUNGA POINT, which proved to be TASKFORCE 65 in process of accomplishing its mission.
0153 to 0204 0211	1253 to 1304 1311	On various courses and at various speeds, approaching anchorage area at LUNGA ROADS.
		Anchored in LUNGA ROADS, GUADALCANAL ISLAND, in 29 fathoms of water with 45 fathoms of chain to the port anchor. Ship's head on anchoring 160°(T), bearings: MT. HAROLD 195 3/4°(T), left tangent SAVO ISLAND 307°(T), MT. AUSTIN 206°(T).
0216	1316	First tank lighter came alongside from the beach, and first sling load of aviation gasoline put in it. Unloading aviation gasoline, aviation lubricating oil, 72 octane gasoline, ammunition, QM stores and equipment.
0313	1413	Working party of Marines came on board.
0510	1610	CTF 62 despatch 180430 commended loyalty of the BELLATRIX to her mission and gave a "Well-done to the Captain and his fine ship's company".
0709	1809	Sunset.
0724	1824	Darkened ship, except for necessary lights on starboard side (toward shore), for unloading. Completed unloading of aviation gasoline and lubricating oil, and continuing unloading ammunition, diesel oil in drums and miscellaneous cargo almost to moment of getting underway.
0858	1958	Underway with TASKFOR 65 from LUNGA ROADS, GUADALCANAL ISLAND, on various courses and at various speeds, as seventh ship in column of transports, in Approach Disposition "AR-5". Comtaskfor 65 in McCAWLEY is OTC.
0903	2003	Standard speed 12 knots. Ahead 1/3.

Sept. 18, 1942 (Continued)

G.C.T. L.C.T.

0905	2005	Stopped engines. Lying to, awaiting turn for position in column.
0947	2047	Ahead 1/3 speed. Set Condition of Readiness III.
0949	2049	Standard speed ahead, proceeding to sea, steering course 086°(T).
0950	2050	Changed standard speed to 14 knots.
1000	2100	Changed course to 089°(T).
1013	2113	Changed course to 090°(T), passing through LENGO CHANNEL.
1130	2230	Ran into a very heavy rain squall. Visibility decreased to about 1500 yards. Cleared LENGO CHANNEL.
1148	2248	Rain squall moderated, and visibility increased to about 6000 yards.
1150	2250	Secured degaussing gear. Formation proceeding at speed of 13.7 knots.

Sept. 19, 1942 Underway with Transport Task Group as 7th ship on course 090°(T), standard speed 12 knots, proceeding at 13.7 knots. Ship fully darkened and in Readiness Condition III. Weather: overcast, with moon obscured by clouds mostly strato-cumulus; sea slightly choppy, and ship pitching slightly.

Sept. 18

G.C.T. L.C.T.

1325	0025	Formation changed course to 140°(T).
1541	0241	Formation changed course to 180°(T).
1645	0345	Formation slowed to 12 knots.
1652	0352	Formation resumed speed of 13.7 knots.
1807	0507	Set Condition I (Special).
1820	0520	Changed course to 167°(T).
1827	0527	Changed course to 150°(T).
1832	0532	Changed course to 173°(T).
1843	0543	Changed course to 165°(T), following movements of ships ahead in slight zig-zag.
1849	0549	Changed course to 168°(T).
1903	0603	Secured from Condition I (Special), set Condition III. Lighted ship.
1920	0620	Forming cruising disposition AC-1. The direction of the Fleet axis is 350°(T).
1925	0625	Changed Fleet course to 170°(T).
1929	0629	Commenced zig-zagging in accordance with Plan #8.
1939	0639	Upon orders from S.O.P.A., main batteries assumed Readiness Condition II, and anti-craft batteries assumed Condition I.
2012	0712	Went to General Quarters, on radar aircraft contact.
2020	0720	Secured from General Quarters; Condition I on all anti-aircraft guns.
2100	0800	Ship's position 161° 01' 30" E., 011° 03' 00" S.

Sept. 19, 1942 (Continued)

G.C.T.	L.C.T.	
2125	0825	Radar contact with aircraft, bearing 215° (T), distant 17 miles.
Sept. 19		
0100	1200	Ship's position $161^{\circ} 21' 00''$ E., $011^{\circ} 53' 00''$ S. Distance made good since 2030 Sept. 18, 202.5 miles.
0125	1225	Radar contact with aircraft bearing 042° (T), distant 29 miles.
0128	1228	Later contact report shows aircraft now bearing 055° (T), distant 33 miles.
0304	1404	Radar contact, bearing 210° (T), shows aircraft near.
0500	1600	USS PRESIDENT HAYES left formation and followed astern of convoy, distant approximately 1500 yards.
0514	1614	Made emergency turn to port 60° to 105° (T). Submarine contact made by destroyer bearing 205° (T). Ceased zig-zagging.
0524	1624	Turned 35° to starboard to course 140° (T), 4th change of zig-zag plan.
0700	1800	PRESIDENT HAYES left formation and headed in an easterly direction.
0710	1810	Sunset.
0725	1825	Darkened ship.
0800	1900	Ceased zig-zagging, resumed base course 170° (T).
0900	2000	Ship's position $161^{\circ} 39' 00''$ E., $013^{\circ} 20' 00''$ S.

Sept. 20, 1942 Underway with TASKFORCE 65, in Approach Disposition "AR-5", on course 170°(T), in formation astern of USS PRESIDENT ADAMS. Standard speed 13.7 knots. Ship fully darkened and in Readiness Condition III.

Sept. 19
G.C.T. L.C.T.

1511	0211	Moon set.
1815	1515	Set Condition I (Special).
1830	0530	Commenced zig-zagging in accordance with Plan #8.
1845	0545	Friendly aircraft reported bearing 030°(T).
1900	0600	Secured from Condition I (Special), set Condition III.
1950	0650	Task Force 65 Operation Plan "A-15" becomes ineffective.
2009	0709	Changed course to 180°(T), and standard speed to 12.5 knots.
2051	0751	Ceased zig-zagging, resumed base course 180°(T).
2100	0800	Cruisers and destroyers of Escort left formation and headed in a N.N.E. direction. Sighted 3 ships hull down astern, bearing 350°(T); APD's and DSM's remained as submarine screen to transports. Ship's position 162° 09' 00" E., 016° 07' 00" S.
2122	0822	Commenced zig-zagging in accordance with Plan #8.
2300	1000	Half-masted colors, following movements of Flagship.
2320	1020	Two-blocked colors, following movements of Flagship.
2330	1030	Ships sighted at 0800 are Task Force 64.
Sept. 20		
0100	1200	Ship's position 162° 05' 00" E., 016° 58' 30" S. Distance made good since noon Sept. 19, 307 miles.
0215	1315	Ceased zig-zagging and remained on course then being steered: 165°(T).
0226	1326	Resumed zig-zagging in accordance with Plan #8.
0233	1333	Ceased zig-zagging and remained on course then being steered: 170°(T).
0245	1345	Resumed zig-zagging in accordance with Plan #8.

Sept. 20, 1942 (Continued)

G.C.T.	L.C.T.	
0056	1356	Ceased zig-zagging and remained on course 170°(T).
0300	1400	USS TREVOR came alongside on starboard quarter to transfer guard mail.
0305	1405	Resumed zig-zagging according to Plan #8.
0312	1412	Ceased zig-zagging and remained on course 175°(T).
0321	1421	Resumed zig-zagging according to Plan #8.
0457	1557	Ceased zig-zagging and remained on course 170°(T).
0507	1607	Resumed zig-zagging according to Plan #8.
0510	1610	Ceased zig-zagging and remained on course 175°(T).
0516	1616	Resumed zig-zagging according to Plan #8.
0528	1628	Ceased zig-zagging and remained on course 170°(T).
0537	1637	Resumed zig-zagging according to Plan #8.
0645	1745	Half-masted colors, following movements of Flagship.
0655	1755	Two-blocked colors, following movements of Flagship.
0706	1806	Sunset.
0721	1821	Darkened ship.
0900	2000	Ship's position 161° 53' 00" E., 018° 33' 30" S.
1225	2325	Ceased zig-zagging and resumed base course 180°(T).
1230	2330	Changed base course to 135°(T). Reduced speed to 2/3 ahead, following movements of this column leader.
1239	2339	Changed speed to standard ahead.
1245	2345	Commenced zig-zagging according to Plan #8.

Sept. 21, 1942 Underway in formation, zig-zagging in accordance with Plan #8, on base course 135°(T); standard speed 12.5 knots. Ship fully darkened and in Readiness Condition III. Weather generally fair.

Sept. 20
 G.C.T. L.C.T.

1545	0245	Ceased zig-zagging and proceeded on base course 135°(T).
1606	0306	Moon set.
1805	0505	Set Condition I (Special).
1830	0530	Commenced zig-zagging in accordance with Plan #8.
1900	0600	Secured from Condition I (Special), set Condition III. Lighted ship.
2000	0700	Ceased zig-zagging and resumed base course.
2015	0715	Changed standard speed to 11 knots.
2047	0747	Turned 90° to the right to 225°(T).
2052	0752	Commenced zig-zagging in accordance with Plan #8.
2100	0800	Ship's position 163° 05' 30" E., 020° 23' 00" S.
2110	0810	Designation of Convoy unit changed to TASKUNIT 62.3.2.
2226	0926	Ceased zig-zagging and resumed base course 225°(T).
2230	0930	Turned left 90° to 135°(T).
2300	1000	Commenced modified form of AA target practice, the leading ship firing one burst to be used as a point of aim by it and succeeding ships.
2302	1002	Commenced firing three 3" A.A. guns; first salvo.
2307	1007	Same, second salvo.
2312	1012	Same, third salvo.
2317	1017	Same, fourth salvo.
2322	1022	Same, fifth salvo.

Sept. 21, 1942 (Continued)

Sept. 20

G.C.T. L.C.T.

2329	1029	Fired one shot from #2 gun only, which failed to fire on buzzer.
2330	1030	Ceased A.A. exercises.
2331	1031	Made left turn 90° to 045°(T)
2337	1037	Commenced zig-zagging in accordance with Plan #8.
Sept. 21		
0100	1200	Ship's position 163° 01' 30" E., 020° 21' 30" S. Distance made good since noon, 20 Sept., 271.5 miles.
0125	1225	Ceased zig-zagging and resumed base course 045°(T).
0130	1230	Made 90° turn to starboard to course 135°(T).
0135	1235	Commenced zig-zagging in accordance with Plan #8.
0200	1300	USS ZANE flying breakdown flag and dropping out of formation.
0210	1310	Another destroyer pulled out of formation and stood by to assist ZANE.
0225	1325	Changed speed to 2/3 ahead.
0230	1330	ZANE underway and taking position in formation. Resumed standard speed.
0252	1352	Ceased zig-zagging and resumed base course 135°(T). Took open formation for scheduled exercises.
0253	1353	Commenced scheduled exercises: target practice, firing at improvised periscope targets dropped by a destroyer ahead on our port side.
0258	1358	Starboard column of ships commenced firing on target to starboard.
0302	1402	Port column commenced firing on target to port.
0312	1412	Two blocked "Baker" and commenced firing on floating target.
0314	1414	Ceased firing. Ammunition expended: 8 rounds 3", 4 rounds 5".

Sept. 21, 1942 (Continued)

G.C.T.	L.C.T.	
0315	1415	Port column commenced firing on second run.
0325	1425	Two-blocked "Baker" and commenced firing on floating target.
0327	1427	Ceased firing. Ammunition expended: 8 rounds 3", 4 rounds 5".
0339	1439	Commenced scheduled exercise: AA practice as in forenoon.
0340	1440	Starboard column commenced firing A A practice.
0345	1445	Starboard column ceased firing A A practice.
0348	1448	Port column commenced firing A A practice.
0354	1454	Two-blocked "Baker" and commenced firing A A practice.
0355	1455	Ceased firing. Ammunition expended: 41 rounds 3".
0400	1500	Starboard column commenced firing second run A A practice.
0403	1503	Starboard column ceased firing second A A practice.
0414	1514	Convoy resumed cruising formation. Ceased scheduled exercises. This ship taking standard distance on ship ahead and proper bearing on guide. Guide changed speed to approximately 8 knots.
0416	1516	Resumed standard speed of 11 knots.
0419	1519	Commenced zig-zagging in accordance with Plan #8, on course 135°(T).
0505	1605	Changed standard speed to 13.5 knots.
0625	1725	Ceased zig-zagging, resumed base course 135°(T).
0630	1730	Changed Fleet course and axis to 125°(T).
0640	1740	Commenced zig-zagging in accordance with Plan #8.
0700	1800	Sunset.
0715	1815	Darkened ship.
0900	2000	Ship's position 164° 25' 00" E., 021° 29' 00" S.

Sept. 22, 1942 Underway as before in formation, zig-zagging on base course 125°(T), standard speed 13.5 knots. Ship fully darkened and in Readiness Condition III.

Sept. 21

G.C.T. L.C.T.

1652	0352	Moon set.
1755	0455	Ceased zig-zagging, resumed base course 125°(T); set Condition I (Special).
1800	0500	Slowed to 2/3 speed and changed base course to 095°(T).
1808	0508	Resumed standard speed.
1810	0510	Commenced zig-zagging in accordance with Plan #8.
1831	0531	Secured from Condition I (Special), set Condition III.
1840	0540	Ceased zig-zagging, resumed base course.
1842	0542	Turned left 20° to 075°(T).
1844	0544	Commenced zig-zagging in accordance with Plan #8.
1845	0545	Sunrise. Lighted ship.
1900	0600	Sighted AMEDEE ISLAND, (New Hebrides) light, bearing 082°(T), distant approximately 21 miles.
1935	0635	Cut in degaussing gear.
1940	0640	Ceased zig-zagging and changed course to 090°(T).
1945	0645	Ships of each division forming so as to bear 100°(T) on division guide.
1948	0648	Commenced zig-zagging in accordance with Plan #8.
1957	0657	Ceased zig-zagging, resumed base course 090°(T).
2007	0707	Reduced speed to 2/3 ahead; ships taking distance 1000 yards
2010 to 2017	0710 to 0717	Used engines at various speeds to keep position. Ahead 1/3 speed. In column approaching Northern Entrance, BULARI PASS, New Caledonia. Steering various courses and at various speeds.
2036	0736	After a slow succession of short left turns, steadied on course 050°(T).

Sept. 22, 1942 (Continued)

Sept. 21

G.C.T. L.C.T.

2042	0742	Passing through Northern Entrance.
2045	0745	TABU Light abeam to port, distant 1200 yards. Changed course to 080°(T).
2051	0751	AMEDEE ISLAND Light abeam to port, distant 1100 yards. Changed course to 050°(T).
2053	0753	Changed course to 330°(T).
2056	0756	Changed course to 305°(T). AMEDEE ISLAND Light abeam to port, distant 1500 yards.
2100	0800	Ship's position 166° 29' 00" E., 022° 28' 00" S.
2104	0804	Changed course to 357°(T).
2109	0809	Passed small cargo vessel aground, abeam to port, distant 1500 yards.
2125	0825	Changed course to 354°(T).
2128	0828	Used engines at various speeds on various courses approaching anchorage.
to	to	
2233	0933	
2233	0933	Anchored in berth #4 in DUMBEA BAY, NOUMEA, in 10 fathoms of water with 45 fathoms of chain to the starboard anchor, on the following bearings: Beacon A 350°(T), Beacon P 118½°(T), Beacon H 083½°(T). Distance made good since noon 21 Sept. 252 miles. Carried out port routine.
2241	0941	Secured Condition III, set Condition III-A.
2250	0950	Secured degaussing gear.
2330	1030	Received two TR boats, transferred from U.S.S. PRESIDENT JACKSON.
Sept. 22		
0250	1350	USS PRESIDENT MONROE and USS MATSONIA standing in.
0530	1630	Received two tank lighters, transferred from USS LIBRA.
0710	1810	Received two surf boats, transferred from USS PRESIDENT ADAMS. Darkened ship.

Sept. 23, 1942 Anchored as before in DUMBEA BAY, NOUMEA. Ship fully darkened and in Readiness Condition III-A. Carried out port routine. Ship maintenance and repair being done on decks, rigging, and ship's side.

G.C.T. L.C.T.

0314 1414 Greek tanker NICOLAOU MARIA moored to port side.

0407 1507 Veered anchor chain to 60 fathoms. Started taking fuel from tanker.

0840 1940 Fueling completed; received aboard 171,727 gallons of diesel oil.

Sept. 24, 1942 Anchored as before in DUMBEA BAY, NOUMEA, berth #4.
 Ship upkeep. Scraping decks where required,
 painting as necessary.
 Carried out port routine.

Sept. 23
 G.C.T. L.C.T.
 1900 0600 USS LIBRA underway.

1925 0625 USS RAINIER underway.

Sept. 24
 0200 1300 Lieutenant Ross C. SPEIR, Jr., (MC), U.S.N.,
 reported on board for duty in accordance with orders
 of Commander Amphibious Force, South Pacific Force,
 dated 24 September, 1942.

0330 1430 USS PRESIDENT HAYES stood in and anchored.

0652 1752 Sunset.

0745 1845 Turned on red truck lights by order of Comsepacfor.

0815 1915 Turned off red truck lights by order of same
 authority.

1045 2145 Lieutenant M. J. MACKBY, (MC), U.S.N., detached
 from temporary duty on board this vessel, and left
 ship for transportation back to BUTTON via the
 USS FOMALHAUT.

Sept. 25, 1942 Anchored as before in berth #4, DUMBEA BAY,
NOUMEA, Ship fully darkened and in Readiness
Condition 3-A.
Carried out port routine.

Sept. 24
G.C.T. L.C.T.
1830 0530 Lighted ship.

Sept. 25
0320 1420 Received on board from USS LASSEN ammunition as
follows:

136 rounds 3" 50 cal. cartridges, with AA pro-
jectiles, SPDN 2971.

9660 rounds 20 m.m. cartridges, H.E., tracer and
non-tracer.

Sept. 26, 1942 Anchored as before in Dumbea Bay, New Caledonia. Ship fully darkened and in Readiness Condition 3-A. Carried out port routine. Upkeep and repair work continuing on weather decks, rigging and ship's side, as well as below decks in living spaces and store-rooms.

Sept. 25
G.C.T. L.C.T.

1842 0542 Sunrise; lighted ship.

2055 0755 Tank lighter and two surf boats carried away moorings from stern. Wind increasing steadily, and sea choppy.

2232 0932 Tank lighter and boats retrieved.

2250 0950 Let go port anchor - 25 fathoms; veered to 70 fathoms on starboard anchor.

2330 1030 Hoisted tank lighters on board.

Sept. 26

0000 1100 The following United States vessels stood in and anchored in berths assigned: HORNET, JUNEAU, SAN DIEGO, MORRIS, MUSTIN, HUGHES, RUSSELL, MEADE and NORTHAMPTON

0640 1740 Received U. S. mail on board.

0652 1752 Sunset.

0700 1800 Hoisted surf boats aboard.
Winds continue high, sea choppy.

Sept. 27, 1942 Anchored as before in berth #4, DUMBEA BAY, NEW CALEDONIA. Ship fully darkened and in Readiness Condition 3-A. Carried out port routine. Weather moderated, and hoisted out ship's boats in morning watch.

Sept. 26
G.C.T. L.C.T.
1841 0541

Sunrise; lighted ship.

2055 0755

Working party of 13 men with a C.P.O. in charge left ship in tank lighter for PORT NOUMEA for purpose of obtaining General Stores.

Sept. 27

0020 1120

USS LARDNER and USS LAFFEY underway and stood out.

0032 1132

USS CHESTER underway, standing out.

0057 1157

USS HEYWOOD and USS LIBRA underway.

0205 1305

First tank lighter of General Stores received.

0315 1415

Another boat load of General Stores received alongside.

0320 1420

USS CONYNGHAM underway.

0345 1445

Hoisted in #17 ramp lighter.

0405 1505

USS ZEILIN standing in.

0410 1510

USS WHARTON underway.

0420 1520

Last tank lighter of General Stores received alongside.

0652 1752

Sunset. Wind velocity increasing; now approximately 16 knots.

Sept. 26, 1942 Anchored as before in berth #4, DUMBEA BAY, NEW CALEDONIA. Ship fully darkened and in Readiness Condition 3-A.

Sept. 27

G.C.T L.C.T.

1840 0540 Sunrise; lighted ship.

1935 0635 Two tank lighters and one surf boat hoisted out. Continued upkeep work on ship's side, weather decks and rigging, also in living and storeroom spaces below decks and in engineering spaces.

2308 1008 Anti-aircraft batteries ashore at ISLES NOU commenced firing at target practice at a surface target, all ships present having been previously notified.

2310 1010 Anti-aircraft battery ceased firing.

Sept. 28

0652 1752 Sunset.

Sept. 29, 1942 Anchored as before in berth #4, DUMBEA BAY, NEW CALEDONIA. Ship fully darkened and in Readiness Condition 3-A. Carried out port routine.

Sept. 28

G.C.T. L.C.T.

1840 0540 Sunrise; lighted ship.

Sept. 29

0125 1225 USS LANG stood in and anchored.

0245 1345 USS GUADALUPE stood in and anchored.

0430 1530 USS McDONOUGH and USS JAMESTOWN stood in and anchored.

0652 1752 Sunset.

Sept. 30, 1942 Anchored as before in berth #4, DUMBEA BAY, NEW CALEDONIA. Ship fully darkened and in Readiness Condition 3-A. Carried out port routine.

G.C.T. L.C.T.

Sept. 29

1839 0539 Sunrise; lighted ship.

Sept 30.

0055 1155 USS ANDERSON standing in.

0201 1301 USS CLARK standing in.

0653 1753 Sunset.

Approved:

W. F. DIETRICH, Captain, U.S.N.,
Commanding Officer.

AK20/A16-3
Serial 067

U. S. S. BELLATRIX

CONFIDENTIAL

September 27, 1942.

From: Commanding Officer.
To: Commander in Chief, United States Fleet,
Navy Department, Washington, D.C.

Subject: U.S.S. BELLATRIX - Special Form Action Reports.

Reference: (a) Pacific Fleet Letter No. 24CI-42.
(b) Pacific Fleet Letter 16CI-42, enclosing Cominch
Confidential Letr. FFI/A16-3(0332) of March 7, 1942.

Enclosure: (A) No. 4 Report, Anti-Aircraft Action by Surface Ships
for September 8, 1942.
(B) No. 5 Report, Anti-Aircraft Action by Surface Ships
for September 9, 1942.
(C) No. 6 Report, Anti-Aircraft Action by Surface Ships
for September 14, 1942.

1. In accordance with references (a) and (b), enclosures (A),
(B) and (C) are submitted herewith.

W.F. DIETRICH.

Copies:
1 (with end.) to CinC Pacflt
1 (with end.) to War Diary (original)
1 (with end.) to War Diary (copy)

CONFIDENTIAL

ANTI-AIRCRAFT ACTION BY SURFACE SHIPS

Location of ship Tulagi Harbor, Solomon Islands U.S.S. BELLATRIX (AK20)1906 LOVE Date September 8 1942

NOTES

- (a) Repel Attack First - then collect data for this report!
- (b) Do not "gun deck" this report - if data cannot be estimated with reasonable accuracy enter dash in space for which no data is available.
- (c) These sheets are to be filled out immediately after action is completed with data available from ship's log, memory, and consultation with ship's officers. Information is essential in order that the effectiveness of our equipment can be determined. Where data is of doubtful accuracy fill in with general terms. The obtaining of this information must not be allowed in any way to adversely affect the handling of equipment during action.

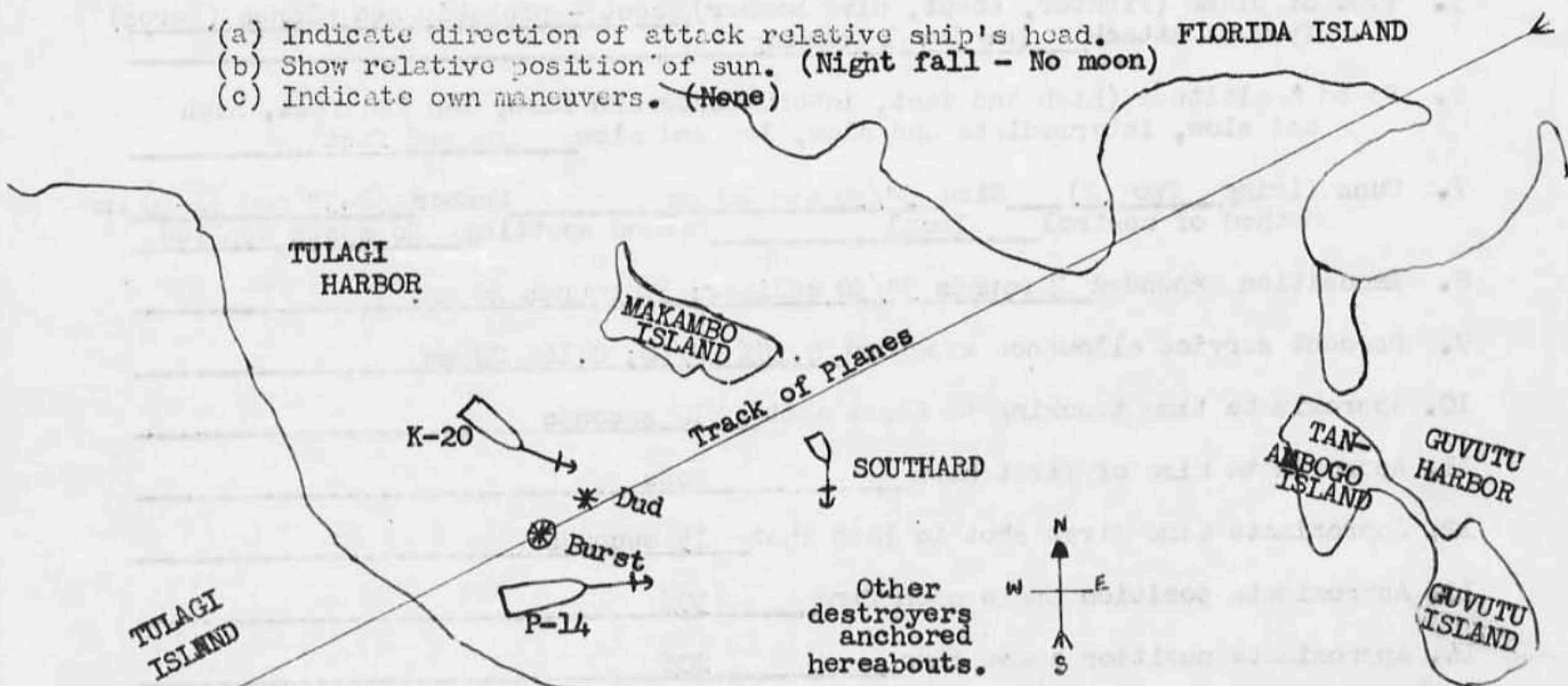
1. Surprise attack (Yes or No) Yes - just at nightfall, with no moon.
2. Method picking plane up (~~xxxxxxxxxxxxxxxx~~, naked eye) Naked eye, exhaust visible.
(If by Radar state type of set) SOUTHARD'S RADAR picked up unidentified planes in area and she gave warning by blinker tube.
3. Range plane was picked up (~~xxxxxxxxxxxxxxxx~~, less 5 miles) 1.2 miles
4. Number of planes Two (2)
5. Type of plane (Fighter, scout, dive bomber) Scout - probably sea planes (Zeros)
Type of attack Low level bombing
6. Speed & altitude (High and fast, intermediate and fast, low and fast, high and slow, intermediate and slow, low and slow) Low and fast
7. Guns firing Two (2) Size 3"/50 and 20 mm Number #1-3" and #1-20 mm
Method of control Local Method spotting No spots applied
8. Ammunition expended 2 rounds 3"/50 caliber; 30 rounds 20 mm.
9. Percent service allowance expended 0.25% 3"/50; 0.16% 20 mm
10. Approximate time tracking to first shot 10 seconds
11. Approximate time of first hits None
12. Approximate time first shot to last shot 15 seconds
13. Approximate position angle open fire 30%
14. Approximate position cease fire 20%
15. Approximate bearing first shot 015° Relative
16. Approximate bearing last shot 075° Relative

NOTE: No RADAR or Gun Firing Director on Board.

17. Approximate range first shot 400 yards
18. Approximate range last shot 4000 yards
19. Approximate altitude of bomb release 500 feet Type bomb 100 lb (Approx)
20. Approximate range torpedo release None
Size of torpedo _____
21. Hits on ship None Was ship strafed No Size gun -----
22. Number near bomb misses Two Casualties from near misses None
23. Planes shot down - Sure None Possible None Damaged None
By what size gun _____
24. Details of Damage to target by gunfire if available None
-
25. Performance of ammunition (Excellent, good, bad, poor) Excellent
26. Pattern sizes (Large, small, excessive) No patterns

SKETCH

- (a) Indicate direction of attack relative ship's head. **FLORIDA ISLAND**
- (b) Show relative position of sun. (Night fall - No moon)
- (c) Indicate own maneuvers. (None)



NOTE: The SOUTHARD's timely warning enabled both ships, which were unloading cargo, to completely darken ship by pulling central light switches. Tank and ramp lighters underway between ships and shore were slow to darken and their lights drew the aim of the bombers.

FORWARDED:

W.F. Dietrich
W.F. DIETRICH,

CONFIDENTIAL

ANTI-AIRCRAFT ACTION BY SURFACE SHIPS

Location of ship Latitude 9-23-20 S
Longitude 160-40-80 E U.S.S. BELLATRIX (AK20)
 (Indispensible Strait, Solomon Islands)
 1140 LOVE Date September 9 1942

NOTES

- (a) Rebel Attack First - then collect data for this report!
 (b) Do not "gun deck" this report - if data cannot be estimated with reasonable accuracy enter dash in space for which no data is available.
 (c) These sheets are to be filled out immediately after action is completed with data available from ship's log, memory, and consultation with ship's officers. Information is essential in order that the effectiveness of our equipment can be determined. Where data is of doubtful accuracy fill in with general terms. The obtaining of this information must not be allowed in any way to adversely affect the handling of equipment during action.

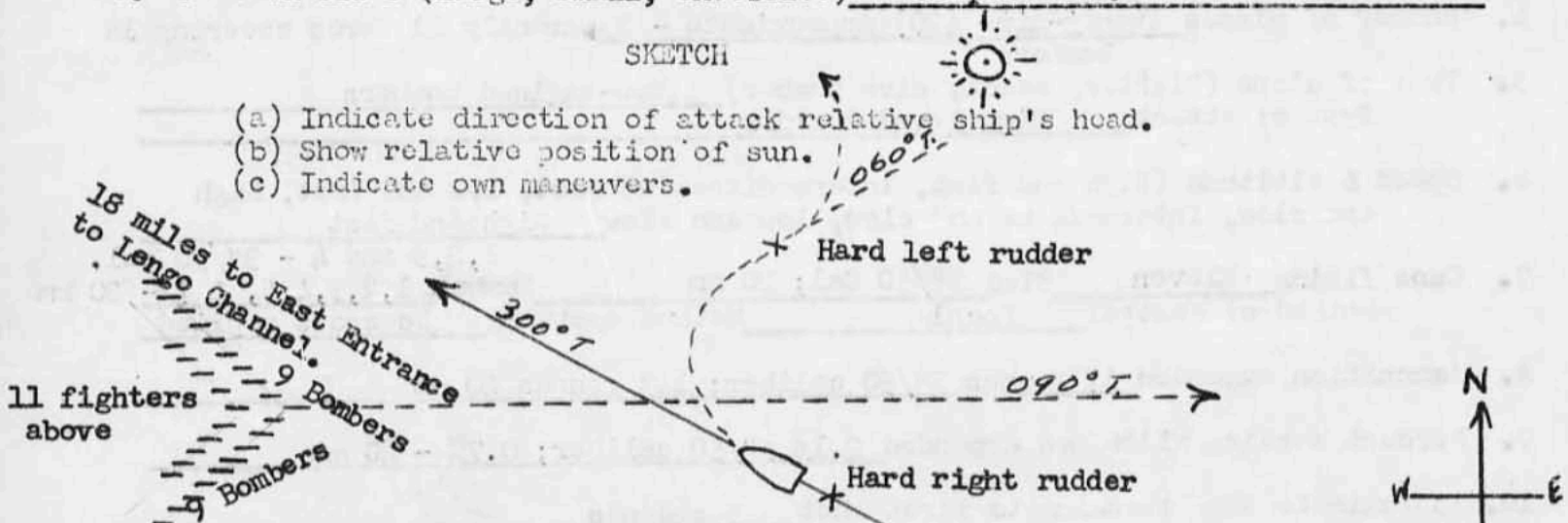
1. Surprise attack (Yes or No) No
2. Method picking plane up (Radar, binoculars, naked eye) Binoculars
 (If by Radar state type of set) RADAR warning from U.S.S. HUGHES
3. Range plane was picked up (50 miles, 30 miles, 10 miles, less 5 miles) 10 miles
4. Number of planes Twenty-nine (29) Approximate - Apparently 11 Zeros covering 18 bombers.
5. Type of plane (Fighter, scout, dive bomber) Two-engined bombers
 Type of attack High level bombing
6. Speed & altitude (High and fast, intermediate and fast, low and fast, high and slow, intermediate and slow, low and slow) High and fast
1,2,3 and 4 - 3"/50 cal.
7. Guns firing Eleven Size 3"/50 Cal; 20 mm Number 1,2,3,4,5, & 7 - 20 mm
 Method of control Local Method spotting No spots applied
8. Ammunition expended 17 rounds 3"/50 caliber; 143 rounds 20 mm
9. Percent service allowance expended 2.1% 3"/50 caliber; 0.7% - 20 mm
10. Approximate time tracking to first shot 5 seconds
11. Approximate time of first hits 120 seconds
12. Approximate time first shot to last shot 240 seconds
13. Approximate position angle open fire 75°
14. Approximate position cease fire 60°
15. Approximate bearing first shot 350° (Relative); 290° T
16. Approximate bearing last shot 100° (Relative); 120° T

NOTE: No RADAR or Gun Firing Director on Board.

17. Approximate range first shot 5200 yards
18. Approximate range last shot 6000 yards
19. Approximate altitude of bomb release 15000 feet Type bomb 100-250 pounds
20. Approximate range torpedo release None
Size of torpedo _____
21. Hits on ship None Was ship strafed No Size gun -----
22. Number near bomb misses Four Casualties from near misses Two (2) wounded
23. Planes shot down - Sure One Possible One Damaged -----
By what size gun 3"/50 caliber
24. Details of Damage to target by gunfire if available One plane seen to trail smoke from both motors and fall. One plane seen to trail smoke.
-
25. Performance of ammunition (Excellent, good, bad, poor) Excellent
26. Pattern sizes (Large, small, excessive) No patterns.

SKETCH

- (a) Indicate direction of attack relative ship's head.
(b) Show relative position of sun.
(c) Indicate own maneuvers.



Several F4F's from CACTUS had been attacking bombers just prior this.

NOTE: Enemy probably assumed ship speed at 15 knots, whereas it was 16.5 knots. An undetermined number of bombs (more than 20) fell along the original track, astern of ship after she had turned, and of greater density on the starboard quarter. Several strays fell on each quarter, the nearest about 75 feet off. Any hit would have destroyed the ship which was laden with aviation gas sorely needed by CACTUS. About 400 drums were on the main deck, aft. It is a miracle the ship escaped.

FORWARDED:

W. F. Dietrich
W. F. DIETRICH.

CONFIDENTIAL

ANTI-AIRCRAFT ACTION BY SURFACE SHIPS

Location of ship Lunga Roads, Guadalcanal, U.S.S. BELLATRIX (AK20)
Solomon Islands.1823 LOVE Date September 14 1942

NOTES

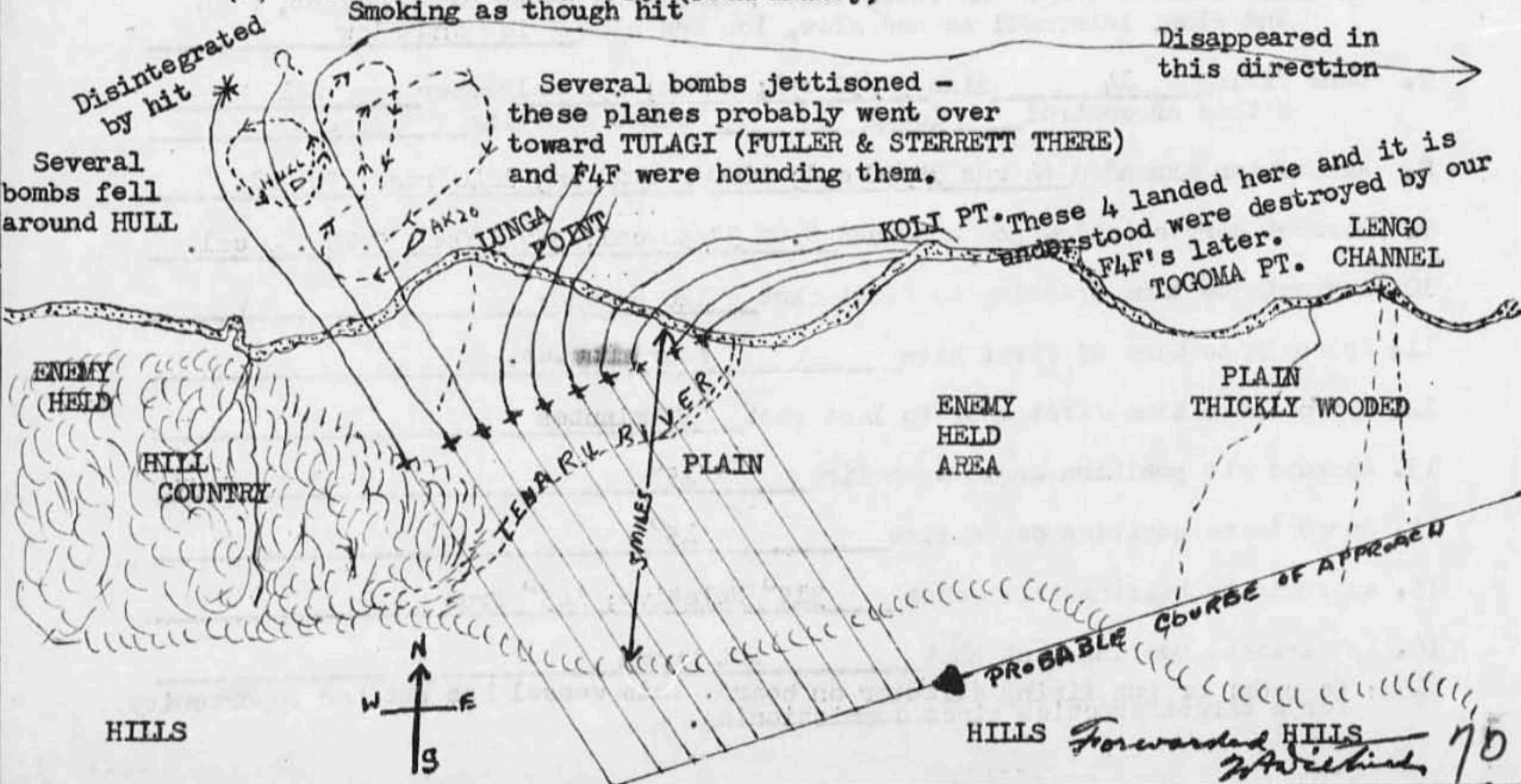
- (a) Rebel Attack First - then collect data for this report!
- (b) Do not "gun deck" this report - if data cannot be estimated with reasonable accuracy enter dash in space for which no data is available.
- (c) These sheets are to be filled out immediately after action is completed with data available from ship's log, memory, and consultation with ship's officers. Information is essential in order that the effectiveness of our equipment can be determined. Where data is of doubtful accuracy fill in with general terms. The obtaining of this information must not be allowed in any way to adversely affect the handling of equipment during action.
-
1. Surprise attack (Yes or No) No. Shore Station CACTUS gave warning.
2. Method picking plane up (Radar, binoculars, naked eye) Binoculars
(If by Radar state type of set) No Radar
3. Range plane was picked up (50 miles, 30 miles, 10 miles, less 5 miles) 8 miles
4. Number of planes About ten (10) (Our own F4F's were taking off to combat them thereby confusing the counting of the enemy)
5. Type of plane (Fighter, scout, dive bomber) About 4 Serial #46; about 6 Serial #47.
Type of attack Low level bombing, made just at dusk.
6. Speed & altitude (High and fast, intermediate and fast, low and fast, high and slow, intermediate and slow, low and slow) Low and slow
7. Guns firing 14 Size 3"/50 cal; 20 mm; .50 cal Number All
Method of control Local Method spotting Direct
8. Ammunition expended 64 rds 3"/50 cal; 1100 rds 20 mm; 1040 rds. .50 cal.
9. Percent service allowance expended 8.0% 3"/50 cal; 5.7% 20mm; 5.2% .50 cal.
10. Approximate time tracking to first shot 120 seconds
11. Approximate time of first hits Four minutes.
12. Approximate time first shot to last shot 17 minutes
13. Approximate position angle open fire 15°
14. Approximate position cease fire 15°
15. Approximate bearing first shot 315° Relative; 165° True
16. Approximate bearing last shot Not known

NOTE: No radar or gun firing director on board. This vessel has not had opportunity for a target practice since commissioning.

17. Approximate range first shot 6,000 yards
18. Approximate range last shot 4,000 yards
Various from
19. Approximate altitude of bomb release 500-4000 ft. Type bomb 100 pound
20. Approximate range torpedo release None seen
 Size of torpedo _____
21. Hits on ship None Was ship strafed No Size gun -----
22. Number near bomb misses None Casualties from near misses None
23. Planes shot down - Sure One Possible One Damaged -----
 By what size gun Either our 3"/50 or the 5" A.A. guns of the HULL.
24. Details of Damage to target by gunfire if available One biplane seen to disintegrate on direct hit; another was seen to smoke, lose altitude and disappear toward Lengo Channel - it probably crashed.
25. Performance of ammunition (Excellent, good, bad, poor) Excellent
26. Pattern sizes (Large, small, excessive) No patterns; local control

SKETCH

- (a) Indicate direction of attack relative ship's head.
 (b) Show relative position of sun. (Evening twilight)
 (c) Indicate own maneuvers. (From memory)



C-O-N-F-I-D-E-N-T-I-A-L

WAR DIARY

U.S.S. BELLATRIX.

From: 1 October, 1942

To: 31 October, 1942

o-o

C-O-N-F-I-D-E-N-T-I-A-L

WAR DIARY

U.S.S. BELLATRIX.

From: 1 October, 1942

To: 31 October, 1942.

o-o

1 Oct., 1942 Anchored in berth #4, DUMBREA BAY, NEW CALEDONIA, in 10 fathoms of water with 45 fathoms of chain to the starboard anchor, on the following bearings: Beacon "A" 350°(T), Beacon "P" 118½°(T), Beacon "H" 083½°(T).

DESIGNATION: Unit of Transport Division Fourteen.

COMPOSITION: BARNETT (Div. Flag); McCAWLEY;
FOMALHAUT; BELLATRIX.

NEXT HIGHER ESHELON: AMPHIBIOUS FORCES, SOUTH
PACIFIC FORCE.

Commander W. F. DIETRICH, U. S. Navy, the Commanding Officer, was officially notified that he was found physically and also mentally, morally and professionally qualified and promoted to the temporary grade of Captain in the Navy, to rank from 14 June, 1942, with registered number 27, pay and allowances accruing from 28 September, 1942, such appointment having been approved by the President on the latter date.

G. C. T. L. C. T.

0350	1450	Made preparations for getting underway.
0454	1554	Underway from berth #4 on various courses at various speeds, proceeding to moor alongside USS LACKAWANNA.
0521	1621	Moored port side to starboard side of LACKAWANNA in berth #30, DUMBREA HARBOR, using six manila lines. Eleven (11) men of the Base Detail of MTB Squadron 3 reported on board for transportation from the USS TAPPAHANNOCK.
0650	1750	Commenced loading cargo from the LACKAWANNA into #3 hold. Cargo consists of pontoons, accessories and equipment of Motor Torpedo Boat Squadron #3.
0653	1753	Sunset.
0713	1813	Darkened ship, except for necessary lights for loading. Loading on 24-hour basis.

2 Oct., 1942

Moored port side to starboard side of USS LACKAWANNA, in berth #30, DUMBEA BAY, NEW CALEDONIA. Ship darkened except for necessary lights to work cargo at Nos. 3 and 4 holds, and the battery is in Condition of Readiness III-A. Port routine.

G.C.T. L.C.T.

1 Oct.

2155 0855

By order of Comtransdivs, Sopacfor, Captain P. BUCHANAN, U.S. Navy, and party of officers came on board officially to inspect this vessel in connection with fire protection and detection, its location in the ship, precautions taken to prevent fire, fire fighting bills, etc.

2232 0932

Exercised at Fire Quarters. First stream of water over the side at 0932 $\frac{1}{2}$; second, third, fourth and fifth streams at 0934 $\frac{1}{2}$. Secured from Fire Quarters at 0938, and sounded Retreat at 0940.

2355 1055

Captain BUCHANAN and Fire Inspection Party left ship.

2 Oct.

0115 1215

USS PENSACOLA, NORTHAMPTON, JUNEAU, SAN DIEGO and HORNET underway and stood out. Continued working cargo; loading pontoons and miscellaneous cargo, accessories and equipment of Motor Torpedo Squadron No. 3.

0430 1530

Captain (T) William F. DIETRICH, U. S. Navy, the Commanding Officer, was on board the U.S.S. ARGONNE, flagship Commander, South Pacific Force, decorated with the Navy Cross with appropriate citation. Such award was by the direction of the President, actually conferred by Admiral Chester W. NIMITZ, U. S. Navy, Commander-in-Chief, Pacific Fleet.

3 Oct., 1942 Moored as before to port side of USS LACKAWANNA, in berth #30, DUMBEA BAY, NEW CALEDONIA. Ship darkened except for necessary lights for handling cargo; battery in Condition of Readiness III-A.

2 Oct.
G.C.T. L.C.T.

1425	0125	Finished loading at Nos. 4 and 5 hatches.
1445	0145	Finished loading at No. 3 hatch. Winches secured, and ship fully darkened.
1835	0535	Made preparations for getting underway.
1859	0559	Underway from alongside USS LACKAWANNA on various courses at various speeds, proceeding to moor alongside S/S ESSO ANNAPOLIS.
1936	0636	Moored port side to starboard side of S/S ESSO ANNAPOLIS, with six manila lines. Loading cargo on 24-hour basis: pontoons, accessories and equipment of Motor Torpedo Squadron No. 3.
0708	1808	Darkened ship except for lights necessary to handle cargo.

4 Oct., 1942

Moored port side to starboard side of S/S ESSO ANNAPOLIS, in DUMBEA BAY, NEW CALEDONIA. Ship darkened except for necessary lights to handle cargo at hatches Nos. 2 and 5, and battery is in Readiness Condition III-A.

3 Oct.

G.C.T. L.C.T.

1815 0515

Made preparations for getting underway.

1903 0603

Underway from alongside S/S ESSO ANNAPOLIS on various courses at various speeds, proceeding to moor alongside USS TAPPAHANNOCK.

1918 0618

Moored port side to port side (bow to stern) of TAPPAHANNOCK with six manila lines.

Loading cargo, consisting of pontoons, miscellaneous items of equipment and accessories of Motor Torpedo Squadron No. 3.

Took aboard about 300 bags of U. S. mail as cargo.

<u>5 Oct., 1942</u>		Moored as before, port side to port side (bow to stern) of USS TAPPAHANNOCK. Ship fully darkened and in Readiness Condition III-A.
4 Oct.		
G.C.T.	L.C.T.	
2000	0700	Loading cargo from TAPPAHANNOCK. Cargo consists of pontoons, accessories and equipment of Motor Torpedo Boat Squadron No. 3.
2115	0815	Transferred three enlisted personnel to Base Hospital at White Poppy for treatment.
2330	1030	Completed loading from TAPPAHANNOCK.
5 Oct.		
0817	1917	Received eleven (11) enlisted personnel on board for duty.

6 Oct., 1942 Moored port side to USS TAPPAHANNOCK, in DUMBEA BAY, NEW CALEDONIA.
Ship is completely darkened and in Condition of Readiness III-A.

5 Oct.
G.C.T. L.C.T.
1805 0505 Lighted ship.

1810 0510 Made preparations for getting underway in accordance with CTF 62 despatch 050815 of October, 1942, forming TASK UNIT 62.4.5.

The Report of Commander TASK UNIT 62.4.5, dated Oct. 21, 1942, here appended, covers the days 6-13 October, and, to prevent duplication, the diary skips those days.

U. S. S. BELLATRIX

October 21, 1942.

CONFIDENTIAL

From: Commander, Task Unit 62.4.5 (Captain W.F. Dietrich, U.S. Navy).
To: Commander, Task Force 62.

Subject: TASK UNIT 62.4.5; Report of Operations of, as Required by Navy Regulations 1920, Article 712(2).

- References:
- (a) CTF 62 Secret despatch 050815 October 1942.
 - (b) BELLATRIX visual despatch 060030 October 1942 (via Op1)
 - (c) BELLATRIX visual despatch 061815 October 1942 (via STANTFORD).
 - (d) CTF 62 Secret despatch 082215 October 1942.
 - (e) BELLATRIX " " 092030 " "
 - (f) CTF 62 " " 052010 " "
 - (g) Comairpac Secret despatch 120312 October 1942.
 - (h) CTF 62 Secret despatch 140045 October 1942.
 - (i) Comopac " " 141112 " "
 - (j) Comopac " " 143045 " "
 - (k) Comopac " " 150100 " "
 - (l) Comopac " " 150241 " "
 - (m) Comairpac Secret despatch 150537 October 1942.
 - (n) BELLATRIX Secret despatch 150530 October 1942.
 - (o) BELLATRIX Contact report 160130 October 1942.
 - (p) BELLATRIX " " 160230 " "

- Enclosure:
- (A) By Movement Order No. 1-42 of October 5, 1942.
 - (B) By Movement Order No. 2-42 of October 12, 1942.
 - (C) Contents of PAB barges Nos. 4 and 6.
 - (D) Tracing showing route of retirement, etc., 14-15 October 1942.
 - (E) Composite report of the dive bombing on 15 October 1942.

1. By directive, reference (a), TASK UNIT 62.4.5 was organized, and Enclosure (A) issued and distributed. The report is arranged by days, and all times are Zone Love time except none Red is used for time groups of despatches.

OCTOBER 6, 1942.

All vessels of the Unit reported ready to depart from WHITE POPPY just before 0600, except the ALCHIBA, which was then standing out from GREAT HARBOR without PAB barge No. 6. The KINKFISHER had the barge in tow and in time placed it along the port side of the ALCHIBA, which meanwhile had anchored in DENBIA BAY. By the following visual signals ALCHIBA advised:

TIME GROUP
051245
052000
052035
052151

TEXT
"Am delayed by barge".
"Estimate ready at 0800".
"Delayed another hour".
"Hatches on barge all open x Closing up in slow progress x Time of readiness now estimated 1200".

All other ships of the unit, following the movement of the BELLATRIX, anchored in the general vicinity of Berth 30, BUBBIA BAY, while waiting for ALCHIDA to secure her barge for sea. Two PT boats were secured for towing astern of BELLATRIX and two astern of JAMESTOWN. Officer and men in each boat totaled eight as complement, and boats had fuel and provisions on which to operate. Some time after eleven despatch No. 060005 was received from ALCHIDA "Ready to Proceed. Will make six knots", so all ships of the Unit were ordered by flaghoist to get underway and proceed to sea, which began about 1130. To inform GIP 62 of the delay in departure, reference (b) was sent via Shore Signal Station GFL. At about 1400, while the ALCHIDA was passing THINNE SHOAL, high winds and rough water carried away the manila bow line to the barge along her port side and thereby necessitated slipping another manila line to the barge and prematurely to strain the tow. Unfortunately the towing bridle on the barge became fouled and personnel had to be placed in a boat to clear it. Thus, another hour of progress was lost, during which the BELLATRIX and JAMESTOWN lay to S.E. of AMIDES ISLAND, while the MARCH HASED patrolled outside HULACI PASS. At 1445 the ALCHIDA was ready to proceed with her barge stressed astern and the JAMESTOWN and BELLATRIX stood out to sea and settled on course 230° T, speed 6 knots. Because of the high winds (force 5-6) and rough seas, the JAMESTOWN's both PT boats were soon adrift and each in turn was rescued to its tow line. At 1511 changed course to 240° T, to allow ALCHIDA to take center station in line, and increased speed to 9 knots. At 1556 the towing pendant of PT #7, on the port quarter of BELLATRIX carried away. At 1603 BELLATRIX stopped engines. In endeavoring to regain her tow line, with difficult handling account rough seas, PT #7 fouled the tow line of PT #3 on starboard quarter. As both boats came together, the crew of the latter boat cast off their tow line. While endeavoring to retrieve PT #3, it was seen her towing pendant had carried away, and PT #7 reported her $5/8$ inch wire towing pendant frayed and too light for towing in rough water. At 1634 BELLATRIX and JAMESTOWN were ordered to return inside of HULACI passage and expedite renewing towing pendants with $7/8$ inch wire and to put thimbles and swivel on each pendant. Both ships arrived inside reef at about 1730. The BELLATRIX had but two swivels, the JAMESTOWN none, but thimbles were delivered JAMESTOWN by BELLATRIX. Meanwhile the ALCHIDA with escort stood back in the general direction of AMIDES PASS. The difficulty of unshackling the old towing pendants and shackling the new ones on the stem fitting down near the water line, was a tedious process in the existing rough water and took so much time that dusk began to close in. ALCHIDA was then ordered to proceed inside HULACI PASS and anchor near the other two vessels. The STRAFFORD followed the ALCHIDA in through HULACI PASS and anchored near by. Visual despatch, reference (c), was routed via STRAFFORD the next morning.

OCTOBER 7, 1942.

At 0500 underway for sea. At 0532 began zig zag (Plan 11)* on base course 230° T, speed 9 knots. At 0555 changed course 150° T. At 0600 one of JAMESTOWN's PT boats parted its new towing bridle, by its shackle pulling out. Formation continued on; boat stopped and after replacing the shackle regained its tow line. At 0616 took departure with AMIDES LIGHT bearing $053-1/2^{\circ}$ T, distance 7.8 miles. At 0653 changed course 140° T. At 0800 increased speed to 9.5 knots over ground. At 0958 changed course 130° T. MARK POSITION: 23-06-30 S; 166-53-00 E. At 1300 changed course 074° T; 2030 changed course 045° T. At 2340 JAMESTOWN reported one PT boat lost tow line and would follow under own power till daylight.

* This was BELLATRIX only while awaiting others to take station.

OCTOBER 8, 1942.

At 0530 changed course to 000° T. At 0754 ALCHIDA making 63 rpm after gradual increases, carefully watching how her barge towed. NEON POSITION: 21-05 S; 169-55 E, and changed course 343° T. At 1215 a PT boat of JAMSTOWN broke loose, which proceeded under own power until 1350 when it was again in tow. At 1418 a PT boat of JAMSTOWN lost her tow, which proceeded under own power and regained tow by 1550. By despatch 080515 informed ALCHIDA: "To reduce loss of PUMP TANKS tone during darkness reduce speed one knot beginning 1800 until 0300". At 1800 changed course 305° T. Probably due to less easy riding on the new course at 1807 a PT boat of the JAMSTOWN lost her towline; 1807 BELLATRIX's port PT's towline chafed through and parted; 1820 other PT of JAMSTOWN lost her towline, - these boats followed under their own power. At 1847 BELLATRIX retrieved the port PT.* At 2215 the port tow line parted at chock; 2309 starboard towline parted at chock, - these boats trailed under their own power. BELLATRIX making 53 rpm, keeping station on ALCHIDA.

* At 1900 c.c. 347° T.

OCTOBER 9, 1942.

At 0525 the port PT passed her towing line to BELLATRIX, meanwhile JAMSTOWN retrieved both her PT's. 0555 one JAMSTOWN PT seen to lose tow; 0630 the starboard PT passed her towing line to BELLATRIX. At 0700 sighted a friendly plane from ROSES and requested him to return to base to send coded despatch immediately CTF 62 to the effect Task Unit 62.4.5 can only average 9 knots over ground and expect arrive BUTTON after daylight berth. Plane repeated back the message perfectly and headed for ROSES. At 0715 JAMSTOWN retrieved PT boat. At 0800 changed course to 000° T. At 0900 passed food back to PT's by ammunition container. NEON POSITION: 17-32 S; 167-55-1/2 E. At 1235 reduced speed so as to average about 8 knots over the ground, - checking same by coast piloting on west side of SPATE and neighboring islands. At 1329 sighted a PBX plane and challenged, it proved to be COMAINDOPAC's plane and requested to be informed of the formation's speed. At 1600 changed course 004° T; at 2000 changed course 321° T; 2300 changed course to 000° T.

OCTOBER 10, 1942.

At 0100 changed course to 305° T; 0430 changed course to 320° T. At 0443 formed column BELLATRIX, JAMSTOWN, ALCHIDA; 0500 cast of PT boats with instructions to follow their ships in; 0505 changed course to 330° T. Steering on various courses, and various speeds, conforming to channel, while entering BASS BUTTON. At 0634 BELLATRIX anchored in Berth B-1, other ships of Task Unit anchored nearby. VIDEO failed to pick up barge from ALCHIDA, off the entrance and was directed to proceed to do so at once. The AARON WARD, who did splendid work as A/S patrol for the Unit was released from further services with a "Well Done". Arrival BUTTON was reported by reference (c). Commander LATH of the SOUTHWARD came on board as suggested by signal. He was informed of the difficulties experienced in towing the PT boats and given suggestions in connection their towing by the SOUTHWARD and HOWEY. The four PT's were gassed by the CURTIS; together with the JAMSTOWN, they were furnished fresh water by the BELLATRIX. Neither the JAMSTOWN, ALCHIDA or BELLATRIX required fuel. The ALCHIDA proceeded with her loading, the BELLATRIX

with Loading Company "D" (Medical) 2nd Marines Reinforced PBF and their mobile hospital equipment. Lieutenant Kuhl (SG) on the staff of COMAINSOPAC was referred to reference (f). When asked if there would be sufficient space and time for placing the 500 pound bombs carried in No. 4 deep tank of the HELLATRIX into PAB barge SIX, he assured me that there was. In return, I guaranteed that such would not interfere with the loading of material as called for in reference (f), by loading at night. After taking over PAB SIX from the ALCHIBA, the VIREO placed it alongside the S/S MACDOWELL. I sent Captain Tiets, my transport quartermaster, aboard that vessel to inquire the estimated time of loading the barge and he was informed the Port Unloading Officer had said he could not even start the loading until next morning. Tiets therefore asked if we could have the barge ~~unloaded~~ until 0600 next day, and such was acquiesced in willingly. The VIREO was directed to fetch the barge and brought it alongside the starboard side of No. 4 hatch at 1420. Unloading bombs started promptly. At 1600 the Commanding Officer, U.S.S. MERRIDITH (Commander HUBBARD) reported for duty in the newly formed Task Unit 62.4.5.

OCTOBER 11, 1942.

At 0735 VIREO and PAB #6 shoved off for the MACDOWELL. By 1100, 5 advised COMAINSOPAC, information vessels making up new Task Unit 62.4.5, of intention to get underway at 1230 Love October 12, and requesting PAB barge SIX be ready for towing from alongside MACDOWELL at 0930 that day for placing alongside ALCHIBA by 1900, so that vessel could make barge ready for sea. At 1300 the VIREO brought PAB barge FOUR which was secured along the port side of the HELLATRIX. The VIREO remained secured outboard of the barge. On the basis of the foregoing MEM, the Commanding Officer of the VIREO inquired from the MACDOWELL regarding the loading of the barge early in the afternoon, and received the following signal:

"BT. From MACDOWELL - Barge will be loaded when you send the necessary labor to load it".

This message was promptly brought to my attention and I sent to COMAINSOPAC, information VIREO, the following:

"110430 MACDOWELL's Master has notified VIREO that PAB barge SIX will be loaded when the necessary labor is provided x Have advised VIREO same arrangements have already been made by you for working parties from ashore or from CURTISS."

To which COMAINSOPAC replied:

"111040. Your 110430. All arrangements have been made with Major Doyle Officer in Charge loading and unloading at Button x Any subsequent requests should be directed to Major Doyle".

OCTOBER 12, 1942.

At 0815 the following message was received from VIREO:

"112105. PAB SIX has five hundred drums of gas yet to load x Estimated time of completion 1300."

On the strength of this I directed my transport quartermaster to investigate the situation. Around 0930 he reported that the MACDONELL was so loaded that 100 octans and 72 octans gasoline were all mixed up and time was being wasted locating and handling individual drums. On the strength of this, I extended the time the barge would remain alongside the MACDONELL, by despatch to the VIKO, information ALCHIBA:

11250. "Your 112105 remove barge at eleven hundred from alongside MACDONELL and take to ALCHIBA for securing towline and hatches."

Enclosure (B) was issued and distributed to all ships concerned, based on the directive reference (d). The Commander Task Unit 62.4.5 attended the Aviator's conference at 1000 on board the GUNTIES and delivered copies of Enclosure (B) to COMINTOPAC with other copies for the Distribution List. He described to the aviators the type of formation so the unit could be readily recognized. At 1211 the MERRIDITH got underway and stood out. At 1229 BELLATRIX underway with PAB #4 along port side; 1231 JAMESTOWN underway; 1246 ALCHIBA underway with PAB #6 along port side; VIKO trailing to assist with barges. Departure of Task Unit passed by reference (g). At 1420 BELLATRIX streamed her barge clear just before reaching BOGACIO ISLAND; ALCHIBA began streaming her barge, but its bridle fouled and required the services of personnel and the VIKO. About 55 minutes delay was caused by this fouling. At 1515 ALCHIBA, with her tow streamed clear, began to join up with the formation waiting outside. At 1525 formed Formation "A", as per Enclosure (B), on course 045° T, and took departure with right tangent TUTUBA ISLAND bearing 007° T, left tangent 318-1/2° T, speed (30 rpm) on BELLATRIX. At 1532 ahead standard speed ten knots (53 rpm); 1556 changed course 352° T. Began building up rpm's, meanwhile watching the behavior of tow lines of BELLATRIX and ALCHIBA, until 69 rpm (13 knots) were reached by 1900, which was expected to average about 10.5 knots over the ground. At 1945 changed course to 316° T.

OCTOBER 13, 1942.

At 0227 ALCHIBA's towline parted at the eye splice just outboard of the ship's towing bridle, thus leaving PAB #6 adrift. Slowed to 40 rpm and message sent to VIKO by blinker tube; "Retrieve ALCHIBA's barge". At 0236 slowed to 25 rpm. All vessels of formation maneuvering at slow speeds to remain in close formation while MERRIDITH and JAMESTOWN patrolled vigorously as A/S screen. At 0441 VIKO seen to have barge in tow; 0515 ALCHIBA stopped to assist barge; 0547 sighted a B-17; 0635 the masts of several ships sighted over horizon bearing 240° T. At 0655, the VIKO accidentally lost the towing bridle, shot of chain and some of the towing wire of the barge overboard, which she had recovered, and was directed to take the barge alongside the ALCHIBA without further orders and for that vessel to use her boom to recover bridle and chain. When these were obtained, a very slow process, ALCHIBA slipped the old towing wire and with the aid of necessary shackles obtained from the VIKO, installed her own new towing wire. However, when she went ahead slowly at 1022, the towing bridle on the barge became fouled - this is the third time this occurred since leaving NINE POPPY!!! - necessitating VIKO going alongside barge to clear the bridle, which was completed by 1201. (Between the 55 minutes loss in time of departure, plus 9 hours, 49 minutes before the formation resumed its course and speed at 1216, put our schedule back 10 hours, 44 minutes). While this was most irritating at the time, in retrospect with what later occurred it appears fortunate. I believe the

hazards that the enemy would have introduced had this slow moving, little defended unit been north of San Cristobal and in Indispensable Strait before CTF 62 message to turn back had been received, it might readily have spelled its doom. NEW POSITION: Latitude 13-37 S; 166-15 E. At 1236 were back to 62 rpm (11.6 knots) making about 9.5 knots good over the ground. ALMIBA advised 65 rpm was highest speed recommended for the tow; however, 65 rpm is just in the critical range of the HELLATHIK, so 62 rpm had to be adapted, though 69 rpm would have been preferable for HELLATHIK. At 1351 MERRIDITH (which had the only radar in the Unit) reported contact with unidentified aircraft bearing 245° T, distance 18 miles. VIREO reported her echo ranging gear out of order because of jarring alongside barge. She can listen only. At 1429 radar contact reported with strange aircraft bearing 196° T, and at 1430 a B-17 was sighted bearing 235° T. At 1446 radar contact, aircraft, 212° T, 45 miles, and at 1449 was reported moving away. At 1500 JAMESTOWN reported indication on her sonar of presence of a submerged submarine on her port bow and left her station, in latitude 13-35 S; 169-52 E by dead reckoning; 1514 JAMESTOWN dropped a pattern of 3 depth charges after tracking down only a fair sound contact. (Subsequently, a very large oil slick has been reported by despatches as being noted in this area, and it is possible JAMESTOWN either badly damaged or sank her prey, though she reported no surface results were noted by her at the time). At 1745 JAMESTOWN resumed station.

OCTOBER 14, 1942.

At 0405 MERRIDITH reported over THY a possible contact bearing 064° T, and dropped astern to investigate. By despatch 131945, MERRIDITH reported the following:

"Report on 0400 radar contact x Picked up bearing 096 true x Range 7500 yards x moved slowly right with increasing range x Lost at 11,000 yards (normal for destroyer type target) during sweep x By sweep around formation negative."

At 0800 changed course 320° T. At 0810 radar contact, aircraft, 300° T, 19 miles; 0900 radar contact, aircraft, 270° T; 43 miles; 0906 radar contact, aircraft, 205° T, 15 miles; 0941 radar contact, aircraft, 080° T, 15 miles; 0946 sighted B-17, 030° T; 1020 H.C. aircraft 065° T, 23 miles. NEW POSITION: 11-12 S; 163-25-1/2 E. At 1314 radar contact, aircraft, 230° T, 33 miles. At 1600 MERRIDITH reported contact on THY with the NICHOLAS, which is to be our other escort, and learned she was at the rendezvous Latitude 10-35 S; Longitude 162-48 E, where we were originally expected at 1000. At 1608 directed MERRIDITH to inform NICHOLAS to head toward this Unit. At 1610 sighted most of a destroyer bearing 310° T, distance 10 miles; 1612 exchanged recognition signals with NICHOLAS. At 1620 NICHOLAS advised she had guard rail for HELLATHIK and ALMIBA; 1630 guard rail passed. NICHOLAS given three copies of Enclosure (B), revised in ink to make her the starboard escort and the MERRIDITH the port escort. In accordance with CTF 62.6 despatch 132330 for action NICHOLAS, advised all units by my 140604 of a possible submarine contact at 0708 in Latitude 10-12 S; Longitude 162-37 E. At 1723 radar contact, 270° T; 1728 sighted PHX 240° T. At 1848, having just received reference (h), sounded one blast and had two signalmen with blinker guns inform ALMIBA and JAMESTOWN "Reverse course" while over the THY MERRIDITH, NICHOLAS and VIREO was so informed. At 1855 settled on course

140° T, headed for HUTTON, and allowed to let ALCHIBA take position 1000 yards on port beam. By 1900 formation was again in order and proceeded at 62 rpm (11.6 knots), about 9.5 knots over the ground.

OCTOBER 15, 1942.

At about 0550 NICHOLAS inquired: "Have you received NPM NR 38", which was soon followed by MEREDITH with: "Request advice what time you plan shift tow x NPM NR 38". BELLATRIX replied: "NPM NR 38 not received please repeat". To which MEREDITH's 141855 gave: "NPM NR 38 directs shift tow PAB barge number four repeat four to VINEO x VINEO with MEREDITH escort constitute task unit 62.4.6 and are to proceed to CACTUS account urgent need for avgas". While this message was being received, the VINEO was informed to stand by to receive the tow from the BELLATRIX, which stopped her engines at 0630 and at 0625 the VINEO came alongside to receive the tow line. A copy of MEREDITH's 141855 was passed to the VINEO, which had not received it, in order that VINEO would understand the situation; 0641 VINEO left from alongside with barge PAB #4; 0650 TASK UNIT 62.4.6 left formation and proceeded toward CACTUS. At 0703 NICHOLAS reported radar contact with one aircraft bearing 095° T, 12 miles; 0715 NICHOLAS reported one enemy aircraft; General Quarters; 0717 NICHOLAS and MEREDITH firing heavy barrage; 0719 gave "Emergency & Ans Turn" to course 095° T; 0720 plans considered to be Jap reconnaissance float plane, twin float, Serial 46, which disappeared quickly. The approximate position of this contact was 11-50 S; 163-43 E, and time 0717 love. At 0722 radar contact, 075° T; 0725 executed signal ships turn right 45° to base course 140° T; sighted B-17 bearing 070° T; 0728 secured from General Quarters, set Condition II on AA battery; 0758 strange aircraft sighted commenced emergency turn right 45° to 185° T; 0759 plans proved friendly, a B-17, so resumed base course. At 0841 informed ALCHIBA by despatch 142141 "Make best number of rpm with safe towing and your critical speed x would like reach HUTTON before dark tomorrow, if practicable". 0921 strange plane sighted dead astern 320° T, 8 miles, which at 0923 was identified as a PHX. At 0947 NICHOLAS informed by despatch 142244, the following:

"PHX plane reports plane at 20 miles x Assume he means enemy x An tracking but has not closed under 20 miles".

At 0950 sighted one enemy seaplane, Serial 46, at 320° T, General Quarters. The plane came up from the rear to observe what ALCHIBA was towing and ALCHIBA opened fire, expending 5 rounds 3 inch, 100 rounds 20 mm. BELLATRIX fired four rounds 20 mm also; plane quickly retreated; 0953 Emergency turn right 45°; the plane disappeared bearing 050° T. 1000 turned left 45° to base course 140° T; 1014 secured from General Quarters, set Condition II for the Task Unit by signal. The dead reckoning position of this action was Latitude 12-03 S; Longitude 164-02 E, time 0950 love. Based on an aircraft contact report of the presence of three cruisers and five destroyers within 200 miles at 0945 love, in position Latitude 9-0-0 S; Longitude 164-40 E, led to the belief that the float plane that had shadowed the formation might be leading at least part of the enemy toward the Unit. Thinking that evasive tactics were in order, changed course to 160° T at 1127. Reference (j) was then decoded, rather tardily, at 1133, and was thought as possibly referring to this Task Unit, even though the position given was 45 miles, 030° T, so changed course to 180° T. NEW POSITION: Latitude 12-22-1/2 S; Longitude 164-13-1/2 E. At 1231 radar contact strange aircraft 230° T, which passed off screen at 1234. At 1239 changed course 220° T.

At 1315 radar contact strange aircraft 010° T, 7 miles, evidently shadowing the formation. Likelihood of a dive bombing, submarine, and even surface attack at dusk or in the night began to loom large, especially in view of reference (k) with its alarming news which was surmised as affecting this Task Unit, and had just then come to hand. The general absence of friendly planes added to the discomfiture. PAB barge #4, in tow of the ALCHIBA alone hampered making utmost speed over the ground within the capabilities of the ships. The barge should be cast off! It would hamper the ALCHIBA in evading any sort of attack, possibly cause her loss as well as the other vessels present. Surely, the four vessels of the Task Unit and their trained personnel are even so much more of value than the mere barge and its valuable cargo. The question of destruction of the barge next came to mind. Alone it would be difficult to see from the air as it was flared there would not be a wake; and, as it was at most 6 to 8 feet above the water, surface vessels would have to pass quite close to see it. In the face of likely air attack, the enemy could no more afford to hamper his movements recovering and towing the barge than we could continue on at slow speed with the ALCHIBA towing it. To take a chance letting it drift with the westerly current and light winds, and not waste time even to destroy it, seemed logical. In friendlier waters to the westward it would probably be recovered and yet be delivered to its destination, and probably sooner than if taken all the way to HUTTON and then later towed up to CACTUS. At 1319 made flaghoist for ALCHIBA to cast off her tow and standard speed 14 knots (83 rpm), as the JAMESSTOWN could hardly make more. At 1324 the ALCHIBA let go barge and speed signal was executed. (By dead reckoning: Latitude 12-32 S; Longitude 161-07-1/2 E). At 1331 radar contact, aircraft 105° T, 16 miles. At 1337 radar contact 090° T, 15 miles, which at 1342 changed bearing to 065° T. At 1354 a plane was sighted broad on starboard bow, heading toward the formation. NICHOLAS challenged several times and failing to get reply opened fire at 1355, and ALCHIBA followed. BELLATRIX identified plane as a B-17 and hoisted signal "friendly plane" immediately (1356), whereupon NICHOLAS and ALCHIBA ceased firing. At 1357 three B-17's in sight bearing 090° T, passing through clouds headed north-westward. Reference (l) indicated that this Task Unit might be the Blue transport group referred in reference (j) and (k), and greater air coverage was hoped for. At 1420 radar contact one aircraft 055° T, 14 miles. An aircraft contact report indicated that at 1350 there were in Latitude 10-00 S; Longitude 161-25 E an enemy force of 2 CA and 4 BB making 25 knots, on course 190° T, which appeared to be heading in our direction - but they were still 165 miles away! Seeing that the JAMESSTOWN could maintain station readily at 14 knots, gradually built up speed to 14.8 (79 rpm) by 1507. At 1538 sighted two aircraft 213° T, challenged them and found them to be DAUNTLESS bombers. They passed closely around formation and then headed 040° T approximately. At 1613, account JAMESSTOWN not being able to maintain station as port A/B screen, slowed to 14 knots (74 rpm). At 1619 NICHOLAS reported by 12 inch searchlight nine (9) aircraft picked up by her radar on bearing 330° T; 1625 she reported radar contact 300°, 14 miles, which gave thought to the possibility of their being friendly aircraft Hutton bound from GUADALCANAL. From a copy of her SPECIAL ACTION REPORT, the NICHOLAS had a first radar contact with what later turned out to be the enemy, bearing 250° T, distance 25 miles. It is remembered that she hoisted a signal to that effect, though no record is in the tactical signal log of the BELLATRIX. All gun crews and sky lookouts on watch were informed over the telephone that unidentified planes were contacted by radar and should be watched for on 30° relative, and there probably

were nine (9) of them. The NICHOLAS reports first sighting the enemy planes 235° T, distance 12 miles, and that then the opening target angle was 270°. This target angle rapidly changed to 000°, - an excellent example of the Jap tactics in attacking from ahead in order to prevent the maximum number of guns firing. (See composite report of the dive bombing attack given in Enclosure "B"). At 1640 the Task Unit was again in formation on course 220° T. At 1701 radar contact, one aircraft 245° T, 18 miles. At 1702 made emergency turn to port 45°; 1713 turned right 45° back to course; 1739 secured from General Quarters and set Condition II. At 1819 darkened ship; 1900 changed course to 150° T in the dark to evade trailers and make progress in the general direction of BUTON. 2000 POSITION: Latitude 13-48-1/2 S; Longitude 163-13-1/2 E.

OCTOBER 16, 1942.

At 0405 NICHOLAS reported by TEE a radar contact 060° T, 11 miles, involving several surface units; 0410 - 058° T, 9 miles; 0415 - 040° T, 11 miles; 0423 - 083° T, distance increasing; 0427 - 018° T, 13 miles; 0445 radar contact lost. (The units were assumed to be Task Group 17.6 from BUTON, heading for a rendezvous). At 0525 changed course to 100° T and headed toward BOUGAINVILLE STRAIT on way to BUTON, though in view of the general evacuation described in reference (a) it was not known if the Unit was wanted there. 0600 POSITION: Latitude 15-25 S; Longitude 164-34 E. At 1043 changed course to 095° T. At 1125 JAMESTOWN signalled expiration indicate a submarine bearing 050° T from her station and left to track it down; 1126 ships made emergency turn right 45°; 1145 ships turned left 25°; 1149 ships turned left 20°; 1150 JAMESTOWN dropped a pattern of three depth charges; 1154 emergency turn right 90° to 183° T. 1200 POSITION: Latitude 15-58 S; Longitude 164-53 E. At 1213 on information by TEE from NICHOLAS that a submarine was heard 400 yards ahead of her, and on our port bow, hoisted "SAIL EMERGENCY", sounded one blast and also hoisted "EMERGENCY TURN 9". (The NICHOLAS meanwhile laid a pattern of depth charges. Went ahead at 16.5 knots (89 turns) to escape area, ship heading 273° T). On several reports that torpedo tracks were crossing astern heading from port to starboard, hoisted "TARE EMERGENCY". At 1216 turned right and at 1217 steadied on course 312° T; 1218 reduced speed to 15.5 knots (83 rpm); 1226 directed ALHIM to take station on course 270° T, which appeared to lead well clear of the two submarine areas in which the JAMESTOWN and NICHOLAS were separately engaged; 1227 commenced zig-zag according Plan #30. At 1230 NICHOLAS again dropped depth charges; 1243 ceased zig-zag and resumed base course; 1245 changed course to 300° T; 1248 resumed zig-zag Plan #30. At 1338 JAMESTOWN, bearing 006° T, distance 6 miles, dropped depth charges; 1350 NICHOLSON resumed station as escort; 1357 changed course to 155° T., as it was no longer possible to make BUTON before dusk and it was necessary to while away time to arrive next morning. 1414 reduced standard speed to 13 knots (69 rpm). Upon rejoining the JAMESTOWN signalled:

1600145. "After first attack sighted periscope just outside charge pattern x Sighted hull after second third attacks x Produced oil slick".

References (o) and (p) reported the submarine contacts of the JAMESTOWN and

NICHOLAS. The NICHOLAS later reported she was none too sure her contact was a submarine. At 1607 JAMESTOWN reported a probable submarine contact on her port beam and left station to track; 1610 ceased zig-zag, maintaining the then zig-zag course of 210° T; 1625 JAMESTOWN rejoined, having lost contact; 1627 resumed zig-zag, Plan #30, for first hour courses. At 1700 changed to zig-zag Plan #11, on base course 155° T; 1724 changed standard speed to 14 knots; 1900 changed course to 145° T. 2000 POSITION; Latitude $17-19$ S; Longitude $166-06$ E. Having been informed definitely by Consopac despatch 161102 that BELLATRIX with units in company were wanted at BERTON, at 2300 ceased zig-zag and changed course to the left to 020° T. At 0500 changed course to 000° T, and commenced zig-zag, Plan #11. At 0640 sighted high peak on northern end MALIKULA ISLAND, bearing 046° T, approximately 25 miles; 0800 changed course to 050° T; 0900 sighted HALO PEAK $005-1/2^{\circ}$ T, 15 miles; sighted various friendly aircraft on patrol; 0940 ceased zig-zag, changed course to 075° T; 0950 sighted several cargo ships on the horizon, bearing 025° T, exchanged recognition signals with MAHERLY, which was acting as escort; 1003 changed course to 040° T; 1011 changed course to 020° T; 1018 changed course to 000° T; 1020 exchanged calls with MCKENOUCH, patrolling off TUTUBA ISLAND; 1029 changed course to 345° T; 1040 ALCHINA taking position astern, JAMESTOWN and NICHOLAS patrolling entrance and following in turn through the Eastern Passage, BOGACIO ISLAND; 1149 anchored in SHORE CHANNEL, in berth 4-7. NCM 170210 reported the casting adrift of the PAB barge SIX and the circumstances which led to the decision to do such, etc. The arrival report 170324 likewise covered: PAB barge SIX being cast adrift 1324, October 15th in latitude $13-36$ S; longitude $164-07$ E, and also the structural damage to the BELLATRIX by near miss bomb on shell plating starboard side No. 4 deep tank, frames 38-48 inclusive, from turn of bilge to fifteen feet above water line; dented-in a maximum of 4 inches with adjacent frames and longitudinals distorted. Numerous slight leaks into deep tank from sprung seams and rivets. No. 4 - $3''/50$ caliber gun carriage sprung and gun therefore unsafe to fire. BELLATRIX confidential letter AK30/LL-1 Serial 070 of October 19, 1942, to the Bureau of Ships gives a detail report based on a more careful investigation of the damage sustained. During the afternoon of the 17th, CTF 62 despatch 162101 addressed to BELLATRIX and JAMESTOWN, information CURTISS, was received while I was on board the CURTISS. Knowing that the little JAMESTOWN would have great difficulty assembling 12 torpedoes, arrangements were made with the Commanding Officer of the CURTISS to use his torpedo workshop facilities. Eleven torpedomen were obtained from the JAMESTOWN and the eased torpedo parts transported from the BELLATRIX to the CURTISS. Inquiries relative to an estimate as to when the twelve torpedoes would be ready for shipment seemed to be unanswerable until torpedoes were uncrased and at least six were made ready, for it was expected that enough unforeseen difficulties would present themselves in those six to gauge the time necessary, with some short-cuts, to assemble the other six. For this reason, the estimate requested by the despatch had to wait.

OCTOBER 18, 1942.

In the early afternoon, the torpedo personnel of the JAMESTOWN, working on board the CURTISS, reported that they would have six torpedoes less war-heads ready by 1400 and the other six at 2200. A pontoon barge was obtained from the Shore Station to receive the torpedoes as they were ready. The war-heads had to be affixed on the barge, since the CURTISS could not allow such

task being done on board because of congestion of working space. The estimate on readiness of the twelve torpedoes was reported in my despatch 192348.

OCTOBER 19, 1942.

Commsibiforsopac despatch to NICHOLAS, information BELLATRIX, was received at about 0600. As the NICHOLAS was anchored far off, as guard ship at the west entrance, copies of the despatch were typed and headed by the communication officer of the BELLATRIX to the JAMESSTOWN and HOPARA and he offered any help necessary to the former in loading of the torpedoes. Had the original despatch stated that the JAMESSTOWN would transport the torpedoes, much time would have been saved as loading could have started the previous evening, a slow process at best, for a lack on that vessel of a weight handling boom and reliance on a boat davit for accomplishment.

REMARKS

1. COMMUNICATIONS:

(a) Reference (h) was not received when transmitted by the STEWART but only some six hours later when it came over the FOX schedule sometime after 1800 love. By the time it was decoded it was 1847. Immediate action was taken and course reversed. Many valuable hours for retirement were therefore lost!

(b) Failure to receive reference (i) involved a sudden lapse into stupidity on the part of a generally competent BELLATRIX radio operator. At 2330 on the 14th, his striker, who guarded the emergency THY circuit went below to call the reliefs. At 2335, while NR 37 was being sent, the sender broke his tape and had to start all over again. Just then the BELLATRIX operator thought he heard one of the escorting destroyers calling on the emergency THY circuit and went to inquire. In this he had difficulty, since the THY set carried in an experimental unit and nowhere near as efficient as the TBS sets on the DD's, but he found merely that A DD operator had inquired if there was any call to him. When the operator returned to the FOX schedule, he thought NR 37 was taking a long time - being only of 143 groups - and was surprised to find that on conclusion the next message was NR 39. He did not know whether NR 38 had been restuffed and would come later or whether he missed out. When relieved at 1150 he informed his relief to ask for NR 38 after daylight. When confronted with the question as to why he failed to inquire of one of the two DD escorts on THY, prior to his going below, as to whether NR 38 had been received, and whether it was addressed to 2845 or A190, or any other vessel of the Task Unit, he confessed it never occurred to him to do so. The ALCHIBA relayed the code groups the next morning.

(c) The radio room on the BELLATRIX is small and very congested. The personnel consists of three (3) very able operators and three others from good to striving. When the Commanding Officer of the BELLATRIX is also a Task Unit Commander, it is urgently recommended that two additional qualified radiomen be attached to his command temporarily to reduce the burdens on leading personnel and enable their assuming more supervisory capacities. These men have become haggard after constant strain.

(d) The same applies to signal personnel as outlined in (c), and it is recommended that two additional qualified signalmen be attached to this command temporarily when the Commanding Officer is a Task Unit Commander in order to reduce the burdens on leading personnel and enable them assuming more supervisory capacities.

(e) Likewise, there are only eight (8) line officers on this vessel besides the Captain (See Ship's Monthly Roster). A need for three commissioned line officers has been very keenly felt on account of the operating conditions of the past three months. The ALCHIDA, a similar AK, has almost twice the number of commissioned line officers (15), besides the Captain. I personally have brought the matter of an urgent need for three commissioned line officers to the attention of Commander, Transport Divisions, but he stated none were available. It now appears to me that a little redistribution between ships could be done to good advantage and general ship's efficiency. Besides, when acting as a Unit Commander, I feel I need sufficient officer personnel that I can train them to look after necessary details, record happenings, etc., as well as stand communication watches, etc., thereby lightening the burdens of decoding from the shoulders of the ship's officer personnel who now must bear it, besides doing their regular ship's duties.

WORKING PARTIES

Especially at HUTTON, it is practically impossible to obtain any great amount of cooperation toward prompt service in getting working parties or boats for loading and unloading from either the beach or from merchant vessels. Shore based boats are at a premium always, either servicing task force units or unloading merchant vessels with Army supplies. While this is understandable, it greatly conflicts with various despatch loading orders given the AK's bound for CACTUS-RINGBOLT AREA.

GENERAL REMARKS

I have only the highest praise for the Captains, officers and men of the various vessels that belonged to the Task Unit, for their fine efficient conduct of their duties, and in particular the HERBERT, NICHOLAS and JAMSTON for their vigorous anti-submarine screening which did much to protect the slow moving force.

Distribution via:

CinCpac
CinCpac
ComInch
SecInch
War Diary (2)

W.F. BENTON.

U.S.S. BELLATRIX

AK20/A16-3/A4-3

TASK UNIT 62.4.5

SECRET

October 5th, 1942.

MOVEMENT ORDER

1-42

TASK ORGANIZATION

(a) Task Group 62.4.5

- (1) ESCORT (station ahead)
AARON WARD
- (2) CONVOY (after sortie, form line, distance between ships 800 yards)
BELLATRIX towing two prep tares. - right ship
ALCHIBA towing PAB BARGE No. 6 - center ship (guide)
JAMESTOWN towing two prep tares. - left ship

1. Having no information as to whether enemy submarines are operating in the area between WHITE POPPY and BUTTON. If such information is known by any ship present, such should be reported immediately to BELLATRIX.

2. This force will proceed to BUTTON at six hundred love October sixth, passing outside fifty miles to eastward of Mare Island and east of Malekula Island. Escort underway in time to precede convoy through Bulari Pass (north entrance). Cover convoy during sortie. Speed of advance dependent on best speed that can be made by ALCHIBA towing PAB barge No. 6, - probably around twelve knots. Arrive BUTTON during daylight October eighth, and proceed with further loading while awaiting orders.

3. (a)(1) Escort protect convoy against hostile attack during passage to destination, constantly patrolling each side of station. In order to guard against trailing submarines on the surface, maintain continuously an all-around radar search during darkness.
- (2) JAMESTOWN supplement guard by radar and echo ranging device, etc; be prepared to quickly cast off its PREP TARES and take offensive action against submarines by means of depth charges.
- (3) PREP TARES will have experienced lookouts stationed from dusk to dawn to cover sectors for trailing submarines on the surface, and will indicate presence by Very's pistol, a red star.
- (4) Any vessel of this task unit having mail or cargo for BUTTON, discharge same promptly after arrival.

(X) Attention is directed to the following despatches regarding mine fields and navigational dangers at WHITE POPPY and BUTTON:

ENCLOSURE "A" 20

Hydro Washington 132000 July:

"QUEEN MIKE NUMBER ONE NEW CALEDONIA MINES HAVE BEEN LAID IN AN AREA BOUNDED BY LINES JOINING SENEZ REEF BEACON PAREN TWENTY TWO DEGREES EIGHTEEN MINUTES SOUTH ONE HUNDRED SIXTY SIX DEGREES TWENTY POINT FIVE MINUTES EAST PAREN TENDU ISLAND MAUI SHOAL PRONY REEF AND SENEZ REEF BEACON FURTHER DETAILS WILL BE SIGNALLED"

Hydro Washington 191430 August:

"CONHYDROPAC NO 27 X DANGER AREAS EXIST IN THE APPROACHES TO NEW CALEDONIA NOUMEA AS FOLLOWS COLON WITHIN FIVE HUNDRED YARDS ON EITHER SIDE OF A LINE EXTENDING FROM CENTER OF ILE MAITRE TO THE CENTER OF SENEZ REEF X AN AREA ENCLOSED BY PLANE EXTENDING FROM DUCROS PEAK ILE NOU TO THE NORTHWEST EDGE OF CROIS KYT SAND THENCE TO SOUTH EDGE OF ILE MAITRE THENCE TO ILE MANDO AND THENCE TO POINT OF BEGINNING X SHIPS SHOULD NOT ANCHOR IN THESE AREAS"

See also Confidential Sailing Directions, Port NOUMEA, dated August 21, 1942, and Confidential HO. Field Chart No. 14 issued by U.S.S. SUMNER.

Hydro Washington 131700 June:

"CONHYDROPAC NO. 23 X REFERENCE CONHYDROPACS TWENTY AND FIFTEEN X SOUTH COAST EFATE ISLAND SHOULD NOT BE APPROACH CLOSER THAN TWO MILES WITHOUT CONTACTING PORT AUTHORITIES"

"REPRESENTATIVES CONFERRED COMINDIV TWO ON TWO AUGUST REQUESTED BY YOUR 260328 AND MINING PROCEEDED AUGUST IN ACCORDANCE WITH CINCPAC 220207 IMMEDIATELY UPON COMPLETION OF WHICH COMINDIV TWO SENT HIS 030515 CONTAINING APPROACH DATA X INFO OF MINE FIELDS FOLLOW YOUR 041209 X MINING SECOND CHANNEL COMPLETED THREE AUGUST WITH ONE HUNDRED SEVENTY ONE MINES X POSITION OF FIELDS FOLLOW COLON FROM MALO PEAK DISTANCE 2.5 MILES BEARING 352 DEGREES LINE 1500 YARDS IN DIRECTION 270 X PAINTED WHITE ROCK ON SOUTH SHORE ESPIRITU SANTO ISLAND IN LONG 167-13-27 X FROM WHITE ROCK DISTANCE 3/4 MILE BEARING 116 DEGREES LINE 1.1 MILES IN DIRECTION 164 DEGREES X FROM WHITE ROCK DISTANCE 1250 YARDS BEARING 215 DEGREES LINE ONE MILE LONG IN DIRECTION 184 DEGREES X EACH THESE LINES HAS ONE PARALLEL ROW THREE HUNDRED YARDS ON EITHER SIDE X ONE DMS STATIONED OFF EACH FIELD TO WARN APPROACHING SHIPS X REQUEST ENTRY OUTSIDE DAYLIGHT HOURS FROM 0600 TO 1800 BE PROHIBITED IN PROMULGATION NOTICE X AFTER ISSUE WILL BRING GUARD SHIPS IN AT NIGHT THIS ARRANGEMENT TEMPORARY UNTIL REGULAR SIGNAL STATIONS AND PILOT BOATS CAN BE ARRANGED OF WHICH YOU WILL BE ADVISED XX

"SHIPS APPROACHING SECOND CHANNEL ESPIRITU SANTO NEW HEBRIDES USE EAST ENTRANCE ONLY X FROM COMSOPAC X

SECRET

Commander Task Force SIXTY TWO will notify naval forces and bases of this movement.

4. Escort fuel from available tanker or large vessel at BUTTON.

5. Maintain radio silence except for enemy contact or grave emergency. Maintain watch on NPM fox schedule. Escort and Convoy Commanders guard task force commander's circuit. Commander South Pacific Force controls and guards eight four ten and one two six one five kilocycles during day and four two zero five and eight zero four one zero kilocycles during night. Use zone love time except use zone zed for time groups of despatches.

Enroute, voice communication on 72.5 mcs. will be used for enemy information reports and emergency communication between units of this task force.

Visual silence at night except in emergency or as specifically authorized by the Task Unit Commander.

Emergency turns after dark by Mersigs Procedure, article 9, Table V.

BELLATRIX will make arrival report via base radio, BUTTON.

This Task Organization dissolved on arrival BUTTON.
Commander TASK FORCE SIXTY-TWO in McCAWLEY.


W.F. DIETRICH

Distribution:
Copy to each vessel,
including PT's

U.S.S. BELLATRIX

AK20/A16-3/A4-3

TASK UNIT 62.4.5

SECRET

October 12, 1942.

MOVEMENT ORDER

2-42

TASK ORGANIZATION

(a) Task Group 62.4.5 (Captain DIETRICH)

(1) ESCORT (Commander HUBBARD)
MEREDITH

(2) CONVOY (Captain DIETRICH)
BELLATRIX towing PAB barge No. 4
ALCHIBA " " " No. 6
JAMESTOWN
VIREO

1. Enemy submarines are operating in the area between BUTTON and CACTUS-RINGBOLT. Submarine positions are reported to have been as follows:

(a)	16-09 S	159-16 E	(Contact)	11th October	(1320 Love)
(b)	11-00 S	165-00 E	(By D.F.)	11th October	
(c)	8-00 S	165-00 E	(Contact)	10th October	
(d)	5-00 S	165-00 E	(Contact)	10th October	
(e)	8-00 S	161-00 E	(By D.F.)	10th October	
(f)	9-00 S	164-00 E	(By D.F.)	9th October	
(g)	7-00 S	164-00 E	(By D.F.)	9th October	
(h)	6-00 S	163-00 E	(By D.F.)	9th October	

Enemy air and surface craft may at any time attempt to operate in the areas adjacent to GUADALCANAL and TULAGI.

2. This Task Unit will proceed to CACTUS-RINGBOLT at 1230 love October twelfth, passing north of SAN CRISTOBAL, thence east and north GUADALCANAL. Escort and JAMESTOWN underway in time to precede convoy through mine fields and cover convoy during sortie, and streaming tows by AK's, in which VIREO will follow AK's and assist if necessary. Task Unit take most direct route, after leaving ESPIRITU SANTO to the westward, speed of advance about 9.5 knots. Pass through LENGO CHANNEL and arrive at west end at 0500 love on October fifteenth, when VIREO will relieve BELLATRIX of PAB barge No. 4 and deliver it to KUKUM, after which pick up ALCHIBA's barge. BELLATRIX proceed to TULAGI escorted by JAMESTOWN; ALCHIBA with PAB barge proceed KUKUM escorted by MEREDITH, who will act as combination A/S and AA screen during unloading that vessel. The additional destroyer on reporting off CACTUS at 0800 love on October fifteenth should be directed to report Commander this Task Unit at RINGBOLT, for assignment of duties. On completion unloading Task Unit less JAMESTOWN, VIREO proceed BUTTON via same routing. If their PAB barges are then unloaded and ready, BELLATRIX and ALCHIBA will tow them to BUTTON; departure of ships is not to be delayed to wait for barges.

3. On signal, form Convoy Formation, Type A, - ANNEX A.

(a)(1) Escort protect convoy against hostile attack during passage to destination and return, constantly patrolling each side of station. In order to guard against trailing submarines on surface and enemy motor torpedo boats, maintain during darkness a continuous all-around radar search. No echo ranging on QC at night except in case of a contact.

(2) JAMESTOWN and VIREO supplement A/S guard and take offensive action against enemy submerged submarines by means of depth charges, and against trailing submarines on the surface and enemy torpedo boats by gunfire. 20 mm may be very effective. No echo ranging on QC at night except in case of a contact.

(3) The "Instructions for Ships Furnishing Logistic Support to CACTUS and RINGBOLT (Comamphibforsopac Secret lettr. Serial 00206 of September 29, 1942) will be followed carefully.

(4) BELLATRIX and ALCHIBA embark if possible, repairable boats as follows:

BELLATRIX, from RINGBOLT - 1 TR, 4 T, 4 TP
ALCHIBA, from CACTUS - 2 WL, 3 TR, 3 T

(X)(1) ZIG-ZAGS, if called for, are from "Zig-Zag Diagrams for Single Ships and Convoys, 1940."

(2) After leaving ESPIRITU SANTO, the track of the formation will be at such distance from all land as to prevent detection by coast watchers.

(3) Commander Task Force Sixty Two has notified naval forces and bases of this movement.

(4) After arrival RINGBOLT, the JAMESTOWN will operate in accordance with CTF-62 OpOrder A20-42.

(5) Upon arrival CACTUS, the VIREO report for duty to Commander, Advance Naval Base CACTUS-RINGBOLT.

4. Escorts, JAMESTOWN and VIREO can obtain Diesel fuel from BELLATRIX or ALCHIBA in an emergency.

5. Maintain radio silence except for enemy contact or grave emergency. Maintain watch on NPM fox schedule. Escort and Convoy Commanders guard task force commander's circuit (245 kcs). Commander South Pacific Force controls and guards eight four ten and one two six one five kilocycles during day and four two zero five and eight four one zero kilocycles during night. Use zone love time except use zone zed for time groups of despatches.

Enroute and in the CACTUS-RINGBOLT area voice communication on 72.5 mcs. will be used for enemy information reports and emergency communication between MEREDITH, VIREO and BELLATRIX. Enroute, the BELLATRIX will retransmit such to ALCHIBA and JAMESTOWN by visual signals during daylight, and

on 245 kcs from sunset to sunrise, and when at battle stations. Off CACTUS, the MEREDITH will inform ALCHIBA direct by visual.

Strict visual vigilance will be maintained from one-half hour before sunset until one-half hour after sunrise, except on enemy contact or other emergency. During daylight use semaphore and flaghoist whenever possible. Use smallest effective iris opening in large lights. Reduce brightness of blinker guns, using red bulbs where applicable for short distance work. The destroyer patrolling off RINGBOLT will be used as a visual signal link with ships off CACTUS.

Emergency turns after dark by Mersigs Procedure, article 9, Table V, except, there will be no repeating ships.

ALCHIBA will make TASK UNIT arrival report via base radio, CACTUS, on behalf Comtaskunit 62.4.5.

This Task Organization dissolved on return BUTTON.
Commander Task Force Sixty-Two in McCAWLEY.


W.F. DIETRICH.

ANNEX

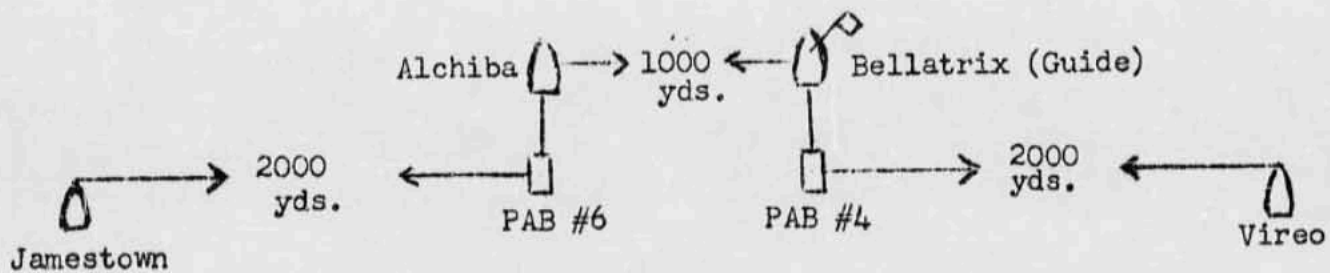
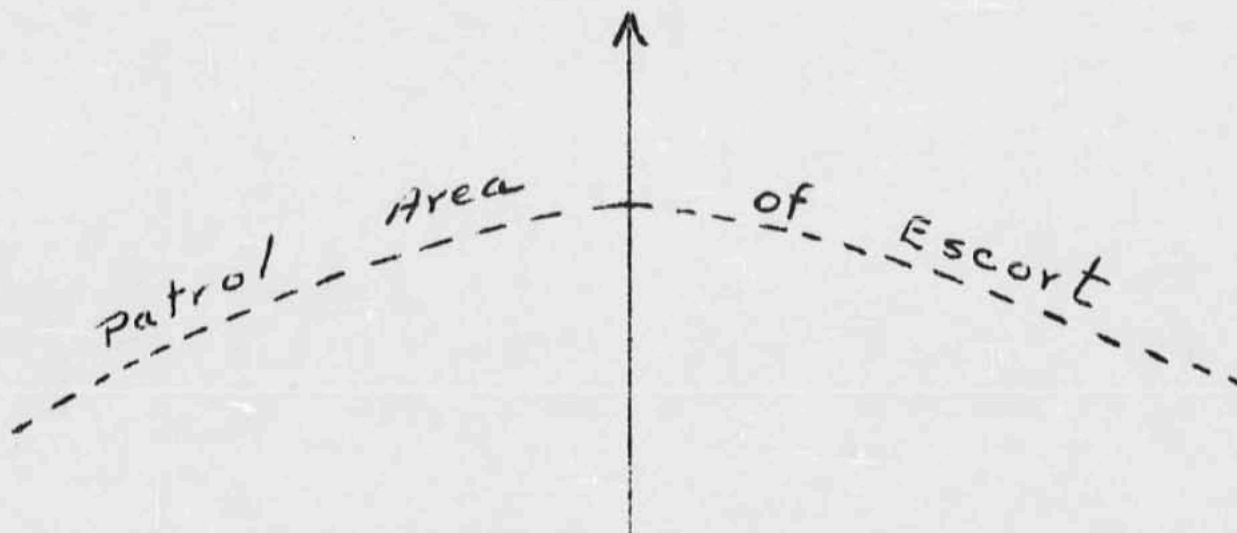
- A - Convoy Formation, Type A.
- B - Convoy Formation, Type B.

Distribution:

CTF-62
Comairsopac (2)
BELLATRIX (3)
ALCHIBA (3)
MEREDITH (3)
JAMESTOWN (3)
VIREO (3)
WAR DIARY (2)
ComGen RINGBOLT-CACTUS (3)

October 12, 1942.

S E C R E T

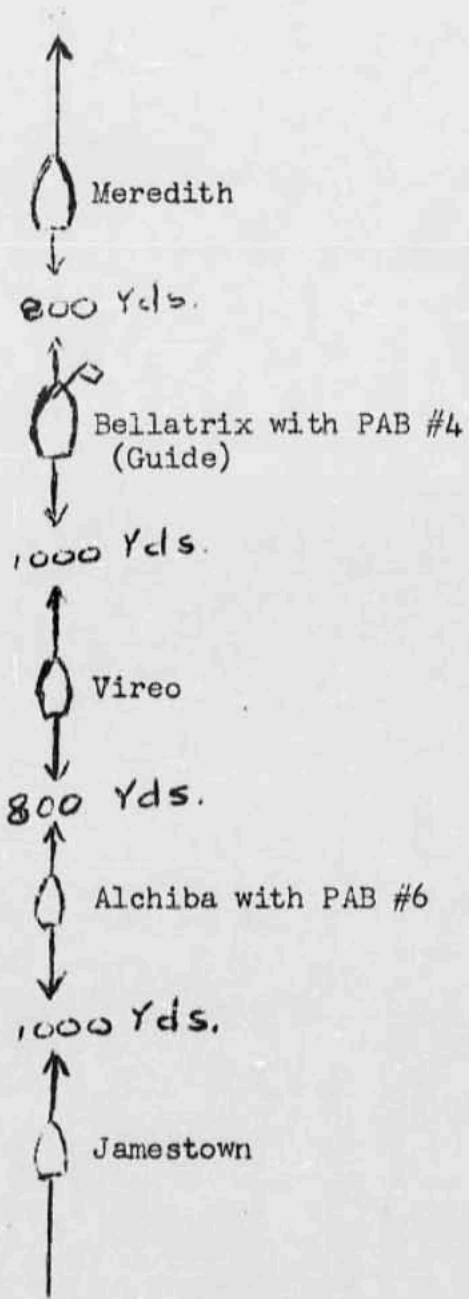


CONVOY FORMATION, TYPE A (ANTI-SUBMARINE).

Annex "A" to Operation Order 2-42.

October 12, 1942.

S E C R E T



CONVOY FORMATION, TYPE B (CHANNEL)

Annex "B" to Operation Order 2-42.

U. S. S. BELLATRIX

11 October, 1942.

Subject: Report of cargo of PAB barges #4 and #6.

1. The following cargo destined for GACTUS was loaded on PAB #4. This barge was towed by the BELLATRIX, and turned over to the VIRGO at 0648 L., on 15 Oct., 1942.

The following figures are approximate:

CARGO	AMOUNT LOADED	WEIGHT
Aviation gasoline	2000 drums	800,000
Lubrication oil	69 drums	27,600
75MM Ammunition	1500 rounds	50,000
105MM Ammunition	1500 rounds	75,000
	Total weight---	952,600
	Total tons-----	476

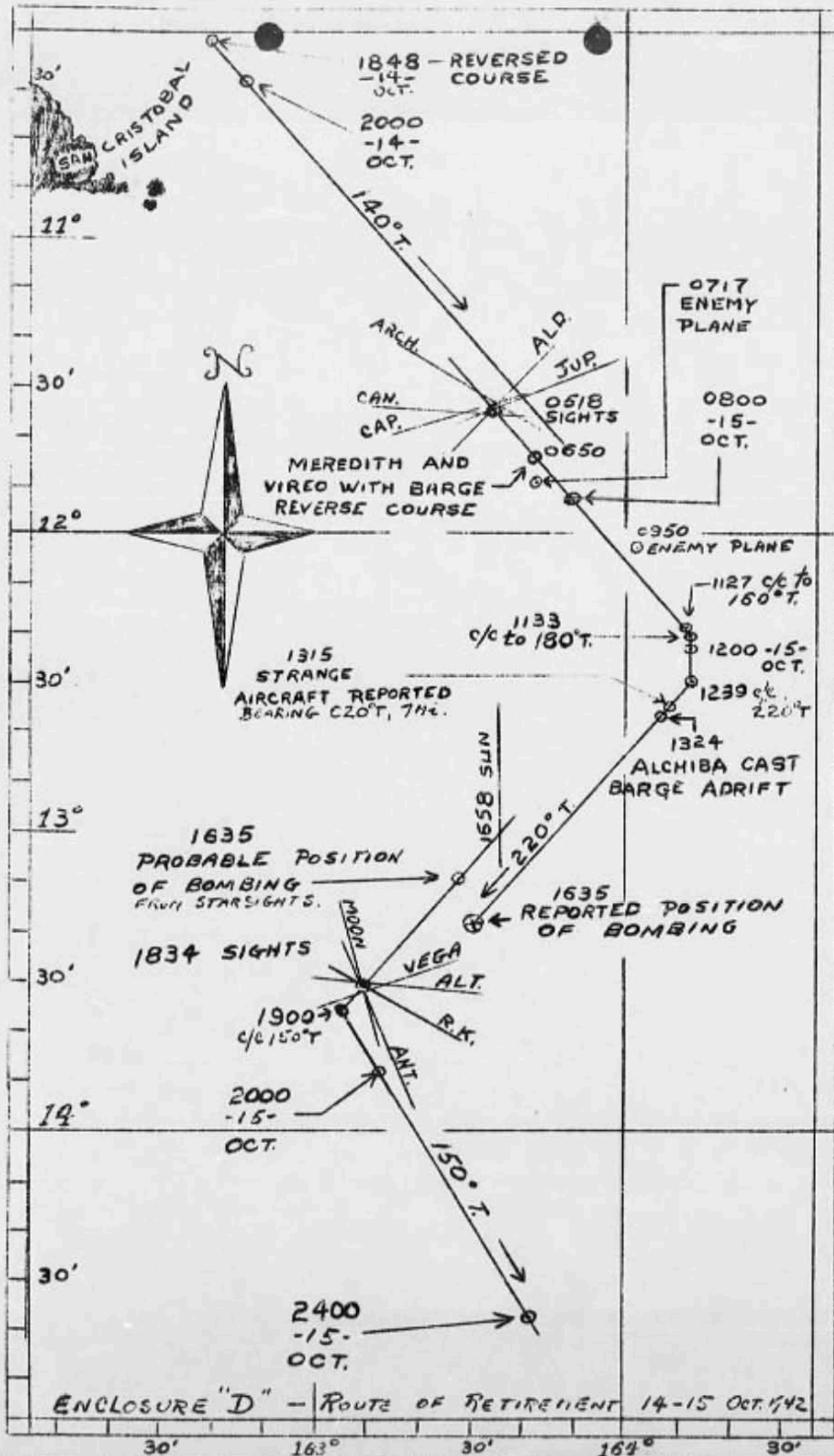
2. The following cargo destined for GACTUS was loaded on PAB #6. This barge was towed by the ALGHIBA, which cast it adrift in Lat. 12-32, Long. 164-07 1/2 E., on orders of ComSubunit 62.4.5 at 1324 L., on 15 Oct., 1942.

The following figures are approximate:

CARGO	AMOUNT LOADED	WEIGHT
Oxygen	106 bottles	16,550
Acetylene	53 bottles	9,275
Marston mats	87 bundles	8,700
Bombs, 500 lb.	523	261,500
Bombs, 300 lb.	54	16,200
Bomb fins, 500 lb.	484	19,360
Bomb fins, 300 lb.	54	1,360
Aviation gasoline	772 drums*	400,000
	Total weight	734,945
	Total tons	367

* This has been reported as 852 by the ALGHIBA.

ENCLOSURE "C".



CONFIDENTIAL

U. S. S. BELLATRIX

COMPOSITE ACTION REPORT OF THE DIVISION COMMANDER OF TASK UNIT 62.4.5

ON 15 OCTOBER 1942.

At about 1630, in Latitude 13-09 S; Longitude 163°- 28 E, while the Task Unit was proceeding at 14 knots on course 220° True, the destroyer NICHOLAS signalled by flaghoist that unidentified aircraft were on her SC-1 radar screen bearing 250° T, distance 25 miles. The Task Unit Commander was in the BELLATRIX (AK20), which was formation guide, the ALCHIBA (AK23) was in position 1000 yards on port beam of guide, the NICHOLAS (DDM49) screening to starboard and the JAMSTOWN (PG55) to port. All ships of the Task Unit were still in Condition of Readiness II since middle forenoon, because of information of an enemy carrier about 300 miles northeastward, and intermittent shadowing of the Task Unit by a Jap reconnaissance twin float plane (Serial 46).

The Air Defense Officer of the BELLATRIX was cautioned to get gun crews and sky lookouts alert, watching for planes from 30° relative, and that there might be as many as nine (9), since it was assumed these were the same planes contacted previously at 1619 by the NICHOLAS on bearing 320° T. The other vessels were also on the alert.

The bearings of the planes slowly decreased, according to the report of the NICHOLAS, which first actually sighted them just before 1632 bearing 235° T, at a radar distance of 12 miles, and in a formation indicated as "A" on sketch. The track of the planes, as shown on sketch, is considered to be substantially correct. From the time of sighting by the NICHOLAS until the dispersal point was reached, which was shortly after the NICHOLAS commenced firing, the formation was seen to wing over and take the formation "B" on sketch, and to head dead on for the BELLATRIX.

On dispersal, the two right hand planes headed for the ALCHIBA, the leader and first left hand plane for the BELLATRIX, and the last left hand plane for the NICHOLAS.

BELLATRIX.

Just before 1633, the enemy formation was sighted almost dead ahead at high altitude by the BELLATRIX, which hoisted signals for "General Quarters" and "Designating Enemy Planes", began turning hard right, increased speed to 85 rpm (15.8 knots), opened fire with 3" guns. At about 1634 two planes in succession dove toward the port bow of the swinging BELLATRIX which opened up with all available machine guns that could bear, consisting of six 20 mm., two .50 caliber, and two .30 caliber. The first plane, at about 1635, dropped two bombs which fell along the starboard side of the BELLATRIX, near misses. The second plane's pilot lost his nerve, probably began to be hit badly by the machine gun fire,

ENCLOSURE "2"

so he turned off sharply to the left before reaching the bomb release point and, being followed by a blithering fire, jettisoned two bombs to aid his escape. Both these planes escaped on heading about 090° T, followed by 3"/50 caliber bursts as long as it was thought of possible effect. 20 mm fire was meanwhile shifted to the one plane attacking the NICHOLAS. At 1636 turned left to base course. 1638 ceased fire.

ALCHIRA.

The two planes seen diving on the BELLATRIX engaged attention, then suddenly at 1634 because of the JAMESTOWN's fire it was realized that two planes were also attacking the ALCHIRA, - one being then in its dive, the other approaching at about 5000 feet altitude, position angle 35°. The diffused sunlight rendered sighting of planes very difficult. Fire was opened with 3"/50 and 20 mm guns. Maneuvering the ship was not considered advisable. At 1635 a bomb exploded off the port bow, the water deluging the forward part of the ship; at 1636 a second bomb exploded on the starboard quarter, - both near misses, but no casualties or damage. One plane wobbled badly passing over the ship, but recovered and did not appear to be seriously damaged. 1638 ceased firing.

NICHOLAS.

Two planes were seen to dive in succession on the BELLATRIX, and two others slightly later on the ALCHIRA. The fifth plane passed overhead and slightly forward of the NICHOLAS and was temporarily lost to view in the sun. This plane then attacked NICHOLAS from the starboard quarter. The fire of the BELLATRIX on this plane is believed to have been of material assistance as NICHOLAS was late in opening fire with her starboard short range weapons. This fact, coupled with the NICHOLAS turning hard right is, in the opinion of the NICHOLAS's Commanding Officer, believed to account for the near miss. The planes retired in a Northeasterly direction, the last radar indication being on bearing 040° T. The director crew, though in radar contact throughout, first sighted the enemy formation when the opening target angle was 270°. This target angle changed rapidly to zero.

JAMESTOWN.

Was not attacked. Opened fire at 1633 on the two planes attacking ALCHIRA, and impeded them as well as drew the attention of the ALCHIRA to her own danger. Ceased fire at 1638.

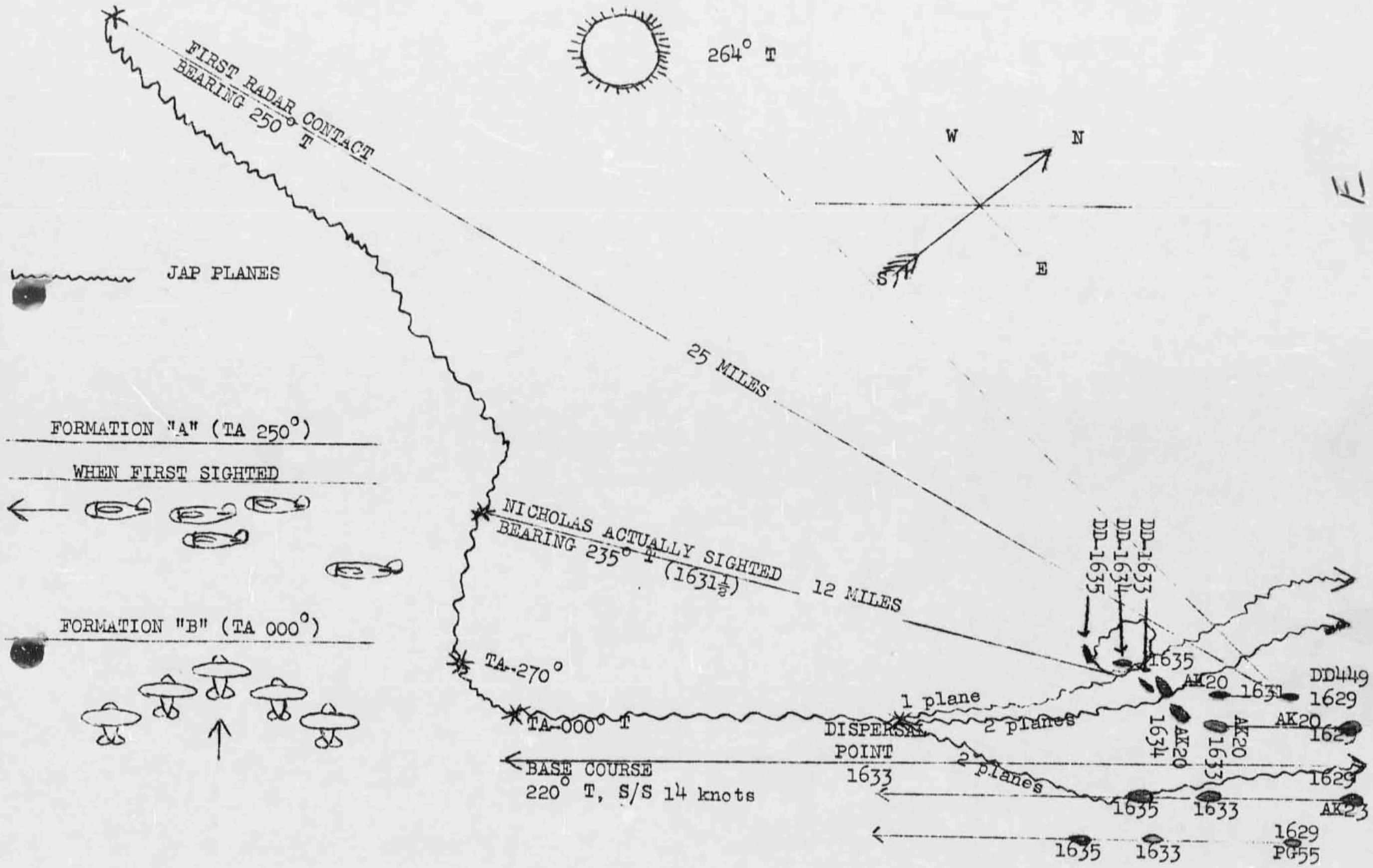
The sketch is believed to furnish an excellent example of Japanese dive bomber tactics in approaching from ahead in order to prevent the maximum guns bearing on them while getting into position during the dive and release of bombs.

The compilation sheet attached gives a summary of answers to certain questions asked of each ship by the Task Unit Commander and is of considerable interest.

CONFIDENTIAL

	BELLATRIX	ALSHIBA	NICHOLAS	JAMESTOWN
(A) Number of near misses	Two (2)	Two (2)	One (1)	None
Relative location?	Fr. 95 stbd-30ft.	Port bow-15 ft	Stbd quarter	-----
How close aboard?	Fr. 41 stbd-15ft.	stbd qtr-30ft.	100 feet	-----
(B) Number personnel casualties.	None	None	None	None
(C) STRUCTURAL DAMAGE	*Shell plating and frames between 38-48 of No. 4 deep tank	Slight damage to mainmast and its crow's nest and gaff - from own fire.	None	None
EQUIPMENT DAMAGE	No. 1 3"/750 cal. gun carriage sprung. Stbd 25' H.W.B. holed	No apparent damage from bombs.	None	1-20 mm magazine exploded. Require replacement
Tender repair necessary.	For temporary repairs.	-----	-----	-----
Navy Yard repair necessary.	When ship is available.	-----	-----	-----
(D) Number rounds fired, of various calibers.	28 - 3"/50 cal. 420 - 20 mm 360 - .50 cal. 250 - .30 cal.	15 - 3"/50 Cal. 600 - 20 mm 400 - 30 cal.	63 - 5"/38 Cal. 120 - 1.1" 108 - 20 mm	13-3"/50 Cal. 600 - 20 mm
Estimated damage to Enemy.	Slight, if any	Slight, if any	None evident	One enemy plane trailing smoke.
(E) Number of Enemy Planes Type?	Five (5) AICHI type 99 dive bomber.	Four (4) MITSUBISHI Type "ZERO"	(Five (5) AICHI type 99 dive bomber.	Five (5) AICHI type 99 dive bomber.
(Use serial number from identification pamphlet)	Not in pamphlet	Serial 48	Not in pamphlet	Not in pamphlet
(F) Estimated altitude of attackers.				
On Approach:	10000-7000 ft	5000 feet	7000 feet	6000 feet
on pull-out when dropping bombs.	800-500 feet	700 feet	500 feet	500 feet
(G) Did enemy strafe ship during dive?	No	No	No	No
(H) Estimated size bombs	250 lbs or 100 kilos.	250 pounds	500 pounds (guess)	250 pounds
(I) Any other pertinent information considered of interest?	Shock of explosion tripped circuit breakers and stopped diesel main drive motors. While numerous bolts and studs were loosened the ship withstood the terrific shock remarkably well.	Radar reports from NICHOLAS were excellent	Estimated angle of dive 50 degrees.	None
			ENCLOSURE "B"	

* See BELLATRIX conf. ltr. AK20/111-1, Serial 070, of October 19, 1942, addressed to Buships, which gives in detail report of damage sustained as found after careful investigation.



CONFIDENTIAL

ANTI-AIRCRAFT ACTION BY SURFACE SHIPS

Location of ship 15° 10' S; 163° 26' E U.S.S. BELLATRIX (AK20)
1635 LOVE Date October 15 1942.

NOTES

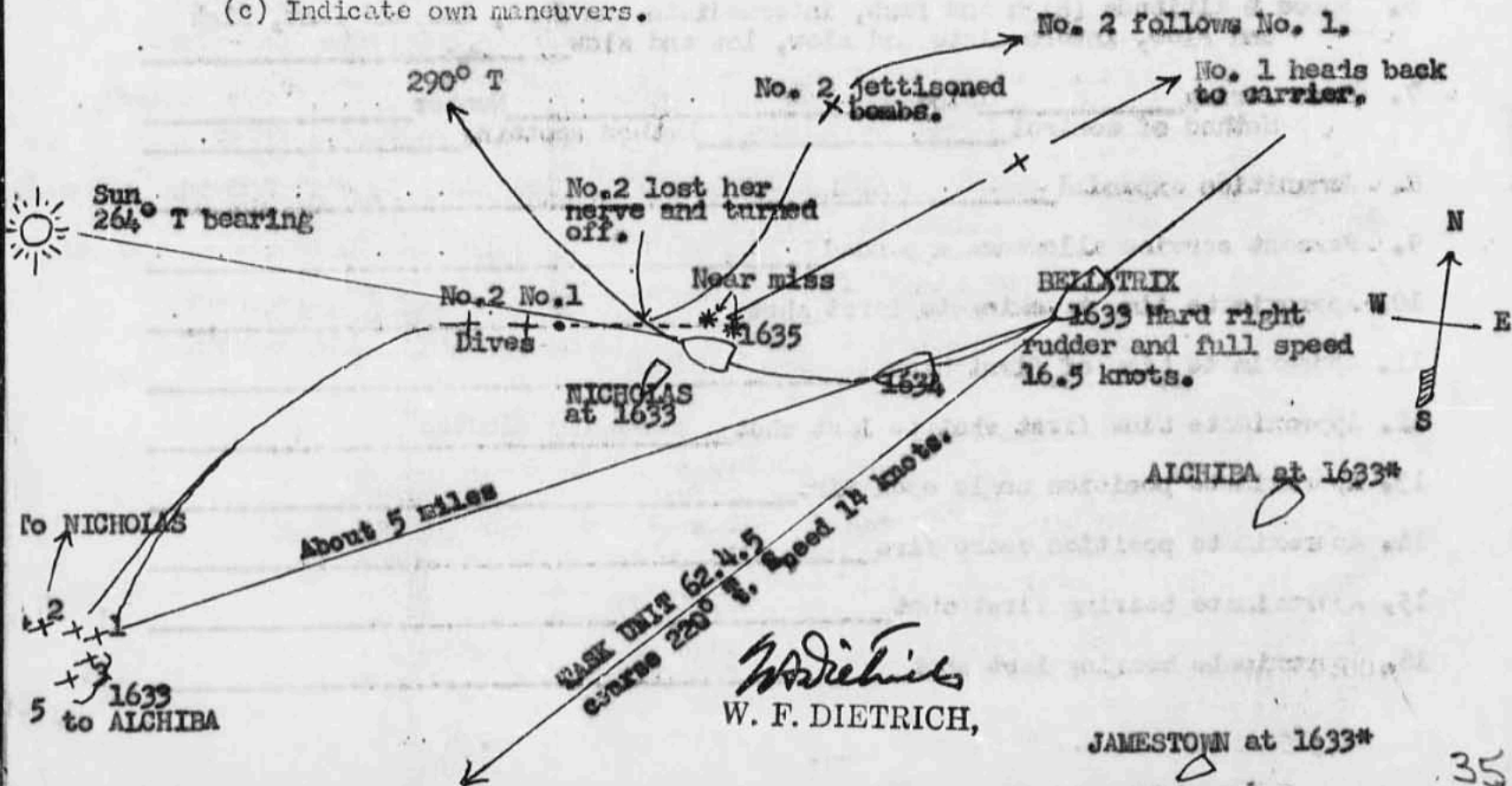
- (a) Repel Attack First - then collect data for this report!
 (b) Do not "gun deck" this report - if data cannot be estimated with reasonable accuracy enter dash in space for which no data is available.
 (c) These sheets are to be filled out immediately after action is completed with data available from ship's log, memory, and consultation with ship's officers. Information is essential in order that the effectiveness of our equipment can be determined. Where data is of doubtful accuracy fill in with general terms. The obtaining of this information must not be allowed in any way to adversely affect the handling of equipment during action.

1. Surprise attack (Yes or No) No, was visually warned of Radar contact by NICHOLAS, received just before sighting planes at 1633.
2. Method picking plane up (Radar, binoculars, naked eye) Binoculars
 (If by Radar state type of set) SC-1 on NICHOLAS
3. Range plane was picked up (50 miles, 30 miles, 10 miles, less 5 miles) 5 miles or less at 1634.
4. Number of planes Five (5)
5. Type of plane (Fighter, scout, dive bomber) Dive Bomber - Aichi 99
 Type of attack Dive bombing
6. Speed & altitude (High and fast, intermediate and fast, low and fast, high and slow, intermediate and slow, low and slow) Intermediate to low - fast.
7. Guns firing 15 Size 3"/50; 20 mm; .50 cal. .30 cal. Number 4, 6, 2, 1 respectively.
 Method of control Local, telephone Method spotting Barrage, tracer.
8. Ammunition expended 28 rds. 3"/50; 420 rds. 20 mm; 360 rds. .50 cal; 250 rds. .30 cal.
9. Percent service allowance expended 3.5% 3"/50; 3% 20 mm; 0.9% .50 cal; 0.3% .30 cal.
10. Approximate time tracking to first shot One (1) minute. Angle of dive 50°.
11. Approximate time of first hits Undetermined
12. Approximate time first shot to last shot Three (3) minutes
13. Approximate position angle open fire 75°
14. Approximate position cease fire 10°
15. Approximate bearing first shot 230° (T)
16. Approximate bearing last shot 000° (T)

17. Approximate range first shot 4000 yards
18. Approximate range last shot 2000 yards
19. Approximate altitude of bomb release 500 feet Type bomb 250 lb. (100 kilo)
20. Approximate range torpedo release None
Size of torpedo _____
21. Hits on ship None Was ship strafed No Size gun -----
22. Number near bomb misses 2 (close) Casualties from near misses None
23. Planes shot down - Sure None Possible None Damaged Three (3) (Assumed)
By what size gun 20 mm
24. Details of Damage to target by gunfire if available None evident - Hits by 20 mm were observed on at least three planes, one of which was forced out of dive before release point and jettisoned her bombs into sea.
25. Performance of ammunition (Excellent, good, bad, poor) Excellent
26. Pattern sizes (Large, small, excessive) No pattern.

SKETCH

- (*) Maneuvers of 3 other vessels not shown after 1633, only BELLATRIX.
(a) Indicate direction of attack relative ship's head.
(b) Show relative position of sun.
(c) Indicate own maneuvers.



19 Oct., 1942 Anchored as before, awaiting orders, in SECOND CHANNEL, ESPIRITU SANTO ISLAND, NEW HEBRIDES GROUP. Ship is fully darkened and in Readiness Condition III. Port routine.

18 Oct.
G.C.T. L.C.T.
1821 0521 Sunrise. Lighted ship.

2004 0704 Submarine (USS AMBERJACK) standing in.

19 Oct.
0100 1200 USS DELPHINUS stood in and anchored.

0200 1300 Exercised at emergency drills.
Fire Drill: Fire in paint locker; first stream of water at 1301, second stream at 1301½.

0210 1310 Secured from Fire Drill.

0211 1311 Abandon Ship Drill: Method "C".

0223 1323 Secured from Abandon Ship Drill.

0225 1325 Secured from Emergency Drills.

0400 1500 Received one enlisted man on board for temporary duty in connection with MTB squadron #3.

0425 1525 Made preparations for getting underway.

0458 1558 Underway on various courses and at various speeds, going alongside USS KANKAKEE, to fuel.

0507 1607 USS JAMESTOWN and NICHOLAS underway and standing out.

0522 1622 Moored starboard side to port side of KANKAKEE, using six manila lines.

0550 1650 Commenced fueling.

0645 1745 Completed fueling, having received 1154 barrels Diesel fuel oil.

0650 1750 Sunset.

0705 1805 Darkened ship.

File No.
FE25/ A16-3(3)

AMPHIBIOUS FORCE
SOUTH PACIFIC FORCE
Office of the Commander

00/hw

Serial 00384

U.S.S. McCawley, Flagship,
November 9, 1942.

SECRET
SECRET

FIRST ENDORSEMENT to
CTU 62.4.5 (BELLATRIX)
conf. ltr. AK20/A4-3/
A16-3 serial 073
of October 21, 1942.

From: Commander Task Force SIXTY-TWO.
To: Commander in Chief, U.S. Pacific Fleet.
Via: Commander South Pacific Force.

Subject: Task Unit 62.4.5 - report of Operations of,
as required by Navy Regulations, 1920,
Article 712(2).

1. Forwarded.

2. The particular attention of superior commanders is invited to the attached report. While long and detailed, the report gives a remarkably accurate picture of one of the many adventurous operations of task units engaged in the support of our forces in the SOLOMONS. It is gratifying that difficulties, disappointments, and hazardous tactical situations bring increased determination, rather than discouragement, to the personnel engaged in these important operations.

3. Whether or not to abandon PAB Barge No. SIX, in order to give a better chance for saving the more valuable ships was a difficult decision for the commander of the task unit. The narrative shows that he subsequently took full advantage of his increased freedom of action to employ evasive tactics, which may well account for the fact that only five dive bombers succeeded in locating and attacking the unit. The event justified the commander's decision, as the barge later was salvaged and safely delivered to CACTUS. The action by Captain DIETRICH in this instance is fully approved by Commander Task Force SIXTY-TWO.

File No.
FE25/ A16-3(3)

AMPHIBIOUS FORCE
SOUTH PACIFIC FORCE
Office of the Commander

Serial 00384

SECRET

Subject: Task Unit 62.4.5 - report of Operations of,
as required by Navy Regulations, 1920,
Article 712(2).

4. For the purpose of completing this remarkable record of adventure in the South Pacific, the Task Force Commander cannot refrain from adding certain background facts, and filling in gaps in the narrative.

5. On October thirteenth, Commander Task Force SIXTY-TWO in McCAWLEY and ZEILIN landed the Army 164th Infantry Regiment on CACTUS. The same day the enemy commenced a powerful naval and air offensive. Enemy operations on the fourteenth and fifteenth included strong carrier, surface, and submarine operations to the eastward of the SOLOMONS; heavy air and naval bombardment of our CACTUS position; and the landing of a strong force of troops at TASSAFARONGA. The strength of the enemy offensive began to wane on the sixteenth, but continued sporadically until the initiation of his next thrust on October twenty-third.

6. On October fourteenth, the Task Force Commander was proceeding southward past the eastern end of SAN CRISTOBAL ISLAND, while Task Unit 62.4.5 (BELLATRIX and ALCHIBA, each with a PAB Barge in tow; JAMESTOWN, VIREO, MEREDITH, and NICHOLSON) was moving northward from BUTTON. By then it had become evident that the task unit would surely be destroyed if it continued on toward CACTUS. Consequently, the Task Force Commander (by radio transmitted by a destroyer sent out fifty miles to the flank) directed the task unit to turn back toward BUTTON. At the same time, because enemy bombardment had critically reduced the supply of aviation gasoline on CACTUS, he sent a despatch to the Commander, South Pacific Force, requesting that he form a new task unit composed of the MEREDITH and the VIREO, with PAB Barge No. FOUR in tow, and direct it to proceed to CACTUS. These despatches were received and the movements executed, but tardily, due to unexplained communications delays.

File No.
FE25/
A16-3(3)

AMPHIBIOUS FORCE
SOUTH PACIFIC FORCE
Office of the Commander

Serial 00384

S E C R E T

Subject: Task Unit 62.4.5 - report of Operations of,
as required by Navy Regulations, 1920,
Article 712(2).

7. The two task units, as related in the basic letter, separated at 0650 on October fifteenth. The following chronicle of events will fill in details not related in the narrative (all times Zone Love):

October 15 - 1330, MEREDITH was sunk by enemy dive bombers and torpedo planes, Latitude approximately 11° - 53' S., Longitude 163° - 20' E. The Commanding Officer of the MEREDITH had just completed taking the crew of the VIREO on board the MEREDITH, in order better to escape attack which he knew was imminent. The barge had first been cast off. After about three days in the water, a total of about ten officers and seventy-eight men from these two vessels were rescued.

October 17 - GWIN, GRAYSON, and SEMINOLE departed BUTTON to pick up PAB Barge No. FOUR and tow it to CACTUS. The SEMINOLE, leaving the VIREO adrift, picked up the barge on October eighteenth, and on October nineteenth, arrived at CACTUS. The GWIN and GRAYSON departed immediately to search for the VIREO and Barge No. SIX. Barge No. FOUR was unloaded at CACTUS and RINGBOLT, its supply of 100,000 gallons of aviation gasoline being instrumental in saving the situation. The SEMINOLE remained in the area to handle barges and damaged vessels and, in the forenoon of October twenty-fifth, was sunk by enemy gunfire near LUNGA POINT.

File No.
FE25/ A16-3(3)

AMPHIBIOUS FORCE
SOUTH PACIFIC FORCE
Office of the Commander

Serial 00384

S E C R E T

Subject: Task Unit 62.4.5 - report of Operations of,
as required by Navy Regulations, 1920,
Article 712(2).

October 18 - The BOBOLINK was despatched from
WHITE POPPY to salvage the VIREO, escorted
by the STERETT sent from BUTTON.

October 21 - Commander South Pacific Force
directed the BOBOLINK and STERETT to
abandon search for the VIREO and to pro-
ceed to the relief of the CHESTER, which
had been torpedoed.

October 21 - GWIN and GRAYSON, returning from
CACTUS, found the VIREO, and placed a
crew on board. The VIREO was found un-
damaged.

October 23 - PAB Barge No. SIX was located by
the HOVEY. The VIREO took this barge in
tow, and, escorted by the GRAYSON and
HOVEY, arrived at BUTTON on October
twenty-sixth. Scouting aircraft had
sighted the VIREO and barge almost daily.
When picked up, they were some distance
apart and had drifted about 150 miles to
the westward of the positions in which
they had been abandoned.

8. Owing to almost continuous enemy action
and because escorts were not available, the BELLATRIX and
ALCHIBA were prevented from arriving in the CACTUS area
until the morning of November second. On that date, the
BELLATRIX arrived at RINGBOLT with PAB Barge No. SIX in
tow, accompanied by the BOBOLINK, the latter for assignment
to permanent duty in the area. Most of the time enroute
the BELLATRIX had only one engine available, due to break-
age of several piston rings in the other. On the same date,
the ALCHIBA and the MAJABA (an eight-knot vessel) arrived
at CACTUS. The BELLATRIX completed discharging cargo and

File No.
FE25/ A16-3(3)

AMPHIBIOUS FORCE
SOUTH PACIFIC FORCE
Office of the Commander

Serial 00384

SECRET

Subject: Task Unit 62.4.5 - report of operations of,
as required by Navy Regulations, 1920,
Article 712(2).

departed on November fourth. The ALCHIBA completed dis-
charging on November sixth and also departed, towing
empty PAB Barge No. FOUR back to BUTTON, where she arrived
November ninth. The MAJABA, when nearly unloaded at
CACTUS, was, on November seventh struck with a torpedo
from an enemy midget submarine, and was beached two
miles east of LUNGA POINT.

R. K. Turner
R. K. TURNER

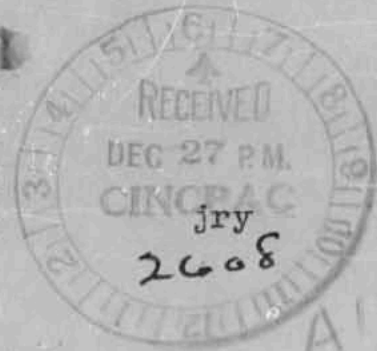
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SecNav
Ccminch
CO BELLATRIX

COMSOPAC FILE

A16-3(11)
Serial 00101c

SOUTH PACIFIC FORCE
OF THE UNITED STATES PACIFIC FLEET
HEADQUARTERS OF THE COMMANDER

SECRET
S-E-C-R-E-T



DEC 12 1942

SECOND ENDORSEMENT TO:
CTU 62.4.5 (BELLATRIX)
Conf. ltr. AK20/A4-3/
A16-3 Serial 073 dated
October 21, 1942.

From: The Commander South Pacific Area and South Pacific Force.
To : The Commander-in-Chief, U. S. Pacific Fleet.
Subject: Task Unit 62.4.5 - report of Operations of, as required by Navy Regulations, 1920, Article 712(2).
1. Forwarded.

W.F. Halsey
W. F. HALSEY

04626

1

COMMANDER-IN-CHIEF
FLAG OFFICE
RECEIVED

Cincpac File No.

**UNITED STATES PACIFIC FLEET
FLAGSHIP OF THE COMMANDER IN CHIEF**

1943 JAN 22 8 33

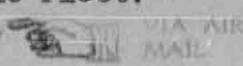
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A16-3/SOL

Serial 00441

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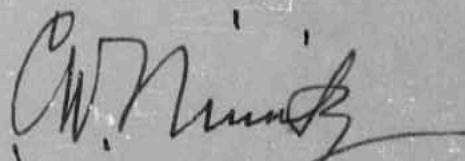
3rd Endorsement on
CTU 62.4.5 (BELLATRIX)
AK20/A4-3/A16-3/(073)
10/21/42.

From: Commander in Chief, U. S. Pacific Fleet.
To: Commander in Chief, U. S. Fleet. 
Subject: Task Unit 62.4.5 -- report of Operations of, as required
by Navy Regulations, 1920, Article 712(2).

1. The hazardous duty of supplying CACTUS in the early weeks of the Solomon Islands Campaign was carried out by the ships involved with courage and skill. The DD, APD, APV, and AK that kept this supply line open under frequent submarine, aircraft, and surface attack performed a service that merits "well done".

2. By picking up PAB barge four on 17 October and delivering it to CACTUS with 100,000 gallons of gas, the GWIN, GRAYSON, and SEMINOLE were of immediate and vital aid at a critical period in the battle for GUADALCANAL.

3. It is assumed that Commander Amphibious Force, South Pacific, has taken necessary action to correct personnel deficiencies reported in page 12, paragraph 1 of basic letter.


C. W. NIMITZ

Copy to:
Comsopac
Comamphibforsopac
CO BELLATRIX

19 Oct., 1942 (Continued).

G.C.T. L.C.T.
0705 1805

Underway from alongside KANKAKEE at various speeds on various courses, proceeding to anchorage. Due to way the two ships were riding, with bows toward the land, it was necessary to back away, with a wind just abaft port beam. Some difficulty experienced in getting clear, due to ship's #1 Life Raft Net catching in superstructure amidships on KANKAKEE. Ship's starboard bow rubbed against port side of Tanker, due to strong winds and current.

0718 1818 Anchored in SECOND CHANNEL, ESPIRITU SANTO ISLAND, in berth A-7.

20 Oct., 1942 Anchored as before in berth A-7, SECOND CHANNEL, ESPIRITU SANTO ISLAND, NEW HEBRIDES. Condition of Readiness III-A. Ship is fully darkened except for lights at #3 hold necessary in loading fresh provisions.

19 Oct.
G.C.T. L.C.T.
1330 0030 Completed loading provisions for the night, and secured lights and power.

1600 0500 Set Readiness Condition III.

1822 0522 Sunrise. Lighted ship.

20 Oct.
0651 1751 Sunset.

0706 1806 Darkened ship. Continued loading operations as provisions became available on USS DELPHINUS.

21 Oct., 1942 Anchored as before. Ship is fully darkened and in Readiness Condition III-A. Port routine.

20 Oct.
1800 0500 Set Condition of Readiness III.

1820 0520 Sunrise. Lighted ship.

21 Oct.
0652 1752 Sunset.

0707 1807 Darkened ship. Ship loading fresh provisions from DELPHINUS.

22 Oct., 1942 Anchored as before in berth A-7, SECOND CHANNEL, ESPIRITU SANTO ISLAND, NEW HEBRIDES. Ship is fully darkened and in Readiness Condition III-A. Port routine.

21 Oct.
G.C.T. L.C.T.

1800 0500 Set Condition III.

1820 0520 Sunrise. Lighted ship.

2020 0720 USS AMBERJACK standing out.

22 Oct.

0135 1235 USS ZANE and TREVOR standing in with four Motor Torpedo Boats.

0235 1335 TREVOR moored to starboard side, and four Motor Torpedo Boats made fast on port side.

0540 1640 MTB #8 cast off from alongside.

0542 1642 USS FLETCHER, WALKE and BUCHANAN standing out.

0545 1645 MTB #4 cast off from alongside. USS LAFFEY underway and standing out.

0615 1715 USS SAN FRANCISCO underway and standing out.

0619 1719 USS HELENA underway and standing out.

0625 1725 USS LIBRA and HOPKINS standing out.

0652 1752 Sunset.

0700 1800 AMBERJACK and ZANE underway and standing out.

0707 1807 Darkened ship.

0907 2007 TREVOR completed loading 14 torpedoes, miscellaneous MTB parts and 11 drums F.S. gas, and got underway from alongside.

23 Oct., 1942

Anchored as before in berth A-7, SECOND CHANNEL, ESPIRITU SANTO ISLAND, NEW HEBRIDES. Seventeen (17) U. S. Naval vessels and five (5) U. S. Merchant vessels present. Comairsopac, in USS CURTIS, is Senior Officer Present Afloat. Ship fully darkened and in Readiness Condition III-A. Port routine.

22 Oct.

G.C.T. L.C.T.

1530 0230

Heard medium gunfire from seaward. Observed two red flares and two weak white lights. All lights ashore extinguished, and a number of planes took off from air field.

1800 0500

Set Readiness Condition III.

1815 0515

Lighted ship.

1820 0520

Sunrise.

1930 0630

USS WASHINGTON, ATLANTA and SOUTHARD standing in.

2052 0752

Secured from Condition of Readiness III, set Condition III-A.

2100 0800

USS CHESTER, STACK, AARON WARD, McCALL, LARDNER, LANDSDOWNE, BENHAM and STERRETT standing in.

2145 0845

USS GUADALOUPE, MEADE and GWIN stood in.

2315 1015

USS SOLACE stood in. Ship loading miscellaneous cargo and supplies. Transferred one enlisted man to SOLACE for treatment.

23 Oct.

0430 1530

LANDSDOWNE and LARDNER underway and stood out.

0455 1555

WASHINGTON and ATLANTA underway and stood out.

0505 1605

BENHAM underway and stood out.

0520 1620

AARON WARD underway and stood out.

0530 1630

Made preparations for getting underway, cut in de-gaussing gear, and stationed special sea details.

0553 1653

Underway, as TASK UNIT 62.4.5. Captain DIETRICH in BELLATRIX, WOODWORTH, in accordance with CTF 62 despatch 221136 (See Movement Order No. 3-42), at various speeds on various courses conforming to the channel, proceeding to RINGBOLT. Standard speed 14 knots.

23 Oct., 1942 (Continued)

G.C.T.	L.C.T.	
0627	1727	WHITE ROCK POINT abeam to starboard.
0635	1735	Ahead standard speed.
0638	1738	Changed standard speed to 15.5 knots. USS WOODWORTH taking position ahead as escort.
0640	1740	General Quarters.
0649	1749	Sunset.
0650	1750	Changed course to $135^{\circ}(T)$. Took departure with left tangent of MALO ISLAND bearing $176\frac{1}{2}^{\circ}(T)$; left tangent BOGACIO ISLAND bearing $252^{\circ}(T)$; right tangent TUTUBA ISLAND bearing $081^{\circ}(T)$. Set base course on $135^{\circ}(T)$.
0659	1759	Darkened ship. Secured from General Quarters and set Condition III.
0813	1913	Changed base course to $270^{\circ}(T)$.
0850	1950	Ran into heavy rain squall.
0859	1959	Rain squall lifted.
0900	2000	Ship's position $015^{\circ} 48' 45'' S.$, $167^{\circ} 18' 00'' E.$
0910	2010	Going through BOUGAINVILLE STRAIT, went left to $270^{\circ}(T)$.
0912	2012	Went left to $255^{\circ}(T)$.
0915	2015	Resumed zigzag course $230^{\circ}(T)$. Left tangent MALO ISLAND abeam to starboard.
1030	2130	Secured Degaussing gear.

SECRET

TASK UNIT 62.4.5

MOVEMENT ORDER

October 23, 1942.

3-42

TASK ORGANIZATION

(a) Task Group 62.4.5 (Captain DIETRICH)

- (1) ESCORT (Commander GORDINIER)
WOODWORTH
- (2) CONVOY (Captain DIETRICH)
BELLATRIX

1. Enemy submarines are operating in the area between BUTTON and CACTUS-RINGBOLT. Submarine positions of last few days have been reported on FOX schedules. Enemy air and surface craft may at any time attempt to operate in the areas adjacent to CACTUS and RINGBOLT.

2. This Task Unit will proceed from BUTTON to RINGBOLT at 1700 love October twenty-third, passing South and West of SAN CRISTOBAL and East and North of GUADALCANAL and SEALARK CHANNEL, arriving RINGBOLT at 0530 love October twenty-sixth. Escort underway in time to precede convoy through mine fields and cover convoy during sortie. Task Unit take route, leaving ESPIRITU SANTO to the Northward, via BOUGAINVILLE STRAIT, and Westward until daylight, then on a northerly course to a point Southwest of SAN CRISTOBAL. Speed of advance about 13.5 knots. WOODWORTH will act as combination A/A and AA screen during unloading BELLATRIX. On completion unloading Task Unit proceed BUTTON via same routing. If PAB barge #4 is then unloaded and ready, BELLATRIX tow it to BUTTON; departure of ship is not to be delayed to wait for such barge.

3. (a) (1) Escort protect convoy against hostile attack during passage to destination and return, constantly patrolling each side of station. In order to guard against trailing submarine on surface and enemy motor torpedo boats, maintain during darkness a continuous all-around radar search. No echo ranging on QC at night except in case of a contact.

(2) The "Instructions for Ships Furnishing Logistic Support to CACTUS and RINGBOLT (Comamphibforsopac Secret letr. Serial 00206 of September 29, 1942) will be followed carefully by BELLATRIX.

(3) BELLATRIX bring out repairable boats as practicable, and leave Two TR's with crews.

(X) (1) Should Zig-Zags be called for they will be from "Zig-Zag Diagrams for Single Ships and Convoys, 1942".

(2) After leaving ESPIRITU SANTO, the track of the formation will be at such distance from all land as to prevent detection by coast watchers.

(3) Commander Task Force SIXTY TWO has notified naval forces and bases of this movement.

4. Escort can obtain Diesel fuel from BELLATRIX in an emergency.

5. Maintain radio silence except for enemy contact or grave emergency. Maintain watch on NPM fox schedule. Escort and Convoy Commanders guard task force commander's circuit (245 kcs). Commander South Pacific Force controls and guards eight four ten and one two six one five kilocycles during day and four two zero five and eight four one zero kilocycles during night. Use zone love time except use zone zed for time groups of despatches.

- - - - -

Enroute and in the RINGBOLT area voice communication on 72.5 mcs. will be used for enemy information reports and emergency communication between WOODWORTH and BELLATRIX.

- - - - -

Strict visual vigilance will be maintained from one-half hour before sunset until one-half hour after sunrise, except on enemy contact or other emergency. During daylight use semaphore and flaghoist whenever possible. Use smallest effective iris opening in large lights. Reduce brightness of blinker guns, using red bulbs where applicable for short distance work.

- - - - -

Emergency turns after dark by Mersigs Procedure, Article 9, Table V, except there will be no repeating ships.

- - - - -

BELLATRIX will make arrival report via base radio, RINGBOLT.

This Task Organization dissolved on return to BUTTON.
Commander TASK FORCE SIXTY-TWO in McCAWLEY.

Distribution: Each vessel (2)
War Diary (2)

W. F. DIETRICH.

24 Oct., 1942 Underway with escort on base course 270°(T), proceeding at 15.5 knots, and zig-zagging in accordance with Plan #26. Ship fully darkened and in Readiness Condition III. Weather: fair, with alto-cumulus clouds; bright moonlight.

23 Oct.
 G.C.T. L.C.T.
 1634 0334 Destroyer reported radar contact bearing 230°(T), distance 5000 yards on surface, and is investigating. Went right to 310°(T). Destroyer reported having lost contact. (It may have been a submarine that submerged on the destroyer's approach).

1645 0345 Changed to base course to 270°(T), instead of 230°(T) required by zig-zag plan.

1650 0350 Resumed regular zig-zag plan.

1738 0438 Set Readiness Condition I (Special),

1830 0530 Sunrise. Secured from Condition I (Special), set Condition III. Lighted ship.

2100 0800 Ship's position 015° 52' 00" S., 164° 40' 30" E.

24 Oct.
 0100 1200 Ship's position 015° 46' 00" S., 163° 47' 00" E. Distance made good since departure 249.8 miles.

0555 1655 Changed course to 345°(T).

0610 1710 Strange ship sighted bearing 315°(T), distance approximately 12½ miles.

0618 1718 Ships sighted at 1710 are friendly. Exchanged calls with USS NICHOLAS. Appeared to be two ships in convoy.

0712 1812 Sunset.

0727 1827 Darkened ship.

0900 20000 Ship's position 015° 08' 00" S., 162° 31' 00" E.

25 Oct., 1942

Underway with the WOODWORTH (escort) as TASK UNIT 62.4.5. Zig-zagging in accordance with Plan #26, on base course 345°(T). Standard speed 15.5 knots. WOODWORTH patrolling station approximately 1000 yards ahead. Ship fully darkened and in Readiness Condition III. In communication with escort by TBY. Weather: bright moonlight, scattered clouds; light breeze out of Southeast.

24 Oct.

G.C.T. L.C.T.

1630 0330

Escort made radar contact with surface craft bearing 332°(T), but distance undetermined.

1745 0445

Set Condition I (Special).

1845 0545

Sunrise.

1847 0547

Secured from Condition I (Special), set Condition III. Lighted ship.

2025 0725

Sighted seven ships bearing 090°(T), distance approximately 15 miles.

2030 0730

Ships challenged and identified as friendly Task Unit 64.2.

2100 0800

Ship's position 012° 49' 00" S., 161° 46' 00" E.

2135 0835

Sighted FBY plane bearing 230°(T), and exchanged challenges.

2345 1045

Heavy rain; visibility about 1500 yards. Wind increased to force 6.

2355 1055

Visibility decreased to about 300 yards.

25 Oct.

0010 1110

Heavy rain ceased; visibility increased to about 20,000 yards; wind force 3.

0040 1140

Because of apparent rapid deterioration in tactical situation in the sea area about GUADALCANAL, caused by incursions of strong enemy sea forces, the Captain decided retirement necessary and course was reversed to 165°(T).

0058 1158

Sighted 4-engine Jap flying boat, bearing 160°(T), and headed toward this unit.

0059 1159

Hard left rudder. Went to General Quarters. Commenced firing.

25 Oct., 1942 (Continued)

G.C.T.	L.C.T.	
0100	1200	Ship's position $012^{\circ} 27' 30''$ S., $161^{\circ} 38' 30''$ E. Distance made good since noon, Oct. 24, 301.8 miles.
0101	1201	Enemy flying boat, running on two motors, was apparently surprised and turned West. This ship and escort putting up heavy AA barrage. (See attached Report of Action.)
0103	1203	Smoke observed coming from the enemy as though he were trying to start his other two motors. He dropped his bombs harmlessly into the water about 6000 yards from the ship, apparently to lighten load and aid his escape, as AA bursts were close. Ceased firing.
0109	1209	Changed course to $180^{\circ}(T)$, for the purpose of evasion.
0110	1210	Commenced zig-zagging in accordance with Plan #14.
0118	1218	Secured from General Quarters, set Condition of Readiness II.
0300	1400	Received CTF 62 despatch 242358 of October, 1942, (NPM NR 739) directing retirement on course south, with other orders to follow. It will be seen by reference to times 1140 and 1209 that such had already been complied with, on own initiative.
0318	1418	Went to General Quarters on signal from destroyer that unidentified planes had been contacted by radar.
0321	1421	Secured from General Quarters. Set Condition of Readiness II.
0713	1813	Sunset. Darkened ship.
0728	1828	Darkened ship.

CONFIDENTIAL

ANTI-AIRCRAFT ACTION BY SURFACE SHIPS

Location of ship 12-07-30 S; 161-38-30 E U.S.S. BELLATRIX (AK20); WOODWORTH (D460)
TASK UNIT 62.4.5
1159 LOVE Date October 25 1942.

NOTES

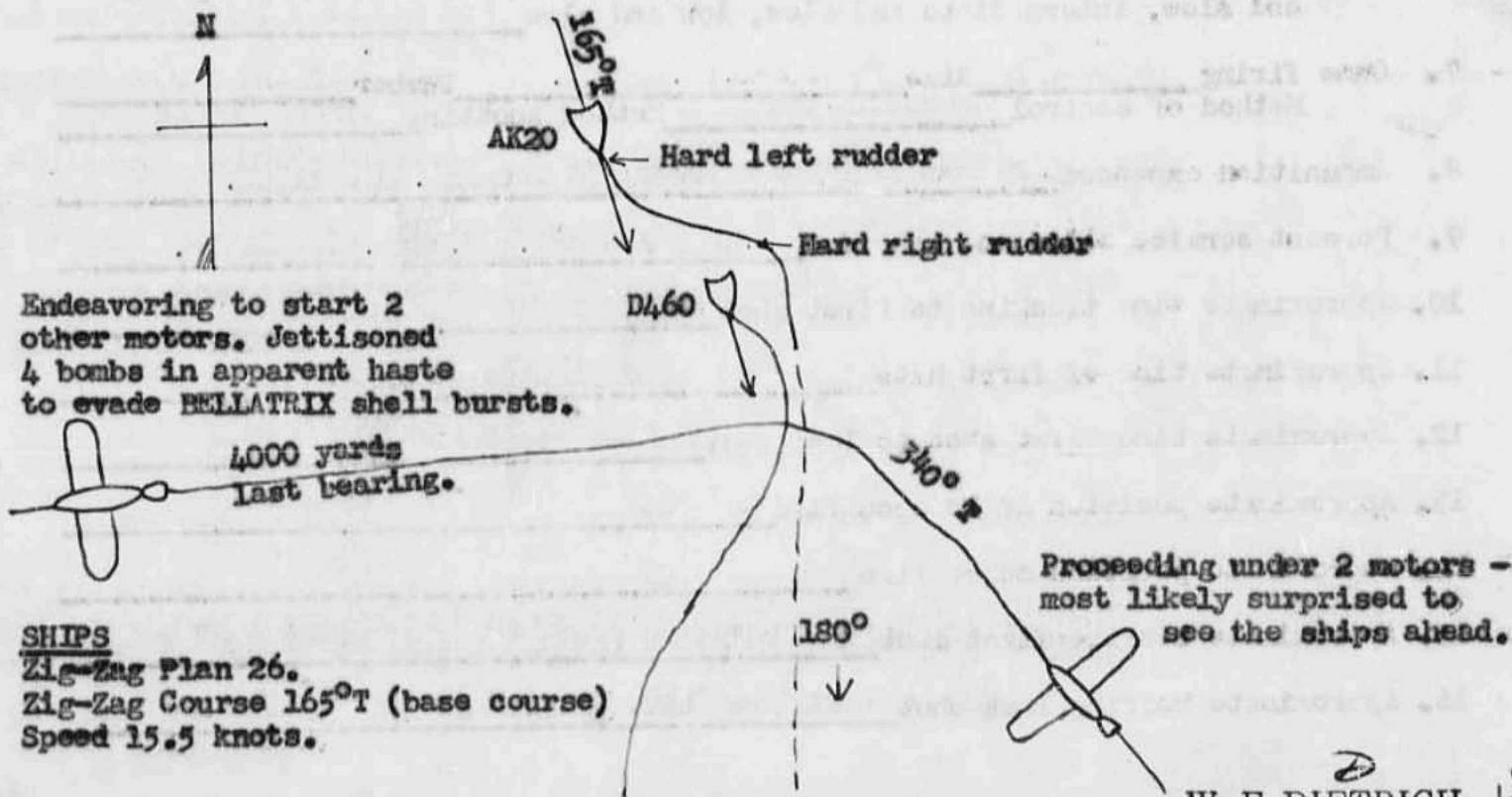
- (a) Repel Attack First - then collect data for this report!
(b) Do not "gun deck" this report - if data cannot be estimated with reasonable accuracy enter dash in space for which no data is available.
(c) These sheets are to be filled out immediately after action is completed with data available from ship's log, memory, and consultation with ship's officers. Information is essential in order that the effectiveness of our equipment can be determined. Where data is of doubtful accuracy fill in with general terms. The obtaining of this information must not be allowed in any way to adversely affect the handling of equipment during action.

1. Surprise attack (Yes or No) Yes
2. Method picking plane up (Radar, binoculars, naked eye) Naked eye by BELLATRIX
(If by Radar state type of set) WOODWORTH DID NOT REPORT PICKING UP BY RADAR.
3. Range plane was picked up (50 miles, 30 miles, 10 miles, less 5 miles) 5 miles
4. Number of planes One (1)
5. Type of plane (Fighter, scout, dive bomber) Type 97, 4 motor flying boat (Serial 43)
Type of attack Bombing (none dropped)
6. Speed & altitude (High and fast, intermediate and fast, low and fast, high and slow, intermediate and slow, low and slow) Low and slow (cruising on two motors).
7. Guns firing Three (3) Size 3"/50 cal.; .50 cal. Number 2 and 1 respectively.
Method of control Telephone-local Method spotting Direct method
8. Ammunition expended 20 rounds 3"/50 caliber; 60 rounds .50 caliber.
9. Percent service allowance expended 2.5% 3"/50 cal.; 0.15% .50 caliber.
10. Approximate time tracking to first shot One minute
11. Approximate time of first hits Two minutes
12. Approximate time first shot to last shot Three minutes
13. Approximate position angle open fire 25°
14. Approximate position cease fire 05°
15. Approximate bearing first shot 30° relative (ship turning) about 220° T
16. Approximate bearing last shot 100° relative or 280° T

17. Approximate range first shot 2000 yards
18. Approximate range last shot 5000 yards
19. Approximate altitude of ~~bomb release~~ ^{plane} 300 feet Type bomb _____
20. Approximate range torpedo release _____
Size of torpedo _____
21. Hits on ship None Was ship strafed No Size gun _____
22. Number near bomb misses None Casualties from near misses None
23. Planes shot down - Sure None Possible None Damaged One
By what size gun 3"/50 caliber.
24. Details of Damage to target by gunfire if available After several near shell bursts, plane apparently tried to start other two motors, and in panic jettisoned two pairs of what appeared to be 500 pound bombs, which detonated approximately 4000 yards from ship.
25. Performance of ammunition (Excellent, good, bad, poor) Excellent
26. Pattern sizes (Large, small, excessive) No patterns.

SKETCH

- (a) Indicate direction of attack relative ship's head.
 (b) Show relative position of sun. Overhead-obscured by clouds, low ceiling and intermittent showers.
 (c) Indicate own maneuvers.



26 Oct., 1942 Underway with escort, USS WOODWORTH, as TASK UNIT 62.4.5 on course 180°(T); standard speed 15.5 knots. Ship is fully darkened and in Condition of Readiness II. Weather: overcast and raining; visibility about 8000 yards; force of wind about 6.

25 Oct.
G.C.T. L.C.T.

1430 0130 Rain ceased.

1840 0540 Sunrise.

1845 0545 Lighted ship.

2030 0730 Secured from Condition II, set Condition III.

2100 0800 Ship's position 116° 47' 00" S., 161° 38' 30" E.

2132 0832 Reversed course to 000°(T), to rendezvous with Task Unit 62.4.3 in Lat. 015° 30' S., Long. 161° 30' E. It was to take place at 1000 love, but CTF 62 despatch 251015, which was sent as NFN NR 818, had not been immediately decoded. Upon investigation it was found the sender had encrypted 2K 45 wrongly.

26 Oct.

0028 1128 Rain squall set in. Visibility decreased to 2000 yards.

0100 1200 Ship's position 016° 06' 30" S., 161° 37' 00" E. Distance made good since noon, Oct. 25, 336 miles.

0141 1241 Changed course to 350°(T).

0150 1250 Visibility increased to about 15,000 yards.

0254 1354 Changed course to 000°(T). By dead reckoning, assumed to have arrived at the rendezvous, but Task Unit 62.4.3 not in sight.

0315 1415 Heavy rain squall set in; visibility decreased to about 1500 yards.

0333 1433 Visibility increased to about 12,000 yards.

0335 1435 Changed course to 180°(T).

0500 1600 Changed course to 090°(T).

0533 1633 Rain squall set in; visibility decreased to about 1500 yards. The WOODWORTH contacted the HOPKINS (CTU 62..4.3) on TBS but not satisfactorily.

26 Oct., 1942 (Continued)

G.C.T.	L.C.T.	
0545	1645	Rain squall abated; drizzling; visibility about 15,000 yards. Commenced zig-zag, Plan #14.
0600	1700	Velocity of winds increased to force 4; visibility decreased to about 1500 yards. Ceased zig-zagging and resumed base course 090°(T).
0610	1710	Rain squall ceased; visibility increased to 15,000 yards.
0612	1712	Commenced zig-zagging in accordance with Plan #14.
0632	1732	Changed course to 270°(T). The WOODWORTH again had contact with the HOPKINS (CTU 62.4.3) but again not satisfactorily.
0700	1800	Entered rain squall; visibility decreased to about 4000 yards.
0714	1814	Sunset.
0729	1829	Darkened ship.
0740	1840	Ceased zig-zagging and resumed base course 270°(T).
0900	2000	Ship's position 015° 15' 30" S., 161° 13' 30" E.
1033	2133	Changed base course to 090°(T).
1040	2140	Changed base course to 097°(T), having received NPM NR 989 (CTF despatch 260725) directing Task Units 62.4.5 and 62.4.3 to rendezvous with MAJABA at Point QUEEN, Lat. 016° 00' S., Long. 165° 40' E., at 1600 Love twenty-seventh, after which TASK UNIT 62.4.5 dissolved and BELLATRIX proceed ROSES independently.
1055	2155	Changed speed to 15.8 knots.

27 Oct., 1942

Underway with WOODWORTH as Task Unit 62.4.5 on course 097°(T), at standard speed of 15.8 knots. Ship fully darkened and in Readiness Condition III. Weather: steady rain; moderate wind and sea.

26 Oct.

G.C.T. L.C.T.

1605 0305

Visibility decreased to 1000 yards from bridge, with visibility from forward about 300 yards. Destroyer escort obscured.

1745 0445

Visibility increased to about 12,000 yards. Rain stopped. The crew standing by for Special Condition I.

1751 0451

Slowed to 15.5 knots.

1808 0508

Visibility decreased to 2000 yards. Commenced raining.

1820 0520

Commenced zig-zagging in accordance with Plan #11. Visibility increased to about 15,000 yards. Rain stopped.

1900 0600

Changed course to 100°(T).

2100 0800

Ship's position 015° 47' 45" S., 163° 33' 30" E.

2143 0843

Changed standard speed to 15 knots.

2339 1039

Heavy rain commenced; visibility decreased to 300 yards. Unable to see destroyer.

2348 1048

Rain stopped; continued drizzle.

27 Oct.

0002 1102

Stopped engines momentarily to make repairs.

0006 1106

Ahead standard speed.

0017 1117

Slowed to 80 r.p.m.

0024 1124

Sighted destroyer escort ahead.

0100 1200

Ship's position 015° 54' 00" S., 164° 28' 00" E. Distance made good since noon, 26 Oct., 1942, 342 miles.

0135 1235

Changed course to 110°(T).

0230 1330

Sighted ship on port bow, bearing 080°(T), distant 8 miles; exchanged recognition signals, and found her to be the ALCHIBA (Task Unit 62.4.3), also heading toward the rendezvous.

27 Oct., 1942 (Continued)

G.C.T.	L.C.T.	
0330	1430	Visibility decreased to 6000 yards.
0400	1500	Visibility now increased, and able to make out cargo ship and two destroyers. Exchanged calls with USS ALCHIBA, HOPKINS and SOUTHARD.
0434	1534	Changed course to 080°(T).
0505	1605	Changed course to 110°(T).
0538	1638	Ceased zig-zagging and resumed base course.
0540	1640	Changed speed to 15.5 knots.
0542	1642	Changed course to 105°(T).
0625	1725	Changed course to 085°(T).
0638	1738	Changed course to 075°(T).
0644	1744	Changed course to 083°(T).
0653	1753	Proceeding alone to ROSES. Changed course to 130°(T), and commenced zig-zagging in accordance with Plan #11. The destroyer escort WOODWARD detached from this unit, to proceed for duty with Task Unit 62.4.3
0700	1800	Sunset.
0702	1802	Reduced speed to 15 knots.
0715	1815	Darkened ship.
0748	1848	Ceased zig-zagging and resumed base course.
0900	2000	Ship's position 016° 31' 00" S., 166° 07' 30" E.
0904	2004	Lookout reported light on horizon bearing about 200 relative. Light was not observed from bridge.
0910	2010	Lookout again reported same flash of light.
1142	2242	Commenced zig-zagging in accordance with Plan #14.

28 Oct., 1942 Underway alone on base course 130°(T); standard speed 15 knots; zig-zagging in accordance with Plan #14. Ship fully darkened and in Condition of Readiness III. Weather: moderate sea, with a brisk wind from the southeast; sky over-cast with cumulo-nimbus clouds.

27 Oct.

G.C.T. L.C.T.

1718	0418	Set Condition I (Special).
1748	0448	Changed zig-zag Plan to #26.
1800	0500	Changed base course to 090°(T).
1815	0515	Sighted EFATE ISLAND bearing 085°(T), distance about 24 miles.
1818	0518	Sunrise.
1820	0520	Secured from Condition I (Special), set Condition III; lighted ship.
1900	0600	Changed base course to 115°(T).
2007	0707	Changed base course to 120°(T).
2018	0718	Sighted a destroyer bearing 080°(T).
2025	0725	Exchanged calls with USS LAMSON.
2100	0800	Ship's position 017° 43' 45" S., 168° 00' 00" E.
2109	0809	U. S. Navy seaplanes circled overhead and exchanged recognition signals.
2135	0835	Cut in degaussing gear. Pilot boat standing out, distant 5 miles.
2138	0838	PANGO POINT light (EFATE ISLAND) sighted bearing 082°(T), distant 8 miles.
2140	0840	Changed base course to 070°(T), maneuvering at reduced speeds.
2202	0902	All engines stopped.
2204	0904	Lieutenant SWITZER, pilot, came aboard. Ahead 2/3 speed.

28 Oct., 1942 (Continued)

G.C.T. L.C.T.

27 Oct.

2210	0910	Changed course to 050°(T). Steering various courses at various speeds approaching FILA HARBOR, EFATE ISLAND.
2220	0920	PANGO POINT abeam to starboard, distant 500 yards.
2240	0940	Stopped engines. Passed through anti-submarine net.
2241	1941	Walked out port anchor to 15 fathoms of chain on deck.
2244	0944	Anchored in FILA HARBOR, EFATE ISLAND, in berth D, in 27 fathoms of water with 75 fathoms of chain to the port anchor. Ship's head upon anchoring 080°(T); bearings: left tangent IRIRIKI ISLAND 097½°(T), left tangent MALAPOA POINT 328½°(T), Flagstaff 079½°(T). Distance made good since noon, Oct. 27, 262 miles. Ships present: USS MANLEY, MCKEAN, STRATFORD, LIBRA, HEYWOOD, FOMALHAUT, NEVILLE (SOPA), YMS 93 and YMS 99.
2303	1003	Secured from Condition III, set Condition III-A.
2305	1005	Secured degaussing gear.
28 Oct.		
0651	1751	Sunset.
0706	1806	Darkened ship.

29 Oct., 1942 Anchored in FILA HARBOR, EFATE ISLAND, berth D, in 27 fathoms of water with 75 fathoms of chain to the port anchor. Ship fully darkened and in Readiness Condition III-A.

G.C.T. L.C.T.
28 Oct.
1810 0510 Sunrise.

2200 0900 USS SHAW and CONYNGHAM stood in and anchored.

2240 0940 USS FULLER stood in and moored alongside USS HEYWOOD.

2305 1005 USS HOVEY and VIREO stood in.

29 Oct.
0225 1325 Pursuant to orders from Commander Amphibian Force, South Pacific, letter P-16-4/00, Lieut. (jg) Joseph V. AIETA, D-V(G), U.S.N.R., reported on board for duty.

0320 1420 HOVEY and VIREO standing out.

0500 1430 Formed TASK UNIT 62.4.5 (See Movement Order 4-42 attached) in compliance with CTF 62 despatch 280545 of October, 1942.

0530 1630 Commenced weighing anchor.

0536 1636 MCKEAN underway and standing out.

0545 1645 Cut in degaussing gear.

0548 1648 MANLEY underway and standing out.

0557 1657 Underway from berth D, FILA HARBOR, EFATE ISLAND, on various courses at various speeds conforming to swept channel, proceeding to sea. The pilot, Bos'n GARRETT, at the conn. Standard speed 15 knots. Ahead 1/3.

0603 1703 Ahead 2/3. USS LIBRA underway.

0605 1705 Passed through anti-submarine net.

0608 1708 Went to General Quarters.

0610 1710 Steering course 208°(T).

0614 1714 Changed course to 233°(T).

0617 1717 Changed course to 235°(T).

0622 1722 Pilot GARRETT left the ship.

0625 1725 PANGO POINT light abeam to port.

29 Oct., 1942 (Continued)

G.C.T.	L.C.T.	
0626	1726	Secured from General Quarters, set Condition III.
0630	1730	With PANGO POINT light bearing $091^{\circ}(T)$, left tangent DEVIL POINT bearing $306^{\circ}(T)$, took departure and set course $248^{\circ}(T)$.
0633	1733	Ahead standard speed. USS LIBRA taking position bearing 270° (relative) from this ship.
0636	1736	Slowed to 70 r.p.m. USS MANLEY and McKEAN patrolling station on either bow of TASK UNIT.
0644	1744	Ahead at 80 r.p.m. TASK UNIT commenced zig-zagging in accordance with Plan #14.
0653	1753	Sunset.
0708	1808	Darkened ship.
0730	1830	Ceased zig-zagging and resumed base course $248^{\circ}(T)$.
0743	1843	Changed Disposition course and Axis to $000^{\circ}(T)$.
0900	2000	Ship's position $017^{\circ} 34' 15''$ S., $167^{\circ} 58' 30''$ E.
1107	2207	Engineroom rang up stopped. There was an explosion in No. 4 crank case of the starboard engine. Able to proceed on port engine only, making 11 knots.
1130	2230	Changed the standard speed of the TASK UNIT to 11 knots.
1140	2240	A ship ahead challenged the LIBRA, which was about 3000 yards ahead of this vessel. It was the FARRAGUT escorting the USS CHESTER - bearing $350^{\circ}(T)$, on opposite course.

U.S.S. BELLATRIX

AK20/A16-3/A4-3

TASK UNIT 62.4.5

SECRET

October 29, 1942.

MOVEMENT ORDER

4-42

TASK ORGANIZATION

(a) Task Group 62.4.5

(1) ESCORT (station ahead)
McKEAN
MANLEY

(2) CONVOY (after sortie, form line, distance between ships 800 yards)
BELLATRIX
LIBRA

1. Have no new information as to whether enemy submarines are operating in the area between ROSES and BUTTON. If such information is known by any ship present, such should be reported immediately to BELLATRIX.

2. This force will proceed to BUTTON at 1700 October twenty ninth passing east of Malokula Island. Escort underway in time to precede convoy. Cover convoy during sortie. Standard speed fifteen knots. Speed of advance account zig-zag probably around thirteen knots. Arrive BUTTON during daylight October thirtieth, and proceed with further loading while awaiting orders.

3. (a)(1) Escort protect convoy against hostile attack during passage to destination. In order to guard against trailing submarines on the surface, maintain continuously an all-around radar search during darkness. No echo ranging on QC at night except in case of contact.

(2) Any vessel of this task unit having mail or cargo for BUTTON, discharge same promptly after arrival.

(X) Attention is directed to the following despatches regarding mine fields and navigational dangers at ROSES and BUTTON:

Hydro Washington 131700 June:

"CONHYDROPAC NO. 23 X REFERENCE CONHYDROPACS TWENTY AND FIFTEEN X SOUTH COAST EFATE ISLAND SHOULD NOT BE APPROACH CLOSER THAN TWO MILES WITHOUT CONTACTING PORT AUTHORITIES"

"REPRESENTATIVES CONFERRED COMINDIV TWO ON TWO AUGUST REQUESTED BY YOUR 260328 AND MINING PROCEEDED AUGUST IN ACCORDANCE WITH CINCPAC 220207 IMMEDIATELY UPON

COMPLETION OF WHICH COMINDIV TWO SENT HIS 030515 CONTAINING APPROACH DATA X
INFO OF MINE FIELDS FOLLOW YOUR 041209 X MINING SEGOND CHANNEL COMPLETED THREE
AUGUST WITH ONE HUNDRED SEVENTY ONE MINES X POSITION OF FIELDS FOLLOW COLON
FROM MALO PEAK DISTANCE 2.5 MILES BEARING 352 DEGREES LINE 1500 YARDS IN
DIRECTION 270 X PAINTED WHITE ROCK ON SOUTH SHORE ESPIRITU SANTO ISLAND IN
LONG 167-13-27 X FROM WHITE ROCK DISTANCE 3/4 MILE BEARING 116 DEGREES LINE
1.1 MILES IN DIRECTION 164 DEGREES X FROM WHITE ROCK DISTANCE 1250 YARDS BEARING
215 DEGREES LINE ONE MILE LONG IN DIRECTION 184 DEGREES X EACH THESE LINES HAS
ONE PARALLEL ROW THREE HUNDRED YARDS ON EITHER SIDE X ONE DMS STATIONED OFF
EACH FIELD TO WARN APPROACHING SHIPS X REQUEST ENTRY OUTSIDE DAYLIGHT HOURS
FROM 0600 to 1800 BE PROHIBITED IN PROMULGATION NOTICE X AFTER ISSUE WILL BRING
GUARD SHIPS IN AT NIGHT THIS ARRANGEMENT TEMPORARY UNTIL REGULAR SIGNAL STATIONS
AND PILOT BOATS CAN BE ARRANGED OF WHICH YOU WILL BE ADVISED XX

"SHIPS APPROACHING SEGOND CHANNEL ESPIRITU SANTO NEW HEBRIDES USE EAST ENTRANCE
ONLY X FROM COMSOPAC X

Commander Task Force SIXTY TWO will notify naval forces and bases of this movement

4. Escort fuel from available tanker or large vessel at BUTTON.

5. Maintain radio silence except for enemy contact or grave emergency.
Maintain watch on NPM fox schedule. Escort and Convoy Commanders guard task
force commander's circuit. Commander South Pacific Force controls and guards
eight four ten and one two six one five kilocycles during day and four two zero
five and eight zero four one zero kilocycles during night. Use zone love time
except use zone zed for time groups of despatches.

Enroute, voice communication on 72.5 mcs. will be used for enemy information
reports and emergency communication between units of this task force.

Strict visual vigilance will be maintained from one-half hour before sunset until
one-half hour after sunrise, except on enemy contact or other emergency. During
daylight use semaphore and flaghoist whenever possible. Use smallest effective
iris opening in large lights. Reduce brightness of blinker guns, using red bulbs
where applicable for short distance work.

Emergency turns after dark by Mersigs Procedure, article 9, Table V, except there
will be no repeating ships.

BELLATRIX will make arrival report via base radio, BUTTON.

This Task Organization dissolved on arrival BUTTON.
Commander TASK FORCE SIXTY-TWO in McCAWLEY.


W.F. DIETRICH

Distribution:
Each vessel (3)

30 Oct., 1942 Underway in TASK UNIT 62.4.5 on course 000°(T).
 Standard speed 11 knots. Port engine only in use.
 G.C.T. L.C.T. Ship fully darkened and in Condition III. Weather:
 29 Oct. generally fair and clear.

1352 0052 Sighted right tangent MALEKULA ISLAND on port bow bearing 330°(T), distant about 5 miles.

1443 0143 Sighted AMBRIM ISLAND on starboard bow bearing 038°(T).

1450 0150 Changed Disposition course and Axis to 323°(T).

1500 0200 Commenced zig-zagging in accordance with Plan #14.

1720 0420 Set Condition I (Special).

1821 0521 Sunrise.

1827 0527 Secured from Condition I (Special), set Condition III. Lighted ship.

1832 0532 Sighted MALO ISLAND bearing 297°(T), distance 16 miles.

1904 0604 Sighted TUTUBA ISLAND bearing 305°(T), distance 12.5 miles.

1935 0635 Exchanged calls with USS RAMSEY.

1950 0650 Cut in degaussing gear.

2004 0704 Ceased zig-zagging and came to base course 327°(T).

2010 0710 LIBRA forming column astern of BELLATRIX.

2018 0718 Changed course to 329°(T).

2023 0723 South tangent BOGACIO ISLAND abeam to port, distant 1200 yards.

2026 0726 Changed course to 345°(T).

2032 0732 At standard speed, proceeded on various courses conforming to swept channel and heading into SEGOND CHANNEL, ESPIRITU SANTO ISLAND.

2051 0751 Steering various courses at various speeds proceeding to berth assigned. TASK UNIT 62.4.5 (Movement Order 4-42 hereby dissolved).

30 Oct., 1942 (Continued)

29 Oct.

G.C.T. L.C.T.

2108 0808

Anchored in SEGOND CHANNEL, ESPIRITU ISLAND, in berth A-5 in 21 fathoms of water with 75 fathoms of chain to the port anchor. Ship's head on anchoring 295°(T); bearings: BELCHIEF POINT 222°(T), left tangent AORE ISLAND 115½°(T), WHITE ROCK 095½°(T). Distance made good since 1657, Oct. 29, 175.4 miles.

2126 0826 Secured from Condition III, set Condition III-A.

2127 0827 Ships present: USS O'BANNON, LAFFEY, WALKER, ROSEWOOD, HELENA, CURTIS (SOPA), DELPHINUS, BOBOLINK, LANSLOWNE, GUADALUPE, SAN FRANCISCO, MEADE, BUCHANAN, MANLEY, MCKEAN, LIBRA and S/S SANTA ANA.

2130 0830 Secured degaussing gear.

2200 0900 Formed TASK UNIT 62.4.5 (See Movement Order 5-42 attached) in compliance with CTF 62 despatch 290235 of Oct. 1942, - NPM NR 434).

2210 0910 Transferred one enlisted man to Base Hospital BUTTON for treatment.

2245 0945 The YN26 placed PAB barge #6 alongside to port, in order that this vessel could secure tow lines.

2340 1040 BOBOLINK came alongside the barge.

30 Oct.

0136 1236 Commenced weighing anchor.

0146 1246 Underway from berth A-5, SEGOND CHANNEL, ESPIRITU SANTO, at various speeds on various courses proceeding to sea. Standard speed 11 knots. Ahead 1/3 speed, towing PAB barge #6, with BOBOLINK alongside. Using port engines only; starboard engine undergoing repairs to No. 4 cylinder and piston.

0150 1250 BOBOLINK cast off her lines from the barge and took station astern.

0241 1341 Left tangent TUTUBA ISLAND abeam to port, distant 3 miles.

0306 1406 Stopped engines, preparatory to streaming tow.

0309 1409 Ahead 1/3 speed. Cast off barge mooring lines.

30 Oct., 1942 (Continued)

G.C.T.	L.C.T.	
0317	1417	Ahead standard speed. PAB barge #6 streamed and in position to tow. Steering course $125^{\circ}(T)$.
0323	1423	Went to General Quarters.
0330	1430	Changed course to $090^{\circ}(T)$. BOBOLINK and O'BANNON acting as anti-submarine screen now patrolling vicinity of channel entrance.
0342	1442	Secured from General Quarters, set Condition III.
0350	1450	Changed course to $045^{\circ}(T)$. Took departure on course $045^{\circ}(T)$, with north tangent TUTUBA ISLAND bearing $350^{\circ}(T)$, left tangent TUTUBA ISLAND bearing $284\frac{1}{2}^{\circ}(T)$, left tangent BOGACIO ISLAND bearing $276\frac{1}{4}^{\circ}(T)$.
0441	1541	Changed course to $355^{\circ}(T)$.
0600	1700	Secured degaussing gear.
0654	1754	Sunset.
0709	1809	Darkened ship. BOBOLINK took A/S patrol station astern.
0900	2000	Ship's position $014^{\circ} 57' 15'' S.$, $167^{\circ} 15' 30'' E.$
1000	2100	Changed course to $323^{\circ}(T)$.

SECRET

TASK UNIT 62.4.5

MOVEMENT ORDER

October 30, 1942.

5-42

TASK ORGANIZATION

(a) Task Group 62.4.5 (Captain DIETRICH)

(1) ESCORT (Commander WILKINSON)
O'BANNON(2) CONVOY (Captain DIETRICH)
BELLATRIX (towing PAB barge No. 6)
BOBOLINK

1. Enemy submarines are operating in the area between BUTTON and CACTUS-RINGBOLT. Submarine positions are reported to have been as follows:

	<u>LATITUDE</u>	<u>LONGITUDE</u>	<u>DATE</u>	<u>TIME</u>	<u>HOW LOCATED</u>
(a)	13-08 S	164-38 E	29 Oct	0650	Contact
(b)	13-10 S	163-44 E	"	-	?
(c)	11-00 S	163-00 E	"	-	?
(d)	12-30 S	164-00 E	"	-	?
(e)	13-15 S	162-45 E	"	-	?
(f)	12-30 S	166-00 E	28 Oct	-	?
(g)	13-00 S	167-00 E	"	-	?
(h)	10-00 S	164-00 E	27 Oct	-	?

Enemy air and surface craft may at any time attempt to operate in the areas adjacent to GUADALCANAL and TULAGI.

2. This Task Unit will proceed to RINGBOLT at 1230 love October thirtieth, passing north of SAN CRISTOBAL and through SEALARK CHANNEL, arriving East Entrance SEALARK at six hours love November second. Escort underway in time to precede convoy through mine fields and cover convoy during sortie, and streaming the tow, in which BOBOLINK will follow BELLATRIX and assist as necessary. Task Unit take most direct route, after leaving ESPIRITU SANTO to the westward, speed of advance about 9.5 knots. O'BANNON will act as combination A/S and AA screen during unloading BELLATRIX. On completion unloading Task Unit less BOBOLINK proceed BUTTON via same routing. If a PAB barge is then unloaded and ready, BELLATRIX may be ordered to tow it to BUTTON; departure of ship is not to be delayed to wait for such barge.

3. (a)(1) Escort protect convoy against hostile attack during passage to destination and return, constantly patrolling each side of station. In order to guard against trailing submarines on surface and enemy motor torpedo boats, maintain during darkness a continuous all-around radar search. No echo ranging on QC at night except in case of a contact.

(2) BOBOLINK supplement A/S guard, taking patrol station on the port bow during daylight, and patrol station in the rear during darkness. Take offensive action against enemy submerged submarines by means of depth charges, and against trailing submarines on the surface and enemy torpedo boats by gunfire. 20 mm may be very effective. No echo ranging on QC at night except in case of a contact.

(3) The "Instructions for Ships Furnishing Logistic Support to CACTUS and RINGBOLT (Comamphibforsopac Secret lctr. Serial 00206 of September 29, 1942) will be followed carefully by BELLATRIX.

(4) BELLATRIX embark if possible, repairable boats as follows:

1 TR, 4 T, 4 TP (leave 2 TR's)

(X)(1) Should Zig-Zags be called for they will be from "Zig-Zag Diagrams for Single Ships and Convoys, 1940".

(2) After leaving ESPIRITU SANTO, the track of the formation will be at such distance from all land as to prevent detection by coast watchers.

(3) Commander Task Force SIXTY TWO has notified naval forces and bases of this movement.

(4) After arrival RINGBOLT, the BOBOLINK will report for duty to Comadvnavbase CACTUS-RINGBOLT in accordance with CTF-62 despatch 281117 and Comsopac 280412, October 1942.

4. Escort and BOBOLINK can obtain Diesel fuel from BELLATRIX in an emergency.

5. Maintain radio silence except for enemy contact or grave emergency. Maintain watch on NPM fox schedule. Escort and Convoy Commanders guard task force commander's circuit (245 kcs). Commander South Pacific Force controls and guards eight four ten and one two six one five kilocycles during day and four two zero five and eight four one zero kilocycles during night. Use zone love time except use zone zed for time groups of despatches.

Enroute and in the RINGBOLT area voice communication on 72.5 mcs. will be used for enemy information reports and emergency communication between O'BANNON, BOBOLINK and BELLATRIX.

Strict visual vigilance will be maintained from one-half hour before sunset until one half hour after sunrise, except on enemy contact or other emergency. During daylight use semaphore and flaghoist whenever possible. Use smallest effective iris opening in large lights. Reduce brightness of blinker guns, using red bulbs where applicable for short distance work.

Emergency turns after dark by Mersigs Procedure, article 9,
Table V, except there will be no repeating ships.

BELLATRIX will make arrival report via base radio, CACTUS.

This Task Organization dissolved on return to BUTTON.
Commander TASK FORCE SIXTY-TWO in ZEILIN.


W.F. DIETRICH.

Distribution:
Each vessel (3)
Comairsopac (5)
ComGen CACTUS (5)
Col.in Com. RINGBOLT (5)
Comsopac (1)
CTF-62 (1)

31 Oct., 1942 Task Unit 62.4.5 underway on base course 323°(T); standard speed 9.4 knots, making about 8 knots good with PAB barge #6 in tow. Ship fully darkened and in Readiness Condition III. USS O'BANNON and BOBOLINK acting as escort.

30 Oct.
G.C.T. L.C.T.

1410	0110	Idled starboard main engine for test.
1440	0140	Completed testing starboard main engine, and shifted load from port to starboard engine.
1442	0142	Cut out port main engine for repairs.
1720	0420	Set Condition I (Special).
1820	0520	Sunrise.
1834	0534	Secured from Condition I (Special), set Condition III. Lighted ship. BOBOLINK taking station as A/S screen, port bow.
1852	0552	Signal from destroyer - sighted strange aircraft bearing 070°(T).
1853	0553	Sighted one Flying Fortress bearing 140°(T).
1900	0600	Changed course to 340°(T).
1902	0602	Sighted a FBY bearing 070°(T).
2050	0750	Sighted land bearing 055°(T), reported by O'BANNON.
2055	0755	Sighted SADDLE ISLAND, TORRES ISLAND GROUP, bearing 059°(T), distant 30 miles.
2100	0800	Ship's position 013° 37' 40" S., 166° 12' 00" E.
2210	0910	Light rain squall; visibility decreased to about 4000 yards.
2220	0920	Squall passed over; visibility increased to 20,000 yards.
2250	0950	Rain squall commenced, moving from North; visibility ahead and on both sides decreased to 2000 yards. Began idling port engine.
2305	1005	Rain squall ceased; visibility increased to 20,000 yards, except on port hand where it is 6000 yards.

31 Oct., 1942 (Continued)

30 Oct.

G.C.T. L.C.T.

2337 1037

Changed standard speed to 11.4 knots - ahead standard speed. Port main engine cut in, and now using both main engines.

2339 1039

Engine room reported 11.4 knots now being made.

2355 1055

Slowed to 1/3 speed (5 knots), due to tow line to barge parting. BOBOLINK proceeding to pick up barge. Began maneuvering to the right to get close to barge to decrease distance BOBOLINK would have to tow it to bring it alongside.

31 Oct.

0002 1102

Rain squall commenced; visibility decreased to 8000 yards.

0037 1137

BOBOLINK brought barge alongside to port. Commenced necessary work to retrieve that half of the 1 1/4 inch towline still secured to barge.

0100 1200

Ship's position $013^{\circ} 17' 15''$ S., $166^{\circ} 07' 30''$ E. Distance made good since noon, Oct. 30, 174.8 miles.

0300 1400

Barge cast loose from side to drift aft to be secured there.

0317 1417

One Flying Fortress flew across bow and circled overhead.

0410 1510

Aircraft picked up by O'BANNON'S radar bearing 020° (T), distant 18 miles.

0422 1522

Aircraft picked up by O'BANNON'S radar bearing 095° (T), distant 25 miles.

0440 1540

Towline of barge retrieved and connected to the ship's new 1 3/4 inch towline by a swivel and towing shackle.

0445 1545

Ahead 2/3 speed, increasing gradually to standard speed of 11 knots (58.4 r.p.m.), - making about 9.4 knots over the ground.

0450 1550

Steady on base course 315° (T).

0500 1600

Sighted and exchanged challenges with one PBY plane, bearing 345° (T).

31 Oct., 1942 (Continued)

G.C.T. L.C.T.

0701 1801 Sunset.

0716 1816 Darkened ship. BOBOLINK took A/S patrol station
astern.

0900 2000 Ship's position $012^{\circ} 42' 00''$ S., $165^{\circ} 33' 00''$ E.

R. I. BAXTER,
Lieut. (SG)(T), U.S.N.,
Diarist.

W. F. DIETRICH,
Captain, U.S.N.,
Commanding.

S-E-C-R-E-T

W A R D I A R Y

U.S.S. BELLATRIX

From: 1 November, 1942 To: 30 November, 1942.

o-o

S-E-C-R-E-T

W A R D I A R Y

U.S.S. BELLATRIX

From: 1 November, 1942 To: 30 November, 1942.

o-o

1 Nov., 1942 Underway as TASK UNIT 62.4.5 on course 315(T). Proceeding at standard speed of 11 knots (59 r.p.m.), but making about 9 knots good over the ground, with PAB Barge #6 in tow. Escort O'BANNON patrolling station approximately 2000 yards ahead. BOBOLINK patrolling astern about 2000 yards. Ship is completely darkened and in Condition of Readiness III. Weather: sky about fifty percent covered by clouds. Occasional rain squalls. Bright moonlight when moon not obscured.

DESIGNATION: Unit of TASK FORCE SIXTY-TWO.

COMPOSITION: O'BANNON, BOBOLINK, BELLATRIX.

NEXT HIGHER ECHELON: Amphibious Forces, South Pacific Force.

G.C.T. L.C.T.
31 Oct.

1645	0345	Heavy rain squall. Visibility greatly decreased.
1725	0425	Rain stopped.
1735	0435	Set Condition I (Special).
1839	0539	Sunrise. BOBOLINK took her daylight A/S station on port bow; O'BANNON on starboard bow.
1840	0540	Secured from Condition I (Special) set Condition III. Lighted ship.
1913	0613	Destroyer reported radar contact with aircraft bearing 290(T).
1914	0614	Sighted one Flying Fortress bearing 270(T), parallel course, elevation about 10°.

Nov. 1, 1942 (Continued)

Oct. 31

G.C.T. L.C.T.

2020	0720	Aircraft contact range opened to 22 miles.
2026	0726	Radar screen reported clear.
2100	0800	<u>Ship's position</u> : Lat. $11^{\circ} 27' 30''$ S., Long. $164^{\circ} 14'$ E.
2113	0813	Changed base course to 311(T).
0100	1200	<u>Ship's position</u> : Lat. $11^{\circ} 03' 30''$ S., Long. $163^{\circ} 48'$ E. Distance made good since noon Oct. 31, 1942, 183.6 miles.
0600	1700	Changed base course to 297(T).
0705	1805	Sunset.
0720	1820	Darkened ship; BOBOLINK took her night A/S station astern and O'BANNON commenced patrol on both bows.
0900	2000	<u>Ship's position</u> : Lat. $10^{\circ} 23'$ S., Long. $162^{\circ} 49'$ E.

Nov. 2, 1942 Underway as TASK UNIT 62.4.5 on course 297(T), standard speed 11 knots, but making about 9 knots good over the ground. PAB barge #6 in tow. USS O'BANNON and BOBOLINK acting as escort and anti-submarine screen. O'BANNON patrolling station approximately 2000 yards ahead, BOBOLINK patrolling astern about 2000 yards. Ships are fully darkened and in Readiness Condition III. Weather: Sky about 60% overcast by clouds; fair and warm, with passing showers.

G.C.T.	L.C.T.	
Nov. 1		
1455	0155	Sighted ULAWA ISLAND bearing 040(T), distant 6 miles.
1510	0210	Changed course to 284(T).
1536	0236	Changed course to 280(T).
1745	0445	Set Condition I (Special).
1749	0449	Two planes (apparently Catalinas) sighted on port bow, flying low with running lights on, bearing 165(T), distant 4 miles.
1753	0453	Planes would not answer challenge. Last seen on bearing 317(T), distant 7 miles.
1805	0505	Transport plane sighted on port bow bearing 170(T), distant 3 miles, flying away from ship.
1820	0520	Sighted MARAMASIKE and SAN CRISTOBAL ISLANDS bearing 035(T) and 050(T), respectively, distant about 17 miles.
1830	0530	Right tangent of MARAMASIKE ISLAND is bearing 075(T), and right tangent of SAN CRISTOBAL ISLAND is bearing 176½(T).
1843	0543	Sunrise. BOBOLINK took her daylight A/S station on port bow; O'BANNON on starboard bow.
1910	0610	Secured from Condition I(Special), set Condition III; lighted ship.
1916	0616	Destroyer reported supersonic contact with possible submarine bearing 330(T).
1917	0617	Changed course to left to 225(T), to evade submarine area.
1920	0620	Changed course further to left to 200(T), to evade submarine area.

Nov. 2, 1942 (Continued)

G.C.T. L.C.T.

Nov. 1

- 1926 0626 Radar contact with planes bearing 215(T), distant 15 miles, reported by destroyer.
- 1927 0627 Destroyer annulled report on submarine contact.
- 1928 0628 Changed course to 325(T).
- 1942 0642 Sighted high peak on MALAPA ISLAND bearing 249(T), distant 11 miles.
- 1948 0648 Destroyer reports still has contact with two planes, with bearing varying between 240 and 265, distant 14 to 17 miles.
- 2015 0715 Sighted NURA ISLAND bearing 313(T), distant 12 miles.
- 2018 0718 Changed base course to 315(T).
- 2039 0739 Sighted two planes, bearing 265(T).
- 2041 0741 Planes sighted were challenged and identified as Douglas Transports.
- 2055 0755 Sighted one plane bearing 170(T).
- 2100 0800 Ship's position: Lat. 9° 36' S., 160° 58' E.
- 2113 0813 Sighted RUA ISLAND bearing 282 3/4 (T).
- 2114 0814 Signal from escort: strange aircraft sighted bearing 310(T).
- 2115 0815 Our own aircraft sighted, a Douglas Transport.
- 2128 0828 Changed course to 295(T).
- 2150 0850 Radar contact on plane bearing 250(T); identified as Douglas Transport.
- 2207 0907 NURA ISLAND abeam to port, bearing 205(T), distant 1 1/2 miles.
- 2316 1016 One fifteen-fathom shot of chain taken from the starboard anchor chain, to have in readiness for towing PAB barge #4 on return.

Nov. 2, 1942 (Continued)

Nov. 1

G.C.T. L.C.T.

2318	1018	North tangent of RUA SURA ISLAND abeam to port, distant $5\frac{1}{2}$ miles.
2332	1032	Sighted NUGU ISLAND, bearing 296(T), distant 17 miles.
2345	1045	Set Readiness Condition II.
2353	1053	Went to General Quarters, because of alert signal at KUKUUM, reporting a number of unidentified planes sighted coming from the Northwest.
Nov. 2		
0000	1100	Cut in degaussing gear.
0017	1117	Changed course to 300(T).
0022	1122	Hard right rudder. Fired one round 3" A.A. on an unidentified plane, which suddenly came out of the clouds almost overhead, but soon found to be an F4F.
0024	1124	Plane friendly. Resumed base course 300(T).
0035	1135	Secured from General Quarters, set Condition II.
0043	1143	Test fired #1 3" A.A. Gun.
0100	1200	<u>Ship's position</u> : $9^{\circ} 17' 40''$ S., $160^{\circ} 22' 30''$ E. Distance made good since noon Nov. 1, 1942, 234.5 miles. Entered SEALARK CHANNEL. Changed course to 270(T).
0104	1204	Changed base course to 255(T).
0114	1214	Changed base course to 251(T).
0115	1215	Destroyer signaled strange aircraft bearing 250(T), which was recognized as friendly.
0126	1226	Changed course to 270(T).
0140	1240	Sighted FULLER, ALCHIBA and MAJABA with A/S screen of 3 DD and 2 DMS on port bow bearing 240(T), just east of LUNGA POINT.
0158	1258	Left SEALARK CHANNEL; changed course to 325(T).
0205	1305	Changed course to 344(T).

Nov. 2, 1942 (Continued)

G.C.T. L.C.T.

- 0207 1307 Secured from Condition II, set Condition III.
- 0242-44 1342-44 Slowed and then stopped engines.
- 0250 1350 Pilot came aboard, and PC 239 lying off port bow.
- 0254 1354 BOBOLINK came alongside port quarter to take over towing PAB barge #6.
- 0315-20 1415-20 Built up speed to 15 knots, standard speed.
- 0327-31 1427-31 Steering various courses, approaching TULAGI HARBOR.
- 0345 1445 Stopped engines. Anchored in TULAGI HARBOR in 27 fathoms of water, with 60 fathoms of chain to the port anchor. Ship's head on anchoring: 300(T); bearings: right tangent MAKAMBO ISLAND 021½(T), right tangent TULAGI ISLAND 300½(T), left tangent TULAGI ISLAND 164(T). Distance made good since 1200 25.0 miles.
- 0402 1502 Commenced unloading operations.
- 0405 1505 Marine working party of about 60 men came on board.
- 0550 1650 Made preparations to disembark passengers and marine working party.
- 0555 1655 Commenced heaving round on anchor chain.
- 0603 1703 Underway from TULAGI HARBOR on various courses at various speeds conforming to channel, proceeding to INDISPENSIBLE STRAIT, Standard speed 15 knots.
- 0615 1715 Secured special sea details, set Condition III. USS O'BANNON acting as escort and anti-submarine screen.
- 0630 1730 Sighted SOUTHARD escorting MAJABA; ALCHIBA escorted by HOPKINS and WOODWORTH, dead ahead, entering western entrance to SEALARK CHANNEL.
- 0649 1749 Changed standard speed to 15.5 knots. Still proceeding on various courses to INDISPENSIBLE STRAIT, via SEALARK CHANNEL.
- 0715 1815 Sunset.
- 0725 1825 Darkened ship.
- 0729 1829 Velocity of wind increased to force 5; heavy rain squall set in.

Nov. 2, 1942 (Continued)

G.C.T.	L.C.T.	
0734	1834	Changed course to 090(T).
0745	1845	Rain squall ceased.
0759	1859	Changed standard speed to 15 knots.
0802	1902	Secured degaussing gear. Rain squall set in, visibility about zero.
0823	1923	Slowed to 2/3 speed, 10 knots. During change of speed, annunciator developed trouble and transmitted erroneous orders to engine room. As a result the engines were turned over full speed astern for a few seconds. Now using only revolution telegraph and telephone to transmit orders to engine room. Lost visual contact with our escorting destroyer and could not make contact by voice over TBY either.
0829	1929	Rain squall ceased, but visibility only about 5,000 yards. Wind velocity decreased to force 3.
0849	1949	Changed standard speed to 15.5 knots.
0856	1956	Changed standard speed to 16.5 knots.
0859	1959	Changed course to 134(T), on receiving despatch orders from COMSOPAC to retire South into the CORAL SEA. (13 JAP destroyers were sighted by our planes during the afternoon about 135 miles due North of KUKUUM and were expected to raid INDISPENSIBLE STRAIT to cover a troop landing East of KUKUUM.)
0900	2000	<u>Ship's position:</u> Lat. 9° 18' 15" S., Long. 160° 39' 10" E.
0909	2009	Changed speed to 15.5 knots.
0945	2045	Changed course to 129(T).
1005	2105	Reestablished voice contact on TBY with O'BANNON, and soon thereafter sighted escort on bearing 065(T), distant 1½ miles.
1009	2109	Changed course to 134(T).
1010	2110	NURA ISLAND sighted abeam to starboard, distance about 3 miles.
1040	2140	The SOUTHARD, which had lost her convoy (MAJABA), took station on port bow, while O'BANNON has taken station on starboard bow.
1116	2216	Changed course to 180(T).

Nov. 3, 1942 Underway as TASK UNIT 62.4.5 on base course 180(T).
 The O'BANNON and SOUTHARD acting as escorts. Standard
 speed 15.5 knots. Ship completely darkened and in
 Readiness Condition III. Weather: passing squalls
 and showers from the Southeast. Low visibility.

Nov. 2.
 G.C.T. L.C.T.
 ? The SOUTHARD left station as a voluntary escort and
 reversed course.

1600 0300 Changed base course to 134(T).

1633 0333 Changed course with escort to 315(T), on receipt of
 despatch orders from COMSOPAC for the TASK UNITS to
 return to KUKUUM-TULAGI areas for unloading.

1747 0447 Set Condition I (Special).

1810 0510 Left tangent SAN CRISTOBAL ISLAND bearing 035(T).

1819 0519 Sighted USS ALCHIBA, HOPKINS and WOODWORTH on star-
 board quarter, heading on parallel course.

1841 0541 Changed course to 005(T).

1857 0557 Secured from Condition I (Special), set Condition III.
 Lighted ship.

1901 0601 Sighted four ships bearing 246(T), distant 15 miles.

1935 0635 Rain squall. Visibility decreased to 6000 yards for
 five minutes.

2030 0730 Sighted plane on starboard beam. Identified as a B-17.

2037 0737 Set Readiness Condition II.

2100 0800 Ship's position: Lat. 9° 52' 30" S., Long. 161° 04' E.

2133 0833 Changed base course to 330(T).

2154 0854 Changed course to 320(T).

2210 0910 Reversed course to join up with TASK UNIT 62.4.3, so
 as to enter SEALARK CHANNEL area with combined A/S
 screen of three destroyers. Evolution completed at
 0941, S/S 15.8 knots.

2242 0942 Changed course to 345(T).

2247 0947 Changed course to 320(T).

Nov. 3, 1942 (Continued)

G.C.T.	L.C.T.	
2344	1044	Changed course to 310(T).
2345	1045	Sighted four Wildcat planes, bearing 040(T).
2351	1051	Right tangent NURA ISLAND abeam to port, distant 4 miles.
2353	1053	Changed course to 293(T). Steering various courses to close in on ALCHIBA.
Nov. 3		
0003	1103	Steadied on base course 293(T).
0020	1120	Sighted one B-17 plane bearing 010(T).
0032	1132	Right tangent RUA SURA ISLAND abeam to port bearing 203(T).
0055	1155	Changed course to 303(T). Cut in degaussing gear.
0100	1200	<u>Ship's position</u> : Lat. 9° 30' 30" S., Long. 160° 34' E. Distance made good since 1703 Nov. 2, 1942, 278.4 miles.
0101	1201	Changed course to 281(T).
0136	1236	Changed course to 270(T).
0147	1247	Entered SEALARK CHANNEL.
0156	1256	Changed course to 265(T).
0200	1300	General Quarters. Observed AA fire over GUADALCANAL, to the west of KUKUUM airfield.
0207	1307	Again observed anti-aircraft fire from the beach. It appeared to be Japanese AA fire directed against our attacking bombers.
0212	1312	Four Grumman Wildcat planes patrolling. One Dauntless plane flying low along starboard side on A/S patrol.
0214	1314	Secured from General Quarters, set Condition III. Began preparing holds for unloading cargo.
0217	1317	Changed course to 335(T). Left western entrance of SEALARK CHANNEL.
0225	1325	Changed course to 341(T).
0230	1330	Stationed special sea details.

Nov. 3, 1942 (Continued)

G.C.T. L.C.T.

- 0258 1358 Changed course to 013(T). Approaching TULAGI HARBOR.
- 0308 1408 Ahead 1/3 speed; turning left slowly.
- 0319 1419 Anchored in TULAGI HARBOR in 24 fathoms of water with 60 fathoms of chain to the port anchor. Ship's head on anchoring 305(T); anchorage bearings: right tangent TULAGI ISLAND 302 3/4(T), REAR RANGE 056 1/2(T). Distance made good since 1200 24.0 miles.
- 0327 1427 Marine working parties came aboard.
- 0332 1432 Resumed unloading.
- 0336 1436 Three strip pontoon barge from top of #3 hold lowered into water.
- 0600 1700 Stationed special sea details. Made preparations for getting underway, to take a berth in the cove having buoyed wreck, giving protection to ship from possible bombardment during hours of darkness.
- 0622 1722 Underway on various courses at various speeds.
- 0651 1751 Dropped port anchor in 19 fathoms of water, and gradually easing out chain to 105 fathoms. Anchor bearings: left tangent NORTH CENTRAL POINT, TULAGI ISLAND 144(T), left tangent MAKAMBO ISLAND (A4 Slipway) 095(T).
- 0655 1755 USS BOBOLINK pushed with her bow on our starboard quarter to assist in working stern toward beach in cove. USS MAJABA standing into harbor.
- 0700 1800 BOBOLINK left starboard quarter and came alongside port quarter with bow to stern to assist in swinging stern to port.
- 0711 1811 USS O'BANNON standing into anchorage for the night.
- 0712 1812 Sunset.
- 0727 1827 Darkened ship.
- 0735 1835 Dropped kedge anchor aft and let out 30 fathoms wire cable while adjusting ship between her anchors by heaving in on bower anchor to 95 fathom mark at water's edge. BOBOLINK also dropped one bower anchor with 30 fathoms of chain to assist keeping stern toward beach. Ship now lying with heading 066(T), and only the forward part of the ship unprotected by hill sloping down to point on starboard beam.

Nov. 4, 1942 Moored bow and stern between anchors in the Northeast cove of TULAGI ISLAND in 19 fathoms of water with 95 fathoms of chain to the port anchor and 30 fathoms of chain to the kedge anchor. BOBOLINK is moored port side to our port side with bow to stern, and with her port bower anchor down with 30 fathoms of chain. USS YP239 is moored port side to our starboard side. Kedge anchor has been dropped aft to keep stern from swinging. Ship is fully darkened and in Readiness Condition III.

G.C.T. L.C.T.
Nov. 3

1803 0503 Stationed special sea details.

1809 0509 Tested main engines; ready for getting underway.

1810 0510 YP239 (CHALLENGER) underway from alongside.

1827 0527 Commenced weighing kedge anchor.

1831 0531 Weighed port bower anchor.

1844 0544 Underway in TULAGI HARBOR to shift back to previous anchorage. Steered various courses at various speeds.

1847 0547 BOBOLINK underway from port side.

1852 0552 USS O'BANNON standing out to patrol off harbor entrance.

1857 0557 Anchored in TULAGI HARBOR in 25 fathoms of water with 60 fathoms of chain to the port anchor. Ship's head 153(T); anchorage bearings: right tangent TULAGI ISLAND 290(T), left tangent TULAGI ISLAND 153(T), right tangent MAKAMBO ISLAND 080(T).

1915 0615 YP239 secured to starboard side to fuel.

1940 0640 Resumed working MTB Squadron cargo from #2 and 3 holds. No boats have as yet come out from the beach.

2010 0710 First boat arrived from the beach.

2030 0730 Hospital detachment of 30 men on board for passage left ship.

2035 0735 USS ALCHIBA stood in and anchored at 0810.

2040 0740 USS MAJABA underway.

2050 0750 USS HOPKINS and WOODWORTH stood in and anchored at 0820.

2154 0854 Completed fueling YP239, having transferred 27,218 gallons fuel oil.

Nov. 4, 1942 (Continued)

Nov. 3

G.C.T. L.C.T.

2215	0915	YP239 away from alongside.
2328	1028	USS BOBOLINK came alongside #1 and 2 holds to starboard.
Nov. 4 0034	1134	Went to General Quarters. Red flag up on TULAGI signal mast, indicating hostile aircraft in vicinity. Formation of 12 single seater planes reported approaching from Northeast.
0051	1151	All clear signal shown from signal tower. Secured from General Quarters, set Condition IV.
0102	1202	Red flag on signal mast on TULAGI; went to General Quarters.
0117	1217	All clear signal on tower ashore; secured from General Quarters and set Condition IV.
0123	1223	Weighing anchor to shift berth, due to dragging anchor while hove short for General Quarters.
0128	1228	Anchor aweigh. Underway on various courses and speeds.
0131	1231	Anchored in TULAGI HARBOR; anchorage bearings: right tangent TULAGI ISLAND 296(T), left tangent MAKAMBO ISLAND 022(T), right tangent MAKAMBO ISLAND 071(T).
0210	1310	Commenced hoisting five repairable Tare Prep boats aboard.
0325	1425	BOBOLINK cast off lines, having unloaded the last of our MTB Squadron cargo onto her after main deck in order to prevent delay getting underway.
0352	1452	Stationed special sea details.
0355	1455	Completed hoisting aboard five repairable TP boats.
0402	1502	Working party left ship.
0408	1508	Underway from TULAGI HARBOR at various speeds, steering various courses conforming to channel, proceeding to sea. Standard speed 15 knots.
0420	1520	Cut in degaussing gear.
0428	1528	Changed course to 165(T). USS O'BANNON joined and took station as escort and anti-submarine screen.

Nov. 4, 1942 (Continued)

G.C.T. L.C.T.

0431	1531	Sighted several ships off LUNGA ROADS. With right tangent of GAVUTU ISLAND bearing 034(T), TULAGI REAR RANGE bearing 005(T), and BUNGANA ISLAND left tangent bearing 122(T), took departure and set base course 165(T). Standard speed 15 knots.
0459	1559	Changed course to 139(T), heading for Western Entrance of SEALARK CHANNEL.
0509	1609	Changed course to 115(T), and entered SEALARK CHANNEL.
0511	1611	Went to General Quarters.
0519	1619	Secured from General Quarters, set Condition III.
0546	1646	Changed course to 097(T), having cleared SEALARK CHANNEL.
0551	1651	Commenced zig-zagging in accordance with Plan #14.
0555	1655	Exchanged calls with USS PENSACOLA, which was screening a Task Unit off AOLA BAY.
0710	1810	Secured degaussing gear.
0715	1815	Sunset. Darkened ship.
0735	1835	Changed base course to 132(T), and ceased zig-zagging.
0836	1936	By despatch orders from CTF 62 proceeding NOUMEA, to use radical change of base course at daylight and after dark while north of latitude fifteen.
0900	2000	<u>Ship's position</u> : Lat. 9° 34' 30" S., Long. 161° 00' 30" E.
0928	2028	Changed course to 180(T).

Nov. 5, 1942 Underway on course 180(T). Proceeding at standard speed 15 knots, making about 14.3 knots good. USS O'BANNON patrolling station 1000 yards ahead, acting as anti-submarine screen. Ship fully darkened and in Readiness Condition III. Weather: dark night, sky overcast; calm sea with slight breeze out of the Southeast.

Nov. 4
G.C.T. L.C.T.

1600 0300 Commenced zig-zagging in accordance with Plan #14.

1605 0305 O'BANNON reported by voice a radar contact with surface craft bearing 215(T), distant 3.5 miles, and began investigating contact.

1608 0308 Ceased zig-zagging and remained on present zig-zag course 146(T).

1618 0318 O'BANNON reports contact bearing 280(T), distant 3 miles.

1620 0320 O'BANNON reports radar screen is clear, - it is probable that contact was an enemy submarine that submerged on approach of DD.

1624 0324 Resumed zig-zagging, Plan #14, on leg 191(T).

1640 0340 O'BANNON resumed position as anti-submarine screen.

1747 0447 Set Condition I (Special).

1834 0534 Changed course radically to 136(T), as though heading for ESPIRITU SANTO.

1847 0547 Sunrise.

1851 0551 Secured from Condition I (Special), set Condition III. Lighted ship.

2100 0800 Ship's position: Lat. 12° 11' S., Long. 161° 30' 30" E.

Nov. 5
0100 1200 Ship's position: Lat. 12° 48' 15" S., Long. 162° 09' 30" E.
Distance made good since departure, 1508, 4 November, 1942, 287 miles.

0710 1810 Sunset. Darkened ship.

0800 1900 Ceased zig-zagging and changed base course radically to 193(T), heading for NOUMEA.

0900 2000 Ship's position: L. 14° 06' 30" S., L. 163° 04' 30" E.

0912 2012 Increased speed to 15.5 knots.

Nov. 6, 1942 Underway on course 193(T), standard speed 15.5 knots.
 USS O'BANNON escort. Ship fully darkened and in
 Readiness Condition III. Weather: clear, with
 scattered clouds.

Nov. 5
 G.C.T. L.C.T.

1735 0435 Set Condition I (Special).

1800 0500 Commenced zig-zagging in accordance with Plan #14.

1830 0530 Commenced zig-zagging in accordance with Plan #11.

1835 0535 Sunrise. Secured from Condition I (Special), set
 Condition III. Lighted ship.

2000 0700 Changed base course to 180(T).

2100 0800 Ship's position: Lat. 16° 51' S., Long. 162° 22' E.

Nov. 6
 0100 1200 Ship's position: Lat. 17° 45' 30" S., Long. 162° 14' E.
 Distance made good since noon 5 Nov., 1942, 323.5 miles.

0101 1201 Changed base course to 163(T), and continued zig-zagging.

0500 1600 Changed base course to 155(T).

0720 1820 Sunset. Darkened ship.

0830 1930 Ceased zig-zagging and resumed base course.

0900 2000 Ship's position: Lat. 19° 32' 30" S., Long. 162° 43' E.

Nov. 7, 1942 Underway, with USS O'BANNON as escort, on course 145(T), proceeding at standard speed 15.5 knots. Ship fully darkened and in Readiness Condition III.

Nov. 6		
G.C.T.	L.C.T.	
1705	0405	Changed course to 133(T), and commenced zig-zagging in accordance with Plan #11.
1720	0420	Set Condition I (Special).
1815	0515	Sighted land abaft port beam, bearing 040(T).
1820	0520	Sunrise. Secured from Condition I (Special), set Condition III. Lighted ship.
1835	0535	Ceased zig-zagging and resumed base course 133(T).
1900	0600	Changed base course to 125(T).
2100	0800	<u>Ship's position</u> : 21° 22' 15" S., Long. 164° 37' E.
2256	0956	Changed base course to 120(T).
2315	1015	O'BANNON testing armament.
2327	1027	Unidentified aircraft bearing 125(T), report by radar contact made by escort.
2329	1029	Sighted one plane bearing 090(T).
2330	1030	Signal from escort that plane identified as friendly.
Nov. 7		
0100	1200	<u>Ship's position</u> : Lat. 22° 8' S., Long. 165° 22' 30" E. Distance made good since noon, Nov. 6, 1942, 322 miles.
0230	1330	O'BANNON reports radar contact on aircraft bearing 035(T).
0245	1345	O'BANNON reports radar contact on five planes bearing 033(T), distant 17 miles.
0247	1347	O'BANNON changed number of planes to "1".
0315	1415	Plane sighted bearing 180(T).
0345	1445	Plane sighted bearing 090(T).
0435	1535	Sighted AMEDEE LIGHTHOUSE bearing 106(T).
0444	1544	Changed course to 120(T).

Nov. 7, 1942 (Continued)

G.C.T. L.C.T.

- 0516 1616 Stationed special sea details.
- 0517 1617 Changed course to 125(T).
- 0536 1636 Changed course to 050(T).
- 0543 1643 Entered BULARI PASSAGE, northern entrance.
- 0546 1646 Changed course to 090(T).
- 0547 1647 TABU LIGHT abeam to port.
- 0550 1650 AMADEE ISLAND LIGHT abeam to port, distant 600 yards.
- 0551 1651 Proceeding on various courses, conforming to channel, leading to DUMBEA BAY, NOUMEA.
- 0654 1754 Beacon "R" abeam to starboard, distant 700 yards. Steering various courses, coming right around ILE NOU, proceeding into Great Roads anchorage, NOUMEA, NEW CALEDONIA.
- 0712 1812 Ahead 1/3 speed.
- 0713 1813 Passing through anti-submarine and torpedo net.
- 0730 1830 Maneuvering on various courses and at various speeds, preparing to go alongside USS VESTAL.
- 0745 1845 Approaching VESTAL. (On first approach VESTAL was unprepared for taking this vessel alongside. Due to this, the current, and the fact that the harbor was crowded, this ship had to circle around USS McCAWLEY to make the second approach).
- 0757 1857 As VESTAL swung stern around to prevent second approach, dropped starboard anchor, veered chain to 30 fathoms in a position astern of her, to ride into wind.
- 0821 1921 Underway, and secured along the starboard side of the VESTAL in berth A-9, Great Roads anchorage, NOUMEA, NEW CALEDONIA, using 6 manila hawsers. Distance made good since 1200, 74 miles.
- 0848 1948 Secured main engines and special sea details. Set Condition of Readiness IV.

Nov. 8, 1942. Moored as before, port side to starboard side of
 G.C.T. L.C.T. USS VESTAL in berth A-9, Great Roads Anchorage,
 NOUMEA, NEW CALEDONIA. Undergoing fender overhaul.
 Numerous U.S. naval vessels, merchant ships and
 tankers present. Ship is fully darkened and in
 Readiness Condition III-A.

Nov. 7
 1735 0435 Secured from Condition III-A, set Condition III.
 1805 0505 Sunrise; lighted ship.
 1900 0600 USS ALHENA being towed out of harbor.
 2030 0730 Secured from Condition III, set Condition IV.
 2115 0815 Second Lieutenant J. E. STEWART, U.S.M.C., Chief
 Machinist J. F. STEWART, U.S.N., and 12 enlisted
 men of the navy and marine corps were sent to the
 U.S. Naval Dispensary, NOUMEA, for further treatment
 or further transfer.

2120 0820 USS NASSAU, A-116, standing in.
 2330 1030 USS BARTON and RUSSELL underway.

Nov. 8
 0045 1145 In compliance with Comamphibforsopac orders
 AP10/P16-4/00, Lieutenant (jg) James E. CARLIN,
 U.S.N.R., reported on board for duty.

0305 1405 USS STACK stood in.
 0440 1540 USS BARTON underway.
 0455 1555 USS JUNEAU and O'BANNON underway.
 0515 1615 USS PORTLAND underway.
 0620 1720 USS HUGHES standing in.
 0709 1809 Sunset.
 0717 1817 USS SHAW and merchantman standing in.
 0724 1824 Darkened ship.

Nov. 9, 1942. Moored port side to starboard side of USS VESTAL, in berth A-9, Great Roads Anchorage, NOUMEA, NEW CALEDONIA. Undergoing fender repairs. Ship fully darkened and in Readiness Condition III-A.

Nov. 8

G.C.T. L.C.T.

1735 0435 Set regular Condition III.

1806 0506 Lighted ship.

2030 0730 Set Condition of Readiness IV.

2235 0935 Machinist A. J. POST, U.S.N., and Acting Pay Clerk E. C. BANNISTER, U.S.N., were detached to Naval Dispensary, NOUMEA, for treatment.

2355 1055 USS DELPHINUS stood in and anchored.

Nov. 9

0022 1122 USS ROCHAMBEAU stood in and anchored.

0405 1505 USS NASSAU underway.

0615 1715 USS SHAW standing in.

0710 1810 Sunset.

0725 1825 Darkened ship.

Nov. 10, 1942 Moored as before, port side to starboard side of
USS VESTAL in Berth A-9, Great Roads Anchorage,
NOUMEA, NEW CALEDONIA. Undergoing fender repairs.
Numerous U. S. Naval vessels, merchant ships and
tankers present. Ship fully darkened and in
Readiness Condition IV.

Nov. 9

G.C.T. L.C.T.

1735 0435 Secured from Condition IV, and set regular
Condition of Readiness III.

1805 0505 Sunrise. Lighted ship.

2030 0730 USS COMFORT stood in and anchored. Secured from
Condition III, set Condition IV.

Nov. 10

0310 1410 USS DALE standing in.

0335 1435 USS KITTY HAWK standing in.

0400 1500 USS SPERRY standing out. USS BENHAM, WILKE and
MUSTIN standing in.

0445 1545 USS MAHAN standing out.

0711 1811 Sunset.

0726 1826 Darkened ship.

Nov. 11, 1942. Moored port side to starboard side of USS VESTAL in berth A-9, Great Roads Anchorage, NOUMEA, NEW CALEDONIA. Undergoing fender overhaul. Ship is fully darkened and in Readiness Condition IV.

Nov. 10

G.C.T. L.C.T.

1735	0435	Set Condition III.
1805	0505	Sunrise. Lighted ship.
1808	0508	USS ENTERPRISE underway.
1933	0933	USS SOUTH DAKOTA underway.
2005	0705	USS LASSEN underway.
2030	0730	Set Readiness Condition IV.
2208	0908	USS DALE underway.
2230	0930	USS KENMORE stood in.
2320	1020	Second Lieutenant Theodore A. PETRAS, U.S.M.C., reported aboard with 3 enlisted Marine Corps personnel for transportation, in accordance with verbal orders of the Commanding General, First Marine Division, F.M.F.
2325	1025	Transferred 1 enlisted man to USS WHITNEY for further transfer as assigned by Comseronsopac.

Nov. 11

0025	1125	Captain G. H. PARRISH, (AFM), U.S.M.C., reported aboard for transportation.
0030	1130	USS KITTY HAWK underway.
0110	1210	USS WASHINGTON underway.
0225	1325	USS HUGHES standing in.
0400	1500	Received on board 6 enlisted personnel for transportation.
0712	1812	Sunset.
0727	1827	Darkened ship.
0745	1845	Machinist D. W. CHAMPAGNE, U.S.N., reported on board for duty.

Nov. 12, 1942 Moored as before, port side to starboard side of USS VESTAL in berth A-9, Great Roads Anchorage, NOUMEA, CALEDONIA. Numerous U. S. Naval vessels, merchant ships and tankers present. Ship fully darkened and Readiness Condition IV.

Nov. 11
G.C.T. L.C.T.

1735	0435	Secured from Condition IV, set Condition III.
1805	0505	Sunrise. Lighted ship.
1936	0636	USS VESTAL underway from our port side, shifting berth.
2100	0800	Secured from Condition III, set Condition IV. Exercised at Fire Drill, fire at gasoline stowage.
2110	0810	Secured from Fire Drill.
2111	0811	USS WILLIAM WARD BURROUGHS standing in.
2115	0815	Exercised at Collision Drill, collision at port side #3 hatch.
2119	0819	Exercised at Abandon Ship Drill, Method "C".
2124	0824	Secured from Abandon Ship Drill.
2125	0825	Exercised at Away Fire and Rescue Drill.
2145	0845	Secured from Fire and Rescue Drill.
2147	0847	Retreat from Emergency Drills.
2220	0920	USS VAN DYKE standing in.
Nov. 12		
0445	1545	USS SOLACE standing in.
0520	1620	USS DELPHINUS standing out.
0535	1635	Stationed special sea details, and made preparations for getting underway.
0603	1703	Commenced weighing anchor.
0610	1710	Underway in compliance with Comsopac despatch 120102 of November, 1942, at various speeds and on various courses conforming to the channel, proceeding to sea. Standard speed 13.2 knots.

Nov. 12, 1942 (Continued)

G.C.T. L.C.T.

0644	1744	Changed speed to 15 knots. Ahead standard speed.
0648	1748	Set Readiness Condition III.
0711	1811	Fire in switch box in #2 hold. Sounded Fire Quarters.
0712	1812	Fire extinguished.
0713	1813	Sunset.
0715	1815	Secured from Fire Quarters. USS NICHOLAS astern, distant 5 miles, coming up to take position as escort.
0727	1827	Darkened ship.
0741	1841	THISBEE SHOAL buoy abeam to port, distant 400 yards.
0754	1854	Passed AMEDEE LIGHT abeam to starboard, bearing 227(T). Changed course to 220(T), turning around AMEDEE LIGHT.
0807	1907	Passed through northern entrance of BULARI PASSAGE on course 230(T).
0815	1915	Commenced zig-zagging in accordance with Plan #14. Secured special sea details.
0900	2000	Ceased zig-zagging; changed base course to 159(T).

Nov. 13, 1942

Underway on course 159(T); proceeding at standard speed of 11.6 knots. Ship fully darkened and in Readiness Condition III. USS NICHOLAS acting as escort, and patrolling station approximately 1000 yards ahead.

Nov. 12

G.C.T. L.C.T.

1314	0014	Escort reports surface contact bearing 042(T), distant 17,000 yards.
1315	0015	Latest report: 042(T), 16,000 yards.
1320	0020	Last bearing on surface contact 030(T), distant 17,000 yards.
1600	0300	NICHOLAS reversing course, proceeding on duty assigned.
1655	0355	Set Condition I (Special).
1700	0400	Commenced zig-zagging in accordance with Plan #14.
1750	0450	Sunrise. Lighted ship.
1809	0509	Secured from Condition I (Special), set Condition III.
1844	0544	Changed zig-zag Plan from #14 to #8.
2023	0723	Sighted dark object in water, bearing 095(T); appears to be a life raft.
2031	0731	Hard left rudder to course 040(T); maneuvering to investigate.
2040	0740	On investigating found two life rafts secured together, neither one containing persons, though blankets and other gear were noted. Went right to base course 159(T), and resumed zig-zagging.
2100	0800	<u>Ship's position:</u> Lat. 24° 39' 30" S., Long. 167° 03' 00" E.
2245	0945	Commenced firing #4 3-inch gun for test purposes.
2257	0957	Completed test firing.
2300	1000	Set clocks ahead one hour to conform to minus 12 time zone.

Nov. 13, 1942

(Continued)

G.C.T. L.C.T.

0000 1200

Ship's position: $25^{\circ} 11' 15''$ S., Long. $167^{\circ} 13' 43''$ E.
Distance made good since departure, 1710, Nov. 12,
1942, 187.7 miles. Increased speed to 13.2 knots.

0515 1715

Changed base course to 142(T).

0600 1800

Changed standard speed to 15 knots.

0713 1913

Sunset. Darkened ship.

0800 2000

Ship's position: Lat. $26^{\circ} 37' 00''$ S., Long. 167°
 $59' 00''$ E.

0830 2030

Changed base course to 172(T).

1115 2315

Ceased zig-zagging, and changed base course to 159(T).

Nov. 14, 1942. Underway, on course 159(T), at standard speed of 15 knots. Ship fully darkened and in Readiness Condition III.

Nov. 13
 G.C.T. L.C.T.
 1650 0450 Set Condition I (Special).
 1700 0500 Commenced zig-zagging in accordance with Plan #8.
 1746 0546 Sunrise. Lighted ship.
 1752 0552 Secured from Condition I (Special), set Condition III.
 2000 0800 Ship's position: Lat. 29° 16' 00" S., Long. 168° 52' 30" E.
 2152 0952 Commenced firing target practice with 20 m.m. guns, using balloons.
 2243 1043 Completed target practice.

Nov. 14
 0000 1200 Ship's position: Lat. 30° 02' 00" S., Long. 169° 09' 00" E.
 Distance made good since noon, Nov. 13, 1942, 313 miles.
 0717 1917 Sunset. Darkened ship.
 0800 2000 Ship's position: Lat. 31° 36' 00" S., Long. 169° 47' 00" E.
 0826 2026 Changed standard speed to 14 knots.

Nov. 15, 1942 Underway, on base course 159(T), zig-zagging in accordance with Plan #8. Standard speed 14 knots. Ship is fully darkened and in Readiness Condition III.

Nov. 14
G.C.T. L.C.T.
1232 0032 Ceased zig-zagging and resumed base course.

1630 0430 Set Condition I (Special). Resumed zig-zagging in accordance with Plan #8.

1728 0528 Sunrise. Lighted ship.

1730 0530 Secured from Condition I (Special), set Condition III.

1734 0534 Changed standard speed to 13.2 knots.

2000 0800 Ship's position: Lat. $34^{\circ} 02' 00''$ S., Long. $170^{\circ} 59' 00''$ E.

Nov. 15
0000 1200 Ship's position: Lat. $34^{\circ} 43' 30''$ S., Long. $171^{\circ} 19' 30''$ E.
Distance made good since noon, November 14, 1942, 303.7 miles.

0022 1222 Conducted steering casualty drill.

0051 1251 Changed zig-zag Plan from #8 to #30.

0718 1918 Sunset. Darkened ship.

0800 2000 Ship's position: Lat. $36^{\circ} 01' 30''$ S., Long. $171^{\circ} 58' 00''$ E.

Nov. 16, 1942 Underway, on base course 159(T), zig-zagging in accordance with Plan #30. Proceeding at standard speed of 13.2 knots. Ship fully darkened and in Readiness Condition III.

Nov. 15
G.C.T. L.C.T.
1610 0410 Set Condition I (Special).
1711 0511 Sunrise. Lighted ship.
1713 0513 Exchanged challenges with one New Zealand patrol bomber, a Hudson type plane.
1719 0519 Secured from Condition I (Special), set Condition III. Hudson patrol plane returned and circled ship several times, and furnishing air coverage for this vessel.
2000 0800 Ship's position: Lat. 37° 58' 15" S., Long. 172° 49' 30" E.
2022 0822 Increased speed to 13.4 knots.
2315 1115 A second Hudson patrol bomber now flying in vicinity, to relieve the first one in furnishing air coverage for this vessel.

Nov. 16
0000 1200 Ship's position: Lat. 38° 35' 00" S., Long. 173° 19' 00" E.
Distance made good since noon, Nov. 15, 1942, 251.1 miles.
0003 1203 Sighted land, apparently MOUNT EGMONT, bearing 138(T), distant 50 miles.
0028 1228 Changed base course to 165(T).
0104 1304 Exercised at Fire Quarters; fire in boats on #1 hatch.
0108 1308 Secured from Fire Quarters.
0112 1312 Secured from Emergency Drills.
0134 1334 Sighted SUGAR LOAF ISLAND, bearing 117(T), distant 32 miles.
0254 1454 Sighted CAPE EGMONT LIGHT bearing 136-30(T), distant 17.5 miles. Commenced rigging paravanes for streaming.
0315 1515 Changed zig-zag Plan to #34.

<u>Nov. 16, 1942</u>		(Continued)
<u>G.C.T.</u>	<u>L.C.T.</u>	
0353	1553	Changed course to 180(T).
0402	1602	Slowed to 1/3 speed, and commenced streaming paravanes.
0409	1609	Paravanes streamed; increased to standard speed.
0412	1612	Changed speed to 1/3; port paravane not streaming properly.
0414	1614	Stopped engines, to take paravanes on board for restreaming.
0420 to 0602	1620 to 1802	Proceeding at various speeds on various courses necessary to restream paravanes. Exercise completed at 1814, having proved a failure due apparently to the paravane inhauls being too short.
0614	1814	Ahead slow, and commenced zig-zagging in accordance with Plan #20.
0620	1820	Ahead 2/3 speed.
0621	1821	Ahead standard speed, 13.6 knots.
0631	1831	Slowed to 1/3 speed in order to get the shoe of the paravane gear up.
0636	1836	Ahead 2/3 speed.
0637	1837	Ahead standard speed.
0722	1922	Sunset.
0737	1937	Darkened ship.
0800	2000	<u>Ship's position:</u> Lat. 39° 44' 00" S., Long. 173° 43' 45" E.
1026	2226	Sighted STEPHENS ISLAND LIGHT bearing 184(T).
1100	2300	Sighted ship bearing 085(T), on parallel course, well clear.

Nov. 17, 1942 Underway, on base course 151(T), standard speed 13.6 knots; zig-zagging in accordance with Plan #20. Ship fully darkened and in Readiness Condition III.

Nov. 16
G.C.T. L.C.T.
1247 0047 Sighted a ship on the starboard quarter, bearing 325(T), on opposite parallel course. Ship did not answer challenge.

1308 0108 Ceased zig-zagging and resumed base course.

1406 0206 Sighted BROTHERS LIGHT bearing 193(T), distant 18 miles.

1452 0252 Changed course to 194(T); BROTHERS LIGHT bearing 215(T).

1549 0349 BROTHERS LIGHT abeam, bearing 284(T), distant approximately 5½ miles.

1601 0401 Sighted a ship showing running lights on starboard beam. Ship on parallel course. Turned on our own running lights.

1604 0404 Turned off running lights.

1632 0432 With BROTHERS LIGHT bearing 334(T), distant 10.5 miles, changed course to 165(T). Sighted KARORI ROCK LIGHT bearing 123(T), distant 7 miles.

1651 0451 Sunrise. Lighted ship.

1653 0453 Changed course to 120(T).

1725 0525 Cut in degaussing gear.

1733 0533 With KARORI ROCK LIGHT bearing 346(T), distant 5.5 miles, changed course to 090(T).

1738 0538 Stationed special sea details.

1740 0540 Changed course to 059(T).

1745 0545 Steering various courses, conforming to swept channel, approaching PORT NICHOLSON, WELLINGTON, NEW ZEALAND.

1807 0607 BARING HEAD ROCK abeam to starboard.

1813 0613 Stopped engines.

Nov. 17, 1942

(Continued)

G.C.T. L.C.T.

1816	0616	Lieut. R. E. SUCKLING, RNZNR, came aboard. Ahead 2/3 speed; pilot SUCKLING at the conn. Proceeded into PORT NICHOLSON.
1820	0620	Ahead standard speed.
1825	0625	PENCARROW HEAD LIGHT abeam to starboard, distant 200 yards.
1830	0630	Ahead 1/3 speed.
1843	0643	Pilot left the ship.
1845	0645	Ahead standard speed. Proceeded to anchorage in LAMBTON HARBOR.
1904	0704	HALSWELL POINT LIGHT abeam to port, distant 700 yards.
1908	0708	Ahead 1/3 speed.
1909	0709	JERNINGHAM POINT LIGHT abeam to port, distant 1 mile.
1914	0714	Anchored in LAMBTON HARBOR, WELLINGTON, NEW ZEALAND, in berth A-2, in 15 fathoms of water with 60 fathoms of chain to the starboard anchor. Ship's head 340(T). Anchorage bearings: JERNINGHAM POINT LIGHT 185(T), HALSWELL POINT LIGHT 130½(T), SOMES ISLAND LIGHT 075½(T). Distance made good since 1200, Nov. 16, 1942, 203 miles.
1922	0722	Secured degaussing gear.
1935	0735	Secured special sea details and main engines. Secured from Condition III, set Condition IV.
2130	0930	Pilot McLEOD came aboard.
2135	0935	Stationed special sea details, and made preparations for getting underway.
2207	1007	Underway from berth A-2, at various speeds on various courses, going alongside AOTEA QUAY, WELLINGTON, NEW ZEALAND. Standard speed 14 knots.
2226	1026	Let go port anchor. Veered to 15 fathoms. WARPING in to quay.

Nov. 17, 1942

(Continued)

G.C.T. L.C.T.

2237 1037

Moored starboard side to AOTEA QUAY, with six manila lines.

2258 1058

Secured main engines and special sea details.

2300 1100

The Ass't, Material Officer, Lt-Cdr. E.T.COENE, E-V(G), and Lt-Cdr. EARNSHAW (E), R.N.Z.Navy, came aboard to go over repair work necessary during period in port while overhauling main engineering plant and hull work to damaged bottom, caused by near miss bomb.

2315 1115

Received 2 ramp lighters, and 1 TP boat, for working purposes, etc.

Nov. 17

0030 1230

Seven enlisted personnel left ship in accordance with their basic orders.

0722 1922

Sunset.

0737 1937

Darkened ship.

Nov. 18, 1942 Moored starboard side to AOTEA QUAY, WELLINGTON, N.Z., with 6 manila lines. No. 1 generator in use for auxiliary purposes; waste heat boiler, oil-fired, for heating and galley use. Ship fully darkened and in Readiness Condition IV. Ships present: USS AMERICAN LEGION, BELLATRIX (SOPA), and various merchant craft.

Nov. 17
G.C.T. L.C.T.
1650 0450 Sunrise. Lighted ship.

2305 1105 AMERICAN LEGION underway and standing out of harbor.

Nov. 18
0350 1550 Pilot R. E. SUCKLING came aboard. Stationed special sea details.

0355 1555 Navigation and engineering departments report ready for getting underway.

0412 1612 Underway from AOTEA QUAY, pilot at the conn, the Captain, Executive Officer and Navigator on the bridge, on various courses and speeds proceeding to JUBILEE DRY-DOCK. Conn is on the upper bridge. Standard speed 14 knots (75 r.p.m.).

0418 1618 Harbor tug S.T.TOIA alongside starboard side to assist ship in entering dry-dock.

0429 1629 Dry-dock reported ready to receive ship.

0446 1646 Both bow lines over and made fast to end of JUBILEE DRY-DOCK.

0451 1651 While the Pilot's launch was proceeding to the stern to run a port stern line to one of the dolphins, the Pilot ordered "1/3 astern", the wind at the time being SW force 3, with the Tug TOIA on the starboard side keeping the ship to windward. Perceiving no reduction but rather an increase in headway, the Pilot ordered "2/3 astern" and then "full astern". Then, realizing that the motors and propeller had been going ahead, the Pilot ordered "stop". The Commanding Officer observed that the annunciator answered all orders correctly. The JV talker on the bridge was also directed to repeat each of the orders "full astern", and later "stop", to the engine room, which he carried out. The Executive Officer quickly called the engine room by magneto hand phone from the wheelhouse and, having seen that the revolution indicator dial indicated "ahead", so informed the engineer officer and directed him to back immediately, following the indicator on the annunciator.

Nov. 18, 1942

(Continued). The backing came too late and did not prevent the ship coming in contact with the wharf off from which the JUBILEE DOCK lies, doing slight damage to the concrete coping of the wharf for a distance of about ten (10) feet, glancing off and striking the hinge of the outer support boom to the dock and shearing it. The stem of the BELLATRIX had a gouge of about seven (7) feet, to a depth of about forty-six inches, with an additional six foot of the stem bent - in varying distances.

G.C.T.	L.C.T.	
0452	1652	Stern line made fast to dolphin. Backed away from dock sill.
0500	1700	Ship stopped and moored temporarily to await further docking orders.
0517	1717	Underway from dry-dock on various courses and speeds, awaiting berthing assignment from Harbour Master, who must have gotten erroneous information that the dry-dock was unable to continue docking ship.
2525	1725	Received orders to proceed to KING'S WHARF #3.
0540	1740	Tug S.T.TOIA cast off from starboard side..
0548	1748	Tug S.T.TOIA alongside to starboard to assist maneuvering ship.
0611	1811	Moored port side to eastern side of KING'S WHARF #3, WELLINGTON, N.Z., with six manila lines.
0621	1821	Tug S.T.TOIA cast off, duty completed.
0626	1826	Secured special sea details. The Commanding Officer, as senior officer present afloat, immediately ordered an investigation to be made by the Executive Officer, Lieut-Comdr., J. F. GRUBE, U.S.Navy, as to the facts in the case of the collision with the dock.
0645	1845	Pilot R.E.SUCKLING left ship.
0723	1923	Sunset.
0738	1938	Darkened ship.

Nov. 19, 1942. Moored port side to KING'S WHARF #3, WELLINGTON, N.Z., with six manila lines. No. 1 generator in use for auxiliary purposes; waste-heat boiler, oil-fired, for heating and galley use. Ship is fully darkened and in Readiness Condition IV. Ships present: BELLATRIX and various merchant craft of the UNITED NATIONS.

Nov. 18
G.C.T. L.C.T.
1649 0449

Sunrise. Lighted ship.

2300 1100 The report of the Investigation conducted by Lieut-Comdr. J. F. GRUBE, U.S.Navy, in connection with the collision with the wharf yesterday is as follows:

"1. In accordance with reference (a), I have this date completed a thorough investigation into the circumstances connected with the failure of the Engineer Department to answer annunciator correctly on the afternoon of November 18, 1942."

"2. Having thoroughly inquired into all the facts and circumstances connected with the allegations contained in reference (a), I deem the following facts to be established.

- (a) That the pilot, Mr. SUCKLING, handled the ship in a very satisfactory manner, paying due regard to wind, tide and available power of the ship's plant.
- (b) That the pilot was not at fault for the damage that resulted from the collision with the wharf and dock supporting boom.
- (c) That one engine was out of commission for overhaul purposes and that maximum speed available on the other engine was about ten knots.
- (d) That all orders to the engine room given by the pilot were transmitted to the engine room correctly and were received correctly by the throttlemans in the engine room.
- (e) That the engine was going ahead when the engine order telegraph showed one-third astern, two-thirds astern and full astern.
- (f) That as a result of the engine going ahead instead of astern the ship struck the wharf opposite the dry-dock, glancing off and striking the outer support boom of the JUBILEE DOCK, shearing off its hinge connection.

Nov. 19, 1942 (Continued)

(g) That the throttlemate, P.E.BENNETT, machinist's mate, second class, U.S.N., was inefficient in the performance of his duties in that the reversing gear was in the ahead position instead of the reverse position. No disciplinary action other than a warning is recommended."

G.C.T.	L.C.T.	
0015	1215	USS FULLER standing in.
0025	1225	Pilot R.E.SUCKLING came aboard.
0026	1226	Began making preparations for getting underway. Navigation department reported ready for getting underway, and engineering department reported ready at 1238.
0045	1245	FULLER docked at AOTEA QUAY. FULLER displaying SOFA pennant.
0110	1310	Tug S.T.TOIA came alongside to starboard.
0119	1319	Underway from KING'S WHARF #3, pilot at the conn, the Captain, Executive Officer and Navigator on the bridge. Proceeding at various speeds on various courses to JUBILEE dry-dock.
0200	1400	Moored; line from our port bow made fast to dolphin.
0203	1403	Line from starboard bow over and made fast to end of dry-dock.
0206	1406	Stern line made fast to dolphin. Proceeding to warp ship into dry-dock.
0226	1426	Bow crossed dry-dock sill, entering JUBILEE dry-dock.
0302	1502	In position in JUBILEE dry-dock.
0307	1507	Secured special sea details and main engines.
0400	1600	Workmen from the William CABLE Company started work on ship's hull, between frames 37 to 49 on starboard quarter, involving the removal of plating from the turn of the bilge for a vertical distance of twenty feet, in order to straighten framing and longitudinal, and substitute new shell plating therefor.
0729	1929	Sunset. Darkened ship.

Nov. 20, 1942 In JUBILEE DRY-DOCK, WELLINGTON, N.Z. No. 2 generator in use for auxiliary purposes; waste-heat boiler, oil-fired, for heating and galley use. Ship is fully darkened and Readiness Condition IV. Ships present: USS FULLER (SOPA), BELLATRIX and various craft of the UNITED NATIONS.

Nov. 19

G.C.T. L.C.T.

1648 0448 Sunrise. Lighted ship.

2358 1158 Captain JEFFRIES, R.N.Z.Navy, paid an official visit to the Captain, and left the ship at 1246.

Nov. 20

0725 1925 Sunset. Darkened ship.

Nov. 21, 1942 In JUBILEE DRY-DOCK as before.

Nov. 20

G.C.T. L.C.T.

1647 0447 Sunrise. Lighted ship.

Nov. 21

0726 1926 Sunset. Darkened ship.

Nov. 22, 1942 In JUBILEE DRY-DOCK as before.

Nov. 21

1647 0447 Sunrise. Lighted ship.

2005 0805 Chaplain H. GASCOIGNE, R.N.Z.N., came on board to hold divine services.

2100 0900 Held divine services (CATHOLIC MASS) in mess hall.

2300 1100 S/S PRESIDENT MONROE, U.S.merchant, stood in and moored to AOTEA QUAY.

2320 1120 S/S WELTEBREDEN, Dutch merchant, stood in and moored.

Nov. 22

0230 1430 S/S BRASTAGI, Dutch merchant, stood out of harbor.

0727 1927 Sunset. Darkened ship.

Nov. 23, 1942 In JUBILEE DRY-DOCK as before.

Nov. 22

1646 0446 Sunrise. Lighted ship.

Nov. 23

0728 1928 Sunset. Darkened ship.

Nov. 24, 1942 In JUBILEE DRY-DOCK as before.

Nov. 23

G.C.T. L.C.T.

1646 0446

Sunrise. Lighted ship.

Nov. 24

0729 1929

Sunset. Darkened ship.

Nov. 25, 1942 In JUBILEE DRY-DOCK as before.

Nov. 24

1505 0305

Machine gun bursts fired from bow of the FULLER; sounded like .30 cal. There were no tracers, but bursts seemed to be fired in the air.

1540 0340

Harbor Police Patrol investigating the docks.

1600 0400

Report on firing from FULLER indicated a .45 cal. MG was used, as .45 cal. shells were found on her deck.

1645 0445

Sunrise. Lighted ship.

Nov. 25

0730 1930

Sunset. Darkened ship.

Nov. 26, 1942 In JUBILEE DRY-DOCK as before.

Nov. 25

1645 0445

Sunrise. Lighted ship.

Nov. 26

0746 1946

Sunset. Darkened ship.

Nov. 27, 1942 In JUBILEE DRY-DOCK as before.

Nov. 26

1644 0444

Sunrise. Lighted ship.

2305 1105

FERNANDES, William D., C.Ph.M., U.S.N.R., was transferred this date to the U.S. Naval Hospital, Mobile #6, for treatment.

Nov. 27

0600 1800

S/S AQUITANIA (British) stood in to docks.

0732 1932

Sunset. Darkened ship.

Nov. 28, 1942 In JUBILEE DRY-DOCK as before.

Nov. 27

G.C.T. L.C.T.

1644 0444 Sunrise. Lighted ship.

Nov. 28

0734 1934 Sunset. Darkened ship.

Nov. 29, 1942 In JUBILEE DRY-DOCK as before.

Nov. 28

1644 0444 Sunrise. Lighted ship.

Nov. 29

0215 1415 USS McCAWLEY standing in, and moored port side to AOTEA QUAY at 1440.

0734 1934 Sunset. Darkened ship.

Nov. 30, 1942 In JUBILEE DRY-DOCK as before. Ship fully darkened and in Readiness Condition IV. Ships present: USS FULLER (SOPA), McCAWLEY, BELLATRIX and various craft of the UNITED NATIONS.

Nov. 29

1643 0443 Sunrise. Lighted ship.

2305 1105 S/S ISAAC COLES (U.S. merchant) stood in.

Nov. 30

0736 1936 Sunset. Darkened ship.

R. C. DOOLEY,
Lieut-Comdr., U.S.N.R.,
Diarist.

W. F. DIETRICH,
Captain, U.S.Navy,
Commanding.

C-O-N-F-I-D-E-N-T-I-A-L

WAR DIARY

U.S.S. BELLATRIX.

From: 1 December, 1942

To: 31 December, 1942.

o-o

C-O-N-F-I-D-E-N-T-I-A-L

WAR DIARY

U.S.S. BELLATRIX.

From: 1 December, 1942

To: 31 December, 1942.

o-o

DESIGNATION OF THE UNIT: Division 14.
DESIGNATION NEXT HIGHER ECHELON: Amphibious Force.
MAJOR FORCE TO WHICH ATTACHED: South Pacific Force.

Dec. 1, 1942 In JUBILEE dry-dock, WELLINGTON, N.Z. No. 2 generator in use for auxiliary purposes; waste-heat boiler, oil-fired, for heating and galley use. Ship fully darkened and in Readiness Condition IV. Ships present: USS FULLER (SOPA), BELLATRIX and various merchant craft of the UNITED NATIONS. Ship is in dry-dock for repairs to damaged hull as well as for periodic cleaning of bottom. Crew is painting ship.

Nov. 30
G.C.T. L.C.T.
2115 0915

Showed AA tracer fire control films in the mess hall, on loan from the RNZ Navy.

Dec. 1
0300 1500

HMNZS ACHILLES steed into harbor and moored to AOTEA QUAY.

Dec. 2, 1942

Dec. 1

2145 0945 USS MIZAR steed into harbor and anchored.

2345 1145 USS CUMMINGS steed into harbor and anchored.

Dec. 2

0015 1215 Observed slight earthquake shocks, lasting approximately 30 seconds. No damage to decks or buildings in this vicinity apparent.

0205 1405 HMNZS AHILLES underway and standing out.

Dec. 2, 1942 (Continued)

G.C.T. L.C.T.

0255 1455 CUMMINGS underway, shifting berth, and moored to
ACTEA QUAY at 1510.

Dec. 3, 1942

Dec. 2

1910 0710 MIZAR underway and standing out.

2100 0900 Twenty men from second division, in charge of
Lieut. CHASE VAN VALKENBURG, reported to the AIR
GUNNERY SCHOOL AA dome of the R.N.Z.N.R., on PIPITEA
WHARF, for AA firing practice.

Dec. 3

0100 1300 Twenty men from second division, in charge of
Lieut. (jg), F.P.RYAN, reported to the AIR GUNNERY
SCHOOL AA DOME of the R.N.Z.N.R., on PIPITEA WHARF,
for AA firing practice.

0320 1520 S/S PRESIDENT MONROE (U.S.), underway and standing out.

0335 1535 CUMMINGS underway and standing out.

Dec. 4, 1942 No remarks.

Dec. 5, 1942

Dec. 4

2100 0900 Fifteen men from second division, in charge of
Lieut. CHASE VAN VALKENBURG, reported to the AIR
GUNNERY SCHOOL AA dome of the R.N.Z.N.R., on PIPITEA
WHARF, for AA firing practice.

Dec. 6, 1942

Dec. 5

2100 0900 Father GASCOIGNE, Chaplain, R.N.Z.N.R., held divine
services (Catholic Mass) in the mess hall.

2150 0950 Divine services concluded.

Dec. 7, 1942

0553 1753 HMNZS ACHILLES standing in, and moored to ACTEA
QUAY at 1805.

Dec. 8, 1942

WELLINGTON, N.Z.

Dec. 7

G.C.T. L.C.T.

2045 0845

All hands over the side painting ship's bottom with final coat, anti-fouling paint.

2310 1110 Captain BAILEY, British Navy, called on the Captain officially.

2325 1125 Captain BAILEY left the ship.

Dec. 8

0250 1450 Started flooding dry-dock.

0315 1515 Pilot BULLOCH came aboard.

0413 1613 Ship afloat in dry-dock.

0419 1619 Tug S.T. TOIA came alongside dock to assist ship in coming out of dry-dock.

0428 1628 Warping ship out of dry-dock, ship drifting with tide and wind.

0449 1649 Bow of ship crossed dry-dock.

0453 1653 Bow lines cast off, Underway from JUBILEE dry-dock on various courses at various speeds, pilot at the conn, Captain, Executive Officer and Navigator on the bridge, proceeding to AOTEA QUAY.

0456 1656 Tug cast off from stern and proceeding alongside starboard bow.

0535 1735 Let go starboard anchor to 15 fathoms at the water's edge, warping ship into dock. The wind, blowing in gusts, with a velocity of from 30 to 40 knots, made maneuvering difficult.

0546 1746 Moored port side to AOTEA QUAY, WELLINGTON, N.Z., working ship slowly ahead 300 feet further up the quay.

0600 1800 Ship now in assigned berth. Moored with six manila hawsers, doubled up.

0815 2015 Oil barge HINHWAI came alongside to starboard.

0910 2110 Commenced discharging fuel oil into barge.

1110 2310 Completed discharging fuel oil, having discharged 25,075 gallons.

Dec. 9, 1942 WELLINGTON, N.Z.
 Dec. 8
 G.C.T. L.C.T.
 1815 0615 USS FULLER underway.
 1950 0750 FULLER placed in JUBILEE dry-dock.
 2110 0910 Oil barge HINHWAI away from along starboard side.
 2115 0915 Fuel oil barge alongside to starboard.
 2150 0950 Commenced taking on fuel oil.
 Dec. 9
 0205 1405 Finished taking on fuel oil, having taken on
 153,418 gallons.
 0235 1435 Five men from the 2nd Marine Division reported on
 board for transportation.
 0300 1500 Fuel oil barge away from along starboard side.

Dec. 10, 1942
 2003 0803 Commenced loading lumber in #5 hold.
 2115 0915 Commenced loading #1 hold with general cargo.
 2126 0926 Fuel oil barge came alongside to starboard.
 2200 1000 USS McCAWLEY underway from ACTEA QUAY.
 2215 1015 Commenced fueling ship from barge.
 2235 1035 McCAWLEY moored starboard side to dry-dock wharf.
 2330 1130 Completed fueling ship, having received 25,718
 gallons.

Dec. 11, 1942
 0735 1935 USS TRYON stood in.
 0755 1955 TRYON moored port side to ACTEA QUAY.

Dec. 12, 1942 Carrying out loading operations, WELLINGTON, N.Z.

Dec. 11
G.C.T. L.C.T.

1839 0639 S/S AQUITANIA stood out.

1840 0640 HMNZS ACHILLES stood out.

Dec. 13, 1942 Carrying out loading operations.

Dec. 14, 1942 Carrying out loading operations.

0315 1515 In accordance with orders of 14 December, 1942, Advance Echelon Headquarters Co., 2nd Marine Division in the Field, reported aboard with nine (9) men for duty as guards over marine equipment.

0455 1655 USS TRYON underway and standing out.

Dec. 15, 1942 Carrying out loading operations.

Dec. 14
2100 0920 Dutch cruiser VAN TROMP and S/S MAURETANIA (British) stood in.

Dec. 16, 1942 Carrying out loading operations.

0600 1800 Dutch cruiser VAN TROMP underway and standing out.

Dec. 17, 1942 Carrying out loading operations.

Dec. 16
2355 1155 BLAIR, Francis A., delivered on board under guard as a prisoner for further transfer to the Receiving Barracks, N.O.B., AUCKLAND, N.Z.

Dec. 18, 1942 Carrying out loading operations.

Dec. 17
2000 0800 Lieut. E.J. MILLETT, R.N.V.R., degaussing officer, and one British Navy wireless operator came aboard.

2010 0810 Cut in degaussing gear.

Dec. 18, 1942 (Continued)

Dec. 17

G.C.T. L.C.T.

2034 0834 Lieut. R.E. SUCKLING, N.Z.R.N.R., pilot, came aboard.

2042 0842 Underway from ACTEA QUAY, WELLINGTON, N.Z., in accordance with Operation Order No. 021262 of Dec., 1942, on various courses at various speeds, proceeding to degaussing range. Pilot SUCKLING at the conn, Captain, Executive Officer and Navigator on the bridge. Standard speed 14 knots (75 r.p.m.).

2052 0852 Pilot left the ship.

2119 0919 Captain conning on runs over the magnetic range; first degaussing calibration run.

2346 1146 On course 018°(T), passed through degaussing buoys on eighth and last run, completing degaussing gear calibration.

Dec. 18

0008 1208 Civilian degaussing scientist came aboard.

0014 1214 Commenced making preparations to compensate compasses by swinging ship. Ship still on various courses and speeds within the outer harbor of PORT NICHOLSON.

0021 1221 Hoisted international signal meaning: "I am adjusting compasses."

0022 1222 Began compensation of Battle II magnetic compass, first heading magnetic west, then magnetic east, and the remaining cardinal and inter-cardinal points.

0215 1415 Completed compensation of Battle II magnetic compass.

0220 1420 Commenced swinging ship to adjust all magnetic compasses.

0257 1457 Completed swinging ship. Lying to.

0352 1552 Changed standard speed to 15 knots, (80 r.p.m.). Ahead standard speed, on various courses at various speeds standing out of PORT NICHOLSON, N.Z.

0412 1612 Went to General Quarters.

0429 1629 Secured from General Quarters, set Condition III.

Dec. 18, 1942 (Continued)

G.C.T. L.C.T.

0434 1634 With PENCARROW HEAD LIGHT bearing 010(T), and BARING HEAD LIGHT bearing 054(T); took departure and set course 166(T). Proceeding at standard speed.

0448 1648 With BEARING HEAD LIGHT bearing 011(T), changed course to 127(T), and commenced zig-zagging in accordance with Plan #8.

0506 1706 Sighted CAPE PALLISER LIGHT bearing 106(T), distance 16.8 miles.

0610 1810 CAPE PALLISER LIGHT abeam to port, distance 4.4 miles. Changed base course to 121(T).

0615 1815 Secured degaussing gear.

0638 1838 Changed base course to 067(T).

0748 1948 Sunset.

0800 2000 Ship's position: Lat. 41-37-30 S., Long. 175-48-30 E.

0803 2003 Darkened ship.

0925 2125 Changed base course to 039(T).

1023 2223 Sighted CASTLE POINT LIGHT bearing 342(T).

1125 2325 CASTLE POINT LIGHT abeam to port bearing 309(T).

Dec. 19, 1942 Enroute singly from WELLINGTON, N.Z., to AUCKLAND, N.Z., on base course 039(T). Zig-zagging in accordance with Plan #8, proceeding at standard speed 15 knots (80 r.p.m.). Ship fully darkened and in Readiness Condition III. Weather: generally fair and clear; approximately four-tenths of sky is covered with strato-cumulus clouds. At times when moon obscured by clouds not zig-zagging.

Dec. 18

1418 0218 Moon set. Ceased zig-zagging.

1540 0340 Set Condition I (Special).

1603 0403 Commenced zig-zagging in accordance with Plan #8.

1634 0434 Sunrise. Lighted ship.

Dec. 19, 1942 (Continued)

Dec. 18
 O.C.T. L.C.T.
 1635 0435 Secured from Condition I (Special), set Condition III.

1744 0544 Sighted MAHIA PENINSULA bearing 357(T), distance approximately 40 miles.

2000 0800 Ship's position: Lat. 39-37-00 S., Long. 178-22-00 E.

2005 0805 Held emergency drills; Fire, Collision and Abandon
 to to Ship.
 2030 0830
 2100 0900 Changed base course to 015(T).

Dec. 19
 0000 1200 Ship's position: Lat. 38-44-00 S., Long. 178-48-00 E.
 Distance made good since 0842, Dec. 18, 1942, 282 miles.

0257 1457 Sighted EAST CAPE lighthouse bearing 319(T), distance approximately 31 miles.

0635 1835 Changed base course to 282(T).

0723 1923 Sunset. Darkened ship.

0800 2000 Ship's position: Lat. 37-15-00 S., Long. 179-00-00 E.

0802 2002 Ceased zig-zagging and resumed base course.

0837 2037 Commenced zig-zagging in accordance with Plan #8.

1020 2220 Ceased zig-zagging and resumed base course.

1100 2300 Commenced zig-zagging in accordance with Plan #8.

Dec. 20, 1942 Enroute singly, as before, WELLINGTON, N.Z., to AUCKLAND, N.Z.

Dec. 19
 1545 0345 Set Condition I (Special).

1630 0430 Secured from Condition I (Special), set Condition III. Lighted ship.

1640 0440 Sunrise.

1642 0442 Sighted ALDERMAN ISLAND bearing 249(T).

Dec. 20, 1942 (Continued)

Dec. 19

G.C.T. L.C.T.

1725	0525	Changed base course to 272(T).
1736	0536	Sighted OHENA ISLAND bearing 277(T), distance approximately 22 miles.
1757	0557	Changed base course to 267(T).
1806	0606	Changed base course to 272(T).
1821	0621	Changed base course to 273(T).
1824	0624	Changed base course to 284(T).
1830	0630	Passed through Point "S" and entered swept channel "SCM11", approach to AUCKLAND, N.Z., changed base course to 273(T).
1835	0635	Set Channel Watch, ceased zig-zagging.
1844	0644	Sighted OHENA ISLAND LIGHT bearing 284½(T).
1908	0708	Changed course to 289(T).
1912	0712	Changed course to 325(T).
1914	0714	Changed course to 331(T).
1924	0724	OLD MAN ROCK LIGHT abeam to starboard, distance 150 yards.
1926	0726	OPITO ISLAND LIGHT abeam to port, distance 2 miles.
1928	0728	Passed through Point "P"; changed course to 302(T).
1931	0731	Changed course to 290(T).
1937	0737	Changed course to 309(T).
2000	0800	<u>Ship's position</u> : Lat. 36-37-00 S., Long. 175-42-15 E.
2016	0816	Increased speed to 15.5 knots (80 r.p.m.).
2104	0904	Passed through Point "N", changed course to 279(T).
2113	0913	SQUARE TOP ROCK abeam to port, distance 1½ miles.

Dec. 20, 1942 (Continued)

Dec. 19

G.C.T. L.C.T.

2126 0926 Passed through Point "M", changed course to 267(T); CHANNEL ROCK abeam to starboard, distance 1/2 mile.

2147 0947 Sighted TIRITIRI MATANGI ISLAND bearing 237(T).

2148 0948 Exchanged visual identification call with signal station on TIRITIRI MATANGI ISLAND.

2200 1000 Changed course to 263(T).

2229 1029 With FLAT ROCK LIGHT bearing 269(T), distance 3.1 miles, passed through Point "G" and changed course to 217(T).

2235 1035 Cut in degaussing gear.

2242 1042 Changed course to 219(T).

2305 1105 With TIRITIRI LIGHT bearing 159(T), passed through Point "F", and changed course to 194(T).

2312 1112 Changed course to 205(T), coming on magnetic degaussing range.

2314 1114 TIRITIRI ISLAND LIGHT abeam to port, distance 1 3/4 miles.

2327 1127 Passed through degaussing buoys on course 196(T).

2328 1128 Commenced coming left to make another run through degaussing buoys, as the first run was spoiled by degaussing gear being accidentally turned off.

2343 1143 Passed through degaussing buoys on course 194(T).

2344 1144 Changed course to 186(T).

Dec. 20

0011 1211 Lieut. KELSEY, RNZNR, pilot came aboard. With the pilot at the conn, Captain and Navigator on the bridge, making various speeds on various courses conforming to the channel approaching AUCKLAND harbor.

0033 1233 RANGITOTO LIGHT abeam to port.

Dec. 20, 1942 (Continued)

G.C.T. L.C.T.

- 0042 1242 Set Readiness Condition IV.
- 0048 1248 BEAN ROCKS LIGHT abeam to port, distance 1 1/4 miles.
- 0052 1252 Passed through anti-submarine net.
- 0102 1302 Tug WILLIAM C. DALDY came along starboard bow to assist docking ship.
- 0118 1318 Moored port side to PRINCE'S WHARF, AUCKLAND, N.Z. Distance made good since 1200, Dec. 19, 1942, 337.5 miles.
- 0145 1345 Secured degaussing gear.
- 0300 1500 BLAIR, Francis A., S2c., U.S.N., a prisoner under guard, was transferred to the Receiving Barracks, N.O.B., AUCKLAND, N.Z.
- 0400 1600 Commenced loading #2,3,4 and 5 holds, using dock stevedores and cranes.

Dec. 21, 1942 Moored port side to PRINCE'S WHARF, AUCKLAND, N.Z., with six manila lines. Nos. 1 and 2 generators in use for auxiliary purposes; waste-heat boiler, oil-fired, for heating and galley use. Ship fully darkened except for necessary lights for loading, and in Readiness Condition IV. Carrying out loading operations.

Dec. 22, 1942 Carrying out loading operations.

Dec. 23, 1942 Carrying out loading operations.

- 0045 1245 In accordance with verbal orders of the U.S. Naval Attache, WELLINGTON, N.Z., of Dec. 21, 1942, five enlisted men reported on board for transportation to Comamphibopae for duty in Beot Pool, NOUMEA, NEW CALEDONIA.
- 0345 1545 USS TRYON standing in.

Dec. 24, 1942 Carrying out loading operations, AUCKLAND, N.Z.

G.C.T. L.C.T.

0230 1430 Pursuant to Consopac ltr. 210536 of Dec., 1942, Lieut. Max A. SMITH, D-V(G), U.S.N.R., reported on board for transportation. Pursuant to ltr. P/16/4/00, Captain Robert L. RADIN, U.S.M.C.R., Second Lieut. Adolph ZIEGLER, U.S.M.C., and Lieut. Hubert S. HUNTER, CEC (V)-S, U.S.N.R., reported on board for temporary duty.

0430 1630 USS SOLACE stood in and moored to PRINCE'S WHARF.

Dec. 25, 1942 Carrying out loading operations.

Dec. 24

1350 0150 Completed loading operations.

2233 1033 SOLACE underway from PRINCE'S WHARF to shift berth.

2247 1047 SOLACE moored to HOBSON'S WHARF.

2304 1104 Lieut. KELSEY, R.N.Z.N.R., pilot, same aboard.

2311 1111 With the pilot at the conn, Captain, Executive Officer and Navigator on the bridge, underway from PRINCE'S WHARF on various courses at various speeds; standard speed 15 knots (80 r.p.m.).

2332 1132 EAST BREAKWATER LIGHT abeam to starboard, distance 700 yards.

2334 1134 Passed through anti-submarine net.

2338 1138 BEAN ROCKS LIGHT abeam to starboard, distance 1 1/4 miles.

2342 1142 Set Channel Watch.

2348 1148 RANGITOTO LIGHT BEACON abeam to starboard bearing 060(T).

2350 1150 Pilot left the ship. Ahead standard speed. Set course 025(T).

Dec. 25

0000 1200 Ship's position: Lat. 36-45-00 S., Long. 174-49-00 E.

0002 1202 Changed course to 016(T).

Dec. 25, 1942 (Continued)

<u>G.O.T.</u>	<u>L.O.T.</u>	
0024	1224	Passed through Point "E", and changed course to 001(T).
0036	1236	TIRITIRI MATANGI LIGHT abeam to starboard, distance 2 miles.
0040	1240	Changed course to 037(T).
0114	1314	FLAT ROCK LIGHT abeam to port, distance 3 miles.
0119	1319	With FLAT ROCK LIGHT bearing 280(T), distance 3 miles, passed through Point "G" and changed course to 335(T).
0212	1412	Passed through Point "N" and changed course to 325(T).
0235	1435	Changed standard speed to 15.5 knots, (83 r.p.m.).
0244	1444	Went to General Quarters.
0247	1447	Changed course to 321(T).
0254	1454	Secured from General Quarters, set Condition III.
0311	1511	Changed course to 317(T).
0353	1553	North tangent of MARO TIRI ISLAND abeam to port.
0355	1555	Changed course to 359(T).
0450	1650	Passed through Point "K" and changed course to 334(T).
0528	1728	Changed course to 335(T).
0601	1801	Sighted CAPE BRETT LIGHT bearing 324(T).
0649	1849	With CAPE BRETT LIGHT bearing 324(T), passed through Pt. "L" and changed course to 026(T).
0655	1855	Changed course to 013(T).
0703	1903	Changed course to 007(T).
0710	1910	With CAPE BRETT LIGHT bearing 221(T), distance 8.6 miles, WANGAMUMU POINT bearing 205 3/4(T), and BIRD ROCK bearing 227(T), passed through Point "M", leaving searched channel, took departure and set course 331(T). Standard speed 15.5 knots; ahead standard speed.

Dec. 25, 1942 (Continued)

G.C.T. L.C.T.

0712 1912 Commenced zig-zagging in accordance with Plan #8.
0736 1936 Sunset. Darkened ship.
0755 1955 Sighted ship bearing 301(T), on opposite course;
well clear.
0800 2000 Ship's position: Lat. 34-54-00 S., Long. 174-20-00 E.
0915 2115 CAPE BRETT LIGHT last seen, bearing 169(T), distance
approximately 27 miles.
0925 2125 Moonrise (observed).

Dec. 26, 1942

(At sea) Enroute singly, AUCKLAND, N.Z., to NOUMEA,
NEW CALEDONIA, on base course 331(T). Zig-zagging in
accordance with Plan #8; proceeding at standard speed
15.5 knots (83 r.p.m.). Ship fully darkened and in
Readiness Condition III.
Weather: clear and cool; brisk wind from WSW; fifty-
percent of sky covered by A-Cu clouds.

Dec. 25

1615 0415 Set Condition I (Special).
1708 0508 Sighted Lockheed Hudson patrol bomber bearing 080(T).
1714 0514 Sunrise. Lighted ship.
1715 0515 Secured from Condition I (Special), set Condition III.
1745 0545 Sighted R.N.Z.A.F. Lockheed Hudson patrol bomber and
exchanged recognition signals.
1910 0710 Plane last sighted bearing 160(T), course 180(T),
distance about 7 miles.

2000 0800 Ship's position: Lat. 32-23-30 S., Long. 172-42-00 E.

Dec. 26

0000 1200 Ship's position: Lat. 31-23-00 S., Long. 172-10-00 E.
Distance made good since 1111, Dec. 25, 1942, 296.5
miles.

0739 1939 Sunset. Darkened ship.

0800 2000 Ship's position: Lat. 29-53-00 S., Long. 171-06-00 E.

Dec. 26, 1942 (Continued)

G.C.T. L.C.T.

0851 2051 Ceased zig-zagging and resumed base course.
1006 2206 Moonrise (observed).
1007 2207 Commenced zig-zagging in accordance with Plan #8.

Dec. 27, 1942 Enroute singly, AUCKLAND, N.Z., to NOUMEA, NEW
Dec. 26 CALEDONIA.

1640 0440 Set Condition I (Special).
1711 0511 Observed two white flashes and some tracer fire on the horizon, bearing 340(T), resembling AA fire.
1720 0520 Ceased zig-zagging and steadied on course 270(T).
1726 0526 Changed course to 255(T).
1732 0532 Changed course to 275(T).
1734 0534 Sighted ship on the horizon bearing 000(T), distance about 12 miles.
1740 0540 Sunrise. Lighted ship. Secured from Condition I (Special), set Condition III. Resumed zig-zagging in accordance with Plan #8, on base course 329(T).
1747 0547 Exchanged challenges with ship previously sighted. She is the USS TALAMANCA and is on opposite course. When questioned by visual signal regarding flares and AA fire, the TALAMANCA acknowledged holding practice.
2000 0800 Ship's position: Lat. 27-26-00 S., Long. 169-20-00 E.
Dec. 27
0000 1200 Ship's position: Lat. 26-41-00 S., Long. 168-41-00 E. Distance made good since 1200, Dec. 26, 1942, 332.5 miles.
0014 1214 Sighted ship hull down on the horizon bearing 347(T), distance about 9 miles.
0021 1221 Challenged ship previously sighted; challenge answered correctly, but would not disclose identity.

Dec. 27, 1942 (Continued)

G.C.T. L.C.T.

0028 1228 Went to General Quarters, changed to evasive courses, beginning with 015(T). Ceased zig-zagging.

0031 1231 Changed course to 030(T).

0036 1236 Changed course to 015(T).

0038 1238 Ship previously challenged finally gave name as H.M.N.Z.S. MONOWAI.

0040 1240 Changed course to 000(T).

0045 1245 Changed course to 330(T).

0048 1248 Resumed zig-zagging in accordance with Plan #8, on base course 329(T).

0054 1254 Secured from General Quarters, set Condition III; changed course to 332(T).

0741 1941 Sunset. Darkened ship.

0800 2000 Ship's position: Lat. 24-59-00 S., Long. 167-49-00 E.

0820 2020 Ceased zig-zagging and resumed base course, 332(T).

0830 2030 Changed base course to 327(T).

1053 2253 Moonrise (observed).

1112 2312 Commenced zig-zagging in accordance with Plan #8.

Dec. 28, 1942 Enroute singly, AUCKLAND, N.Z., to NOUMEA, NEW CALEDONIA.

Dec. 27

G.C.T. L.C.T.

1705 0505 Set Condition I (Special).

1724 0524 Sighted ship on horizon bearing 085(T), distance about 7 miles.

1755 0555 Changed base course to 015(T).

1806 0606 Sunrise. Lighted ship.

1807 0607 Secured from Condition I (Special), set Condition III.

Dec. 28, 1942 (Continued)

Dec. 27

G.C.T. L.C.T.

1809	0609	Ship previously sighted identified as U.S. tanker J. W. VANDYKE.
1810	0610	Sighted land bearing 004(T), distance about 40 miles (southern extremity of NEW CALEDONIA).
1830	0630	Cut in degaussing gear.
1844	0644	Sighted AMEDEE ISLAND LIGHTHOUSE bearing 016(T), distance about 14 miles.
1852	0652	Exchanged calls with USS BALCH.
1907	0707	Challenged one friendly Hudson patrol bomber.
1925	0725	Ceased zig-zagging and came to course 350(T).
1934	0734	Changed course to 015(T).
1938	0738	Changed course to 035(T).
1943	0743	Changed course to 045(T).
1948	0748	Changed course to 050(T). Entering AMEDEE ISLAND LIGHTHOUSE range.
1954	0754	Passed through northern passage, BULARI PASSAGE.
1956	0756	With TABU LIGHT bearing 000(T), changed course to 070(T).
1957	0757	TABU LIGHT abeam to port, distance 3/4 mile.
2000	0800	<u>Ship's position</u> : Lat. 22-28-00 S., Long. 166-28-00 E.
2001	0801	AMEDEE ISLAND LIGHT abeam to port, distance 3/4 mile. On various courses at various speeds conforming to channel, approaching PORT NOUMEA, NEW CALEDONIA.
2031	0831	Sonic buoy abeam to starboard bearing 090(T).
2100	0900	Set all ship's clock back one hour to conform to minus eleven time zone.
2129	0829	Passed through anti-submarine net.
2146	0846	Anchored off PORT NOUMEA in 5 1/2 fathoms water, with 30 fathoms chain to the starboard anchor, awaiting pilot.

Dec. 28, 1942 (Continued)

Dec. 27

G.C.T. L.C.T.

2150 0850 Pilot Louis HERRIN came aboard.

2157 0857 With the pilot at the conn, Captain, Executive Officer and Navigator on the bridge, underway to go along-side GRAND QUAY.

2207 0907 Let go port anchor, warping ship into QUAY.

2221 0921 Moore's starboard side to GRAND QUAY, PORT NOUMEA, NEW CALEDONIA, with six manila lines, doubled up, and two wire hawsers, from bow and stern. Distance made good since 1200, Dec. 27, 1942, 287.5 miles.

2230 0930 Secured degaussing gear.

2300 1000 Pilot left the ship.

2330 1030 Secured gyro compass. In accordance with verbal orders of the U.S. Naval Attache, Wellington, N.Z., six enlisted passengers were transferred to the boat pool, N.O.B., NOUMEA.

2340 1040 Lieut. Hubert S. HUNTER, CEC, -V(S), U.S.N.R., detached in accordance with Comsopac despatch 152309, of Dec., 1942.

2345 1045 Major Edward W. MANWAIING, U.S.M.C., with 4 officers and 15 enlisted men were transferred to the Marine Detachment, NOUMEA, in accordance with orders from Commanding Officer, First Marine Division, of Dec. 10, 1942.

2353 1053 Six U.S. Navy personnel were transferred to N.O.B., NOUMEA, for further transfer to Sixth Naval Construction Battalion.

Dec. 28

0003 1103 Two U.S. Navy personnel were transferred to N.O.B., for further transfer in accordance with verbal orders of the Commanding Officer, N.O.B., Auckland, N.Z.

0040 1140 Second Lieut. Adolph ZIEGLER, U.S.M.C., and Captain Robert L. RAULIN, U.S.M.C.R., were detached in accordance with orders of Headquarters, Second Marine Division in the Field, of Dec. 19, 1942.

Dec. 28, 1942 (Continued).

G.C.T.	L.C.T.	
0051	1151	Lieut. (jg), Max A. SMITH, D-V(G), U.S.N.R., was transferred to N.O.B., NOUMEA, in accordance with Comsopac despatch 210536 of Dec., 1942.
0306	1406	USS SOLACE stood in and anchored.
0330	1430	Commenced discharging cargo and mail.
0500	1600	Pursuant to orders of ComGen, First Marine Division, of 14 Dec., 1942, Lieut. (jg), Jack J. ADDISON, MC-V(G), U.S.N.R., was transferred to the N.O.B., NOUMEA, for assignment to ComGen, First Marine Division, for duty.

Dec. 29, 1942 Moored starboard side to GRAND QUAY, PORT NOUMEA, NEW CALEDONIA, with six manila hawsers and two steel hawsers. Nos. 2 and 3 generators in use for auxiliary purposes; waste-heat boiler, oil-fired, for heating and galley use. Ship fully darkened except for necessary lights for unloading, and in Readiness Condition IV. SOPA is ComSoPac.

Dec. 30, 1942 Carrying out unloading operations.

Dec. 29

G.C.T. L.C.T.

1720 0620 USS SOLACE underway and standing out.

1745 0645 USS MERCURY standing out.

Dec. 31, 1942, Carrying out unloading operations.

0500 1600 USS WEST POINT stood in and anchored.

0522 1622 USS LIBRA underway.

0715 1815 USS GANSEVOORT standing out.

1005 2105 Started gyro compass.

R. C. DOOLEY,
Lieut-Comdr., U.S.N.R.,
Diarist.

W. F. DIETRICH,
Captain, U.S.Navy,
Commanding.

U.S.S. BELLATRIX

WORK ACCOMPLISHED DURING SHIP'S AVAILABILITY AT WELLINGTON, N.Z.

W. CABLE & CO:-

HULL Scrape, brush down and wash ship's hull. Paint one (1) coat approved anti-corrosive paint and one (1) coat anti-fouling paint. Cut in and paint water-line and draft numerals.

PROPELLER AND STERN TUBE Remove propeller hub cap for inspection of nut and tighten same and replace hub. Check clearances or wear down of shaft. Repack stem tube. Inspect propeller blades, straighten smooth or fair as instructed if found damaged. Remove and replace rope guard if found necessary.

RUDDER AND SEA VALVE Take rudder clearances, inspect and drain rudder and repair as found necessary by N.O. Repack gland. Fit protection plates as indicated by N.O.

HULL Straighten or renew as found necessary plating frames and longitudinals No. 4 deep tank. Straighten bulkhead between No. 3 and 4 deep tanks. Straighten frames plating and deck in G.S.K. store-room; frames involved No. 38 - 48 inclusive, starboard side. Replace concrete fillets in No. 2, 3 and 4 deep tanks, starboard side. Any other work found necessary in this connection by N.O. Enclosures A and B give detail damage and sketch.

20 M/M GUN PROTECTION Burn off splinter protection of S.T.S. around house-top in accordance with scribed marks to allow maximum depression of 20 M/M guns. Round off smooth top upon completion of above.

DEEP-TANKS #1 AND 3 Repair, renew or alter as instructed reach rods in No. 3 and 2 deep tanks. Fit protective covers. Overhaul and repair as found necessary eight (8) valves.

WINCHES NO. 14, HOLD #5 Straighten shaft. Renew bearings if found necessary and overhaul same throughout as instructed.

FUEL TANKS Clean fuel oil settling tanks as instructed.

ENGINE ROOM Manufacture and install two (2) 1 beam trollies with a cross 1 beam coupling same, the 2 trollies to run on 1 beams over each engine. Install and fit trolley on cross 1 beam.

W. CABLE & CO. (Cont'd):-

WHALEBOAT Manufacture, supply and fit aboard one (1) strong-back to take whaleboat. Make as per sample on board.

PARAVANES Manufacture and install pelican hook stopper and necessary attachments in forecastle head for use in paravane chain uphaul line as per instructions and attached sketch; two (2) required.

DAVITS Lift starboard whaleboat davits and install alewife fittings in collar and see that oil races are in good shape. Replace spectacle eye with larger bolt.

DEGAUSSING ROOM Repair door to forward degaussing room as instructed.

TOWING BRIDLE Manufacture and supply aboard one (1) towing bridle as per accompanying description and four (4) sketches.

SECURING LOCKERS Manufacture and install in positions indicated by First Lieutenant about one-hundred and twenty (120) additional ring bolts and pad eyes for Nos. 1, 2, 3 and 4 holds.

NO. 2 DEEP TANK Manufacture and install drain wells in No. 2 deep tank, starboard and port sides, outboard, to size indicated by First Lieutenant to permit of proper drainage of No. 2 lower t'ween decks. Extend suction lines to drain wells and fix suitable strumboxes.

KING POST STAYS Manufacture and deliver aboard two (2) steel wrenches as per sketch for nuts on 40 ton king post stays.

BULKHEADS Replace wooden bulkhead in No. 2 upper.

- (a) T'ween decks with expanded metal.
- (b) Remove expanded metal from No. 4 hold and use in (a).
- (c) Replace expanded metal taken from No. 4 hold in (b) with 16 S.W.G. galvanized steel suitably stiffened to instructions of the First Lieutenant.

LIFTING GEAR Manufacture and install spring tension heel fittings with horizontal swivel on four (4) 40 ton fairlead blocks to winch drums, similar to those on 5 and 10 ton booms.

STOWAGE RACK Manufacture and install to instructions of the First Lieutenant stowage rack for canvas over cable reels in drainage locker.

W. CABLE & CO. (Cont'd):-

Manufacture and deliver on board six (6) 5-ton swivels of forged steel; all swivels to be galvanized; openings to accommodate 1 5/8" shackle pin. Dimensions as per sketch attached.

40-TON BOOM STOWAGE (a) Manufacture and install four (4) steel rope pendants, wire to be one-inch diameter, forty feet in length and with open socket in each end. Sockets to have 1 1/2" pair.

(b) Manufacture and install eight (8) pad eyes for the securing of pendants, eyes to have 1 3/4" clearance. Pad eyes to be installed in positions designated by Boatswain.

PARAVANES GEAR Supply and install missing section of paravane shoe downhaul chain and fittings as necessary. Measurement to be made and work done while ship is in dock to instructions of First Lieutenant.

T. BOATS Manufacture, supply and fit two (2) boat canopy frames, sockets and frames to be portable, to instructions of the First Lieutenant.

HULL Manufacture and install twenty (20) eyes on bows on post above the black water line, eyes to be 1 1/4" clearance in center to allow the necessary wire for the gripping-in of stays when painting the side; ten (10) eyes to be on each side and spaced ten feet apart.

HULL Effect repairs to damaged stem and plating as per instructions.

HULL Manufacture and install steel ladder rungs to be welded to ship's side, rungs to be 1" long and install on stern abreast each quarter boat boom, to be 15" apart and installed to instructions of the First Lieutenant.

MASTS AND RIGGING Disconnect and raise gaff six (6) feet above the present location to instructions of the First Lieutenant.

BATTERY ROOM Erect requisite steel framing and shelving for additional battery stowage, to Chief Engineer's instructions, complete and ready to receive lead lining.

CARGO REFRIGERATION BOXES Manufacture four (4) sets of casehardened steel eye bolts (2 each set) and one bar as per instructions and sketch by Chief Engineer.

W. CABLE & CO. (Cont'd):-

BRIDGE DECK AWNING FITTINGS Remove outboard steel supports S. & S. and
(a) re-erect same approximately 15 feet inboard in position indicated by Chief Boatswain.
(b) Weld two steel eyes on aft side bridge P. & S. to take bolt ropes.
(c) Cut and fit awning spar to fit new position of support.

NO. 6 OIL FUEL TANK DOUBLE BOTTOM Caulk seam of No. 6 fuel oil double bottom as follows: one caulking seam on deck of #3 hold, another leak below concrete fillet on P. wing; this latter will have to be caulked from inside No. 6 tank.

MAIN ENGINE GEAR Manufacture as per sample furnished hexagon headed cap screws, number required two gross (288); material: high grade steel, casehardened; size: 2/3" diam. x 1 1/2"; thread: U.S. standard. Die will be loaned by ship for sizing.

MAIN AIR COMPRESSOR Take out wrist pin from piston, make and fit new washer, deepen recess to take same, and deepen retain spring recess. Make two (2) new springs to fit new recess and also two (2) spulds, as per detailed instructions of the Chief Engineer.

WINCHES NO. 3 HOLD Manufacture and install additional strengthening members for decking under winches at No. 3 hold. Remove one tier on bunks, replacing pipe stanchions with I beams, approximately 6" x 6", welding to main and troop deck and suitably stiffened and attached. Reweld bunk cleats to I beams to support tier of bunks, as instructed by Naval Overseer.

FUEL LINES Reweld nipples and build up and machine back edge of both ends of eleven (11) fuel oil lines. Do not build up more than 1/16" beyond present back edge. Working pressure 4,000 lbs. square inch. Test after repair to 6 - 8,000 lb. square inch.

HUTCHESON & WILSON

T. BOATS Manufacture, supply and fit two (2) canopies to T. boats. Canvas to be supplied by ship.

BRIDGE DECK AWNING Alter P. and S. awnings, cutting same to Chief Boatswain's instructions, and fitting necessary eyelets and ridge-ropes.

JENKINS & MACK

STEAM SMOTHERING SYSTEM Manufacture, provide and install necessary piping and valves for steam smothering system from waste-heat boiler to lower flat of engine room. Refer to Engineer Officer for details and instructions.

FIREMAIN, ADDITIONAL CUT OFF VALVES Manufacture and install two (2) 6-globe or gate valves, one in forward main and one aft main, as near as possible to main riser from engine room. Also weld one 2 1/2" hose connection and valve to the discharge of line from fire pump, and one in line from sanitary pump, as per instructions of Chief Engineer.

BATTERY ROOM Lead line battery trays in Battery Room, as per instructions of Chief Engineer.

FIREMAIN Install firemain cut-off valves in firemain in holds Nos. 1, 2 and 5, with nozzle connections, as instructed. Manufacture and supply six (6) female to female hose connections.

SMITH & WAITE

NO. 3 AUXILIARY GENERATOR Investigate trouble and endeavor to eliminate sparking of commutator on No. 3 auxiliary generator.

WINCH CONTROL PILLARS Move controller boxes from present position to new indicated position forward at edge of hatch. Disconnect leads, supply and fit new cable necessary for extension, and reconnect controllers to winch, and test out work.

WOOD & SONS

BOAT BOOMS Manufacture and install two (2) boat booms for F. and S. quarters (one fifty-foot boom supplied by the Navy, from which both booms are to be cut). Use fittings on present boom and ship will supply remainder of fittings required. Drawings and instructions to be taken from the Chief Boatswain.

DOMINION PUBLISHING CO.

HULL Photograph about 30 views of extensive corrosion on ship's hull and furnish four (4) prints each, also negatives, for forwarding to Bureau.

N.W. THOMAS & CO.

CHAIN HOIST Pinion and shaft for a five-ton hoist. Manufacture new gear and shaft as per sample of damaged part; gear width 8, number of teeth 12, O.D. of gear $1 \frac{3}{4}$ ", root diam. $1 \frac{3}{16}$ ". The oil groove in shaft is axial and not twisted as in damaged sample; material: high grade steel.

SALT WATER PUMP (a) Manufacture two (2) new high grade steel shafts as per sample; holes not to be drilled.
(b) Manufacture two (2) bushings for above, as per sample.
(c) Bore out and fit bronze bush with outside collar and flush inside to carrier plate.

D.P. FISHER & CO.

SUPERIOR DIESEL Manufacture 14 oil and 28 compressor rings for superior diesel, as per sample (11 $\frac{1}{2}$ " bore), See Chief Engineer for details.

MAIN AIR COMPRESSOR Manufacture 12 compression and 8 oil rings (2 $\frac{1}{2}$ " bore) for low pressure piston of air compressor. Manufacture 6 compression and 4 oil rings (4" bore) for high pressure piston of main air compressor; all as per sample. See Chief Engineer for details.

BOILER FEED WATER PUMP Manufacture eight (8) piston rings as per sample.

L.M. SILVER & CO.

VOLTAGE REGULATOR Manufacture six (6) resistance plates for automatic voltage regulator, as per sample furnished by ship.

THORNDON RUBBER CO., LTD.

MAIN ENGINES Cut 135 rubber grommets as per size specified; ship will furnish sheet rubber.

80 grommets	$1 \frac{9}{16}$ "	O.D. x 1" I.D. x $\frac{3}{8}$ " thick
15 "	$2 \frac{1}{8}$ "	O.D. x $1 \frac{3}{8}$ " I.D. $\frac{3}{8}$ " thick.
40 "		as required by sample.

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C-O-N-F-I-D-E-N-T-I-A-L

WAR DIARY

U.S.S. BELLATRIX.

From: 1 January, 1943

To: 31 January, 1943.

o-o-c-o

NOV 9 9 45

COMMUNICA IN CHIEF
U.S. FLEET
RECEIVED

Handwritten signature

45784

1

January 1, 1943 Moored starboard side to GRAND QUAY, FORT NOUMEA, NEW CALEDONIA. Ship fully darkened except for necessary lights for working ship, carrying out loading and unloading operations, and in Condition of Readiness IV. SOPA is ComSoPac.

Dec. 31

G.C.T. L.C.T.

1530 0230 Completed loading operations from Grand Quay.

1815 0515 USS HUNTER LIGGETT underway and standing out.

Jan. 1

0330 1430 Made preparations for getting underway.

0410 1510 Pilot, JEAN SAP, came aboard.

0441 1541 Underway from GRAND QUAY, PORT NOUMEA, NEW CALEDONIA, on various courses at various speeds, proceeding to assigned anchorage, berth #55, in DUMBEA BAY; with pilot at the conn. Standard speed 15 knots (80 r.p.m.)

0459 1559 Passed through anti-submarine net.

0506 1606 Ship stopped and pilot left the ship; the Captain assumed the conn.

0528 1628 Anchored in berth #55, DUMBEA BAY, NOUMEA, NEW CALEDONIA, in 8 fathoms of water with 60 fathoms of chain to the port anchor, on the following bearings: Beacon "H" 042(T), Beacon "I" 085(T), Beacon "P" 185½(T).

January 2, 1943

Jan. 1

1745 0445 Set Readiness Condition III.

1815 0515 USS FANNING, DUNLAP, MAURY and LARDNER standing out.

1920 0620 USS WASHINGTON, NORTH CAROLINA and INDIANA underway and standing out.

2030 0730 Secured from Condition III, set Condition IV.

Jan. 2

0905 2005 Completed all loading operations, secured ship for sea.

January 3, 1943 DUMBEA BAY, NOUMEA, NEW CALEDONIA.
Carrying out ship's routine.

Jan. 2

G.C.T. L.C.T.

1700	0400	Made preparations for getting underway.
1752	0452	Underway from berth #55, DUMBEA BAY, NOUMEA, NEW CALEDONIA, on various courses at various speeds conforming to channel, in accordance with Comtaskfor Sixty Two's 020352 (Jan), and having made departure report by despatch 020703 (Jan). Standard speed is 15 knots (80 r.p.m.).
1814	0514	Sunrise. USS GAMBLE, escort, underway coming up astern.
1904	0604	AMEDEE ISLAND LIGHT abeam to starboard, bearing 215(T), distant 1700 yards.
1917	0617	With TABU REEF LIGHT abeam to starboard, bearing 320(T), distant 1000 yards, took departure and set course 230(T). Proceeding at standard speed 15 knots (80 r.p.m.),
1920	0620	Changed standard speed to 15.5 knots (83 r.p.m.). Went to General Quarters. Passed through NORTHERN PASSAGE of BULARI PASSAGES. USS PLATTE and LANSDOWNE standing out of channel.
1927	0627	Commenced zig-zagging in accordance with Plan #8.
1940	0640	Secured from General Quarters, set Readiness Condition III.
1944	0644	Secured degaussing gear.
1950	0650	USS GAMBLE took station 1000 yards ahead as escort and anti-submarine screen.
2005	0705	Changed base course to 132(T).
2100	0800	<u>Ship's position</u> : Lat. 23-00-00 S., Long. 166-00-00 E.
2135	0835	Sighted LOCKHEED HUDSON bomber, patrolling vicinity.
2320	1020	Sighted tanker bearing 055(T), distant about 4 miles; was challenged but could not make out reply, due to tanker's small light.

Jan. 3

0100	1200	<u>Ship's position</u> : Lat. 23-16-00 S., Long. 167-08-00 E. Distance made good since 0400, Jan. 3, 1943, 92.3 miles.
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Jan. 3, 1943 (Continued)

G.C.T. L.C.T.

0300 1400 Changed base course to 040(T).
0530 1630 Sighted ship astern bearing 240(T), distant about 12 miles.
0645 1745 Exchanged challenges and calls with USS TRYON, the ship sighted at 1630, which is travelling a parallel course and is overtaking.
0740 1840 Sunset.
0755 1855 Darkened ship.

By Comsopac's despatch 030322 (Jan), the Captain was informed that the CASE and REID are assigned to operate as escorts for the BELLATRIX Movement departing 5 January from ESPIRITU SANTO for GUADALCANAL, and that the destroyer MEADE would report for such duty upon arrival at GUADALCANAL.

0830 1930 Ceased zig-zagging and resumed base course 040(T).
0900 2000 Ship's position: Lat. 23-00-00 S., Long. 168-00-00 E.
0933 2033 Changed standard speed to 10.5 knots (55 r.p.m.), having secured starboard main diesel motor, which had developed a heavy metallic knock, thought to be due to worn connecting rod bearing in No. 3 crank case.

January 4, 1943 Enroute NOUMEA, NEW CALEDONIA to ESPIRITU SANTO ISLAND, NEW HEBRIDES.

Jan. 3

1530 0230 Changed base course to 343(T).
1543 0243 Moonrise observed.
1600 0300 Commenced zig-zagging in accordance with Plan #8.
1710 0410 Set Readiness Condition III (Special).
1806 0506 Secured from Readiness Condition I (Special) set Readiness Condition III.
1811 0511 Sunrise; lighted ship.
2100 0800 Ship's position: Lat. 29-50-00 S., Long. 168-50-00 E.

January 4, 1943 (Continued)

Jan. 3

G.C.T L.C.T.

2140 0840 Ceased zig-zagging and resumed base course 343(T).

2209 0909 Changed standard speed to 11 knots (58 r.p.m.).

By CTF despatch 032153 (Jan), TASK UNIT 62.4.2 was formed, consisting of the BELLATRIX (Captain DIETRICH), JOSEPH McKENNA, PEARY, escorted by the CASE and REID, with the MEADE to report on arrival Taskunit at GUADALCANAL.

Jan. 4

0100 1200 Ship's position: Lat. 20-12-00 S., Long. 168-37-00 E.
Distance made good since 1200, Jan. 3, 1943, 273 miles.

0511 1611 Changed base course to 350(T).

0728 1828 Sunset.

0743 1843 Darkened ship.

0900 2000 Ship's position: Lat. 18-47-30 S., Long. 168-10-00 E.

January 5, 1943

Enroute NOUMEA, NEW CALEDONIA, to ESPIRITU SANTO ISLAND, NEW HEBRIDES.

Jan. 4

1324 0024 Increased speed to 14 knots (75 r.p.m.); the starboard main engine cut in to check for knock after attempt had been made to locate cause unsuccessfully. (See Engineer Officer's report attached).

1337 0037 Changed standard speed to 15.5 knots (83 r.p.m.). Ahead standard.

1400 0100 Changed course to 000(T).

1556 0256 USS GAMBLE flashed breakdown lights and began dropping back.

1557 0257 Slowed to 1/3 ahead.

1602 0302 Ahead standard, the GAMBLE resuming position ahead.

1640 0340 Moonrise.

(Copy)

U.S.S. BELLATRIX

January 5, 1943.

From: Engineer Officer.
To: Captain.
Subject: Main engine failure, starboard.

1. At 1900 on 3 January while steaming at 15.5 knots an excessively heavy metallic knock was observed in crankcase of #3 piston, stbd. engine. Engine was secured and speed reduced to 10.5 knots. Excessive L.O. leak off was observed from piston cooling pan. It was thought that pan securing studs had broken loose, allowing pan to ride free. Upon pulling piston it was found that the cooling pan gasket had ruptured, but all studs were intact. Decided to pull connecting rod pin for inspection. Found connecting rod bearing cracked - unable to remove same due to press fit. Spotted in bearing and checked clearances, which were satisfactory. Re-assembled engine. Unable to check crank pin bearings due to urgent need for engine. Engine still knocking (speed 15.5 knots), but not as severe as before (new gasket in cooling pan increased L.O. pressure to bearings). Total time engine out of commission, 27½ hrs. Will inspect crank pin bearing at first opportunity.

/s/ S. V. MONTGOMERY.

January 5, 1943 (Continued)

Jan. 4

G.C.T. L.C.T.

1720	0420	Set Readiness Condition I (Special).
1759	0459	Sighted MT. LELEKARAVENA, EPI ISLAND bearing 026(T), distance about 20 miles.
1818	0518	Changed course to 340(T).
1820	0520	Sunrise; lighted ship. Secured from Condition I (Special), set Condition III.
1826	0526	USS GAMBLE showing breakdown flag, dropping back.
1826	0526	Sighted right tangent of MALEKULA ISLAND bearing 331(T), distance about 25 miles.
1832	0532	GAMBLE resumed position ahead.
1848	0548	Sighted left tangent AMBRYM ISLAND bearing 349(T), distance about 31 miles.
2008	0708	Changed course to 324(T).
2100	0800	<u>Ship's position</u> : Lat. 16-16-45 S., Long. 167-46-00 E.
2208	0908	Sighted one FBY patrol bomber bearing 288(T). Plane disappeared over MALEKULA ISLAND.
2248	0948	Sighted MALO ISLAND bearing 308(T), distance 16 miles.
2303	1003	Three Avengers and one Wildcat passed on starboard side on opposite course .
2311	1011	Sighted two ships hull down on horizon, bearing 345(T). Sighted AORE and TUTUBA ISLANDS bearing 318(T) and 330(T), respectively, distance about 16 miles.
2325	1025	Exchanged challenges and calls with USS SAUFLEY. The other ship with her is the USS HOLBROOK.
2330	1030	North tangent MALEKULA ISLAND abeam to port bearing 234(T), distance 12 miles.
2353	1053	Sighted one destroyer, later identified as the USS REID, bearing 320(T), distance about 6 miles.
2355	1055	Changed course to 330(T).
2358	1058	Cut in degaussing gear.

January 5, 1943 (Continued)

G.C.T.	L.C.T.	
0015	1115	USS GAMBLE took position astern, covering this ship's entrance into SEGOND CHANNEL.
0020	1120	South tangent BOGACCIO ISLAND abeam to port, distance 1500 yards.
0023	1123	Changed course to 344(T).
0030	1130	On various courses at various speeds; entered swept channel approaching SEGOND CHANNEL, ESPIRITU/ISLAND, NEW HEBRIDES. SANTO
0040	1140	BLACK ROCK POINT abeam to port, bearing 258(T), distance 2000 yards. Changed course to left to 290(T) and entered SEGOND CHANNEL.
0052	1152	Passed inside anti-submarine net.
0102	1202	Secured degaussing gear.
0108	1208	Anchored in SEGOND CHANNEL, ESPIRITU/ISLAND, NEW HEBRIDES, in 30 fathoms of water with 90 fathoms of chain to the starboard anchor, on the following bearings: left tangent AORE ISLAND 118½(T), right tangent AORE ISLAND 233(T). Distance made good since 1200, Jan. 4, 1943, 303.4 miles.
0121	1221	Secured from Condition III, set Condition IV.
0335	1435	S/S ROBERT PEARY (U.S.) and S/S JOSEPH McKENNA (U.S.) underway and standing out, under escort REID and CASE (Comdr. BERTWELL temporarily in charge of TASK-UNIT 62.4.2 until BELLATRIX, which is delayed, is able to join up.)
0500	1600	USS VIRO alongside starboard quarter with barge PAB-4
0530	1630	Hoisted crane off #5 hatch onto barge PAB-4. VIRO underway from alongside with barge.
0605	1705	Made preparations for getting underway.
0615	1715	Cut in degaussing gear.

January 5, 1943 (Continued)

G.C.T. L.C.T.

0616 1716

Underway from SECOND CHANNEL, ESPIRITU SANTO ISLAND, NEW HEBRIDES, in accordance with CTU 62.4.2 Operation Order No. 1-43 of 5 January 1943 (copy attached), on various courses and speeds conforming to channel proceeding to sea. Standard speed is 15 knots (80 r.p.m.). USS GAMBLE acting as temporary escort until BELLATRIX joins up with the TASK UNIT.

0626 1726

Passed outside anti-submarine net.

0629 1729

Set Readiness Condition III.

0649 1749

North tangent BOGACCIO ISLAND abeam to starboard, bearing 251(T), distance 700 yards.

0700 1800

With right tangent of TUTUBA ISLAND bearing 023(T), left tangent TUTUBA ISLAND bearing 300(T) and left tangent BOGACCIO ISLAND bearing 280½(T), took departure and set course 065(T). Proceeding at standard speed 15 knots (80 r.p.m.).

0700 1800

Changed course to 050(T).

0703 1803

Changed course to 045(T).

0706 1806

Changed course to 025(T).

0708 1808

Changed course to 030(T).

0712 1812

Changed course to 015(T).

0717 1817

Changed course to 010(T).

0727 1827

Sunset.

0742 1842

Darkened ship.

0804 1904

Changed course to 025(T).

0807 1907

USS GAMBLE released from temporary duty as escort. This ship (Comtaskunit 62.4.2) now proceeding to take her station one thousand yards on the port beam of the S/S ROBERT PEARY (Convoy Guide). The S/S JOSEPH McKENNA is in column astern PEARY. The CASE (Escort Commander) on starboard bow, REID on port bow.

AK20/A16-3/A4-3
Serial 008

COMMANDER TASK UNIT 62.4.2
U.S.S. BELLATRIX

SECRET

January 5, 1943

OPERATION ORDER NO. 1-43

TASK ORGANIZATION

(a) Task Unit 62.4.2 (Captain Dietrich)

- (1) ESCORT
CASE
REID
MEADE (Joins on arrival destination)
- (2) CONVOY (Captain Dietrich)
BELLATRIX
JOSEPH McKENNA
ROBERT PEARY

1.(a) Enemy submarines are operating in the area between ESPIRITU SANTO and GUADALCANAL-TULAGI. Submarine positions are reported to have been as below, and further reports will be transmitted by visual signal:

	<u>LATITUDE</u>	<u>LONGITUDE</u>	<u>DATE</u>	<u>TIME</u>	<u>HOW LOCATED</u>
(1)	10-00	161	2nd	- -	D.F.
(2)					
(3)					
(4)					

Enemy air and surface craft may at any time attempt to operate in the areas adjacent to GUADALCANAL.

(b) It is expected that friendly surface forces will operate in supporting positions during the early period of the operation, and thereafter if circumstances require.

(c) Army shore batteries with radar have been established one mile east of KOLI POINT and one mile west of METAPONA RIVER. Signal stations in the vicinity of these batteries challenge all ships picked up.

Shore mounted naval guns are installed near MUKUM, TEMARU, and on TULAGI, with additional army artillery sites on both sides of LUNGA POINT and on other positions along the shore. A naval signal station is on the south end GAWUTU ISLAND, call GEORGE ZERO TWO.

2. Depart ESPIRITU SANTO by 0300 Zebra (1400 Love), January 5th, proceed GUADALCANAL via East and North of SAN CRISTOBAL to arrive at the Eastern End of LUNGA CHANNEL by eighteen hundred Zebra January 7th (0500 Love January 8th) Escort underway in time to precede convoy through mine fields and cover convoy during sortie. Task Unit take most direct route, after leaving ESPIRITU SANTO to the westward, speed of advance 9.5 knots. Designated units land passengers and cargo on GUADALCANAL and TULAGI, and on completion unloading embark personnel and equipment for further transfer.

3.(a) CONVOY land passengers, equipment, supplies and cargo for GUADALCANAL on unloading points designated below, or as changed by Commander Naval Base CACTUS. All ships will require lighters and boats, beach unloading parties and boat loading parties at GUADALCANAL or TULAGI, while discharging.

BELLATRIX discharge vehicles and general cargo during daylight first day, and ammunition during daylight of successive days, off the beach at LUNGA. A relatively small amount of cargo will be discharged during the first night's stay at TULAGI, with some possibly remaining for discharge on return the second night. Fifty Army and sixty Navy passengers will remain on board until unloading is completed. CACTUS has been requested to furnish 90 additional troops when and if needed. Prior departure TULAGI ten boat coxswains, 10 boat engineers and 16 deck hands will be exchanged with an equivalent number from the amphibious force boat pool with longest duty that area, in accordance Comamphibfor MCM 280-850 (December).

JOSEPH McKENNA discharge cargo during daylight each day off the beach at LUNGA.

ROBERT PEARY proceed TULAGI to unload 700 tons 11th Defense Battalion equipment. When that is unloaded, discharge remaining cargo during daylight each day off the beach at TENARU.

McKENNA AND PEARY will require unloading details on board, as outlined CTF-62 Serial 00531 of 30 December, paragraph 8, with following exception, Lieut-Comdr. STILING (1st Lieut. USS BELLATRIX) will be aboard PEARY on arrival, to advise master and assist in unloading, until relieved. Lieut-Comdr. HUDSON will report aboard at GUADALCANAL for similar duties on McKENNA.

McKENNA and PEARY have on board required number cargo nets, chime hooks and slings. They are directed to transfer all these items to COMNAVBASE CACTUS prior to departure, as directed by CTF-62 Serial 00531 of 30 December, paragraph 6

When landing is completed, command of troops and naval personnel passes to Commanding General, CACTUS.

(b) ESCORT protect convoy against surface, air and submarine attack during passage to destination and return. In order to guard against trailing submarines on surface and enemy motor torpedo boats, maintain during darkness all-around radar search. ~~No echo ranging on QG at night except in case of a contact.~~ Comtaskfor Sixty Two has notified COMNAVBASE CACTUS to have local craft make anti-submarine sweep of LENGU CHANNEL and unloading areas prior arrival, to eliminate necessity of advance sweep by escorting destroyers.

(X)(1) Should Zig-Zags be called for they will be from "Zig-Zag Diagrams for Single Ships and Convoys, 1940".

(2) Ships retire to TULAGI at night, returning to unloading point at dawn.

(3) Ships or units departing from GUADALCANAL-TULAGI Area, report by despatch time of departure, route, speed of advance, estimated time of arrival at destination, and names of ESCORT ships in company.

(4) Commander Task Force SIXTY TWO has notified naval forces and bases of this movement.

4. Escort fuel from ships of CONVOY Units as required. Provisions will be available on BELLATRIX.

5. (a) Communications in accordance with PAC-70. While at sea, preserve radio silence including voice radio (72.5 mcs) except for enemy contact or other grave emergency. While in the Area employ radio as required for important matters. Task unit commander and senior ship of any detached unit guard CTC-62 circuit, 4205 kilocycles series. All naval ships copy NPM Fox schedule and undivided task group frequency 2744 kilocycles, primary, 518 kilocycles secondary. Comtaskunit 62.4.2 will make arrival and departure reports and daily report of progress by own radio.

(b) Strict visual vigilance will be maintained from one-half hour before sunset until one half hour after sunrise, except on enemy contact or other emergency. During daylight use semaphore and flaghoist whenever possible. Use smallest effective iris opening in large lights. Reduce brightness of blinker guns, using red bulbs where applicable for short distance work.

(c) Senior task unit commander present in the Area, inform Command Naval Base, CACTUS, Commander Naval Base LUNGA, and Commander Naval Base TULAGI, to reach them prior to 0300 Zebra (1400 Love) daily, the prospective ship movements for the night including times, routes, and any sweeps which may be made by detached units of the screen. Transmit this information by own radio. Request information from Comnavbase, CACTUS as to prospective night movements of Naval Local Defense Forces.

(d) Senior ship in company of all detachments make immediate reply to challenge from shore stations located within United States defense lines.

(e) Use zone Zebra time.

(f) Commander Task Unit assign guard on distress frequency, 500 kilocycles, and on such other circuits as he may desire.

(g) CACTUS air raid warnings are broadcast on CACTUS Harbor Circuit 2716 kilocycles and on CACTUS combat patrol circuit 3785 kilocycles as follows:

YELLOW - Unidentified planes (probably enemy)
RED - Enemy planes in immediate vicinity.
BLUE - Friendly planes.
GREEN - All clear.

YELLOW and RED warnings may be preceded by a numeral indicating number of planes, and be followed by a numeral indicating true bearing of planes.

(h) Aircraft reconnaissance frequency in Areas is: 4435 kilocycles primary, continuously for Lockheed Hudsons and from 1700-0800 Love for B17's and PB7's; 11290 kcs from 0800 to 1700 Love for B-17's and PB7's; 6666 kilocycles common secondary. 3785 kilocycles is used between CACTUS and combat aircraft, - less fighters, RINGBOLT and PT's. Fighters on 4500 kcs.

(i) Attention is called to Comsopac despatch zero seven two three five nine, assigning the radio call Z6Z to all combatant ships and operational commands in or enroute to and from the CACTUS-RINGBOLT Area or connected with operations therein, and to the fact that this call is normally for use only for operational despatches. Note that Commanding Generals, CACTUS, ROSES, and BUTTE hold only ECM channel five eight and Class three strips.

(j) Attention is called to Pacific Fleet Confidential Communication Letter 4CRL-42. When in the Southwest Pacific Area, Task Unit Commander will designate suitable guard of "Bells" frequencies:

4050 kcs) Simultaneous transmission.
5600 ") 12330 kcs. replaces 4050 between
8430 ") 2200 and 0700 (GMT.)

This will be in addition to the normal NPM Fox guard.

(k) Commander Task Force SIXTY-TWO in ARGONNE.
Commander Task Unit SIXTY-TWO POINT FOUR
POINT TWO in BELLATRIX.

W.F. Districh
W.F. DISTRICH.

Distribution:
Comsopac (2)
Comairsopac (2)
Comgensopac (2)
Comseronsopac (2)
Comgen 1st MAC (2)
Comnavbases, Sopac (2)
Comgen SOS SPA (2)
Comgen CACTUS (2)
Comnavbase RINGBOLT (2)
Comnavbase CACTUS (2)
Each AK (2)
Each DD (2)
War Diary (4)
Spares (10)
Comnavbase LUNGA (2)

January 5, 1943 (Continued)

G.C.T. L.C.T.

0813	1913	Changed course to 350(T), which is convoy's course, and changed standard speed to 10 knots (53 r.p.m.). Ahead standard speed.
0814	1914	Slowed to 5 knots (25 r.p.m.), assuming proper station in convoy.
0818	1918	Secured port main motor, as only one is necessary to run at such low speed.
0820	1920	Ahead standard speed, 10 knots.
0850	1950	Because both echo ranging sets on the CASE were not working, that vessel was ordered to take station astern convoy and the REID ordered to patrol ahead.
0900	2000	<u>Ship's position</u> : Lat. 15-12-30 S., Long. 167-21-00 E.
1130	2230	Changed course to 300(T).

January 6, 1943 Underway with TASK UNIT 62.4.2 on base course 300(T), at standard speed 10 knots (53 r.p.m.). Ship fully darkened and in Readiness Condition III. Convoy Commander in BELLATRIX; formation guide is S/S ROBERT PEARY. This vessel is 1000 yards on port beam of guide. The S/S Joseph McKENNA is 600 yards astern of guide. The USS REID and CASE are acting as a/s screen and escorts. The REID patrolling approximately 1000 yards ahead, and the CASE about 1000 yards astern of convoy.

Jan. 5		
1730	0430	Set Readiness Condition I (Special).
1731	0431	Moonrise.
1800	0500	Commenced zig-zagging in accordance with Plan #11.
1835	0535	Ceased zig-zagging and resumed base course.
1836	0536	Changed base course to 317(T).
1837	0537	Sunrise. Lighted ship.
1857	0557	Secured from Condition I (Special) set Condition III.
1900	0600	Commenced zig-zagging in accordance with Plan #11.
1905	0605	Sighted aircraft bearing 100(T), distance 5 miles, - recognized as friendly.

January 6, 1943 (Continued)

Jan. 5

G.C.T. L.C.T.

2100 0800 Ship's position: Lat. 13-54-30 S., Long. 166-06-00 E.

Jan. 6

0018 1118 Plane sighted bearing 243(T), identified as LOCKHEED HODSON patrol bomber. Plane challenged and answered correctly.

0100 1200 Ship's position: Lat. 13-33-00 S., Long. 165-37-00 E. Distance made good since 1716, Jan. 5, 1943, 189.5 miles.

0125 1225 Sighted Flying Fortress, B17E, bearing 300(T), distance 4 miles.

0201 1301 Changed base course to 319(T).

0333 1433 Sighted Flying Fortress, B17E, bearing 300(T), distance 3 miles.

0530 1630 S/S ROBERT PEARY exercising at drills.

0717 1817 USS CASE reported echo range (QC) submarine detecting device still inoperative.

0731 1831 Sunset.

0746 1846 Darkened ship.

0759 1859 USS REID taking station approximately 1000 yards ahead of convoy patrolling, and USS CASE taking station approximately 1000 yards astern.

0830 1930 Ceased zig-zagging and resumed base course.

0900 2000 Ship's position: Lat. 12-39-00 S., Long. 164-49-00 E.

January 7, 1943 Underway with TASK UNIT 62.4.2

Jan. 6

1750 0450 Set Readiness Condition I (Special).

1800 0500 Commenced zig-zagging in accordance with Plan #11.

1848 0548 Sunrise. Lighted ship. Secured from Readiness Condition I (Special), set Condition III.

2100 0800 Ship's position: Lat. 11-18-00 S., Long. 163-27-00 E.

January 7, 1943 (Continued)

Jan. 6

G.C.T. L.C.T.

2210 0910 Engine room shifted from starboard main motor to port main motor.

Jan. 7

0100 1200 Ship's position: Lat. 11-18-00 S., Long. 163-05-30 E. Distance made good since 1200, Jan. 6, 1943, 223.4 miles.

0110 1210 Sighted SAN CRISTOBAL ISLAND bearing 272(T), distance about 40 miles.

0200 1300 Ceased zig-zagging and resumed base course 319(T). This ship assumed formation guide, McKENNA taking station in column 600 yards astern and PEARY taking station 600 yards astern of McKENNA.

Jan. 7

0300 1400 Commenced zig-zagging in accordance with Plan #12.

0500 1600 Escort reports radar contact with aircraft bearing 195(T), distance 25 miles.

0736 1836 Sunset.

0750 1850 Ceased zig-zagging and resumed base course 319(T).

0751 1851 Darkened ship.

0800 1900 Changed course to 275(T).

0820 1920 Changed course to 270(T).

0900 2000 Ship's position: Lat. 9-57-00 S., Long. 162-17-00 E.

1119 2219 With right tangent ULAWA ISLAND abeam to starboard, changed course to 275(T).

January 8, 1943 Underway with TASK UNIT 62.4.2

Jan. 7

1400 0100 Changed course to 300(T).

1730 0430 Sighted GUADALCANAL ISLAND bearing 248(T).

1805 0505 Set Readiness Condition I (Special); changed course to 279(T).

1816 0516 Changed course to 290(T).

January 8, 1943 (Continued)

Jan. 7
1824 0524 Changed course to 300(T).
1830 0530 Commenced zig-zagging in accordance with Plan #11.
1835 0535 Changed base course to 279(T).
1903 0603 Sighted RUA SURA ISLAND bearing 268(T).
1908 0608 Ceased zig-zagging and resumed base course 279(T).
1911 0611 Changed course to 285(T).
1913 0613 Sunrise. Lighted ship. Secured from Readiness Condition I (Special), set Condition III.
1920 0620 Cut in degaussing gear.
1950 0650 Commenced zig-zagging in accordance with Plan #12. North tangent of NURA ISLAND abeam to port, distance $3\frac{1}{2}$ miles.
2100 0800 Ship's position: Lat. 9-25-30 S., Long. 160-38-40 E.
2205 0905 Ceased zig-zagging and changed base course to 270(T).
2215 0915 Entered EASTERN ENTRANCE, LENGO CHANNEL.
2225 0925 Sighted cargo ship off TETERE, distance 13 miles, later identified as USS LIBRA.
2226 0926 Sighted 4 Curtiss F-40's dead ahead.
2235 0935 Exchanged calls with the USS MEADE, which reported for duty as an additional escort.
2255 0955 Exchanged calls with signal station on KOLI POINT.
2308 1008 Changed course to 267(T).
2320 1020 Stationed channel watch.
2350 1050 Changed course to 260(T), left western entrance, LENGO CHANNEL.
2351 1051 S/S ROBERT PEARY, with USS CASE as escort, left formation and proceeded to TULAGI HARBOR, as had been directed by Comtaskunit 62.4.2.

January 8, 1943 (Continued)

G.C.T. L.C.T.

- 0032 1132 Changed standard speed to 15 knots (80 r.p.m.).
Stopped engines.
- 0034 1134 On various courses at various speeds proceeding to
unloading point.
- 0040 1140 Anchored off LUNGA BEACH, GUADALCANAL ISLAND, SOLOMON
GROUP, in 27 fathoms of water with 60 fathoms of chain
to the starboard anchor, on the following bearings:
LUNGA POINT 265(T), right tangent SAVO ISLAND 322(T).
Distance made good since 1200, Jan. 7, 1943, 208 miles.
- 0040 1140 Commenced unloading operations. Lowered boats into
water.
- 0050 1150 S/S McKENNA anchored about 600 yards eastward of this
ship.
- 0052 1152 First cargo discharged, a truck from atop #5 hatch.
- 0141 1241 USS MAJABA, which had been raised from her sunken
position off LENGO BEACH, underway for TULAGI, in tow
of the USS NAVAJO.
- 0535 1635 S/S JOSEPH McKENNA underway, retiring to TULAGI HARBOR
for the night, with USS REID as escort and anti-sub-
marine screen.
- 0610 1710 Made preparations for getting underway.
- 0630 1730 Status of unloading ships:
- | | | | | |
|------------------|--------------|----------------|----------------|--------------|
| <u>BELLATRIX</u> | <u>PEARY</u> | <u>McKENNA</u> | <u>FUNSTON</u> | <u>LIBRA</u> |
| 15%(5 hrs) | 1.5%(3 hrs) | 3%(2.5 hrs) | 60%(30½ hrs) | 95%(7hrs) |
- 0631 1731 Underway from anchorage off LUNGA BEACH, GUADALCANAL
ISLAND, on various courses at various speeds proceed-
ing to TULAGI HARBOR for night retirement and unloading.
Standard speed is 15 knots (80 r.p.m.).
- 0636 1736 Ahead standard speed on course 023(T).
- 0637 1737 USS MEADE taking position as anti-submarine screen
this vessel.
- 0648 1748 Changed standard speed to 14 knots (75 r.p.m.).
- 0744 1844 Sunset.
- 0747 1847 On various courses at various speeds conforming to
channel, approaching TULAGI HARBOR.

January 8, 1943 (Continued)

G.C.T. L.C.T.

0755	1855	Four PT boats passed to port standing out for patrol duty.
0758	1858	South tangent TULAGI ISLAND abeam to port, distance 1000 yards.
0759	1859	Darkened ship.
0808	1908	Anchored in TULAGI HARBOR in 27 fathoms of water with 60 fathoms of chain to the starboard anchor, on the following bearings: left tangent TULAGI ISLAND 191(T), FRONT RANGE LIGHT 069(T), left tangent MAKAMBO ISLAND 329½(T).
0820	1920	Secured degaussing gear.
0845	1945	Commenced discharging cargo from Nos. 2 and 4 holds.
1120	2220	Completed discharging cargo from No. 4 hold.

January 9, 1943 Anchored in TULAGI HARBOR, SOLOMON ISLANDS, in 27 fathoms of water with 60 fathoms of chain to the starboard anchor, on the following bearings: FRONT RANGE LIGHT 069(T), south tangent TULAGI ISLAND 191(T), west tangent MAKAMBO ISLAND 329½(T). Ship is fully darkened except for necessary lights for unloading, and in special unloading condition, with two 20 mm. guns manned, anchor detail manned, steering engine room manned, and engine room on instant's notice for getting underway.
Ships present: USS BELLATRIX (SOPA), LIBRA, ALCHIBA, FUNSTON, MAJABA, JAMESTOWN, S/S JOSEPH McKENNA (U.S.), S/S ROBERT PEARY (U.S.), and various small craft of the U.S.Navy and R.N.Z. Navy: U.S.Destroyers GRAYSON (SOPA destroyers), REID, HUGHES, MEADE, CASE and RUSSELL, anchored in entrance to harbor on listening watch. In view of despatch report of six or more Jap destroyers heading toward GUADALCANAL, the SOPA of U.S.Destroyers present was directed by OTU 62.4.2 to have them in full readiness to counter any attack directed at TULAGI HARBOR and its shipping.

Jan. 8		
1615	0315	Completed unloading operations and fully darkened ship.
1800	0500	Made preparations for getting underway.
1815	0515	Destroyers underway for advance sweep of area outside harbor and in the direction of GUADALCANAL.

January 9, 1943 (Continued)

G.C.T. L.C.T.

1837	0537	Underway on various courses at various speeds from TULAGI HARBOR proceeding to unloading anchorage off LUNGA BEACH, GUADALCANAL ISLAND. Standard speed 13.2 knots (70 r.p.m.). The McKENNA, FUNSTON and LIBRA underway and standing South toward unloading point, the PEARY remaining in TULAGI HARBOR for unloading.
1840	0540	Cut in degaussing gear.
1845	0545	Set Readiness Condition III.
1850	0550	Ahead standard speed.
1857	0557	Set course 203(T).
1900	0600	Commenced zig-zagging in accordance with Plan #8.
1908	0608	Sunrise. Lighted ship.
2006	0706	Ceased zig-zagging and resumed base course.
2011	0711	On various courses at various speeds approaching anchorage.
2024	0724	Anchored off LUNGA BEACH, GUADALCANAL ISLAND, in 30 fathoms of water with 60 fathoms of chain to the port anchor, on the following bearings: right tangent GUADALCANAL ISLAND 293½(T), right tangent SAVO ISLAND 322(T), LUNGA BEACH BEACON 199 3/4(T).
2028	0728	Resumed discharging cargo.
2042	0742	Loaded 4 Wright Cyclone airplane engines aboard.
2100	0800	S/S McKENNA anchored about 600 yards eastward.
2130	0830	A Grumman Wildcat fighter was forced to crash-land in the water, due to damaged landing gear. Pilot was picked up by surf-boat standing by.
Jan. 9.		
0525	1625	S/S McKENNA underway for night retirement, TULAGI HARBOR.
0537	1637	USS LIBRA underway in accordance CTU 62.4.2 despatch 081245 (Jan.), and standing out via LENGU CHANNEL escorted by the USS HUGHMS.
0557	1657	Made preparations for getting underway.

January 9, 1943 (Continued)

G.C.T. L.C.T.

0613 1713 Underway from anchorage off LUNGA BEACH, GUADALCANAL ISLAND, on various courses at various speeds proceeding for night retirement in TULAGI HARBOR. Standard speed is 13.2 knots (70 r.p.m.).

0617 1717 Ahead standard speed, set course 023(T), and commenced zig-zagging in accordance with Plan #8.

0630 1730 Status of unloading of ships:

<u>BELLATRIX</u>	<u>FEARY</u>	<u>McKENNA</u>	<u>FUNSTON</u>	<u>LIBRA</u>
43%(17 hrs)	9%(15 hrs)	25%(10½ hrs)	70%(50½ hrs)	100%(7hrs)

0723 1823 Ceased zig-zagging and resumed base course 023(T).

0732 1832 On various courses at various speeds approaching TULAGI HARBOR.

0744 1844 Sunset.

0759 1859 Darkened ship.

0800 1900 Anchored in TULAGI HARBOR in 27 fathoms of water with 60 fathoms of chain to the starboard anchor on the following bearings: left tangent MAKAMBO ISLAND 344(T), FRONT RANGE LIGHT 073½(T), REAR RANGE LIGHT 044½(T). Ships present: BELLATRIX (SOPA), USAT FUNSTON, S/S ROBERT FEARY (U.S.), S/S JOSEPH McKENNA (U.S.), USS ALCHIBA, MAJABA, the U.S. destroyers GRAYSON (SOP destroyers), RUSSELL, CASE, REID and MEADE, plus U.S. and N.Z. small craft. The destroyers are in readiness as a striking group, one on patrol off harbor entrance, others anchored in berths handy for rapid sortie.

0812 1912 USS NAVAJO moored alongside starboard side to fuel.

0835 1935 Commenced discharging cargo.

0930 2030 Completed fueling NAVAJO, having discharged 19,806 gallons diesel oil.

1010 2110 Received signal from the Naval Signal Station ashore that unidentified planes were in area. Darkened ship completely.

1027 2127 Received "All clear" signal from the Naval Signal Station ashore, and resumed discharging cargo.

1200 2300 Completed discharging cargo for the night. Darkened ship completely.

January 10, 1943. Anchored in TULAGI HARBOR.

Jan. 9

G.C.T. L.C.T.

1810	0510	Cut in degaussing gear.
1835	0535	Underway from anchorage in TULAGI HARBOR on various courses at various speeds to unloading point, followed at intervals by S/S JOSEPH McKENNA and the U.S.A.T. FUNSTON. The PEARY remaining at anchor TULAGI for unloading. The five destroyers underway ahead and making sound sweep of waters to be traversed by ships. Standard speed is 13.2 knots (70 r.p.m.). The USS MEADE joined this vessel as A/S screen.
1836	0536	Set Readiness Condition III.
1847	0547	Ahead standard speed.
1855	0555	Set course 203(T).
1900	0600	Commenced zig-zagging in accordance with Plan #8.
1907	0607	Sunrise. Lighted ship.
2000	0700	Ceased zig-zagging, approaching anchorage off LUNGA BEACH.
2018	0718	Anchored off LUNGA BEACH, GUADALCANAL ISLAND, in 27 fathoms of water with 60 fathoms of chain to the port anchor, on the following bearings: right tangent LUNGA POINT 266(T), right tangent SAVO ISLAND 323(T), BEACON "3" 206(T).
2025	0725	Resumed unloading operations. FUNSTON anchored off TENARU.
2058	0758	S/S JOSEPH McKENNA anchored 600 yards eastward of this vessel.
Jan. 10		
0400	1500	Completed discharging all cargo from #4 hold.
0617	1717	S/S JOSEPH McKENNA, escorted by USS REID, underway for night retirement in TULAGI HARBOR; FUNSTON also underway.
0628	1728	Underway, escorted by USS MEADE (602), from anchorage off LUNGA BEACH, GUADALCANAL ISLAND, proceeding to TULAGI HARBOR, on various courses at various speeds. Standard speed 13.2 knots (70 r.p.m.).
0630	1730	Status of Ship Unloading:

BELLATRIX
79% (32 hrs)

PEARY
13% (31 hrs)

McKENNA
40% (19 hrs)

FUNSTON
85% (63 hrs)

January 10, 1943 (Continued)

G.C.T. L.C.T.

0633	1733	Ahead standard speed; set course 023(T).
0640	1740	Commenced zig-zagging in accordance with Plan #8.
0705	1805	Ceased zig-zagging and came to course 020(T), due to heavy rain squall with visibility limited at times to 500 yards.
0747	1847	Sunset.
0751	1851	On various courses at various speeds approaching TULAGI HARBOR.
0802	1902	Darkened ship.
0805	1905	Anchored in TULAGI HARBOR in 27 fathoms of water with 60 fathoms of chain to the starboard anchor on the following bearings: left tangent TULAGI ISLAND 349(T), REAR RANGE 044½(T). Ships present: BELLATRIX (SOPA), ALCHIBA, MAJABA, USAT FUNSTON, S/S JOSEPH McKENNA and ROBERT FEARY, the destroyers GRAYSON, RUSSELL, MEADE, CASE and REID, plus various small craft of the U.S. and N.Z. Navies. Ship in Readiness Condition <u>IV</u> and Engineering Department ready to get underway, if required. Destroyers in readiness as a striking group, one on patrol off harbor entrance, others in berths handy for rapid sortie, if required.
0815	1915	Secured degaussing gear.
0830	1930	YAG 24 came alongside to starboard to receive fresh water.
0936	2036	YAG 24 underway from alongside, having received 3,500 gallons of fresh water.
1007	2107	Completely darkened ship.
1035	2135	Received "Alert" signal from ashore - unidentified aircraft in vicinity.
1100	2200	Received "All Clear" signal from ashore.
1105	2205	Received Comnavact Solomon's 100732, reporting the "TOKIO EXPRESS" of 8 DD's (Jap) expected to arrive CAPE ESPERANCE at midnight and arranging the stationing of special striking forces of MTB's to greet them.
1117	2217	Verified over TBY that our DD's had above message and had taken preparatory caution.

January 10, 1943 (Continued)

Jan. 9

G.C.T. L.C.T.

1130 2230 Tug YT 130 came along starboard side to receive diesel fuel.

1205 2305 Tug YT 130 completed fueling and shoved off from alongside, having received 500 gallons diesel oil.

January 11, 1943 Anchored in TULAGI HARBOR.

Jan. 10

1805 0505 Cut in degaussing gear.

1830 0530 Set Readiness Condition III.

1832 0532 Underway from anchorage in TULAGI HARBOR on various courses at various speeds, followed at intervals by the S/S McKENNA, USAT FUNSTON and the S/S PEARY. The five destroyers underway and giving the immediate area to be traversed by ships a careful sound sweeping. Standard speed is 13.2 knots (70 r.p.m.). The USS MEADE joined as this vessel's A/S screen.

1846 0546 Ahead standard speed.

1853 0553 Set course 203(T).

1900 0600 Commenced zig-zagging in accordance with Plan #8.

1908 0608 Sunrise. Lighted ship.

2015 0715 Anchored off LUNGA BEACH, GUADALCANAL ISLAND, in 28 fathoms of water with 60 fathoms of chain to the port anchor on the following bearings: Beacon "3" 203½(T), right tangent LUNGA POINT 261(T), right tangent GUADALCANAL ISLAND 293 3/4(T).

2020 0720 The FUNSTON anchored off TENARU BEACH.

2026 0726 Resumed unloading operations.

2035 0735 S/S JOSEPH McKENNA anchored 600 yards eastward this vessel.

2105 0805 S/S ROBERT PEARY anchored off TENARU BEACH.

2155 0855 Commenced discharging U.S. mail from #5 hold.

Jan. 11
0000 1100 Completed discharging U.S. mail, having discharged 1125 sacks.

January 11, 1943 (Continued)

G.C.T. L.C.T.

0505 1605 U.S.A.T. FUNSTON, having completed unloading, departed the area with the USS GRAYSON (Comdr. F.J. BELL) and the RUSSELL as escorts, forming Task Unit 62.6.15, as had been directed in SOPA's (CTU 62.4.2) despatch 102330.

0530 1630 S/S ROBERT PEARY underway for night retirement, TULAGI HARBOR, escorted by USS CASE.

0532 1632 S/S JOSEPH McKENNA underway for night retirement, TULAGI HARBOR, escorted by USS REID.

0630 1730 Status of Ship Unloading, TASK UNIT 62.4.2.

<u>BELLATRIX</u>	<u>PEARY</u>	<u>McKENNA</u>	<u>FUNSTON</u>
93% (40½ hrs)	19% (47 hrs)	50% (27½ hrs)	100% (7¼ hrs)

0647 1747 Underway from anchorage off LUNGA BEACH, GUADALCANAL ISLAND, on various courses at various speeds proceeding to TULAGI HARBOR. Standard speed 13.2 knots (70 r.p.m.). Escorted by U.S. destroyer MEADE.

0648 1748 Ahead standard speed; set course 023(T).

0655 1755 Commenced zig-zagging in accordance with Plan #8.

0721 1821 Ceased zig-zagging and resumed base course, due to heavy rain squall closing in.

0743 1843 Sunset.

0803 1903 Darkened ship.

0808 1908 On various courses at various speeds approaching TULAGI HARBOR.

0825 1925 Anchored in TULAGI HARBOR in 27 fathoms of water with 60 fathoms of chain to the starboard anchor on the following bearings: left tangent TULAGI ISLAND 191(T), left tangent MAKAMBO ISLAND 329(T), TULAGI ISLAND LIGHT 269(T). Ships present: USS BELLATRIX (SOPA), ALCHIBA, MAJABA, S/S ROBERT PEARY, S/S JOSEPH McKENNA, the destroyers MEADE, CASE and REID, and various small craft of the U.S. and N.Z. Navies. Ship in Readiness Condition IV, with Engineer Department ready to get underway on instant notice. Destroyers in readiness as a striking group, one on patrol off harbor entrance, others in berths handy for rapid sortie, if required.

January 12, 1943 Anchored in TULAGI HARBOR.

G.C.T. L.C.T.

Jan. 11

1810 0510 Cut in degaussing gear.

1831 0531 Underway from anchorage in TULAGI HARBOR, on various courses at various speeds proceeding to unloading point. Standard speed is 13.2 knots (70 r.p.m.). The S/S McKENNA and S/S PEARY following. The three (3) destroyers underway ahead, sound sweeping the area to be traversed by the ships. The USS MEADE later joined as A/S screen.

1840 0540 Ahead standard speed. Set Readiness Condition III.

1847 0547 Set course 203(T). Commenced zig-zagging in accordance with Plan #8.

1910 0610 Sunrise. Lighted ship.

1952 0652 Ceased zig-zagging and steadied on course 178(T).

2003 0703 Changed course to 202(T).

2010 0710 Anchored off LUNGA BEACH, GUADALCANAL ISLAND, in 26½ fathoms of water with 60 fathoms of chain to the starboard anchor on the following bearings: LUNGA BEACH 265(T), right tangent SAVO ISLAND 322½(T), CAPE ESPERANCE 293½(T).

2017 0717 Resumed discharging cargo and taking aboard materials for salvage purposes.

2042 0742 S/S JOSEPH McKENNA anchored to the eastward about 600 yards.

2100 0800 S/S ROBERT PEARY anchored off TENARU BEACH.

2400 1200 By CTU 62.4.2 despatch 111118 (Jan.), the CASE (Comdr. BERTWELL), REID, S/S ROBERT PEARY and S/S JOSEPH McKENNA formed TASKUNIT 62.4.12.

Jan. 12

0256 1356 Completed unloading #3 hold.

0408 1508 Completed unloading operations; the last load coming out of #1 hold.

0615 1715 Completed loading approximately 1000 sacks of U.S. mail in #5 hold, the last cargo to be brought aboard.

January 12, 1943 (Continued)

G.C.T. L.C.T.

		Status of Ship Unloading:-		
		<u>BELLATRIX</u>	<u>PEARY</u>	<u>McKENNA</u>
		100% (48½ hrs)	25% (64 hrs)	65% (35½ hrs)
0630	1730	Status of Ship Unloading:-		
0657	1757	Underway from unloading point off LUNGA BEACH, GUADALCANAL ISLAND, with USS MEADE as escort and anti-submarine screen, in accordance with orders of Comtaskunit 62.4.2 in BELLATRIX, proceeding to sea. Standard speed is 13.2 knots (70 r.p.m.).		
0658	1758	Set course 080(T).		
0702	1802	Ahead standard speed.		
0703	1803	Changed course to 077(T).		
0706	1806	Changed course to 080(T).		
0709	1809	Set Readiness Condition III.		
0734	1834	Changed course to 090(T).		
0736	1836	Entered western entrance to LENGO CHANNEL.		
0744	1844	Sunset.		
0759	1859	Darkened ship.		
0900	2000	<u>Ship's position</u> : Lat. 9-22-45 S., Long. 160-29-45 E.		
0904	2004	Changed course to 100(T).		
0905	2005	Secured degaussing gear.		
1050	2150	Changed course to 132(T).		

January 13, 1943

Jan. 12

1310	0010	Moon set.	
1436	0136	Changed course to 090(T).	
1555	0255	MEADE reported radar surface contact bearing 130(T), distance 8 miles, believed to be ALIITA ISLAND.	
1610	0310	MEADE reported two surface craft bearing 60° relative, distance 6 miles, proceeding at 15 knots. Ships were not sighted by us. Believed to be the islands mentioned above.	

January 13, 1943 (Continued)

Jan. 12

G.C.T. L.C.T.

1807 0507 Set Readiness Condition I (Special).
1815 0515 Commenced zig-zagging in accordance with Plan #8.
1855 0555 Sunrise. Lighted ship. Secured from Readiness Condition I (Special), set Condition III.
2100 0800 Ship's position: Lat. 10-27-00 S., Long. 162-38-30 E.
2103 0803 Sighted a B-17E, bearing 100(T), distance 5 miles.
Jan. 13
0100 1200 Ship's position: Lat. 11-03-15 S., Long. 163-13-00 E. Distance made good since 1757, Jan. 12, 1943, 230.5 miles.
0738 1838 Sunset.
0753 1853 Darkened ship.
0830 1930 Ceased zig-zagging and resumed base course.
0900 2000 Ship's position: Lat. 12-14-00 S., Long. 164-21-30 E.

January 14, 1943 Underway at sea.

Jan. 13

1800 0500 Commenced zig-zagging in accordance with Plan #8.
1806 0506 Set Readiness Condition I (Special).
1835 0535 Changed standard speed to 13.4 knots (71 r.p.m.).
1840 0540 • Sunrise. Lighted ship. Secured from Readiness Condition I (Special), set Condition III.
1930 0630 Sighted right tangent of ESPIRITU SANTO ISLAND, bearing 151 3/4(T).
2003 0703 Changed base course to 110(T).
2100 0800 Ship's position: Lat. 14-27-30 S., Long. 166-26-00 E.
2245 0945 Changed base course to 120(T).
Jan. 14
0100 1200 Ship's position: Lat. 14-43-15 S., Long. 167-01-30 E. Distance made good since 1200, Jan. 13, 1943 339.3 miles.

January 14, 1943 (Continued)

G.C.T. L.C.T.

0209	1309	Changed base course to 171(T).
0216	1316	Held emergency drills: fire, damage control, abandon
to	to	ship, and fire and rescue.
0300	1400	
0355	1455	Sighted a convoy of 8 ships dead ahead, on opposite
		course.
0420	1520	Exchanged challenges and calls with Task Group 62.7,-
		Group Commander in CRESCENT CITY.
0509	1609	Ceased zig-zagging and resumed base course.
0512	1612	Changed course to 200(T).
0515	1615	Cut in degaussing gear.
0521	1621	Changed course to 220(T).
0533	1633	On various courses at various speeds approaching SECOND
		CHANNEL, ESPIRITU SANTO ISLAND.
0605	1705	Entered channel, passing through mine field.
0623	1723	Passed through anti-submarine net.
0658	1758	Anchored near Berth A-9, in SECOND CHANNEL, ESPIRITU
		SANTO ISLAND, NEW HEBRIDES, in 9 fathoms of water with
		60 fathoms of chain to the starboard anchor on the fol-
		lowing bearings: right tangent AORE ISLAND 196(T),
		LUGANVILLE FLAG STAFF 231½(T), left tangent AORE ISLAND
		087½(T). Distance made good since 1200, Jan. 14, 1943,
		62.5 miles.
0709	1809	Set Readiness Condition IV.
0710	1810	Secured degaussing gear.

January 15, 1943 Anchored off Berth A-9, in SECOND CHANNEL, ESPIRITU
SANTO ISLAND, NEW HEBRIDES.

Jan. 14

0500	1600	Made preparations for getting underway, to shift anchor-
		age into Berth A-9.
0522	1622	Underway to shift anchorage 400 yards to NW, on various
		courses at various speeds.

January 15, 1943 (Continued)

G.C.T. L.C.T.

0536 1636 Anchored in Berth A-9, SEGOND CHANNEL, ESPIRITU SANTO ISLAND, in 16 fathoms of water with 45 fathoms of chain to the starboard anchor on the following bearings: Beacon "G" 021½(T), Beacon "H" 166 1/4(T), Beacon "J" 302(T).

0620 1720 Commenced loading cargo.

January 16, 1943

Jan. 15

2115 0815 USS FUNSTON underway and standing out.

Jan. 16

0230 1330 Set all ship's clocks ahead one hour to conform to -12 zone time.

0345 1545 Made preparations for getting underway.

0355 1555 Cut in degaussing gear.

0419 1619 Underway from Berth A-9, in SEGOND CHANNEL, ESPIRITU SANTO ISLAND, in accordance with COMSOPAC's despatch 152312 (Jan.), enroute SAN DIEGO, CALIFORNIA, - on various courses at various speeds proceeding to sea. Standard speed is 13.2 knots (70 r.p.m.).

0445 1645 Passed through anti-submarine net.

0511 1711 Exercised at General Quarters.

0520 1720 With right tangent TUTUBA ISLAND bearing 338½(T), and left tangent TUTUBA ISLAND bearing 045½(T), took departure and set course 116(T). Commenced zig-zagging in accordance with Plan #8.

0521 1721 Secured from General Quarters, set Condition III.

0628 1828 Increased standard speed to 13.4 knots (71 r.p.m.).

0644 1844 Changed base course to 115(T).

0727 1927 Sunset.

0742 1942 Darkened ship.

0800 2000 Ship's position: Lat. 15-51-00 S., Long. 167-44-45 S.

0830 2030 Set 5" gun watch in addition to regular Condition III.

January 16, 1943 (Continued)

G.C.T. L.C.T.

0952 2152 Ceased zig-zagging and changed course to 110(T), entering SELWYN STRAIT, between PENTECOST and AMBRYM ISLANDS.

1012 2212 Commenced zig-zagging in accordance with Plan #8.

1020 2220 Changed base course to 082(T), and passed out of SELWYN STRAIT.

January 17, 1943 Enroute singly ESPIRITU SANTO ISLAND, NEW HEBRIDES, to SAN DIEGO, CALIFORNIA, on base course 082(T), at standard speed 13.4 knots (71 r.p.m.). Zig-zagging in accordance with Plan #8. Ship fully darkened and in Condition III, with 5" gun manned in addition.

Jan. 16

1455 0255 Moon set. Ceased zig-zagging and resumed base course.

1720 0520 Set Readiness Condition I (Special).

1730 0530 Commenced zig-zagging in accordance with Plan #8.

1821 0621 Sunrise. Lighted ship.

1825 0625 Secured from Condition I(Special), set Condition III.

2000 0800 Ship's position: Lat. 15-52-00 S., Long. 170-14-00 E. Changed base course to 081(T).

2007 0807 Held emergency drills: abandon ship.

to to

2015 0815

2100 0900 Set all ship's clocks ahead 30 minutes to conform to -12 hr. 30 min. zone time.

2155 1025 Changed speed to 14.1 knots (75 r.p.m.).

2159 1029 Changed speed to 15 knots (80 r.p.m.).

2202 1032 Changed speed to 15.5 knots (83 r.p.m.).

2204 1034 Changed speed to 15.8 knots (85 r.p.m.).

2213 1043 Changed speed to 15.5 knots (83 r.p.m.).

2220 1050 Changed speed to 15 knots (80 r.p.m.).

2242 1112 Resumed standard speed 13.4 knots (71 r.p.m.).

January 18, 1943 Enroute singly ESPIRITU SANTO ISLAND, NEW HEBRIDES,
G.C.T. L.C.T. to SAN DIEGO, CALIFORNIA.

Jan. 17

1510 0340 Moon set.

1526 0356 Ceased zig-zagging and resumed base course.

1700 0530 Commenced zig-zagging in accordance with Plan #8.

1705 0535 Set Readiness Condition I (Special).

1751 0621 Secured from Readiness Condition I (Special), set Condition III.

1802 0632 Sunrise. Lighted ship.

1930 0800 Ship's position: Lat. 15-07-00 S., Long. 175-14-00 E.

2030 0900 Set all ship's clocks ahead 15 minutes to conform to -12 hr. 45 min. zone time.

2230 1115 Changed base course to 090(T).

2315 1200 Ship's position: Lat. 14-58-30 S., Long. 176-05-30 E.
Distance made good since 1200, Jan. 17, 1943, 293 miles.

Jan. 18

0647 1932 Sunset.

0702 1947 Darkened ship.

0715 2000 Ship's position: Lat. 14-58-30 S., Long. 177-37-00 E.

0945 2230 Sighted two ships bearing 075(T) and 080(T), respectively.

0948 2233 Exchanged challenges and calls with USS BREESE and USS POCOMOKE, which passed abeam to port, distance about 3 miles, on southerly course.

January 18, 1943 (Repeated) Enroute singly ESPIRITU SANTO ISLAND,
NEW HEBRIDES, to SAN DIEGO, CALIFORNIA.

(NOTE:- Due to crossing the International Date Line, from WEST to EAST, the 18th. of January, 1943, is being repeated and the time being kept by ship's clocks is automatically changed from -12 hr. 45 min. zone time to plus 11 hr. 15 min. zone time).

January 18, 1943 (Repeated) (Continued)

Jan. 18

G.C.T. L.C.T.

1542	0427	Moon set. Ceased zig-zagging and resumed base course.
1645	0530	Commenced zig-zagging in accordance with Plan #8.
1645	0530	Set Condition I (Special).
1745	0630	Sunrise.
1749	0634	Secured from Condition I (Special), set Condition III. Lighted ship.
1845	0730	Crossed the 180th. meridian from West to East.
1915	0800	<u>Ship's position:</u> Lat. 15-05-30 S., Long. 179-54-00 W.
2015	0900	Set all ship's clocks ahead 30 minutes to conform to plus 10 hr. 55 min. zone time.
2255	1200	<u>Ship's position:</u> Lat. 15-03-00 S., Long. 179-06-30 W. Distance made good since 1200, Jan. 18, 1943, 284.2 miles.

Jan. 19

0256	1601	Sighted FUTUNA ISLAND bearing 011(T), and ALOFI ISLAND bearing 020(T), distance about 45 miles.
0628	1933	Sunset.
0643	1948	Darkened ship.
0755	2000	<u>Ship's position:</u> Lat. 15-02-00 S., Long. 177-25-00 W.

January 19, 1943 Enroute singly ESPIRITU SANTO ISLAND, NEW HEBRIDES, to SAN DIEGO, CALIFORNIA.

1621	0526	Moon set.
1625	0530	Set Condition I (Special).
1723	0628	Sunrise. Lighted ship.
1725	0630	Secured from Condition I (Special), set Condition III.
1855	0800	<u>Ship's position:</u> Lat. 14-56-00 S., Long. 174-58-00 W.
1955	0900	Set all ship's clocks ahead 20 minutes to conform to plus 10 hr. 35 min. zone time.

January 19, 1943 (Continued)

G.C.T.	L.C.T.	
2235	1200	<u>Ship's position:</u> Lat. 14-51-30 S., Long. 174-12-00 W. Distance made good since 1200, Jan. 18, 1943, 283.8 miles.
Jan. 20		
0015	1340	Changed base course to 090(T).
0420	1745	Sighted a "Kingfisher" observation plane on patrol. Plane circled ship and dipped its wings, in answer to challenge.
0607	1932	Sunset.
0622	1947	Darkened ship.
0635	2000	<u>Ship's position:</u> Lat. 15-00-00 S., Long. 172-41-00 W.
0646	2011	Changed speed to 11 knots (58 r.p.m.).
0720	2045	Resumed standard speed 13.4 knots (71 r.p.m.).
0845	2210	Sighted light bearing 140(T).
0847	2212	Exchanged challenges and calls with USS "Y689".

January 20, 1943 Enroute singly ESPIRITU SANTO ISLAND, NEW HEBRIDES, to SAN DIEGO, CALIFORNIA.

1525	0450	Changed base course to 090(T).
1605	0530	Set Condition I (Special).
1632	0557	Moon set.
1659	0624	Sighted TUTUILA ISLAND, SAMOAN GROUP, bearing 350(T), distance about 51 miles.
1706	0631	Secured from Condition I (Special), set Condition III. Lighted ship.
1718	0643	Sighted 4 planes (Brewster fighters), bearing 310(T), out on patrol from PAGO PAGO.
1725	0650	Two of the above planes circled overhead; challenges exchanged.
1835	0800	<u>Ship's position:</u> Lat. 15-08-00 S., Long. 170-16-30 W.
1930	0855	Sighted TAU ISLAND, bearing 039(T), and MANUA ISLANDS, bearing 036(T), distance about 59 miles.

January 20, 1943 (Continued) Enroute singly ESPIRITU SANTO ISLAND,
NEW HEBRIDES, to SAN DIEGO, CALIFORNIA.

G.C.T.	L.C.T.	
1935	0900	Set all ship's clocks ahead 15 minutes to conform to plus 10 hr. 20 min. zone time.
2220	1200	<u>Ship's position:</u> Lat. 15-08-00 S., Long. 169-42-00 W. Distance made good since 1200, Jan. 19, 1943, 264.5 miles.
2315	1255	Left tangent TAU ISLAND abeam to port, distance 52 miles.
Jan. 21	0505	1845 Cut in port main engine.
0506	1846	Changed standard speed to 13.4 knots (71 r.p.m.).
0550	1930	Changed standard speed to 14 knots (75 r.p.m.).
0552	1932	Sunset.
0607	1947	Darkened ship.
0620	2000	<u>Ship's position:</u> Lat. 15-08-00 S., Long. 168-15-00 W.
0635	2015	Changed standard speed to 15 knots (80 r.p.m.).

January 21, 1943

1550	0530	Set Condition I (Special).
1650	0630	Sunrise. Lighted ship. Secured from Condition I (Special), set Condition III.
1657	0637	Changed base course to 084(T).
1820	0800	<u>Ship's position:</u> Lat. 15-05-00 S., Long. 165-29-45 W.
1920	0900	Set all ship's clocks ahead 20 minutes to conform to plus 10 zone time.
2200	1200	<u>Ship's position:</u> Lat. 15-00-00 S., Long. 164-28-00 W. Distance made good since 1200, Jan. 20, 1943, 288.8 miles.
Jan. 22	0233	1633 Changed base course to 046(T).
0402	1802	Changed standard speed to 14 knots (74 r.p.m.).
0440	1840	Ceased zig-zagging and resumed base course.

January 21, 1943 (Continued) Enroute singly ESPIRITU SANTO ISLAND,
G.C.T. L.C.T. NEW HEBRIDES, to SAN DIEGO, CALIFORNIA.

Jan. 22

0532 1932 Sunset.
0547 1947 Darkened ship.
0600 2000 Ship's position: Lat. 14-25-45 S., Long. 163-12-45 W.
0620 2020 Moonrise.
0730 2130 Commenced zig-zagging in accordance with Plan #8.

January 22, 1943

Jan. 22

1540 0540 Set Condition I (Special).
1630 0630 Secured from Condition I (Special), set Condition III.
1633 0633 Sunrise. Lighted ship.
1800 0800 Ship's position: Lat. 12-54-30 S., Long. 161-13-00 W.
1816 0816 Changed base course to 044(T).
2200 1200 Ship's position: Lat. 12-25-37 S., Long. 160-27-00 W.
Distance made good since 1200, Jan. 21, 1943, 299.5 miles.
2320 1320 Changed base course to 041(T).
Jan. 23
0509 1909 Sunset.
0524 1924 Darkened ship.
0552 1952 Ceased zig-zagging and resumed base course.
0600 2000 Ship's position: Lat. 11-10-00 S., Long. 159-32-30 W.
Changed base course to 048(T).
0618 2018 Moonrise.
0712 2112 Commenced zig-zagging in accordance with Plan #8.

January 23, 1943 Enroute singly ESPIRITU SANTO ISLAND, NEW HEBRIDES,
to SAN DIEGO, CALIFORNIA.

G.C.T.	L.C.T.	
1530	0530	Set Condition I (Special).
1627	0627	Secured from Condition I (Special), set Condition III. Lighted ship.
1630	0630	Sunrise.
1800	0800	<u>Ship's position</u> : Lat. 9-41-00 S., Long. 157-42-30 W.
1900	0900	Set all ship's clocks ahead 15 minutes to conform to plus 9 hr. 45 min. zone time. Changed base course to 039(T).
2145	1200	<u>Ship's position</u> : Lat. 8-54-30 S., Long. 157-06-30 W. Distance made good since 1200, Jan. 22, 1943, 287.2 miles.
Jan. 24		
0452	1907	Sunset.
0507	1922	Darkened ship.
0545	2000	<u>Ship's position</u> : Lat. 7-38-00 S., Long. 156-07-00 W.
0552	2007	Ceased zig-zagging and resumed base course.
0642	2057	Moonrise.
0702	2117	Commenced zig-zagging in accordance with Plan #8.

January 24, 1943

1525	0540	Set Condition I (Special).
1615	0630	Secured from Condition I (Special), set Condition III. Lighted ship.
1617	0632	Sunrise.
1745	0800	<u>Ship's position</u> : Lat. 5-48-30 S., Long. 154-39-00 W.
2145	1200	<u>Ship's position</u> : Lat. 5-07-00 S., Long. 154-12-00 W. Distance made good since 1200, Jan. 23, 1943, 284.5 miles.

January 24, 1943 (Continued) Enroute singly ESPIRITU SANTO ISLAND,
G.C.T. L.C.T. NEW HEBRIDES, to SAN DIEGO, CALIFORNIA.

Jan. 25

0435 1850 Sunset.
0450 1905 Darkened ship.
0532 1947 Ceased zig-zagging and resumed base course.
0545 2000 Ship's position: Lat. 3-54-00 S., Long. 153-15-00 W.
0715 2130 Moonrise.
0730 2145 Commenced zig-zagging in accordance with Plan #8.

January 25, 1943

1115 0530 Set Condition I (Special).
1210 0625 Secured from Condition I (Special), set Condition III.
Lighted ship.
1213 0628 Sunrise.
1745 0800 Ship's position: Lat. 1-55-00 S., 151-53-00 W.
Changed base course to 041(T).
1845 0900 Set all ship's clocks ahead 5 minutes to conform to plus
9 hr. 40 min. zone time.
2140 1200 Ship's position: Lat. 1-13-30 S., Long. 151-27-00 W.
Distance made good since 1200, Jan. 24, 1943, 286.5
miles.
2228 1248 Changed base course to 045(T).

Jan. 26

0418 1838 Sunset.
0433 1853 Darkened ship.
0511 1931 Ceased zig-zagging and resumed base course.
0540 2000 Ship's position: Lat. 00-01-00 S., Long. 150-16-00 W.
0541 2001 Crossed the EQUATOR from SOUTH to NORTH in longitude
150-16-00 W.
0744 2204 Moonrise.
0757 2215 Commenced zig-zagging in accordance with Plan #8.

January 26, 1943 Enroute singly ESPIRITU SANTO ISLAND, NEW HEBRIDES,
G.C.T. L.C.T. to SAN DIEGO, CALIFORNIA.

0900 0320 Ceased zig-zagging and resumed base course.
0915 0335 Commenced zig-zagging in accordance with Plan #8.
1116 0536 Set Condition I (Special).
1207 0627 Sunrise. Lighted ship.
1210 0630 Secured from Condition I (Special), set Condition III.
1740 0800 Ship's position: Lat. 2-00-00 N., Long. 148-39-00 W.
1757 0817 Changed base course to 046(T).
1840 0900 Set all ship's clocks ahead 5 minutes to conform to plus 9 hr. 35 min. zone time.
2135 1200 Ship's position: Lat. 2-39-00 N., Long. 148-01-00 W.
Distance made good since 1200, Jan. 25, 1943, 310.5 miles.
2337 1402 Changed base course to 000(T).
2339 1404 Let go a bunch of balloons for AA target practice.
2340 1405 Commenced firing 20 MM's; no hits. Hard left rudder.
2342 1407 Commenced firing 3" .50 cal. guns; no hits. Steadied on course 310(T).
2344 1409 Ceased firing.
2346 1411 Steadied on course 340(T).
2348 1413 Left 15⁰ rudder. Commenced second run.
2349 1414 Steadied on course 307(T). Commenced firing 20 MM's; one hit scored.
2350 1415 Commenced firing 3" .50 cal. guns; no hits.
2352 1417 Ceased firing. Rounds of ammunition expended: 420 rounds 20 MM target ammunition, 20 rounds 3" .50 cal. service ammunition.
2353 1418 Resumed base course 046(T), and commenced zig-zagging in accordance with Plan #8.

January 26, 1943 (Continued) Enroute singly ESPIRITU SANTO ISLAND,
NEW HEBRIDES, to SAN DIEGO, CALIFORNIA.

Jan. 27

G.C.T. L.C.T.

0032	1457	Sighted ship bearing 080(T), distance about 7½ miles, on opposite course. Identified as a Liberty ship, but did not answer challenge.
0310	1735	Sighted cargo vessel bearing 095(T), distance about 12 miles. Later identified as the S/S FAIRISLE (U.S.).
0400	1825	Sunset.
0415	1840	Darkened ship.
0442	1917	Ceased zig-zagging and resumed base course 046(T).
0535	2000	<u>Ship's position</u> : Lat. 3-58-00 N., Long. 146-37-00 W. Changed base course to 038(T).
0815	2240	Moonrise.
0840	2305	Commenced zig-zagging in accordance with Plan #8.

January 27, 1943

1511	0536	Set Condition I (Special).
1555	0620	Secured from Condition I (Special), set Condition III. Lighted ship.
1558	0623	Sunrise.
1735	0800	<u>Ship's position</u> : Lat. 6-03-00 N., Long. 144-57-00 W.
1835	0900	Set all ship's clocks ahead 5 minutes to conform to plus 9 hr. 30 min. zone time.
2130	1200	<u>Ship's position</u> : Lat. 6-39-00 N., Long. 144-27-00 W. Distance made good since 1200, Jan. 26, 1943, 310.6 miles.
2340	1410	Changed base course to 044(T).

Jan. 28

0352	1812	Sunset.
0407	1823	Darkened ship.
0430	1900	Ceased zig-zagging and resumed base course.

January 27, 1943 (Continued) Enroute singly ESPIRITU SANTO ISLAND,
Jan. 28 NEW HEBRIDES, to SAN DIEGO, CALIFORNIA.

G.C.T. L.C.T.

0530 2000 Ship's position: Lat. 7-47-00 N., Long. 143-50-00 W.
Changed base course to 046(T).

0851 2321 Moonrise.

0914 2344 Commenced zig-zagging in accordance with Plan #8.

January 28, 1943

1504 0534 Set Condition I (Special).

1545 0615 Secured from Condition I (Special), set Condition III.
Lighted ship.

1549 0619 Sunrise.

1730 0800 Ship's position: Lat. 9-30-00 N., Long. 142-10-30 W.

1830 0900 Set all ship's clocks ahead 5 minutes to conform to
plus 9 hr. 25 min. zone time.

2125 1200 Ship's position: Lat. 10-08-00 N., Long. 141-42-00 W.
Distance made good since 1200, Jan. 27, 1943, 289.7
miles.

Jan. 29

0326 1801 Sunset.

0341 1816 Darkened ship.

0425 1900 Ceased zig-zagging and resumed base course 046(T).

0525 2000 Ship's position: Lat. 11-12-00 N., Long. 140-35-30 W.

January 29, 1943 Enroute singly ESPIRITU SANTO ISLAND, NEW HEBRIDES,
to SAN DIEGO, CALIFORNIA.

G.C.T.	L.C.T.	
0932	0007	Moonrise.
1038	0113	Commenced zig-zagging in accordance with Plan #8.
1456	0531	Set Condition I (Special).
1545	0620	Sunrise. Secured from Condition I (Special), set Condition III. Lighted ship.
1725	0800	<u>Ship's position</u> : Lat. 12-56-00 N., Long. 138-53-00 W.
1804	0900	Set all ship's clocks ahead 21 minutes to conform to plus 9 hr. 4 min. zone time.
2104	1200	<u>Ship's position</u> : Lat. 13-36-30 N., Long. 138-24-00 W. Distance made good since 1200, Jan. 28, 1943, 295.5 miles.
Jan. 30		
0143	1639	Cut out starboard engine to make minor repairs to same. Reduced speed to 11 knots (58 r.p.m.).
0147	1643	Cut in starboard engine and resumed standard speed 14 knots (74 r.p.m.).
0320	1816	Sunset.
0335	1831	Darkened ship.
0412	1908	Ceased zig-zagging and resumed base course.
0418	1914	Changed base course to 053(T).
0504	2000	<u>Ship's position</u> : Lat. 14-34-00 N., Long. 137-43-00 W.

January 30, 1943

1018	0114	Moonrise.
1048	0144	Commenced zig-zagging in accordance with Plan #8.
1449	0545	Set Condition I (Special).
1532	0628	Secured from Condition I (Special), set Condition III. Lighted ship.
1534	0630	Sunrise.
1615	0711	Changed base course to 045(T).

January 30, 1943 (Continued). Enroute singly ESPIRITU SANTO ISLAND,
NEW HEBRIDES, to SAN DIEGO, CALIFORNIA.

G.C.T.	L.C.T.	
1704	0800	<u>Ship's position</u> : Lat. 16-03-00 N., Long. 135-47-00 W.
1804	0900	Set all ship's clocks ahead 8 minutes to conform to plus 8 hr. 56 min. zone time.
2056	1200	<u>Ship's position</u> : Lat. 16-38-00 N., Long. 135-15-00 W. Distance made good since 1200, Jan. 29, 1943, 263 miles.
2317	1421	Sighted an oil tanker bearing 042(T), distance about 9 miles.
2334	1438	Exchanged challenges and calls with the USS TALLULAH.
2341	1445	TALLULAH passed abeam to port on opposite course, distance 1500 yards.
Jan. 31		
0251	1755	Sunset.
0306	1810	Darkened ship.
0341	1845	Ceased zig-zagging and resumed base course 045(T).
0456	2000	<u>Ship's position</u> : Lat. 17-57-30 N., Long. 134-19-30 W.

January 31, 1943

1106	0210	Moonrise.
1421	0525	Commenced zig-zagging in accordance with Plan #8.
1441	0545	Set Condition I (Special).
1521	0625	Secured from Condition I (Special), set Condition III. Lighted ship.
1522	0630	Sunrise.
1656	0800	<u>Ship's position</u> : Lat. 19-34-30 N., Long. 132-16-00 W.
1712	0816	Changed base course to 043(T).
1756	0900	Set all ship's clocks ahead 25 minutes to conform to 8 hr. 31 min. zone time.
2031	1200	<u>Ship's position</u> : Lat. 20-05-00 N., Long. 131-44-00 W. Distance made good since 1200, Jan. 30, 1943, 291 miles.

January 31, 1943 (Continued) Enroute singly ESPIRITU SANTO ISLAND,
NEW HEBRIDES, to SAN DIEGO, CALIFORNIA.

Feb. 1

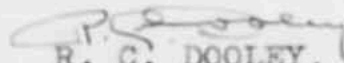
G.C.T. L.C.T.

0233 1802 Sunset.

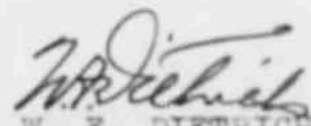
0248 1817 Darkened ship.

0330 1859 Ceased zig-zagging and resumed base course 043(T).

0431 2000 Ship's position: Lat. 21-16-00 N., Long. 130-34-00 W.



R. C. DOOLEY,
Lieut-Comdr., U.S.N.R.,
Diarist.



W. F. DIETRICH,
Captain, U.S.Navy,
Commanding.