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CONFIDENTIAL

WAR DIARY

U.S.S. ALMAACK (AKALO)

From February 1, 1943 to February 28, 1943.

CONFIDENTIAL AKALO/AL2

February 1 - 28, 1943.

(1) ALMAACK under orders Senior Naval Officer, Gibraltar. Awaiting temporary repairs necessitated by torpedo hit in port side of engine room.

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WAR DIARY

U.S.S. ALMAACK (AKA-10) From March 1, 1943 to March 31, 1943

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CONFIDENTIAL AKALO/AL2

March 1, 1943.

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(1) ALMAACK under orders Senior Naval Officer, Gibraltar. Awaiting temporary repairs necessitated by torpedo hit in port side of engine room.

CONFIDENTIAL AKALO/A12 March 2, 1943. (1) ALMAACK under orders Senior Naval Officer, Gibraltar. Awaiting temporary repairs necessitated by torpedo hit in port side of engine room. (2) (3) (4) 1506 Underway in tow from berth to dry dock.

Gibraltar, B.C.C. 1554 Moored in Drydock No. 1, H.M. Dockyard, Gibraltar, B.C.C.

CONFIDENTIAL AKALO/AL2

March 3, 1943.

- (1) ALMAACK Under orders Senior Naval Officer, Gibraltar. Awaiting temporary repairs necessitated by torpedo hit in port side of engine room.
- (2)
- (3)
- (4) 0910 Caisson in place in dry dock. 0950 Commenced pumping water from dry dock. 1430 Ship resting on keel blocks of dry dock. 1700 As water was lowered in engine room, portions of bodies of four missing men were located. Due to the condition of the bodies, positive identification was impossible. The remains of the bodies were removed from ship and sent to North Gate Mortuary in H.M. Dockyard for temporary keeping until proper burial arrangements completed.

CONFIDENTIAL AKALO/AL2

March 4, 1943.

- ALMAACK under orders Senior Naval Officer, Gibraltar. Docked in Number One dry dock, H.M. Dockyard, Gibraltar undergoing temporary hull repairs, necessitated by torpedo hit in port side of engine room.
- (2)
- (3)
- (4) 0800 Commenced temporary repair of hull. 1000 Funeral services were held at sea for the remains of four men found in engine room upon docking. Positive identification was impossible and it was assumed that the remains were of the following men previously reported missing: Brown, G. K., F3c, 620 ll 60, V-6, USNR; Keefe, F. A.Jr. Flc, 405 ll 62, 0-1, USNR; Kramer, H. J., MM2c, 404 86 22, 0-1, USNR; and Virgilio, D., F2c, 406 91 44, M-1, USNR.

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CONFIDENTIAL AKALO/AL2

March 4 - 17, 1943.

(1) ALMAACK under orders Senior Naval Officer, Gibraltar. Docked in Number One dry dock, H.M. Dockyard, Gibraltar undergoing temporary hull repairs, necessitated by torpedo hit in port side of engine room.

CONFIDENTIAL AKA10/A12

March 18, 1943.

- (1) ALMAACK under orders Senior Naval Officer, Gibraltar. Docked in Number One dry dock, H.M. Dockyard, Gibraltar undergoing temporary hull repairs, necessitated by torpedo hit in port side of engine room.
- (2) In accordance with Senior Naval Officer, Casablanca 051615 of March 1943; ALMAACK reported for temporary duty to Commander U.S. Naval Forces North West African Waters.

CONFIDENTIAL AKA10/A12

March 19 - 28, 1943.

- (1) ALMAACK under temporary orders Commander U.S. Naval Forces, Northwest African Waters. Docked in Number One dry dock, H.M.Dockyard, Gibraltar undergoing temporary hull repairs necessitated by torpedo hit in port side of engine room.
- (2)
- (3)
- (4)
- (5) In accordance with Commander U.S. Naval Forces Northwest African Waters 211250/A of March, 1943 unloaded the following ammunition: 14,580 rounds .30 cal. AP; 5,520 rounds .30 cal. tracer; 8,665 rounds .30 cal. ball; 9,000 rounds .30 cal. belted ball; 1,000 rounds .30 cal. belted tracer; 13,150 rounds .50 cal. AP; 2,100 rounds .50 cal. tracer; 3,210 rounds .50 cal. belted AP; 535 rounds .50 cal. belted tracer; 2,000 rounds .45 cal. Ball; 28,980 rounds 20MM HET; 29,820 rounds 20MM HE; 13 5"51 cal. charges, target; 13 5"51 cal. projectiles, target; 146 5"51 cal. charges, service; 148 5"51 cal. projectiles, service; 492 3"50 cal. cartridges, service; 72 3"50 cal. cartridges, A.A. target; 1 replacement sample SPD 2503; 417 lock combination primers. Ammunition delivered to Flag Officer Commanding, Gibraltar.

CONFIDENTIAL AKALO/AL2

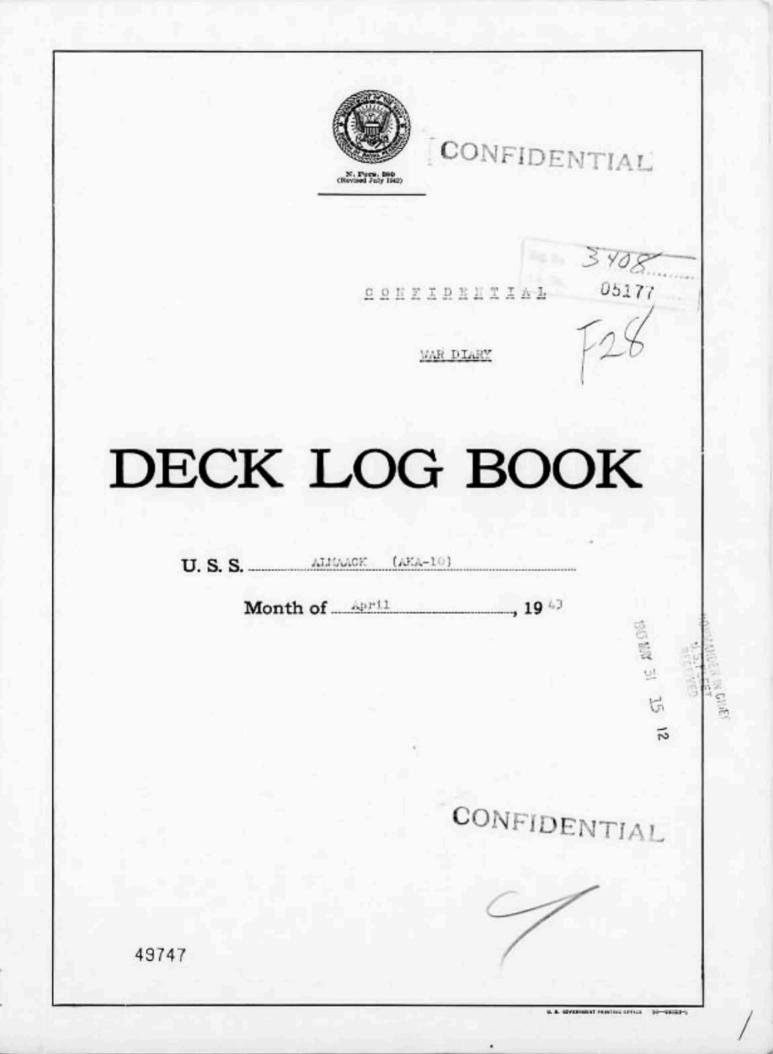
March 29 - 30, 1943.

(1) ALMAACK under temporary orders Commander U.S. Naval Forces NorthWest African Waters. Docked in Number One dry dock, H.M.Dockyard, Gibraltar undergoing temporary hull repairs necessitated by torpedo hit in port side of engine room.

CONFIDENTIAL AKALO/AL2

March 31, 1943.

- (1) ALMAACK under temporary orders Commander U.S. Naval Forces Northwest African Waters. Docked in Number One dry dock, H.M. Dockyard, Gibraltar undergoing temporary hull repairs necessitated by torpedo hit in port side of engine room.
- (2)
- (3)
- (4) 0830 Completed temporary repairs to hull. Commenced flooding dry dock. 0940 Ship afloat. 1030 Completed flooding dry dock. Draft forward 14'3" Aft 17'6".
 1125 Underway in tow, ship clear of dry dock.
 1220 Moored in berth 43, Admiralty Harbor, Gibraltar, B.C.C.



CONFIDENTIAL Page 1 N. Nav. 46 OPERATIONAL REMARKS. ADDITIONAL SHEET 05177 Date April, 1, 1943 U. S. S. ALMAACK (AFA-10) ZONE -1 00-04 Moored port side to at berth 43, Gibraltar, B.C.C. Diesel generators in use for lighting purposes. J. T. BRUGGER, Jr. Lieut., U.S.N.R. 80-40 Moored as before. DC Prugger J. T. BRUGGER, Jr. Lieut., U.S.H.R. 08-12 Moored as before. 84. Carl E. F. CARL Lieut., U.S.N.R. 12-16 Moored as before. Et. Carl B. F. CARL Lieut., U.S.N.R. 16-20 Moored as before. 877 Carl E. F. CARL Lieut., U.S.H.R. 20-24 Moored as before. E.T. Carl E. F. CARL Lieut., U.S.N.R.

Approved: Stome Jean H. B. MC LEAN Commander, U.S.N.

Commanding

Examined:

E. F. CARL Lieut. C. S. N. M. Massigneer.

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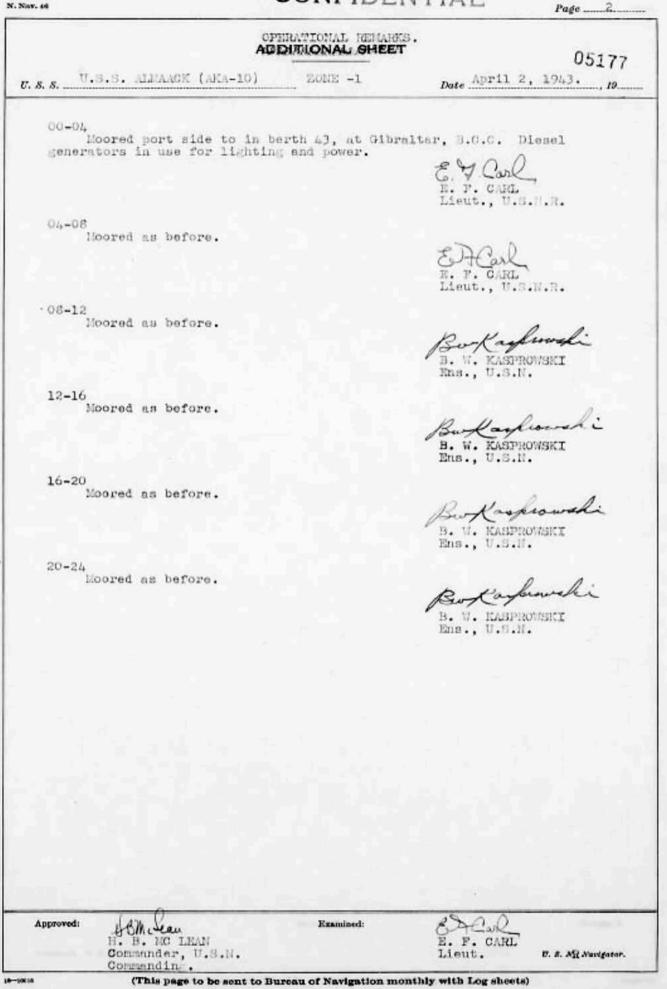
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OPERATIONAL REMARKS. ADDITIONAL SHEET				
8. 8. ALMAAOK (AKA	-10)	Zone -1	Date April 3 057.7719	
00-04				
Moored port s Diesel generators	ide to dock in use for 1	in berth 53 at 0 ighting and powe	Burtayfirmahi	
			B. W. KASPROWSZI Ens., U.S.N.	
04-08 Noored as bef	ore.		1 1 1 1 V	
			Burkaylandi B. W. RASPROVSKI Ens., U.S.N.	
08-12 Moored as bef	ore. 1102 U	nder tow in acco	rdance with orders of n berth 4 by starboard	
anchor chain to fo	rward buoy a	nd by wire to af	ter buoy.	
			D. V. COLE Ens., U.S.R.R.	
12-16 Noored as bef	ore.			
			D. V. COLE Ens., U.S.H.R.	
16-20 Moored as bef	ore.			
			De Cole D. V. COLE Ens., U.S.N.R.	
20-24 Moored as bef	ore.			
			Dev Col	
			Ens., U.S.H.B.	
0			الأشار وحاسبتين	
Approved: H. B. MC L Commander, Commanding	EAN U.S.N.	Examined:	E. F. CARL Lieut. 5. 8. Mg. Navigator.	

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Page 4 N. Nav. 40 OPERATIONAL RELARKS. ADDITIONAL SHEET Date April 4, 1943 . 05977; U.S.S. ALMAACK (AFA-10) ZONE -1 00-04 Moored in berth #4 at Gibraltar, B.C.C. Diesel generators in use for lighting and power. D. W. COLE Ens., U.S.N.R. 80-40 Moored as before. D. W. COLE Ens., U.S.N.R. 08-12 Moored as before. 0802 H.M.S. OASIS made fast along port side to supply steam to ALMAACK. R. W. Chros-R. W. Olbis Ens., U.S.W. 12 - 16Moored as before. R. W. Chrone R. W. Othis Ens., U.S.N. 16-20 Moored as before. R. W. Church Ens., U.S.M. 20-24 Moored as before. R. W. Ohme R. W. OHMS Ens., U.S.N.

Approved:

H. B. MC LEAN Commander, U.S.N. Commanding.

Examined:

ETF.Conl E. F. CARL U. S. NR Masifator. Lieut.

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CONFIDENTIAL

		ENTIAL Page
	ADDITIONAL REMARK	3
. s. s Almaack (aka-10)	ZONE -1	Date ADI1 5, 1943
00-04		051
Moored in barth 4 at for lighting and power.	Gibraltar, B.C.C. Di H.M.S. DASIS moored al	iesel generators in use
		R. W. Chuns R. W. OIBIS Bna., U.S.H.
04-08 Noored as before.		
		R. W. Chris R. V. OIDS Ens., U. V. W.
08-12 Moored as before.		
		D. C. Brudger, J. Lieut., U.S.N.R.
12-16 Noored as before.		
		Dr. BRUDGER Sr. V.
16-20 1745 H.M.S. AVOIVAL	(106) elongaide steri	board side, port side to.
1820 Commenced taking ele	etric power from H.M.	s. AVOIVALE.
		JOT. BRUGON JH
20-24 Noored as before.		
Moored %5 belore.		D.E. Sugarstat.
		Lieut., U.S.N.R.
Approved: HOM Chen	Framinod:	E. F. CARL Lieut., J. S. N. N. Novigion.

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CONFIDENTIAL Page.

		OPERATIONAL REMARKS	3
7. s. sALMA	ACK (AKA-10)	ZONE -1	Date April 6, 1943. Cos
			· · · · · · · · · · · · · · · · · · ·
00-04			
fire roo	oms damaged beyo	nd working order. H.M.S	altar, B.C.C. Engine and 5. AVONVALE alongside 7. OASIS alongside port
			> b Bunder 1
			D. T. BRUGGER J J. Lieut., U.S. H.R.
04-08			
1000	ored as before.		
			J. T. BRUGOKR ST
08-12			
Mod	ored as before.	0815 H.M.T. OASIS cast	off from port side.
			ERCAL
			E. F. CARL
			Lieut., U.S.N.R.
12-16			
Mod	ored as before.		etal
			attals
		1.0.0	E. F. CARL Lieut., U.S.M.R.
16-20			
Noc	ored as before. WONVALE.	1630 Commenced receiving	ug stean from
			ErCarl
			E. F. CARL Lieut., U.S.N.R.
			116det, 0.5.0.A.
20-24	ored as before.		
For	ved do perore.		sha O
			W. F. CARL
			Lieut., U.S.H.R.
	. Inder the		
	1 0		200
Approved:	1630 100 1	Examined:	CURTON
Approved:	H. B. MC LEAN Commander, U.S.I		C. 9 CARL E. F. CARL Lieut. E. S. MR Monifector.

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CONFIDENTIAL Page 7

Yav, 40	CONFIDI	ENTIAL Page
	OPERATIONAL REMAR	
U. S. S. ALMAACK (AKA-10)	ZONE -1	Date April 7, 1943
00-04 Moored in berth 4, 64 lighting and power. Engin torpedo hit. Hull damage H.M.S. AVONVALE.	ibralter, B.C.C. Di te room and fire roo temporarily repaire	EFCerl B. F. CARL
04-08 Moored as before.		Lieut., U.S.N.R. E. F. CARL
08-12 Moored as before.		Lieut., U.S.N.H. Bur Kashiowski
12-16 Noored as before.		B. W. KASPROVSKI Ens., U.S.M. Bur Kasprovski B. W. KASPROVSKI
16-20 Noored as before.		Ens., U.S.N.
Loaren us berore.		Bur Kooferowski B. W. KASPROVSKI Ens., U.S.N.
20-24 Noored as before.		Bor Kasprowski B. W. KASPROWSKI Ens., U.S.W.
Approved: HBM C LEAN	Raamined:	E.F. CARL
Commander, U.S.N. Commanding.		Lieut. C. S. Ap Marifator.

CONFIDENTIAL

Page 8

01-535	ta:	ION.	14	41.1	11933	÷.,
ADD	UTI	ON	AL	SH	EET	2

U. S. S. ALMAACK (AKA-10)

ZONE -1

Date April 8, 1943. , 19

00-04

01-08

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Moored in berth #4 Gibraltar, B.C.C. H.M.S. AVONVALE moored to starboard side. Auxiliary generators in use for lighting and power. Receiving steam from H.M.S. AVONVALE. Engine room not in operation due to torpedo hit. Hull temporarily repaired.

Kack KASPINOWSKI B. V. RASPINO Ens., U.S.N.

Bur Kaspiowski

B. W. KASPROWSKI Ens., U.S.N.

08-12 Moored as before.

Moored as before.

12-16 Noored as before.

16-20 Moored as before.

20-24 Noored as before.

Dw cole D. V. COLE Ens., U.S.N.R.

D. W. COLE Ens., U.S.N.R.

D. W. COLE Ens., U.G.M.R.

D. W. COLE Ens., W.S.N.R.

Approved:

18-10010

HBM c Lean H. B. MC LEAN Commander, U.S.N. Commanding.

Examined:

E. F. CARL Lieut. U.S. N. B. Varifestor.

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CONFIDENTIAL

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			PERATIONAL REMARK	3
7. <i>8</i> . <i>s</i>	ALMAACK (A	KA-10)	ZONE -1	Date April 9, 1943. 19
00-0				
star gene	Moored in be rboard side. erators in use	for lightin	eam from H.H.S. A	.H.S. AVONVALE moored to VONVALE. Auxiliary diesel ine room not in operation
				D. W. Cole Ens., U.S.N.R.
04-0	30			
	Moored as be	fore.		
				D. W. COLE Ens., U.S.N.R.
08-1				
	Moored as be	fore.		n . (a)
				R. W. Church R. W. OHMS Rus., U.S.N.
12-1	16			
	Hoored as be	fore.		n
				R. W. Church R. W. OHMS Ens., U.S.N.
16-3				
	Moored as be	fore.		
				R. W. allow R. V. OH145 Ens., U.S.N.
20-2				
	Noored as be	rore.		B.C. (11
				R. W. OIMS Ens., U.S.H.
			1000	
Approved	" HBMck H. H. HC Commander Commandin	ueu LEAN , U.S.N.	Examined:	E. F. CARL Lieut. U. s. NE. Maispoor

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CONFIDENTIAL

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OPERATIONAL RELARKS ADDITIONAL SHEET

U.S.S. ALMAACK (AKA-10)

ZONE -1

Date April 10, 1943 19

00-04

Moored in berth #4 Gibraltar, B.C.C. H.M.S. AVONVALE moored to starboard side. Receiving steam and electric power from H.M.S. AVONVALE. Auxiliary generator in use for lighting. Engine room not in operation due to torpedo hit. Hull temporarily repaired. R. W. ahmer R. W. offins Ens., U.S.N.

80-40 Moored as before.

08-12 Moored as before.

12-16 Moored as before.

16-20 Moored as before.

20-24 Moored as before.

R. W. alhane R. W. OHIS Ens., U.S.H.

UT. BRUGGER OF Lieut., U.S.N.R.

P.B JUT. BRUGGED J Lieut., U.S.N.R.

J. T. BRUGGER Jr. Lieut., U.S.N.R.

T. BRUGGRE Jr. Lieut., U.S.N.R.

\$Boncheen arl Approved: Examined: E. F. H. B. MC LEAN CARL U. S. P. Navigator. Commander, U.S.N. Lieut. Commanding. (This page to be sent to Bureau of Navigation monthly with Log sheets)

CONFIDENTIAL Page ____ 11 N. Nav. 64 OPERATIONAL REMARKS ADDITIONALISHEET U. S. S. ALMAACK (AKA-10) ZONE -1 Date April 11, 1943 . 19 00-04 Moored in berth #4, Admiralty Harbor, Gibraltar, B.C.C. H.M.S. AVONVALE moored port side to starboard. Engine room not in operation due to torpedo hit. Hull temporarily repaired. Emergency generator in use for lighting. Receiving steam and electric power from H.M.S. AVONVALE. . C. Burgen J.)T. BRUGGER, C. 04-08 Moored as before. T. BRUGO Lieut., U.S.N.R. 08-12 Moored as before. F. CARL Lieut., U.S.N.R. 12-16 Moored as before. F. CARL Lieut., U.S.N.R. 16-20 Moored as before. E. F. CARL Lieut., U.S.N.R. 20-24 Moored as before. E. F. CARL Lieut., U.S.N.R.

18-10018

Approved:

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H. B. MC LEAN Commander, U.S.N. Commanding. Examined:

(This page to be sent to Bureau of Navigation monthly with Log sheets)

CARL U. S. MR. Manigator.

Lieut.

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CONFIDENTIAL Page 12

OPERATIONAL REMARKS				
U. S. SALI	MAACK (AKA-10)	ZONE -1	Date April 12, 194319	
00-04				
side su	pored in berth #4 at Gib upplying steam and elect pedo hit. Hull temporar	ricity. Engine	H.M.S. AVONVALE moored along- room not in operation due	
			E. F. CARL Lieut., U.S.N.R.	
04-05			hibur, o.s.n.n.	
	pored as before.		ester!	
			E. F. CARL Lieut., U.S.N.R.	
08-12 M	cored as before.		0	
		1.	Bur Kaspranki	
			B. W. KASPROVSKI Ens., U.S.N.	
12-16	555 USS ARAPAHO came alo	ngside and moore	d to port side.	
			Bur Kasprowski	
			Ens., U.S.N.	
16-20 M	cored as before.		Ber Kasprowski	
			B. W. KASPROVSKI Ens., U.S.N.	
20-24	cored as before.			
			Bur Kaspionski	
			B. W. KASPROWSKI Ens., U.S.N.	
			. Te 11.	
	1991 - Segar S. 19			
Approved:	48mseen	Examined:	agan	
	H. B. MC LEAN Commander, U.S.N. Commanding.		E. F. CARL ' Lieut. U. S. NRNordgeter.	
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	OPERAT	IONAL REMARKS		
7. S. S. ALMAACK (AKA-10)		Zone -1	Date April	13, 1943., 19
00-04 Moored in berth to buoy #4 and two in starboard side. U.S and electricity for room not in operation	n.wire aft to .S. ARAPAHO mo auxiliary pury	buoy #6. H.M. ored to port a oses from H.M.	.S. AVONVALE e side. Receive .S. AVONVALE.	ilongside ing steam Engine repaired./
			B. W. KASPI Ens., U.S.I	ROWSKI
04-08 Moored as befor	e.	-	B. W. KASPI Ens., U.S.I	ROWSKI
08-12 Moored as before				
			D. W. COLE Ens., U.S.I	le_ 1.R.
12-16 Noored as befor	e.			
			D.W. COLE Ens., U.S.I	
16-20 Noored as before	e. 1720 H.M.S	. AVOINALE ca	st off from st	tarboard side
			D. W. COLE Ens., U.S.I	
20-24 Moored as before	е.			
			D. W. COLE Ens., U.S.I	

Approved:	H. B. MC LEAN Commander, U.S.N.	Examined:	E. F. CARI Lieut.	U. S. N. P.Manifator.	
10-16015	(This page to be sent to Bu	reau of Navigation m	onthly with Log shee	ta) •	-

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OPERATIONAL REMARKS ADDITIONAL SHEET

U. S. S. ALMAACK (AKA-10)

ZONE -1

Date April 14, 1943. 19

00-04

N. Nav. 46

Moored in berth #4 at Gibraltar, B.C.C., with wire to buoy #4 and two inch wire aft to buoy #6. USS ARAFAHO moored to port side. Engine room not in operation due to torpedo hit. Hull temporarily repaired.

D. W. COLE Ens., U.S.N.R.

04-08

Moored as before. 0500 Bow wire to buoy #4 parted. Ship commenced swinging to port, blocking channel. 0505 Let go port anchor. 0600 Assisted by three tugs commenced heaving in anchor. Anchor fouled in submarine net. 0755 Anchor cleared. Stern wire let go. Underway under tow to outer harbor.

D. V. COLE Ens., U.S.M.R.

08-12

08-12 Underway in tow in accordance with dispatch #091655 of April of Commander Morroccan Sea Frontier. 0808 USS ARAPAHO commenced towing, on various courses leaving Gibraltar harbor. 0845 Towed on course 150°T & C. 0908 Passed Carnera Pt. abeam to starboard. 0910 Passed Europa Pt. abeam to port. 0926 Changed course to 180°T & G. 0950 Changed course to 210°T & PGC. 1159 Changed course to 262°T & PGC.1200 Position 35-53-00 N; 5-44-45 W. Wind, East, Force S; Sea from the East and moderate with heavy swell. E. F. CARL-Lieut., U.S.N.R.

Lieut., U.S.N.R.

C.Burge T. BRUGGER

Lieut., U.S.N.R.

Jr.(

Underway in tow as before. 1235 Changed course to 230°T & FGC. 1258 Changed course to 258°T & FGC. 1451 Streamed taffrail log. 1546 Changed course to 212°T MPAC 223°PStgC. 12-16

16-20 Underway in tow as before. 2000 Position 35-13-48 N; 6-54-58 W. Gentle breeze from WSW. Sea calm, no swell.

F. DAVIS Lieut., U.S.N.R.

20-24 Underway in tow as before. 2020 Changed course to 215°T & PGC, 234° PSC.

Bur Kosfernski B. W. KASPROVSKI Ens., U.S.N.

Approved:

HB MC LINN

Commander, U.S.N. Commanding.

Examined:

E. F. CARL U. S. N.R.Nosigutor. Lieut.

N. Nuv. 46

CONFIDENTIAL

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OPERATIONAL REMARKS ADDITIONAL SHEET

U. S. S. ALMAACK (ARA-10)

ZONE -1

00-04 Under tow of USS ARAPAHO in accordance with orders of Commander Moroccan Sea Forces. 25 K.W. generator in use for power to steering engine and 15 K.W. dissel generator in use for lighting. Engine room not in operation due to torpedo hit. Hull temporarily repaired. Proceeding on course 212°T, 220 PstC.

DWCole D. W. COLE Ens., U.S.N.R.

04-08

Under tow as before. 0530 All hands to general quarters. 0625 Changed course to 305°T. 0649 Changed course to 053°T. 0650 Secured from general quarters. 0701 Changed course to 143°T. 0710 Land sighted bearing 160°T. 0800 Position 33-50-26 N; 07-48-52 W. Gentle breeze from South, sea calm.

E. F. CARL Lieut., U.S.N.R.

08-12

Under tow as before. 0809 Sighted buoy bearing 152°T & PGC. 0820 Buoy "M" abeam to starboard. Entered swept channel to Casablance, F.M. In tow on various courses and at various speeds, proceeding in swept channel. 1150 Pilot Mataguay came aboard.

D. T. BRUSSER, Jr Lieut., U.S.N.R. Jr.

12-16

Under tow as before. 1220 Harbor tug alongside. 1222 Passed through net defenses of Casablanca harbor. 1230 Anchored in 8 fathoms of water with 45 fathoms of chain to the port anchor. 1236 USS ARAPAHO let go tow line. 1250 USS ARAPAHO alongside port side furnishing power to anchor engine. 1306 Commenced heaving in starboard anchor chain. 1312 Secured gyro compass. Completed heaving in starboard anchor chain. 1312 Secured gyro compass. Completed heaving in starboard anchor chain. 1325 Second harbor tug alongside. 1330 Underway in tow of two harbor tugs. 1345 USS ARAPAHO cleared ship. 1430 Moored port side to starboard side of S.S. RICHARD H. ALVEY in berth 11, Casablanca. Two harbor tugs cleared the ship. 1500 USS ARAPAHO alongside starboard side.

16-20 No remarks.

20-24 No remarks.

> Olle See B. MC LEAN Commander, U.S.N.

Commanding.

T. BRUGGER Lieut., U.S.N.R.

J. T. BRUGGER, S. Lieut., U.S.N.R.

OT. BRUGGER, Lieut., U.S.N.R.

U. S. N.D.Nauldator.

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Approved:

Examined:

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		OPERATIO	NAL RELARKS		
			ONAL SHEET		
s. s	CK (AKA-10)		ZONE -1	Date April 16	, 1943., <i>19</i>
berth 11, Engine roo	Casablanca. E	mergency g	enerators in	S. RICHARD H. ALVI n use for light ar it. Hull temporar	id power.
repaired.				Q Br	1 .020
				D.C. Par T. BRUGGES Lieut., U.S.I	Nor:O
04-08					
NOOP	ad as before.			7.62	
				J.Cr. BRUGGEI Lieut., U.S.I	.R
08-12	d an before	0020 8	ntra atawa	from C d DTallion	U AT UTAN
Moore	ed as berore.	0920 Recei	ving steam :	from S.S. RICHARD	n. ALVEY.
				E. F. CARL	
				Lieut., U.S.I	I.R.
12-16 Moore	ed as before.				
				EACarl	
				E. F. CARL Lieut., U.S.I	I.R.
16-20					
	ed as before.			D ala)
				E. F. CARL	-
				Lieut., U.S.I	.R.
20-24					
Moore	ed as before.			e200	
				E. F. CARL	>
				Lieut., U.S.I	V.R.
in the					
Approved:	Homelia		Examined:	EACarl	Section 2
H	. B. MC LEAN ommander, U.S.N			E. F. CARL	U. S. N. R. Varigator.
Č.	ommanding.			onthly with Log sheets)	

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		TIONAL REMARKS	6
S. S. ALMAACK (AKA	-10)	ZONE -1	Date April 17, 1943. 19
00-04 Moored port	.P.S. able	RICHARD H. ALVN	Y in berth 11, Casablanca.
Emergency generate S.S. RICHARD H. A	ors in use fo LVEY. Engine	or lighting purp	oses. Receiving steam from eration due to torpedo hit.
Hull temporarily	repaired.		2200
			E. F. CARL
			Lieut., U.S.N.R.
			and the second strains
04-08 Moored as be	fore.		
noor ou ab so			£ \$0.0
			C A Call
			Lieut., U.S.N.R.
00.10			
06-12 Moored as be	fore. 1145	Receiving electr	icity from USS ARAPAHO for
lighting purposes		and and around	
			Bw-Kaskrowski B. W. KASPROWSKI
			B. W. KASPROWSKI
			Ens., U.S.N.
12-16			
Moored as be:	fore.		0 0
			Bur Kooprowski
			B. W. KASPROWSKI
			Ens., U.S.N.
16-20			
Moored as be:	fore.		1 1
			Bur Kasprovski B. W. KASPROVSKI Ens., U.S.N.
			B. W. KASPROWSKT
			Ens., U.S.N.
20-24			
Moored as be:	fore.		, 0
			Bur Kasprovski
			B. W. KASPROWSKI
			Ens., U.S.N.
			and the second second
			000
Approved: ABTAche	en	Examined:	Ce A Carl
H. B. IIC	U.S.N.		E. F. CARL J. S. N. M. Manifastor.
			Lieut. U.S. MR.Manifator.

OPERATIONAL REMARKS			
S. SALMAACK	(AKA-10)	ZONE -1	Date April 18, 1943. 19
00-04			
Moored USS ARAPAHO power, red steam from	0 moored to starboa:	rd side. Auxiliar from USS ARAPANO VEY. Engine room :	in berth #11, Casablanca. y generators in use for for lighting; receiving not in operation due to
			Bur Kaspinski B. W. KASPROMSKI Ens., U. J. N.
04-08			
Moore	d as before.		Bur Kaskwordi
			Burkay
			B. W. KASPROWSKI Ens., U.G.H.
			19101, 01911
08-12 Moored	d as before.		
	u au ourses		D
			D. W. COLE Ens., U.S.N.R.
12- 16 Moored	d as before.		
			D. W. COLE Ens., U.S.N.R.
16-20 Moored	d as before.		
			D. W. COLE Ens., U.S.N.R.
20-24			the set of the set of the set
Moored	d as before.		
			D. W. COLE Ens., U.S.N.R.

Approved:

H. B. MC LEAN Commander, U.S.N. Commending.

Examined:

CARL U. S. N. PVoutfator.

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ADDITIONAL REMARKS.

Page 19

U. S. S.ALMAACK (AKA+10)...

____ ZONE -1

Date April 19, 1943 . 19

00-04

Moored port side to S.S. RICHARD H. ALVEY in berth #11, Casablance, W.S.F. USS ARAPANO moored to starboard side. Auxiliary generators in use for power, receiving steam from S.S. RICHARD H. ALVEY, receiving electricity from USS ARAPANO for lighting. Engine room not in operation due to torpedo hit. Hull temporarily repaired.

D. W. Cole Ens., U.S.N.R.

80-40

Moored as before. 0740 Broke off steam line to S.S. RICHARD H. ALVEY. USS ARAPAHO cast off from starboard side.

> D. W. colle Kns., U.S.N.R.

08-12

0823 Harbor pilots, Curet and Bidon came aboard. 0832 Three (3) French harbor tugs made fast alongside starboard side. 0835 Cast off all line from S.S. RICHARD H. ALVEY. 0836 Ship underway in tow. 0918 All lines made fast, ship moored starboard side to dock in berth #21, Casablanca, W.S.F. 0925 Harbor pilots, Curet and Bidon left the ship. 1130 USS ARAPAPO moored alongside, port side.

R. W. alm Ens., U.S.N.

12-16 Moored as before.

16-20 Moored as before.

20-24 Moored as before.

R. W. Olms Ens., U.S.N.

R. W. ahms Ens., U.S.N.

R.W. ahmes R. W. OHMS Ens., U.S.N.

		G 1		
Approved:	HOM LEAN R. B. MC LEAN Commander, U.S.N. Commanding.	Examined:	E. F. CAR Lieut.	U. S. N., Pavigator.
-19015	(This page to be sent to B	ureau of Navigation m	onthly with Log she	ets)

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		OPERATIONAL REMARKS	
s, s. Almaack	(AKA-10)	ZONE -1	Date April 20, 1943
USS ARAPAHO	moored to port Engine room no	to dock in berth #21 side. Auxiliary gen t in operation due to	erator in use for lighting torpedo hit, hull R. W. Chone
04-08 Maanad	as before.		R. W. OHAS Ens., U.S.N.
200760	ka belore.		R. W. Chms R. W. OHIS Ens., U.S.N.
08-12 Moored	as before. 08	50 Connected steam 11	ne to USS ARAPAHO.
12-16 Noored	as before.		Bollis Lieut., U.S.N.R.
16-20 Moored	as before.		E. P. DAVIS Lieut., U.S.N.R.
20-24 Moored	as before.		E. F. DAVIS Lieut., U.S.N.R.
Approved:	1	Examined:	800 h
H. Com	Mr Set./ B. NC LEAN mander, U.S.N. manding.	zandullos:	E. F. CARL Lieut. W. M. M. Wasspatar.

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	ADDITIONAL SHEET		
s. sAIMAACK_ (AKA-10)	ZONE -1	Date April 21, 1943. , 19	
00-04 Moored starboard side USS ARAPANO moored to port and power. Engine room no temporarily repaired. Rec	t side. Auxiliary gen at in operation due to	torpedo hit. Hull	
04-08 Moored as before.			
MOTEL AS SELOIS.		E TATIONS N. F. DAVIS Lieut., U.S.N.R.	
08-12			
Moored as before.		J. P. BRUGGERAST. Lieut., U.S.N.R.	
12-16 Moored as before.		J. P. Murry h. Lieut., U.S.N.R.	
16-20			
Moored as before.		J. C. Mundoner Jor - L.	
20-24 Moored as before.		J. D. BRUGGER, S. A. Lieut., U.S.N.R.	
Approved: H. B. MC LEAN Commander, U.S.N.	Examined:	E. F. CARL Lieut. U. S. N. HWasigstor.	

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iv. 40	CONFIL	DENTIAL Page
	OPERATIONAL REMARKS	
S. S. ALMAACK (AKA-10)	ZONE -1	Date April 22, 1963
00-04 Moored starboard side USS ARAPAHO moored to port and power. Receiving stes operation due to torpedo h	side. Auxiliary gene an from USS ARAPANO.	Engine room not in
		D. T. BRUCKAR, Fr. Lieut., U.B.N.R.
04-08		
Moored as before. 07	33 035 ABERED 800 U	D. T. BRUGGER, J. Lieut., U.S.N.R.
08-12 Moored as before. 11 receiving steam from USS .	100 USS ARAPAHO moore	d alongside. 1130 Commenced
receiving sceam from 055 .		E7 Carl E. F. CARL Lieut., U.S.N.R.
12-16		
Moored as before.		Exc.O
		E. F. CARL Lieut., U.S.N.R.
16-20 Moored as before.		A
		E. F. CARL Lieut., U.S.N.R.
20-24		Lindor, Charlen
Moored as before.		ab a a
		E. F. CARL Lieut., U.S.N.R.
Approved:	Examined:	E. F. CARL Lieut., U.S. M. Manifator.

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U. S. S. ALMAACK (AKA-10)

ZONE -1

40-00

Moored starboard side to in berth 21, Casablance, W.S.F. USS ARAPAHO moored to port side. Auxiliary generators in use for light and power. Receiving steam from USS ARAPANO. Engine room not in operation due to torpedo hit. Hull temporarily repaired.

as E. F. CARL Lieut., U.S.N.R.

04-08 Moored as before.

F. CARL U.S.N.R. Lieut.,

05-12

Moored as before. 1130 USS ARAPAHO cast off and underway. Burkachionski B. W. RASPROWSKI Ens., U.S.N.

12-16

16-20

20-24

Moored as before.

Moored as before.

Moored as before. 1230 Made all preparations for shifting berth. Moored as before. 1230 Made all preparations for shifting berth. 1310 Pilot Delagarde came aboard. 1314 Phosphate Co. tug came alongside port bow and took bow line. 1316 Phosphate Co. tug came alongside port quarter and took stern line. 1320 Cast off all lines and underway. 1337 Let go port anchor. 1345 Let go starboard anchor. 1356 Put out stern line to Jetee Delure. 1445 Moored with both anchors forward and seven mooring lines from stern to Jetee Delure, Berth "E". 1451 Pilot Delagarde left ship. 1510 USS ARAPANO moored to port side. 1530 Receiving steam for heating and cooking from USS ARAPANO.

B. W. KASPROWSKI Ens., U.S.N.

BurKasprowski

H. W. KASPROWSKI Ens., U.S.N.

Bur Kaspowski B. W. KASPROWSKI

Ens., U.S.N.

Examined: Approved: B. MO LEAN F. CARL U. S. NR Navigator. Lieut. Commander, U.S.N. Commanding.

(This page to be sent to Bureau of Navigation monthly with Log sheets)

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OPERATIONAL REMARKS ADDITIONAL SHEET

U. S. S. ALMAACK (AKA-10)

Moored as before.

ZONE -1

Date Ap2'11 24, 1963. 19

00-04

80-40

08-12

12-16

16-20

20-24

Moored with both anchors forward with 45 fathons of chain out on Boored with both anchors forward with 45 fathoms of chain out on port and starboard anchors, with seven mooring lines out to Jetee Delure, Berth "E", from stern at Casablance, W.S.F., F.M. Receiving light and power from auxiliary generators, steam for heating and cooking from USS ARAPANO moored to port side. Engine room not in operation due to torpedo hit. Hull temporarily repaired.

Bur Karperovski B. M. Kastromski Ens., U.S.N.

Bur Kasprowski B. W. KISPROWSKI

Ens., U.S.N.

DWCole Ens., U.S.N.N.

D. V. Colle Ens., U.S.N.R.

D.W. Cole Ens., U.S.N.R.

Ens., U.S.N.R.

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Approved: Examined Ξ. F. CARL 6.11 Commander, U.S.N. Lieut. U. S. N. PManifator. Commanding, (This page to be sent to Bureau of Navigation monthly with Log sheets)

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		CALLER CONTRACTOR	Sunday,	(balo	April (Storit)	
NE DESCRIPTION	-1	REMARKS				
00-04		(
Moor and starb Casablance generator	oard anchors and a, W.S.F. F.H. I s and steam from	hors, with 45 fath with seven lines Receiving light an USS ARAFANO, moor orpedo hit. Mull	out to Je id power f: ed to por	tee Del rom aux t side.	ure, Berth iliery Engine r	
			R	wC	De	
			D. Env	W. COL	E	
04-08 Moor	ed as before.					
			0	1.00	.0	
			D.	TUCCI	E	
			Ene	s., U.S	•II.R.	
08-12						
Moore	d as before.					
				V. al		
			R. Ens	U.S.	М.	
			- Internet			
12-16 Noore	ed as before.					
			R	W. au	1	
			- R.	W. OHI	S	
			En	a., U.S	•N•	
16-20						
LOOP	ed as before.					
			II.	W. al	19	
				s., U.S		
20-24						
	ed as before.				ā	
			R	W. al	ime	
			R. En:	V. OHN	B .N.	
Approved:		Examined:	æ	7000		
-4	8 mc bean				~	
	B. MC LEAN		E.	F. CAR	U. S. MQ.	Nuvigator.
Co	ammanding.	this page to be sent to I				1

iv. 40	CONFIL	DENTIAL	Page
	OPERATIONAL REAL	ARKS BET	
. s. s	zone -1	Date April	26 , 1943 ., 19
00-04 Moored with both and starboard anchors and with Casablanca, W.S.F. Receiv and steam from USS AHAPANC operation due to torpedo b	i seven lines out ying light and pow), moored to port	to Jetee Delure, B wer from auxiliary a side. Engine room	erth #E#.
		R. W. Chun R. W. 01945 Enn., W. 8.11	n_
04-08			
Moored as before.			
		R. W. OHDAS Eng., U.S.H	а_
08-12			
Moored as before.		a.	1
		Lieut., U.	ح .N.R.
12-16			
Moored as before.		ETT.	25 .N.R.
16-20			
Moored as hefore.		Enal.	1 25 .m.n.
20-24			
Moored as before.		Est.	25
Approved: 48mc Seco	Examined:		

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H. B. MC LEAN H. B. MC LEAN Commander, U.S.N. Commanding. (This page to be sent to Bureau of Navigation monthly with Log sheets)

U. S. M. Navigator.

N. Nov. 46

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ADDITIONAL SHEET

U. S. S. ALMAACK (AKA-10)

ZONE -1

Date April 27, 1943 . 19

.S.E.R.

00-04

08-12

12-16

16-20

20-24

Moored with both anchors with 45 fathons of chain out on port and starboard anchors and with seven manile lines out to Jetee Delure, Berth "E", Casablanca, F.N. Receiving light and power from auxiliary generators and steam from USS ARAPANO moored to port side. Engine room not in operation due to torpedo hit. Hull temporarily repaired.

04-08 Moored as before.

U.S.H.R.

J. C. Buryle. Lieut., U.S.N.R.

O. Burg Lieut., U.S.E.R.

GIDma T. BRUCKBER, Lieut., U.S.N.R.

T. BRUGGER Lieut., U.S.N.R.

Examined: Approved: Blacken H. B. MC LEAN Commander, U.S.N. 铊.. F. CARL U. S. M.D.Nuelgator. Lieut., Commanding

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s-40			COM IDE		Page 28
			OPERATIONAL REMARK	KS	
s. s	THAVCK	(AKA-10)	ZONE -1	Date April 28	, 1943 , 19
45 fe the p room	Moored thoms o ort and not in red. E	f chain to the hor and sever operation due mergency gene	Casablanca harbor he starboard anchor h manila stern lines to torpedo hit in prators in use for li bored alongside port	and 45 fathoms of to the Jetee Delu port side. Hull t ght and power. Re side.	chain to re. Engine emporarily ceiving
				J. T. BRUGGE Lieut., U.S.	R, Jr.O.
04-08		as before.			
				P. T. BRUDGE Lieut., U.S.	Jon Strick
08-12		as before.		£20.0	
				E. F. CARL Lieut., U.S.	> N.R.
12-16		as befors.		9	
				E. F. CARL Lieut., U.S.	N.R.
16-20		as before.		to A Carl	
				E. F. CAHL Lieut., U.S.	N.R.
20-21		as before.		020	C
				E. F. CARL Lieut., U.S.	×. N.R.
		4	E. Harrison		
Approved:	H. E	M. LEAN S. LC LEAN mander, U.S.N	Examined:	E. F. CARL Lieut.,	U. S. N RManigator

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f. Nuv. 46			Page
	OPERATIONAL REMARKS		
U. S. S. ALMAACK (AKA-10)	ZONE -1	Date April 29	, 1943 , 19
00-04 Moored in berth "E" water with 45 fathoms of Jetee Delure. Engine ro temporarily repaired. E Receiving steam from USS	om not in operation due mergency generators in u	to torpedo hi ise for light	and power.
04-08			
Moored as before.		E. F. CARL Lieut., U.S	\$.N.R.
08-12			
Moored as before.		Burkasp B. W. KASPI	ROWSEL
		Ens., U.S.I	u.
12-16 Noored as before.		R. Kes	fronti
		B. W. KASP Ens., U.S.	
16-20 Moored as before.		Bur Kaup B. V. KASP Ens., U.S.	TALL WEATER
20-24 Moored as before.		Burkag	
		B. W. KASP Ens., U.S.	ROWSKI
Approved: H. B. HC LEAN Commander, U.S.I Commanding.		E. F. CARI Lieut.,	v. s. N.Braidfar

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		PERATIONAL REMARKS	
	n an		
. <i>8. 8</i> ALMA	ACK (AKA-10)	ZONE -1	Date April 30, 1943
of water to Jetee temporari	with 45 fathoms of Delure. Engine roo	chain to each anch m not in operation ency generators in	M.H., W.S.F. in six fathoms for, and seven manila lines i due to torpedo hit. Hull i use for light and power. ong port side. B. W. MASPROWSKI Ens., U.S.K.
04-08			
Moor	ed as before.		Ber Kachrowski B. W. KASPROWSKI Ens., U.C.N.
08-12			
Moor	red as before.		
			D. W. COLE Ens., U.S.N.R.
12-16	12. 12		
Moor	ed as before.		Dev Cole
			D. W. COLE
			Ens., U.S.N.R.
16-20 Moor	red as before.		
			D. W. COLE Ens., U.S.N.R.
20-24	and and the second		
Moor	red as before.		S Que
			D. W. Colle Ens., U.S.N.R.
Approved:	16m lin	Examined:	64 Cal
	H. B. NC LEAN Commander, U.S.N. Commanding.	Liter 1."	E. F. CARL Lieut. U. S. M. Providence.

350 05938.... CONFIDENTIAL N. Pers. 580 (lievined July 1942) CONFIDENTIAL War Diary DECK LOG BOOK U.S.S. Almaack (AKA-10) Month of May, 1943 8 100 23 12 8 CONTINTIAL 49983 . B. DORDMANN'S PRINTING OFFICE

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		ADDITIONAL REPARKS		
U. S. S. ALDIAACK	AKA-10	ZONN -1	Date May 1, 1	943
of water wit to Jetee Del temporarily	h 45 fathoms o: ure. Engine re repaired. Emer	Casablanca harbor, 1 F chain to each and som not in operation regency generator in taPAHO moored to po	hor and seven mani a due to torpedo f use for lighting	la line it. Hull
			D. V. COLE Ena., U.S.H.I	-
04-08 Noored	as before.			
			D. W. COLE Ens., U.S.H.I	
08-12 Moored	as before.		D.D. Burling	ente
			JUT. BRUGGHI Lieut., U.S.B	(Wry -
12-16 Moored	as before.		S.C. BRUGGER	-88. k
16.60				

16-20 Moored as before.

20-24 Moored as before.

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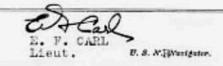
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J.C. Burge

J. T. BRUGGER, VI. e.B

Approved: Bolicher H. B. MC LEAN Commander, U.S.N. Commanding.

Examined:



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Page 2

		PERATIONAL REMARKS	
. s. s	MAACE (ARA-10)	ZONE -1	Date May 2, 1943 05939
chain t USS AR due to	with 45 fathoms of ch to port anchor and se APAHO moored alongsid	ain to the starboar ven manila lines to e port side. Engin emporarily repaired	te room not in operation 1. Emergency generators Prom USS ARAPANC.
			D.C. Bruger
04-08	ored as before.		
	solor de selete.		OBR. A
			J.T. BRUGGER, J.D Lieut., U.S.N.R.
08-12			
0902 St Starboa tug. 09 left. 0 USS ANA	arboard anchor sighte rd anchor cleared and 46 Put out how line t 959 All lines doubled PAHO remained alongst rd side to Commercial	ed and found fouled i up. Underway to C to dock. 0947 Stern i up and secured to ide during shifting	0853 Fort anchor aweigh. with other anchor. 0924 ommercial pier in tow of lines to dock. 0958 Tugs dock. 1006 Pilot left ship. of berths. Moored la lines and 2 wires, in
			T. OF. DEVIS
12-16	remarka.		Licuit, c. mini
			Datas
			E. F. DAVIS
Station Section			alcuve, oromital
16-20	a consideration of the second s		
	remarks.		Bri
			Zanavo
			Lieut., U.S.M.P.
and the second			
20-24	remarks.		index in the
	* 01-30 * 1-0 *		GAT. '
			610000
			Lieut., U.S.M.R.
64			
'			
Approved:	100 0	Emmined:	260
- and the second	Bomcleon		Catter
	Commander, U.S.N.		Lieut. U.S. NR.Navigator.
	W WHITELING & LONG & LO		

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v. #6	CONT	IDENT	IAL Pag	(e
		IONAL REPLACED		0593
S. S. ALMAACK (AKA-	10)	ZONE -1	Date May 3, 1943	, 19
to with 6 manila a steam for heat and	nd 2 wire ropes. cooking. English	USS ARAPAH a room not 1	hlanca, F.H., starboa O moored alongside, f n operation due to to erators in use for 11	urnishing rpedo
04-08				
Cowhade came abcar tug secured to bow harbor tugs. 0738	d. 0642 Phosphat . 0654 Let go al USS ARAPANO left y in accordance	Co. tug se 1 lines - Un side and to	derway. 0632 Pilot 0. cured aft. 0643 Phosp derway in tow. 0735 1 ok over tow. 0742 Pil er Moroccan Sea Front	hate Co. At go ot
			Zanano	
			Lieut., U.S.M.R.	
08-12				
to starboard, dist distance 300 yards	rd chain to leng ence 400 yards. . 0958 Papacd bu	then tow. 08 0958 Passed 107 "Mike" ab	ge, 323°T, 0824 Veere 53 Passed buoy "Xray" buoy "Prep" abeam to eam to starboard, dis 34-00 N, Lon. 7-59°t Bur Kaspaowski B. W. KASPROVSKI Ens., U.S.N.	abeam starboard tance
12-16 Underway in course to 236°pge,	ow as before ou	aakirbe 323 ⁰ p	go, 323 ⁰ 7. 1206 Char	pog
	~>>		2 weale	
			D. W. COLR Ina., W.D.M.	
16-18				
Underway in t	ow as before on	course 2360p	50, 216°T.	
			Lieut., U.S.H.R.	
1.0.00				
18-20 Underway in t 33-32 N; 9-09 W.	ow. 1915 Changed	course to 2	83 ⁰ T and 100. 2000 Pc	sition:
			E. F. C.ML Llout., V.B.N.N.	
20-24				
Underway in t	ow, 2145 Sighted	ship bearin	D. & Burge Liout., V.S. H.R.	:h.
Approved: 16 Mc feer,	han Durus	Raamined:	R. F. CARL	Davigator.
Gormanding				Warmen Tanoge

av. 40	CONFIDENT	TAL PO	1go
	ADDITIONAL SHEET		05939
V. S. S. ALMAACK (AKA-10)	2052 -à	Date Nay 4, 1943	, 19
00-04 Under tow of USS AN Moroccan Sea Frontier Fo 2" wire to 60 fathoms of operation due to torpedo in use for light and pow	Starboard anohor chain hit. Mull temporarily	ng with 180 fathoms Engine room not repaired. Diesel 30T at 8 knots.	of in generators
		B. W. KASPROVSKI Ens., U.S.N.	eki
04-08 The dama is a local second	DELE IN DIMAN IN AN	want frontene fift	2
Secured from General Que	e. 0545 All hands to Ge arters. 0800 Position: I	at. 33-56 N; Lo. 10 E. F. CARL Lieut., U.B.K.R.	-48 W.
08-12			
Under tow as before	. 1200 Position: Lat.	34-05 N; Lo. 11-25 D. W. Cole Ens., U.S.N.R.	w.
12-16 Under tow as before zone time.	. 1400 Retarded all cl	ocks 30 minutes to	-à
		Lieut., V.S.M.R.	
16-18 Under tow as before		J. C. (June J. J. BRUGGER, Lieut., U.S. M.R.	s-h
18-20 Under tow as before		E F. OARL Lieut., V.D.E.B.	
20-24 Under tow as before 2000 Position: Lat. 34-3	. 2130 Changed course 15 N; Lo. 12-42 W.	to 253°T, 253°pge.	0
		B. W. KASPROVSKI Ens., U.S.N.	
Approved: H. D. FC LEAN Commander, U.S.1 Commanding.	Examined:	E. F. CARD Lieut. E.S.	MR Nuespator.

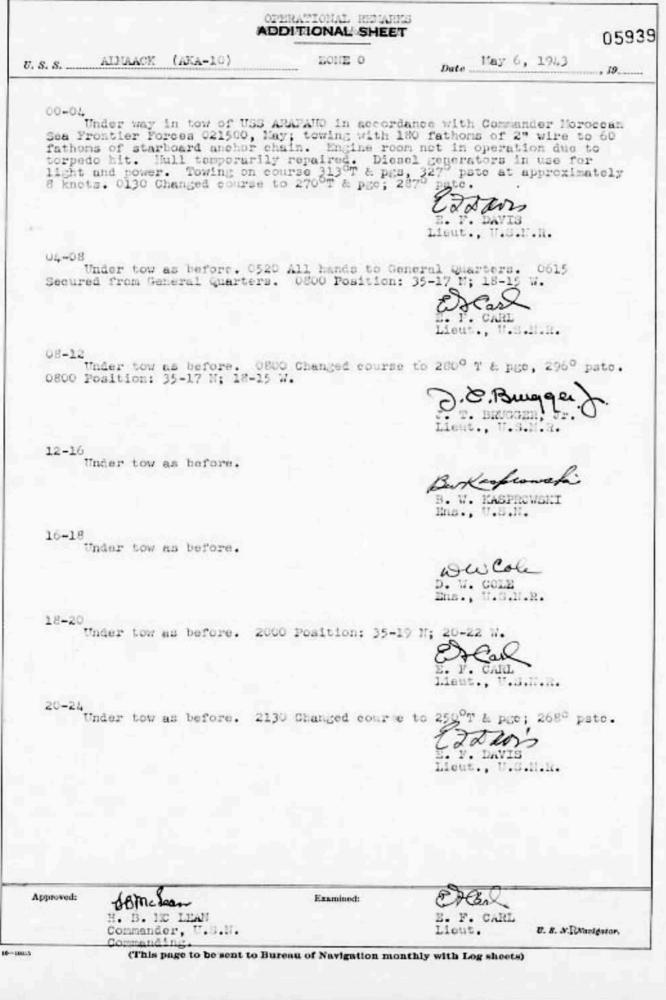
N. Nov. 45

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KV. 85	CONFIDENTI	Page
	OPERATIONAL REPARKS	05939
. S. S. ALDAACK (AKA-10)	ZONE O	Date May 5, 1943 . 19
Moroccan Sea Frontier Fo wire to 60 fathons of st due to torpedo hit. Hul	APANO in accordance with rees 021500 May. Towing arboard anenor chain. En 1 temporarily repaired. Towing on course 253°T	with 180 fethoms of 2" gine room not in operation Diesel generators in at 8 knots. 0130 Changed
		Dev Cola D. W. Colle Ens., V. S.N. S.
04-08 Under tow as before from General Quarters. 0 Position: 34-30 M; 14-34	700 Changed course to 283	gal Quarters. 0635 Secured T, 296 psts. 0800
		E. P. CARL Lieut., V.S.P.R.
08-12 Under tow as before	. 1200 Position: 34-40 N;	15-15 W. E Jours E. J. DAVIS Lieut., W.S.H.R.
12-16 Under tow as before		J.C. Burge J.
16-18 Under tow as before time.	. 1600 Set clocks back on	e half hour to Zone O
		Bur Kasprovisti D. W. Kasprovisti Ens., V.B.W.
18-20 Whder tow as before	. 2000 Position: 34-54 N;	16-26 W. E. P. CARL Lieut., V.S.W.R.
20-24 Under tow as before	. 2130 Changed course to	313 ⁰ pgc.
		D. W. COLE D. W. COLE Ens., W. J.M.R.
Approved: Jomc Les	Examined:	EFCal
Commander, V.S.I		Lieut., E. S. M. Wanigator,

N. Nuv. ett.

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		ADDITIONAL REMARKS		05939
, s, s,	ALMAACK (AKA-10)	ZONE O	Date May 7, 1943	
00-04 U	nderway in tow of US	S ARAPAHO in accordan	ce with Commander Noz	roccan
wire at	nd 60 fathoms of the	0 of May. Towing wit starboard anchor cha it. Hull temporarily t and power. Towing ourse to 290°T & pgc;	in. Engine room not	In
			J.C. Burgger T. Burgger, Jr. Lieut., U.S.H.R.	·
04-08				
from G	nder tow as before. eneral Quarters, 080	0520 All hands to Ge 0 Position: 35-25 N;	nersl Quarters. 0620 Long. 22-24 W.	Secured
			Otean	
			E. F. CARL Lieut., U.B.N.R.	
08-12			- A second s	
	nderway in tow as be	fore.		P.
			B-Karperson	to_
			B. W. KASPRONSEI Ens. U.S.N.	
12-16				
	nder tow as before.	1200 Position: Lat.	35-36 N; Long. 23-01	и.
			Ducole	
			D. W. COLE Ens., U.S.N.R.	
16-18				
U1	aderway in tow as be	fore.	a	
			Etalon	
			Liout., U.S.N.R.	
18-20				
U	nder tow as before.	2000 Position: Lat.	35-58 N; Long. 24-15	w.
			adeas	
			E. F. CABL Lieut., U.S.N.B.	
20-24				
326° pi	nderway in tow as be:	fore. 2130 Changed c	ourse to 308°T & pgc;	
240 14			2. C. Bun .	1
			O.C. Burg &	r
			Lieut., U.S.N.R.	
		1		
Approved:	Som low	Examined:	8 Hearl	
	H. B. MC LEAN Commander, U.S.N.		E. F. CARL Lieut. E.S.A	Wastgator.
	Commanding.			

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CONFIDENTIAL	
OPERATIONAL PERAPHS	

ERATIONAL REMARKS 05939 ADDITIONAL SHEET Date May 8, 1943 ALMAACK (AKA-10) ZONE O . 19 00-04 Under tow as before in accordance with Commander Horoccan Sea Frontier Forces, dispatch # 021500 of May, 1943. USB ARATANO towing with 180 fathoms of 2" wire and 60 fathoms of starboard anchor chain on course 308 T. 308 pgc. Average speed- 8.5 knots. Auxiliary generators in use for light and power. Engine room not in operation due to torpedo hit. Hull temporarily repaired. 0130 Changed course to 270°T, 270°pgc. BurKasbrouchi B. V. KASPHOUSEI Ene., U.S.N. 04-08 Under tow as before, 0520 General Quarters, 0620 Secure from General Quarters, 0800 Position: Lat. 36-20 N; Long. 26-10 W. EFCark H. F. CARL Lieut., U.S.N.R. 08-12 Under tow as before. Sucole D. W. COLE Eng., U.S.M.R. 12-16 Under tow as before. 1200 Position: 36-04 N: 32-28 W. to do 16-18 Under tow as before. 1600 Get all clocks back one half hour to zone time plus 1. C. Bugger, T. BRUGGIN Yr. Liout., U.B.N.R. 18-20 Under tow as before. 2000 Position: 36-01 N: 29-06 W. 8. ACal E. P. CARL Lieut., M.S.M.R. 20-21. Under tow as before. 2130 Changed course to 300°T/ 300°pgc.

B. V. KASPROWSKI Ens., U.S.M.

Page 8

Approved:	the	Ma	See	~
	H.	В.	10	LEAN

Commander, U.S.N.

Examined:

N. Nov. 10

D. S. S.

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w. 40	CONFIDENT	IAL Page	1
	OPERATIONAL REMARKS		05939
S. S. ALMANCK (AKA-10)	20124 1	Date May 9, 1943.	
00-04 Under tow as before Frontier Forces order 04 fathoms of 2" wire and 0 300°pgc. Ave. speed 8.8 power. Engine room not repaired. 0217 Changed of	50 fathons of starboard knots. Auxiliary genera in operation_due to tor	APAHO towing with 180 anchor chain. Course tors in use for light	and
		D. W. COLE Ens., W.S.N.P.	
04-08 Under tow as before General quarters, 0700 destroyers, 0720 Commer	e. 0500 General quarter All preparations made f need refueling DD 620.	s. 0525 Secured from or refueling excertin	E
		E. F. CARL Licut., V.S.E.R.	
05-12 Under tow as before refueling DD 620. Total 1007 Commenced refueling	. 0800 Position: 36-12 fuel oil discharged 44, 5 DD 636.	N/ 31-06 V. 0933 Pi. 833 gallons at 600 p.	nished
		DFCQ E. F. CiffL Lieut., V.G.F.R.	
12-16 Under tow as before refueling DD 636. Total 1309 Commenced refueling fuel oil discharged 40.9 DD 638.	; DD 622. 1504 Finished	939 gallons at 60° F. refueling DD 622. Tota	al
		D. W. COLR Ens., U.G.M.R.	
16-18			
Under tow as before	•	E. P. Call Lieut., T.C.T.S.	
15-20 Under tow as before discharged, 46,425 callor 2000 Fesition: 36-18N; 3	e. 1802 Completed fuell ns at 60°F. 1851 Commen 32-48 V.	ng DD 638. Total fuel ced refueling DD 623.	oil
		E. F. CARL Lieut., V.S.E.R.	
20-24, Under way in tow az fuel oll delivered, 35,0 243°T, 242°pgc, 278°psts	s before. 2027 Complete 970 gallons at 60°F. 21 30.	d fueling DD 623. Teta 30 Changed course to	a1
		J. T. Ballogues Jr. Lieut., U.J.	5
Approved: H. H. NC LEAN Commander, U.S.I	Examined:	adail	Navigator,

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iav. 66		CONFIDENTIA	9 L. Page
		ADDITIONAL SHEET	05939
v. s. sk	LUAACE (AEA-10)	ZOHE # 1	Date 11ar 10, 1943
fath	Under tow as befor ther Forees, order toms of 2" wire and T 213° mrs. Auxili	e in accordance with Com # 021500/May, 1913. USS 60 fathoms of starboard : ary generators in use for up to tornado bit. Full	ARAIAGO towing with 180 mehor chain. Course
0130	Changed course to	us to torpado hit. Pull 290 per, 323 patér	Der Cole B. W. Colle Ens., U.G.N.R.
04-0 0916 0700 301	Under tow as befor rel quarters. 0700	e. 0510 General quarters. All preparations rade to 268°T, 267°pge. 0730 Char 36-17 N; 34-21 W.	refuel escorting vensel.
			EffCarl H. F. CARL Lieut., V.H.H.H.
08-1 6082 2675	2 Under tow ms befor leted fueling DD 62 . 1114 DD 623 Clem pge, 289°pstge.	e. 0848 Commenced refuel 3. Total fuel oil dischar red the ship. 1130 Chang	
			D.C. Bugger) J. T. BROOMR. Jr. Lieut., U.S.P.R.
	Under tow as befor Position: Let. 36-	e. 1200 Chamged course t 20 N; Long. 34-58 W.	B. V. Eastronauri Ens., U.S.N.
16-2 2000	Under tow as befor Position: 36-12 N;	e. 1730 Changed course t 36-07 W.	Co 268°T, 269°pde, 292°pstde.
20-2	"Under tow as befor	s. 2130 Charqued course t	o 238 ⁰ T, 239 ⁰ pge, 261 ⁰ putge.
			Ens., U.S.N.R.
Approved:	Hom See	Examined:	DFCarl E. F. CANL Lieut. U. S. M. R. Manigator.

A TIME 51

			OPERATIONAL PENAR ADDITIONAL SHE			05939
s. sA	імааск	(ARA-10)	zone 🕈	12	Date May 11, 19	
with C fathom 236°T.	ommander s of ste 237°pro	Norcecan S rboard anch and 260 ps	PAHO in company wit ea Frontier Forces, or chain to 180 fat tge. Engine room n enerators in use fo 287 pge and 308 pst	021500 homa of ot in c	May. Towing h tow wire on co meration due to	y 60 Mrse
					. T. BRUGGER	11
Genera	1 quarte	an before. rs. 0700 C 36-07 N; 3	0500 General quar hanged course to 26 7-41 W.	ters. 8 ⁰ T, 26	0557 Secure fro 9°pge, 292°psta	en.
					dout., U.S.U.R.	
08-12 U	nder tow	as before.	1200 Position: 36			<i>a.</i>
				1	A N. KABUROWSKI MD. U.S.N.	
12-16 U 294°ps	nder tow	as before.	1500 Changed cour			
				I	owcole	
16-20 U	nder tow	as before.	2000 Position: La			4 71.
				C H H	. F. CARL deut., W.S.W.R.	
20-24	nder tov	as before.				
				1	D.T. BEUGGES	T.Y.
pproved:	den	han	Examined	Ć	ACarl	

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ADDITIONAL	SHEET

05929

U.S.S. ALMAACK (AKA-10)

ZONE A14

N. Nov. 46

00-04 Under tow of USS ARAPANO in company with Task Force 68 in accordance with Commander Moroccan des Frontier Forces, 021500 of May. Towing with 180 fathons of 2" wire to 60 fathons of starboard anchor chain, on course 270 T, 271 pgc, 294 patge. Engine room not in operation due to torpedo hit. Null temporarily repaired. Diegel generators in use for light

B. Kapionela Ens., V. T. S. MOUSKI

04-08

Under tow as before. 0800 Position: Lat. 36-02 N; Long. 41-46 W.

EFCarl E. F. CARL Lieut., U.S.N.R.

08-12

Under tow as before.

Under tow as before.

D. W. Cole Ens., U.S.N.R.

12-16

Under tow as before. 1200 Position: 34-00 N; 42-07 W.

J. T. BRUGGER, J. Lieut., U.S.M.R.

16-20

20-24

Under tow as before. 2000 Position: Lat. 35-36 N; Long. 43-03 W.

E. F. CARL Lieut., U.S.N.R.

B. W. KASPROWSKI Ens., U.S.N.

Approved: Examined) B. MC LEAN F. CARL Commander, U.S.N. U. S. N. BWasigston. Lieut. Commanding.

16-10015

(This page to be sent to Bureau of Navigation monthly with Log sheets)

lav. 46		CONFIDENTI	AL	Page 13
		OPERATIONAL REMARKS		05939
7. 8. 8. AIM	AACK (AKA-10)	ZONE + 2	Date May 13, 1	943 . 19
with Course torped	ommander Moroccan 80 fathoms gf 2" v 270°T, 271 pgc, 2	PAHO in company of Task Sea Frontier Forces, 021 wire to 60 fathoms of sta 294 pstge. Engine room n prarily repaired. Auxili	500 of May. Tow rboard anchor ch ot in operation of	ing ain. iue to
In use	for power and re-		DUCOLE D. V. COLE Ens., U.S.N.R.	
04-08 Un General	nder tow as before 1 quarters, 0300	. 0525 General quarters Position: Lat. 35-36 N;	. 0625 Secured Long, 43-03 W.	froa
			C. A. CARL	1 A.
			Lieut., U.S.N.)	R.
08-12 U1	nder tow as before			
		영양 동안 문화	D.C. Burry	-j-
12-16				
Long, 1	45-55 W.	e, 1400 Set clocks back 263°T, 264°pgc. 1200 Posi	B. W. KASPRONSI Ens., U.S.N.	
U	nder tow as before L quarters.	9. 1740 General quarters	. 1743 Secure f:	rom
			Lieut., U.S.N.	R.
18-20 U:	nder tow as before	. 1940 General quarters	. 2000 Position	: Lat. 35-27
Long. 2	.7-24 W.		ES Carl	
			E. F. CARL Lieut., U.S.N.	2.
20-24				
Ur	ider tow as before	. 2007 Secured from gen		
			D. W. COLE Ens., U.S.N.R.	
Approved:	dom Seen	Emmined:	e S Carl	
	H. B. MC LEAN Commander, U.S.N		E. F. CARL Lieut., v.	8. M.R.Navigator.

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CONFIDENTIAL N. Nov. 46 Page 14 OPERATIONAL REMARKS ADDITIONAL SHEET. U. S. S. ALMAACK (AKA-10) Zone 23 Date May 14, 1943 . 19 00-04 Under tow of USS ARAPAHO in company with Task Force 68 in accordance with Commander Moroccan Seg Frontier Forces, 021500/May. Towing on course 263 T, 264 pgc, 289 pstgc. Towing by 60 fathoms of starboard anchor chain and 180 fathoms of tow wire to USS ARAPAHO. Engine room not in operation due to torpedo hit. Hull temporarily repaired. Emergency generators in use for light and power. J. T. BRUGGER, JT Lieut., U.S.M.R. 04-08 Under tow as before. 0505 General quarters. 0610 Secured from general quarters. 0800 Position: Lat. 35-10 N; Lo. 49-42 W. CACar Car E. F. CARL Lieut., U.S.N.R. 08-12 Under tow as before. 1200 Position: 35-04 N; 50-26 W. B. W. KASPROWSKI Ens., U.S.N. 12-16 Under tow as before. 1400 Retarded all clocks 30 minutes to zone 21 time. Lieut., U.S.N.R. 16-18 Under tow as before. 1700 Changed course to 257°T, 258°pgc, 283°pstgc. DW Cole Ens., U.S.N.R. 18-20 Under tow as before. 2000 Position: Lat. 34-48 N; Lo. 51-57 W. ACar E. F. CARL Lieut., U.S.N.R. 20-24 Under tow as before. 2200 Changed course to 263°T & pgc. J. T. BRUGGER, Lieut., U.S.N.R. tt. Approved: Examined: H. B. NO LEAN

10-10005

(This page to be sent to Bureau of Navigation monthly with Log sheets)

Commander, U.S.N.

Commanding.

CARL

Lieut.

U. S. N. BVarigator.

. 46	CONFIDENT	IAL Pa	ge 15
	OPERATIONAL REMARKS.		
s. s. Almaack (aka-10)	ZONE+21 -+3	Date May 15, 194	3, ₁₉
00-04 Under tow of USS ARAI with Commander Moroccan Se 263°T, 264 pgc. Auxiliary room not in operation due 0320 Changed course to 257	PAHO with task force 66 a Frontier Forces, dig generators in use for to torpedo hit. Hull 7 T, 258 pgc.	patch 021500/May, o power and light.	n course Engine
		B. W. KASIPROWSKI Ens., U.S.N.	
04-08 Under tow as before. general quarters. 0800 Pc	0505 General quarters sition: Lat. 34-28 N;	. 0610 Secured from	
		E. F. CARL Lieut., U.S.N.R.	
08-12 Under tow as before.	1200 Position: Lat. 3	4-19 N; Lo. 54-53 W E. Y. DAVIS Lieut., U.S.N.R.	•
12-16 Under tow as before.	1400 Set clocks back	hour to zone ()3	time.
		D. W. COLE Ens., U.S.N.R.	
16-18 Under tow as before.		J. T. BRUGOER, Jr Lieut., U.S.N.R.	<u>.</u>
18-20 Under tow as before.	2000 Position: Lat. 3		
		E. P. CARL Lieut., U.G.M.R.	
20-24 Under tow as before.		B. W. RASPROWSKI Bns., U.S.N.	-
pproved: H. B. MC LEAN Commander, U.S.N. Commanding.	Ezamined:	CHCR E. F. CARL Lieut., E.S.A	🕾 Naviĝator.

Page 16 CONFIDENTIAL N. Nav. 66 OPERATIONAL REMARKS. ADDITIONAL SHEET U.S.S. ALMAACK (AKA-10) ZONE + 3 Date May 16, 1943 19 00-04 Under tow as before in accordance with Commander Moroccan Sea Frontier Forces, 021500/May. Under tow of USS ARAPAHO with 180 fathoms of 2" wire and 60 fathoms of starboard anchor chain. Engine room not in operation due to torpedo hit. Hull temporarily repaired. Auxiliary generators in use for light and power. Towing on base course 257°T, 257 pgc, 284 pstgc. 9 Samo . F. DAVIS Lieut., U.S.N.R. 04-08 Under tow as before. 0450 General quarters. 0600 Secured from general quarters. 0800 Position: Lat. 33-27 N; Long. 58-41 W. E.F. Carl E. F. CARL Lieut., U.S.N.R. 08-12 Under tow as before, 1200 Position: Lat. 33-18 N; Long. 59-32 W. Ducole D. W. COLE Ens., U.S.N.R. 12-16 Under tow as before. J. T. BRUGGER JA Lieut., U.S.M.R. 16-18 Under tow as before. B. W. KASPROWSKI Ens., U.S.N. 18-20 Under tow as before, 2000 Position: Lat. 33-07 N; Long. 60-57 W. E.F.Carl E. F. CARL Lieut., U.S.N.R. 20-24 Under tow as before. Alor E. F. DAVIS Lieut., U.S.N.R. 7 Carl ABM den Approved: Examined

10-2813

H. B. MC LEAN

Commanding.

Commander, U.S.N.

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(This page to be sent to Bureau of Navigation monthly with Log sheets)

E. F. CARL

Lieut.,

U. S. NQ Navigator.

N. Nov. 44

CONFIDENTIAL Page 17

		ADDITIONAL REMA		
, <i>s. s.</i>	MAACK (AKA-10)	ZONE + 3	Date May 17	, 1943, <i>19</i>
00-04				
Frontie fathoms light a	ler tow of USS ARAI r Forces, 021500/Mg starboard anchor c nd power. Engine r rily repaired.	y. Towing with 18 hain. Auxiliary d	0 fathons of 2" wi lesel generators i on due to torpedo	re to 60 n use for hit. Hull
			D. W. COLE	a
			D. W. COLE	
			Ens., U.S.M.	R.
04-08 Un 265°T &	ter tow ag before. pge, 286 pstge. C	0515 General quar 0615 Secured from g	ters. 0700 Change eneral quarters.	d course to 0800 Position:
Lat. 32	-39 N; Lo. 63-14 W.		0100	
			Contail	-
			E. F. CARL Lieut., U.S.	17 12
08-12	ler tow as before.	1200 Paritian. To	+ 22-26 N. To 61	-00 11
010	ter tow as percire.	TEGO LOSICION: M		
			J.C. (Jun	ter.
			Lieut., U.S.	
12-16				
Un Changed 18 mile departe	der tow as before. course to 265°T, 2 s. 1445 Changed cou i for duty assigned	1415 Changed cours 660 pgc. 1437 Sight Irse to 225 T, 2260 1. 1537 Changed cou	rse to 180 T, 181	pgc.
			Burkaspe	oustri
			B. W. KASPRO Ens., U.S.N.	
16-18				1.1
Un	ier tow as before o	n various courses		S escort.
			2. 28. 4.8.8	
			Lieut., U.S.	N.R.
Forces.	ler tow in accordan 021500/May and NOH 's reported for dut	3. Bermuda, 171801	Z May. 1800 Escor	t consisting
Un Forces,	021500/May and NOH	3. Bermuda, 171801	Z May. 1800 Escor	t consisting
Un Forces,	021500/May and NOH	3. Bermuda, 171801	E May. 1800 Escor Lat. 32-40 N; Lo. E. F. CARL	t consisting 64-25 W.
Un Forces,	021500/May and NOH	3. Bermuda, 171801	E May. 1800 Escor Lat. 32-40 N; Lo. Ext Cal	t consisting 64-25 W.
Un Forces, of 3 AM	021500/May and NOF 's reported for dut	3, Bermuda, 171801 Sy. 2000 Position:	E May. 1800 Escor Lat. 32-40 N; Lo. E. F. CARL Lieut., U.S.	t consisting 64-25 W. N.R.
Un Forces, of 3 Al 20-24 Un	021500/May and NOH	2000 Changed cour	E May. 1800 Escor Lat. 32-40 N; Lo. E. F. CARL Lieut., U.S.	t consisting 64-25 W, N.R. gc, 281 ⁰ pstgc.
Un Forces, of 3 Al 20-24 Un	021500/May and NOF 's reported for dut	2000 Changed cour	E May. 1800 Escor Lat. 32-40 N; Lo. E. F. CARL Lieut., U.S. se to 265°T, 265°p	t consisting 64-25 W, N.R. gc, 281 ⁰ pstgc.
Un Forces, of 3 Al 20-24 Un	021500/May and NOF 's reported for dut	2000 Changed cour	E May. 1800 Escor Lat. 32-40 N; Lo. E. F. CARL Lieut., U.S.	t consisting 64-25 W. N.R. gc, 281 ⁰ pstgc.
Un Forces, of 3 Al 20-24 Un	021500/May and NOF 's reported for dut	2000 Changed cour	E May. 1800 Escor Lat. 32-40 N; Lo. E. F. CARL Lieut., U.S. See to 265°T, 265°p D. W. COLE	t consisting 64-25 W. N.R. gc, 281 ⁰ pstgc.
Un Forces, of 3 Al 20-24 Un	O21500/May and NOF 's reported for dut ler tow as before. Th Rock light aber	2000 Changed cour	E May. 1800 Escor Lat. 32-40 N; Lo. E. F. CARL Lieut., U.S. See to 265°T, 265°p D. W. COLE	t consisting 64-25 W. N.R. gc, 281 ⁰ pstgc.
Un Forces, of 3 AM 20-24 Un 2200 No	021500/May and NOF 's reported for dut	3, Bermuda, 171801 by. 2000 Position: 2000 Changed cour im to port.	E May. 1800 Escor Lat. 32-40 N; Lo. E. F. CARL Lieut., U.S. See to 265°T, 265°p D. W. COLE	t consisting 64-25 W. N.R. gc, 281 ⁰ pstgc.

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OPERATIONAL REMARKS. ADDITIONAL SHEET

U.S.S. ALMAACK (AKA-10)

N. Nov. 40

ZONE+3

00-04 Under tow of USS ARAPANO in accordance with Commander Moroccan Sea Frontier Forces 021500/May and NOB, Bermuda, 171801/May in Task Force 68, Commander Task Force 68 in USS ALMAACK. Towing with 60 fathoms of starboard anchor chain to 180 fathoms of tow wire. Towing on course 265 T & pgc, 281°pstge. Engine room not in operation due to torpedo hit in portside. Emergency generators in use for light and power. . T. BRUCCH, J. 04-08 Under tow as before. 0400 Changed course to 299°T & pgc, 311°pstgc. 0520 General quarters. 0620 Secured from general quarters. 0800 Position: Lat. 32-50 N; Lo. 66-38 W. 8D Carl F. CARL Lieut., U.S.N.R. 08-12

Under tow as before. 1200 Position: Lat. 33-08 N; Lo. 67-17 W.

Laskins, KASPROWSKI Ens., U.S.N.

TS

Lieut., U.S.N.R.

A COLE Ens., U.S.N.R.

18-20

AN

Commander, U.S.N.

Commanding.

Under tow as before. 2000 Position: Lat. 33-41 N; Lo. 68-41 W.

. F. CARL Lieut., U.S.N.R.

. T. BRUGGER, J ieut., U.S.N.R.

20-24 Under tow as before.

Under tow as before.

Under tow as before.

Approved:

12-16

16-18

Examined:

(This page to be sent to Bureau of Navigation monthly with Log sheets)

F. CARL Lieut., U. B. MR Musigator.

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			ADDITIONAL S		
AI.		(AKA-10)	ZONE+3	Date Me	ay 19, 1943
of star Morocea company Auxilia	board n Sea with ry gen	anchor chain Frontier For Task force ∦ erators in u	68: Commander Ta	and NOB, Bermuds and NOB, Bermuds ask force #68 in power. Engine	e with Commander
				Bu-K B. W. Ens., t	asfroreti Maprovski 1.5.11.
04-08 Un general	der to quart	n as before. ers. 0800 P	0535 General a osition: Lat. 34	uarters. 0635 Se -35 N; Lo. 70-32	cured from
				E. F. C	ARL V.S.H.R.
08-12 Un	der to	w as before.	1200 Position:	On .	
				E.F. F.	WIS.N.R.
12-16 Un dissolv to zone	der to ing Co +4 ti	w as before. mmander Task me. 1500. C	1215 Received Force 68. 1300 hanged course to		
				D. W. C Ens., 1	9 0. 1.5.N.R.
16-18 Un	der to	w as before.			2. Burger h
18-20 Un	đer to	# as before.	2000 Position:	E. F. C	arl
20-24 _{Un}	der to	a as before.			
				Bu-/ p. w. Ens., 0	asprovski ASPROVSKI
Approved:	Comman	HC LEAN Hder, U.S.H.	Examined	E. P. C. Lieut.	ARL U. S. My Nacifarar.

v. 46	CONFIDEN	TAL	Page
	OPERATIONAL HEMARKS.		
S. S. ALMACK (ARA-10)	ZONE + 4	Date May 2	0, 1943 , 19
021500/May and NOB Berm fathoms wire and 60 fath with Task force #68. An	dance with Commander Morod ada, 1718012/May. In tow o homs anchor chain on cours willary generators in use ation due to torpedo hit.	of USS ARAPA se 312°T & p s for light	NO with 180 gc in company and power.
		Z ZA GAN Lieut., U.	g 0.11.12.
04-08 Under tow ag before 290°T & pgc, 300 pathe; Position: Lat. 36-53 N;	e. 0500 General quarters. 0610 Secured from genera Lo. 74-09 W.	0600 Change 1 quarters.	d course to
		E. F. CARL	2
08-12		Lieut., U.	
1055 Changed course to 342°T, 342°pge, 347°pst Buoy XM abeam to port.	e. 0932 Changed course to 310°T, 310°pge, 315°pstge ge, 1200 Changed course to 1200 Position: Lat. 37-05	N: 10. 74-4	6 W.
		D. W. COLE Ens., U.S.	
12-16 Under tow as before Chesapeake Bay.	e, steering various course	a in swapt	
16-18 Under tow as before	a, steering various course	Lieut., U.	G.N.H.
Chesapeake Bay. 1630 L	and sighted bearing 2300T.	Bur Korr	
18-20		Ens., U.S.	N.
Under tow as before	a, steering various course Bay. 1810 Hove in starboar wire.	rd anchor ch	ain. Now towin
		E. F. CARL Lieut., U.	-
2120 Let go port anchor.	a. 2048 Passed through gat 2130 Broke tow line to t side. Anchored in Berth 23 port anchor.	JSS ARAPAHO.	2150 USS
		E. P. DAVI Lieut., U.	З 8.м.я.
Approved:	Examined:	E. F. CARL	 Alternative second statements and second seco
Commander, U.S.I	·	Lieut.,	U. S. MR Novigator.

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CONFIDENTIAL

Page 21

OPERATIONAL REMARCS. ADDITIONAL SHEET

U.S.S. ALMAACK (AKA-10) Zone + 4

00-04

Anchored in berth 23, Mampton Roads in accordance with orders of NOB, Norfolk with fifty fathoms of chain to port anchor. Diesel generators in use for light and power. Engine room not in operation due to torpedo hit. Hull temporarily repaired. USS ARAPANO moored to port side.

D. W. Cole Ens., U.S.N.R.

04-08

Anchored as before. 0658 Pilot Waldon came aboard. 0700 Yr 271, YT 213, YT 187 and Tug Reliance made fast on starboard bow, port bow, starboard quarter & port quarter respectively. 0716 Commenced heaving in anchor. 0725 Anchor aveigh, underway to Havy Yard, Portsmouth, Va. 0730 UBS ARAPANO cast off from port side after supplying power for anchor windlass. Steering various courses proceeding up channel.

Lieut., U.S.N.R.

08-12

16-20

20-24

đ,

Under tow as before. 0930 Tugs cast off. 0945 All secure starboard side to in Berth 1A, Havy Yard, Portsmouth, Va., with 7 manila lines and 2 wires. 0955 Filot Maldon left ship. Draft of ship: 11'8" fw'd., 18'6" aft. 1100 Commenced taking electricity from dock. 1130 Commenced receiving steam from dock. 1130 Fire main hooked up to dock. 11:0 Phone service connected to ship from dock.

Ber-Kasperoures H. W. KASPHOUSKI

Ens., U.S.N.

12-16 Moored as before.

Moored as before.

Moored as before.

Bu-Rasperski B. W. KASPROWSKI

Ens., W.S.N.

Burkaspoush

B. W. KASPROWSKI Ens., U.S.N.

Bu-Rispinski D. W. ELSPHONSKI Ens., U.S.N.

Approved:	H.B. Mc LEAN Commanier, U.S.H.	Examined:	E. F. CARL Lieut.	E. S. NRNacipstor.
-10015	(This page to be sent to Bu	reau of Navigation m	onthly with Log shee	ets)

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OPERATIONAL REMAINS.					
8. 8	2011E + 4	Date May 22, 1943			
00-04 Moored in berth 1A, lines and two wires. Rec connected to dock water s torpedo hit. Hull tempor	eiving power and steam system. Engine room no	folk Havy Yard with 7 manils from dock. Fire mains t in operation due to			
		D. W. COLE Ens., U.S.N.R.			
04-08 Moored as before.					
		D. W. Colli Ens., U. T.U.R.			
08-12 Moored as before.		i@.0			
		D. J. COLE Ens., U.S.N.R.			
12-16 Moored as before.		D. V. Cole			
16-20		D. V. COLE Ens., U.S.N.R.			
Noored as bafore.		D. V. COLE			
20-24 Moored as before.		Ens., U.S.N.R.			
		D. V. COLE Ens., U.S.E.R.			
Approved:	Examined	E. F. CARL Lieut. D. S. S. Branipson.			

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	OPERATIONAL REMARK	KS.
S. S. ALMAACK (AKA-10)	ZONE + 4	Date May 23, 1943
s. s. Alexandr (ARR-10)	Dona T 4	Date
would be blues and two wine	a Depaining notion (orfolk Navy Yard with 7 and steam from dock. Fire room not in operation due
to torpedo hit. Huik ten	porarity repaired.	Awcole
		D. W. COLE
		Ens., U.S.N.R.
51.67		
04-08 Moored as before.		
		Dwcole
		D. W. COLE
		Ens., U.S.N.R.
08-12		
Moored as before.		1/011
		a trewell
		L. PREVETT
		Bos'n., U.S.N.
12-16		101
Moored as before.		11 H
		a haven
		L. PREMETT
		Bos'n., U.S.N.
16-20		00
Moored as before.		11/1-11
		a peuvel
		L. PREWETT Bos'n., U.S.N.
		B03.4., 0.0.4.
20-24		AD-11
Moored as before.		g. Theme It
		J. Theme of
		L. PHENETT Bos'n., U.S.N.
		200
0		
Approved: dem See	Examined:	O9GrQ
H. H. MC LEAN		E. F. CARL Lieut., U.S. N. Particato

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Examined: H. B. MC LEAN Commander, U.S.N. Commander, U.S.N. Commanding. (This page to be sent to Bureau of Navigation monthly with Log sheets)

OPERATIONAL HEMANES. ADDITIONALSHEET						
s. s	MAACK (AKA-10)	Zone	4	Date May	24, 1943	19
00-04 Manila connect torpedo	oored in berth 1A, star lines and 2 wires. Re ted to dock water syste o hit. Hall temporaril	board side to ceiving power m. Engine ro y repaired.	o in No c and s con not	erfolk Navy Y team from do	ard with 7 ck. Fire ma n due to	ins
				L. DINMETT Bon'n., U.	б.н.	
04+08						
	pored as before.			11	-11	
				L. FREMETT Bos'n., U.		18
				100 11., 11.	5.P . A	
08-12 M	cored as before.			0		
				97201	-	
				H. F. DAVI	S	- 1
	A			Lieut., U.	3.N.R.	
12-16	annad an hadane					
1.10	cored as before.			Br.	'	
				Land	6	
				Lieut., V.	S.W.R.	
16-20						
	pored us before.			a.	1	
				22021	5	
				Lieut. U	s.n.n.	
20-24						
10-24	cored as before.			1	1	
				27525	20	
				R. F. DAVI	S.N.R.	
				man.,		
						1.11
	17	والمطر والمرواس	-	2001	7	
Approved:	Zazan	Examined:		Of Carl	~	1
	Lieut., U.S.N.R.			E. F. CAR	U. S. M.B.Neiter	utor.
	and the state of t			and the second second		

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OPERATIONAL REMARKS.						
. s. sATMAACK(AKA-1.0	Zone	+ 4	Dote . May 25 , 1943			
00-04 Moored in berth 1A, manila lines and 2 wires. mains connected to dock w to torpedo hit. Hull ten	Receiving por ater system.	er and s Ingine ro	Colk Navy Yard, with 7 steam from dock. Fire oom not in operation due			
			Lieut., U.S.M.R.			
04-08 Moored as before.			Barno			
08-12			Lieut., U.S.N.R.			
for getting underway. 08 port side. 0848 Tug E. B in tow, shifting berth. 0	45 Tugs Reliand Crewe alongs 959 Completed a ortsmouth, Vir , YT 271 and E	te, Helen lde start shifting jinin. 1 . B. Crew	board quarter. 0905 Underway berth - moored port side to .005 Pilot Waldon left the we cleared the ship.			
			D. T. BRUGGE, Jr. Lieut., U.S.N.R.			
Naval Amgunition Depot. S	t. Juliens Creater SPD 2801; 20 thange SPDW 130	ek, via N rounds 3"	/50 service charge SPD 2503;			
ord 1000 for Sarverrance			J. D. BRUGGIN Jr. J. Lieut., U.S.N.R.			
16-20 Noored as before.			J. D. 1 Junger L.			
			Lieut., U.S.N.R.			
20-24 Moored as before.			T. F. BRUGGER STAL			
			Lieut., W.S.N.R.			
Approved:	Knamin	ot	E. F. CARL Lieut., U.S. M. RWanigacor.			

N. Nov. 46

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CONFIDENTIAL

OPERATIONAL REMARKS. ADDITIONAL SHEET					
ALMAACK	(AKA-10)	Zone 🕂 4	Date . Eay 26, 1943 . 19		
00-04 Moored port side Virginia. Receiving s Engine room not in ope temporarily repaired.	to dock in t team and sl ration due	berth 39, No sctric light to torpedo h	orfolk Navy Yard, Portsmouth, and power from the dock. it, in port side. Mull		
			J. Z. Brunder J. J. T. BRUNDER Jr. Lieut., U.S.H.R.		
04-08 Moored as before.			220 1		
			J. J. C. Muyer h. Lieut., U.S.N.R.		
08-12					
Moored as before.			E. F. CARL Lieut., U.S.N.R.		
12-16					
Moored us before.	÷		EAC.Q. E. F. CARL		
			Lieut., U.S.N.R.		
16-20 Moored as before.			E. F. CARL Lieut., U.S.N.R.		
20-24 Noored as before.					
			E. F. CARL Lieut., V.S.N.R.		
pproved:		Examined	E. F. CARL E. S. B. Manifestor.		

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v. 46	CONF	IDENTIA	L Pa	te
	OPERATIONAL REMARKS. ADDITIONAL SHEET			
s. s. Almaack (AKA-10)	ZONE	4 Date	1ky 27, 194	2
00-04. Moored port side to Virginia. Receiving light not in operation due to	ht, power and st	eam from the d	ook. Engine	nouth, room
		E. J Lieu	. CARL t., U.S.N.R.	
04-08 Noored as before.				
			-Ca.Q . CARL , U.S.H.H.	
08-12 0800 Navy yard works	nen ceme aboard			100 B
생김 수 있는		B. 1 Env.	Kasfrove . Kasproveri , U.S.N.	ei -
12-16 Hoored as before. : came on board.	1600 Day shirt ;			10
		Bur B.	Kasperon KASPROWSKI V.S.M.	rchi
16-20 Moored as before.	1710 Navy yard (brac
side and moored to ship.		Ben B. 1 Ens.	. KASPHOWSKI , W.S.H.	whi
20-24 Hoored as before.				0
		Be Be	Kasferon . KASTHOVSKI . U.S.N.	shi
Approved: Darans	Ezamine	t O	Carl	2 Navigator.

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CONFIDENTIAL

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y, #6	CONFID		Page
	OPERATIONAL REIL		
8. S. ALAUACK (AKA-10)	ZODE 🕇 4	Date_May 28	1943
00-04 Noored port side to Virginia, with 5 manila for power and light from torpedo hit. Hull tempo 1200 2nd, shift yard work	dock. Engine room rarily repaired. 1	Receiving steam as a not in operation of Indergoing repairs of a shift of workers of Rev Ray	nd electricitý lue to and overhaul came aboard. Stourchi
		B. W. KABPRO Ens., U.S.N	
04-08 Moored as before.		Burkey B. W. KASPH	
		Eng., U.S.N	
08-12 Moored as before.			
		D. V. COLE Ens., U.S.N	
12-16 Noored as before.			
		D. V. COLE Ens., U.S.N	.R.
16-20 Moored as before.		quede.	
		D. W. COLE Ens., U.S.N	. R.
20-24 Nooned up before			
Moored as before.		D. V. CoLE Ens., V.S.N	
Approved: H. B. 10 LEAN Commander, U.S.M	Examined:	B. F. CARL	T. S. N. N. Wasigator.

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CONFIDENTIAL. Page 29

OPERATIONAL REMAINS.					
s. s		ZONE	+4	Date May 29,	1943
00-04 Moored port side to Virginia with 5 manila 1 for power and light from torpedo hit. Hull under	the dock	. Wires. Engine	room i	ving steam and e not in operation	lectricity.
				D. V. COLE Ens., T.S.N.R.	
04-08 Moored as before.					
				D. W. COLE Etta., V.S.N.R.	
08-12 Moored as before.				101	7
				1. PREWETT Bos'n., U.S.N.	
12-16 Moored as before.				10.	4
				L. PHENETT Bos'n., U.S.N.	
16-20 Noored as before.				L. FRIMETT L. PRIMETT Bos'n., U.S.N.	1
20-24 Moored as before.				S. Frewit	4
				L. PREMETT Bos'n., U.S.N.	
					1.11
					4 C.
Approved:		Examined:		Heme.	I.den 8. N., Marigatar.

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r. 40	CONFIDENTIAL	Page 30
1	OPERATIONAL REMANS.	
S.S. ALMAACK (AKA-10) ZONE + 4 Date Ma	· 30, 1943
Virginia with 5 manila	to dock in berth 39, Marfolk Navy Yas lines and 4 wires. Receiving steam on the dock. Engine room not in oper ergoing repairs and alterations. L. FREME	and electricity ration due to
	Bes n.,	ñ.s.M.
04-08 Moored as before.		
100100 12 001010.	1to	with
	L. PRIME Bos n	
08-12		
Noored as before.	2	1
	Zawa	075
	Lieut., 1	.3.N.R.
12-16 Moored as before.		
	7700	n
	Lieut.	IS .n.M.R.
16-20		
Moored as before.	9 mm	1
	4 4 0 DA	020
	Lleut., t	.s.M.R.
20-24 Moored as before.	2	
	2 200	2000
	Lieut., t	r.s.n.R.
Approved: ISm .	Examined:	9 0
H. B. HO LEAN Commander, U.S	II. B. MC Commander	
Commanding.	e sent to Bureau of Navigation monthly with Log si	

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OPERATIONAL BRILARKS. ADDITIONAL SHEET

U. S. S. ... ALMAACK (AKA-10)

20108 + 4

Date May 31, 1963

00-04 Noored port side to dock in barth 39, Norfolk Navy Yard, Fortsmouth, Virginia with 5 manila lines and 4 wires. Receiving steam and electricity for power and light from dock. Fresh water system and fire main system connected to dock. Engine room not in operation due to torpedo hit. Hull undergoing repairs and alterations.

U.S.N.R. iout.

80-40 Moored as before.

08-12 Moored as before.

12-16 Moored as before.

16-20

Moored as before.

20-24 Moored as before.

Lieut ... TT. N. N. N.

J.C. Buyer

J. O. B. Bun J. D. BRITIGER, Jr Lieut., U.S.N.R. .R.

J.C. Burge

J. C. Buyen. Lieut.,

Approved:

Commander, U.S.N.

Emminod:

Cormander,

U. S. N., Naulgator.

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Commanding. (This page to be sent to Bureau of Navigation monthly with Log sheets)

P104	PART III CONFIDENTIAL	Ing. No	
		01/362	
UNITED STATES SHIP			, 19
ONTIED STATES SHIT	135	(Dade) (Mostin)	-,
Zone description			
Position 0800	1200	2000	
at.			
.ong.	OPERATIONAL REMARKS (WAB DIARY)	F-405	
		F-405	
	<u>Mar Dia</u> <u>Mar Dia</u> <u>U. S. S. al</u> (AKA10) June 19:4	maack 1907 MIG 29	. 69
53525		0/	
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		CONFIDENTIAL	Page
	TES SHIP_ALMAACK.	(AEA-10) Tuo	oday 1 June , 19. Days (Dates) (Monito
Zone description	Plus 4.	for a second	the second s
Position	0800	1200	2000
nt.			
wilk.	and the second s		1042
00-04		OPERATIONAL REMARKS (WAR DIARY)	Res. 53. 9092
Virginia, operation engine roo	with five manila due to torpedo h on under repair.	ock in berth #39, Norfd lines and four vires. it in port side. Hull Receiving steam, elect e main pressure from th	tricity for light and to dock.
1000			Lieut., U.S.N.R.
04-08	a sa banna		
MOOTE	d as before.		J.T. BRUGGER, C
08-12			
	d as before.		
			R.C. Henneg
			R.C. HEINTING
			Ens., U.S.M.R.
12-16			
Moore	d as before.		Dall
			R.C. Henning
			R.C. HERITIG
			then y becomente
16-20			
Moore	d as before.		
			R.C. Henning
			R.C. Induiting
			Ens., U.C.H.R.
20-24			
Moore	d as before.		and the second second second
			R.C. Henning
			Ens., U.S.N.R.
			Mide, Committe
	87		
Approved:	dem (Examined:	0
approved:	Stonicaeou	in the	Michem
	Commander, U.S	.N. 70.1	. NoLHAN, Commander, U.S.N.
	Conrund ing anisan	ting Officer.	Nampater

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Some description Plug &.		
osition 0800	1200	2000
ong.		
	OPERATIONAL REMARKS (WAR DIARY)	
00-04		
Moored port side to dock Virginia, with five manila li operation due to torpedo hit engine room under repair. Re power and fresh water and fir		
	a contra francisca a second	R.C. Henning
		R.C. HERITING
		Enz., U.S.N.R.
Moored as before.		
		R.C. Henning
		R.C. HEEDING
		Ens., U.S.N.R.
08-12 Moored as before.		
		Le LTL
		LELAND THONPSON
		Ens., U.S.N.R.
12-16 Moored as before.		
	fi	Buch Therease
	T.B.	IDA THORESON U.J.N.R.
16-20		.,
Moored as before.		
	Tet	and Frenden
	LISI Ens	AND THORSON U.S.N.R.
20-24		
Moored as before.		-
	Fizz Eng	AND THOMPSON

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osition 0800	1200	2000
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	OPERATIONAL REMARKS	
	(WAAR DEARY)	
00-04		
Virginia, with five m	to dock in beruh # 39, Norf mila lines and four wires.	Colk Navy Yard, Portsmouth,
operation due to torpe	do bit in port side. Rull	olk Navy Yard, Portsmouth, Engine room not in temporarily repaired, ricity for light and power,
fresh water and fire r	ar. Receiving steam, elect	ricity for light and power,
		Feland Theman
		Ena., U.d.H.T.
0108		
Moored as before.		20-109
		PLAND THOUGON
		Eng., U.G.N.R.
08-12		
Moored as before.		$i \cap i$
		2 trainett
		L. PREMETT
		Bos'n., U.S.N.
12-16 Moored as before.		<i>.</i>
		RN SII-
		S. Frewer
		Bostn., U.S.N.
6~20		
Moored as before.		10.1
		J. Freurl
		L. PRIMETT
		Hoa'n., W.S.N.
10-24 Moored as before.		
		Pitt
		L. PREWERT
		Bon'n., U.S.N.

CAR for 4BME for Commanding Officer.

E. F. Carl It vere Nanipator.

To be forwarded direct to the Commander in Chief, U.S. Fleest either at end of an operation or at the end of the calendar month.

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UNITED STATES SHIP AT	LMAACK (AKALO)	Friday, om d	June, 19_43
Zone description Flus 4	1200		2000
at,	1200		2000
ong.			
00-04	OPERATIONAL REN (WAR DIABY)		ur Vaad
room not in operat:	ide to dock in berth # ith five menila lines a ion due to torpedo hit ght and power, fresh wa	. Receiving ste	am and
		Bos'n.	, U.S.N.
04-08			0
Moored as befo	ore.	J. FRE L. FRE BOOLD	wett METT , U.S.N.
08-12			
Moored na ber	ore.	for E. F. Lieut.	Carl DAVIS , U.S.N.R.
12-16 Moored as befo	ore.	for E. F. Lieut.	-Carl DAVIS , U.S.N.R.
16-20 Moored as befo	070.	for E. F.	Carl DAVIS , U.S.N.R.
20-24		,	
Moored as bef	ore.	for E. F. Lieut.	Corl DAVIS , U.S.N.R.
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and the state of the		Concession of the second	
Approved: Drand	Examined:	82	al

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar moath.

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a fail an an than an	CONFIDENTIAL	Page
UNITED STATES SHIP ALMAACK	(AKA-10) Saturday	5 June , 19.43
Zone description Plus 4.		0000
Position 0800	1200	2000
Long.		and the second
00-04 Moored port side to down with five manila lines and torpedo hit. Receiving stee and fire main pressure from	am and electricity for light	Yard, Portsmouth, Va., in operation due to and power, fresh water
	Lieut	AVES. ., U.S.N.R.
04-08	0	÷
Moored as before.	Lieut	DAVIS U.S.N.R.
08-12		
08-12 Moored as before.	R.C. R.C. Ens.	HEANING) U.S.N.R.
12-16 Moored as before.	R.C.	HENNING U.S.N.R.
16-20 Moored as before.	R.C.	senning
20-24	R.C. Ens.,	U.S.N.R.
Moored as before.	R.C.	HENNING) U.S.N.R.
Approved: Home Jean H.B. Molean, Command	Examined:	Lean CLEAN, Commander, M.S.N.

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2000 avy Yard, Portsmouth, gine room not in lectricity for light he dock. C. HENNINO ns., U.S.N.R. C. HENNING ns., U.S.N.R. ELAND THOMPSON, Jr. ns., U.S.N.R.
avy Yard, Portsmouth, gine room not in lectricity for light he dock. C. HENNING ns., U.S.N.R. C. HENNING .C. HENNING .C. HENNING .C. HENNING May Market HELAND THOMPSON, Jr.
eine room not in lectricity for light he dock.
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C. HENNING C. HENNING C. HENNING Ma., U.S.N.R.
R.C. Henning C. HENNING MB., U.S.N.R.
C. HENNING .C. HENNING U.S.N.R. HILAND THOMPSON, Jr.
.C. HENNING () ns., U.S.N.R.
.C. HENNING () ns., U.S.N.R.
ILAND TRONPSON, Jr.
LAND THOMPSON, Sr.
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LAND THOMPSON, Jr.
ns., U.S.N.R.
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				Page_	1.1.1.1
UNITED STATES SHIP ALMAACK	(AKA-10)	Monday	2	June	_, 1943.
Zana douranting Plus 4.					
Zone description PIUS & osliton 0800	1200			2000	-
at.	100				
ong.					
40-00	OPERATIONAL RE				
Moored port side to doe Virginia, with five manila 1 operation due to torpedo hit and power, fresh water and f	. Receiving st	eam and elec	tricity	Portsmou ot in for light	th,
		LELAN Ens.,	D THOMPS	SON, Jr.	
04-08			and and		
Moored as before.			D THOMPS	SON, Jr.	
08-12			1		
Moored as before.			EVETT	# 	
12-16 Moored as before.		L. PR Bos 'n	EVETT	H	
16-20 Moored as before.		J. PR	Rene	t	
20-24			0		
Moored as before.			ENETT ., U.S.N	1.	
Approved: John See-	Examined: ar. U.S.N.	ABMe	EAN, Com	mander, U	ediştir.

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.

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INUTED STATES CHID AT MANOY	(AXA-10) Therefore	v 8 June	
UNITED STATES SHIP ALMAACK	(AKA-10) Tuesda (Day)	y 8 June	
Zone description Plus 4.		and the second second	L. S. A.
osoo at.	1200	2000	_
ong.			
	OPERATIONAL REMARKS (WAR DIARY)		
00-04	in the second second second second		
Moored port side to doch Va., with five manila lines a due to torpedo hit. Receivin fresh water and fire main pro	ng steam and electricity	Navy Yard, Portsma room not in operat for light and pow	outh, tion wer,
Trebh haver and The main pro	bodie from one door.	Arol	
	6	L. PREWETT	
		Bos'n., U.S.N.	
04-08		0011	/
Moored as before.		1 Litt	
		L. PREWETT	
		Bos'n., U.S.N.	
08-12			
Moored as before.		R.C. Henning	
		R.C. HENNING	
		Ens., U.S.N.R.	
12-16			
Moored as before.		R.C. Henning	
		R.C. HENNING	
		Ens., U.S.N.R.	
16-20 Moored as before.			
Moored an outpro.		R.C. Hanning	
		R.C. HENNING Ens., U.S.N.R.	
20-24 Moored as before.			
		R.C. Henning	
		R.C. HENNING / Ens., U.S.N.R.	
Approved:	Examined:	0	
16 Michan	HORA	dean-	
H.B. McLEAN, Commander	Offen, H.B. Mc	LEAN, Commander, I	Nanostor.

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar manils.

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Zone description Plus 4.		
osition (ISOI)	1200	2000
at		
ong.		
	OPERATIONAL REMARKS (WAR DIARY)	
iue to torpedo hit. Rece	dock in berth # 39, Norfol) hes and four wires. Engine diving steam and electricity pressure from the dock.	Navy Yard, Portsmouth, room not in operation for light and power,
	ender i defendelse frankrigen medie andere seel	20. Hennen
	Z	.C. HENNING
	Er	15., U.S.N.R.
04-08		
Moored as before.		20 11
and the second sec	2	C HENNING
	R	C. HENNING /
		ior, orbrand
Moored as before.		
Loored as before.	the second se	Thank S.
	9-11 1	LAND THOMPSON, Jr.
	E	ns., U.S.N.R.
12-16		
Moored as before.		1 A The and
	F LI	LAND THOMPSON, Jr.
	Er	us., U.S.N.R.
16-20		
Moored as before,	P	0 192
	get	LAND THOMPSON, Jr.
		LS., U.S.N.R.
Moored as before.		
100104 48 0010101	Tet	and theman.
	LL	LAND THOMPSON, Jr.
	KL	us., U.S.N.R.
Approved: (. (Examined:	1
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To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.

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Some description Plus 4.					
osition 0800	1200			2000	
at.					
ong.					
	OPERATIONAL REM	ADES			
	(WAR DIARY)				
00-04	and the second				
Moored port side to dock Va., with five manila lines and due to torpedo hit. Receiving fresh water and fire main pres	g steam and ele	ctricity for	y Yard, F not in c light an	ortamout peration d power,	h,
		Leland	Fran ph		
		LELAUD T Ens., U.	HOMD SON,	Jr.	
Moored as before.		11 1	m		
		aland	fample	25.	
		Ens., U.	HOMPSON, S.N.R.	57.	
08-12					
Moored as before.		Ar	sll		
		L. PREWE	well		
		Bos'n.,			
12-16		0	0 .	/	
Moored as before.		1 to	with	-	
		L. PREWE			
		Bos'n.,	U.S.N.		
16-20		1/	2 11		
Moored as before.		di tre	wett		
		L. PREWE Bos'n.,			
		505 11.,			
Moored as before.		16	14	_	
			well		
		L. PREWE Bos'n.,	U.S.N.		
and the second se					-

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of un operation or at the end of the calendar month,

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				Page_	
UNITED STATES SHIP ALMAACK	(AKA-10)	Friday	11	June	. 19 43
		(1945)	(Thete)	(bloath)	
Zone description Plus 4.					
osition 0800	1200			2000	
ong.					-
	OPERATIONAL RI				
	(WAR DIARY	0			
00-04 Moored port side to dock Va., with five manila lines an for light and power, fresh wat	id four wires.	. Receiving	from the	electric	bity
			., U.S.N.		
04-08		0	n.	1	
Moored as before.		L. PRI Bos 'n.	WETT, U.S.N.		
08-12					
Moored as before.		R.C. 1	HEUNINO U.S.N.R.	rg	
12-16					
Moored as before.		R.C. I	Venuin ENNING U.S.N.R.	4	
16-20					
Moored as before.		R.C. I	HEUUUU ENNING U.S.N.R.	4	
20-24 Moored as before.					
JANTER AD BEIGIG.		R.C. I Ens.,	Heuning U.S.N.R.	q	
			-		
Approved: HOME Sea.	Examined	ABTAca	EAN, Com	ander, U	S.N.

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Zone description Plus 4.	1200	1		2000
at.	1200		22.010	
ong.				
	OPERATIONAL REMAI (WAR DIARY)	RKS		
00-04 Moored port side to Va., with five manila li for light and power, fre	dock in berth # 39, N nes and four wires. R sh water and fire main	orfolk Navy leceiving st pressure f	Yard, I team and from the	ortamouth, electricity dock.
		A.C. He R.C. HE Ens., U.	NING /	
04-08 Moored as before.		R.C. HE R.C. HEI Ens., U.	INING	
08-12 Moored as before.		LELAND T	HOLTSON; S.N.R.	Jr.
12-16 Moored as before.		LHLAND 1 Ens., U.	HOMPSON, S.N.R.	Jr.
16-20 Moored as before.		LELAND T	THOMPSON, S.N.R.	Jr.
20-24 Moored as before.		LELAND T Ens., U.	HONDSON, S.N.R.	JF.
Approved:	Examined:			

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UNITED STATES SHIP ALMAR	K (AKA-10)	Sunday	13	June	. 19.43
Zono description Plus 4.	a na an	(Day)	(Dete)	(Mauth)	
Position 0800	1200			2000	
Lat.					
long.					
	OPERATIONAL RE (WAR DIANY)				
00-04 Moored port side to d Va., with five manila line for light and power, fresh	ock in berth # 39 s and four wires. water and fire m	ain pressure	vy Yard, steam and from the	dock.	h ity
		Ens	., U.S.N.	R.	
04-08 Moored as before.		fl	072	a dem a	
			U.S.N.		
08-12 Moored as before.		d	heve to	4	
12-16 Moored as before.		1.	n., U.S.	~ ~	
16-20 Moored as before.			n., v.s.	N.	
		L. I Bos	REWETT	п.	
20-24 Moored as before.			Rewett REWETT	4	
Approved:	Examined:	Formalia	~	der, U.S.	

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.

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UNITED STATES SHIP ALMAAC	K (AKA-10)	Monday (Day)	14 (Date)	June_, 1943
Zone discription Plus 4.				
osition osuo	1200		- in other states	2000
16,				
og.				
	OPERATIONAL REM (WAR DIARY)	ARKS		
00-04				
Moored port side to dod Va., with five manila lines for light and power, fresh w	k in berth # 39, and four wires. ater and fire ma	in pressure	from the	dock.
		d	have	N
		L.	PREWETT s'n., U.S	
		150		
04-08 Moored as before.			10-	11
moored as berore.		α :	Truvel	
			PRENETT s'n., U.S	м
		55	8-11., 0.0	
08-12				0 0.
Moored as before.		B	-Kast	krowski
		B.1	V. KASPRON	JSKI
		Lin	s., U.S.N	
12-16				1 .1.
Moored as before.		Be	~ Kart	hadne
		3,1	W. KASPRON	ISKI
		En	s., U.S.N	•
16-20				
Moored as before.		B	-Kasp	inski
		B.1	W. KASPRON	JSKI
		En	s., U.S.N	•
20-24				<i>. . .</i> .
Moored as before.		B	~ Kasp	nourcolle
		B.1	. KASPRO	JSKI
		En	a., U.S.N	•
	Provide A			
Approved:	Examined:	den l		
Le LL Soon	r, U.S.N.	Doncon		ander, U.S.N.

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7186	PART III				
·7 - 10 - 10	CONFIDENTI	AL		Page	
UNITED STATES SHIP	ALMACK,	Tuesday	15 (Treat)	June (Steatt)	, 19 43
Zone description Flus 4.					1
osition (0800)	1200			2000	_
.ong.					21.15
		1			
	OPERATIONAL REI (WAR DIARY)				
00-04					
	o dock in berth # 39 ines and four wires. esh water and fire ma	Receiving a in pressure	tean and from the	dock.	ity
		120 B.W	RASPROVA	unek	-
		Ens.	, U.S.N.		
04-08 0445 Made preparat pilot, came aboard. 05 quarter. Yard tug alon with aid of tugs, proce- Norfolk Navy Yard, Port from dry dock. Yard tu 0652 Ship in drydock, ca	gside and made fast t eding to drydock. Of amouth, Va., stern fi gs cast off. Ofilo Ca	and made fa to port quart 04 Entered d lrat. 0605 M apt. Walton, 04 Commenced	st to sta er. 0540 rydock # ade fast pilot, le pumping o	urboard) Underway 3 at stern lin eft ship. hrydock,	y ne
			KASPROWS	make	•
		Ens.	, U.S.N.	261	
08-12					
Moored as before.		RC	Hun	ing	
			U.S.N.I		
12-16			,		
Moored as before.		-	? Heur		
		R.C.	HEINING	. 1	
		Ens.	, U.S.N.I	· /	
16-20 Moored as before.				¥	
noor of the content			C HEAN ING	unag	
		Ens.	, U.S.N.J	a. J	
20-24					
Moored as before.		R	C. Heur	ing	
		R.C.	HENNING		
		2			
	Examined :			-	
Approved: MAM Solar	Examined:	6400)		
H.B. MeLEAN, Con	mander, U.S.N.	E.F. CARL,	Licut.,	U.S.N.R.	arigator,

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N. May. 48 (Mar. 1880)

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UNITED STATES SHIPALMAA		Wednesday (0w)	16 (044)	June (Meello	1943
NE DESCRIPTION Plus 4	REMARKS				
00-04 Moored in dry dock #3 electricity and steam from	at Norfolk Navy ? the dock. Engine :	room not in	R.C. HEM	aning)	ing
04-08 Moored as before.			R.C. Hee R.C. Hee Ens., U.	DING	
08-12 Moored as before		d.	LELAND T Ens., U.	Monreson . S.N.R.	í.
12-16 Moored as before.			LELAUD T Ens., U.	Haw Per HOIDSON S.N.R.	FR.
15-20 Moored as before.			Zland LKLAUD I Ens., U.	Manager Hold Son S.N.R.	ra.
20-24 Hoored as before.			Eland Est.AND T Ens., U.	S.F.R.	13.
Approved:	Examined:		0	TUTENENT	

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	ption Plu:				(Day) (Da	aro (Morsik)	
Position	Alter and the state of the stat	800		1200	- The pulling	2000	
at. .ong.							
Alley.				7			
				TIONAL REMARKS WAR DIARY)			
00-04) stean	Mo or ed i and elec	n dry doo tricity	k∦3 at Nors from the doc!	Colk Navy Yard C. Engine room	PLE AN	h, Va. Reciev Dration, Thompson Ji U.S.N.R.	ring
04-08	Moored i	n dry doe	sk as before.				
				1.00	LELAN	D THOM SON JI U.S.N.R.	.4
08-12	In dry d	ock as b	efore.		EA N.F.	Carl CARL ., U.S.N.R.	
12-16	In dry d	ook as b	fore.		E.F.	Carl CARL ., U.B.N.R.	
16-20	In dry d	ock as b	afore.		EA R.F. LIEUT	Carl CARL ., U.S.N.R.	
20-24	In dry d	ock as be	fore.		E.F.	CARL CARL ., U.S.N.R.	
Approved:				Examined :	A	00	

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UNITED ST	ATES SHI	ALEAS	CK (AKA-10)		Friday	18 (Date)	June (Meeto	. 19.4.
Zone description	Plus I		الأسبعة تسم					
Position Lat.	0800	_		1200			2000	
Long.				200				
				ONAL REM.	ARKS			
00-04 and el	In dry ectricit	dock ∦3 y fron	Norfolk Ha the dock.	vy Yard,	E.F	, Va., Re A Carl CAPL UT., U.S.		team
04-08	In éry	dock as	before.		E.P	A Call	N.R.	
08-12	In dry	dook as	before.		D.1	Cole , v.s.n.		
12-16	In dry	dock as	before.		D.H Ens	Cole , usin	le	
16-20	In dry	dook as	before.		D.I Ens	. cole ., u.s.N.	le_ R.	
20-24	In dry	dock as	before.		D.W	. cole . v.s.u.		
Approved:	1, 5		,	Stamined:	đ	A Cas		

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sition t.	080	0		1200	2000	
ng.		- 14 Mar 19				
				AL REMARKS DIARY)		
	00-04 1	In dry dock i electricit	#3 Norfolk	Navy Yard, Fort	amouth, Va. Reciev	ing
	Contraction dates		· · · · · · · · · · · · · · · · · · ·		ACarl	
				E.F	. CARL	
				LIE	UTRIERT, U.S.N.R.	
	04-08	In dry dock	as before.	and the second second		
				Ê	7 Cal	
				11. P	CARL 7	
				Jack?	UTEREPT, U.S.N.R.	
	08-12 I	In dry dock	as before.			
				R	3. elenneng	
				R.C	. HODINING	
				2.013	., U.S.N.R.	
	12-16 I	In dry dock	as before.			
				R.	C. Hanning	
					. HORMING /	
	16-20 1	in dry dock	as before.			
					? Henning	
					. HEDNING	
	20-24 1	in dry dock	as before.		and the	
				R.	C Henning	
				165 K 10	. Manizio	

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UNITED S	TATES SHIP	ALMAACK (A)	SNT-1327	_Sunday dbp	20 20	June (Metti)	_ , 1943
Zone description	Plus 4						- Second
osition at.	0800		1200			2000	
ong.			_				
		OP	ERATIONAL REM (WAR DIARY)	ARKS			
00-04 Steam	In dry d and electr	ook #3, Norfd lelty from th	olk Navy Yard ie doek.				
				R.C. R.C. Kns.	Acune	ing .	
04-08	In dry d	ook as before			Acune		
				R.C.	HTATING		
08-12	în âry â	ock as before		B.W.	Karle Rachom Jel, U.S.	mi N.	
12-16	In dry d	ook as before	•	B.W.	Kartu Karphone	oveli KI N.	
16-20	In dry d	ock as before		Bu B.U. Lt.(Karfus Scinhous Sel, U.S.	ni Ni	
20-24	In dry d	ock as before	•	B.U. I.t. (Kasprove te), U.S.	na fe	
Approved :	V e		Examined:	00			

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Zone desce	080	0	1200	2000
st.	0.00	~	1	2000
ong.		and the second		
			OPERATIONAL REMARI (WAR DIARY)	кя
	00-04 Undergoin dock.	In dry dock ng repairs.	23 at Norfolk Havy Recieving water, at	Yard, Portamouth, Va. tens and electricity from Burkastrandi B.V. Disponset
	04-08	In dry dock	as before.	Lt.(je), U.S.N.
				Bur Kasprowski B.M. MADROWSKI It. (JE), U.S.N.
	08-12	In dry dock	as before.	DA Carl E.F. CARL Lieut., U.B.U.R.
	12-16	In dry dook	as before.	E.F. CARL Lieut., U.S.N.R.
	16-20	In dry dock	as before.	E.F. CARL Lieut., U.S.N.R.
	20-24	In dry dock	as before.	E.F. CARL Lieut., U.S.J.R.
		<u>tičn</u>		

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					¢	(WAR DIARY)	ARKS			
	00-04 Underco	In ing	dry repa	doek irs :	d3 and	at Norrolk Nav receiving stee	E.F.	cant.		
	04=08	In	áry	doe k	68	before.	Ð	Carl		
							Lieut	., W.S.N.	8.	
	08-12	In	dry.	dook.	11.05	before.		W.S.H.R.	N	
	12-16	In	âry	doek	as	before.	LELAT	D THOID SO V.S.N.R.	17	
	16-20	In	âry	doek	ns	before.	TTLAT	D THOIDER		
	20=24	In	åry	dock	88	before.	29.1.1	F THOLY SO	1.	
pproved:						Examined:	-		-	

To be forwarded direct to the Communder in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.

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and the second second	and the second second	and the second second		Page.	
	ALFAACK (AMA-10)		1y 23 (Dee)	June (Mosta)	_, 1943
0800		1200		2000	
			1		
In dry dock eiving stean,	#3, Morfolk May, water, and elec	y Yard, Portsmout tricity from the	h, Va. Und dock.	ergoing 1	epairs
		ć	LULAND THO Ens., U.S.	hagen 11.9011	
In dry dock	na before.		Read The	lengen	
In dry doek	an before.		A.C. Hea	uning	
In dry dock	as before.		R.C. Her	uning	
In Gry dock	as before.		R.C. Neu	ining	
In dry dock	as before.		R. C. Her	iduda	
			Ens., U.S.	11.R.	
Ju Lan	Es nenkerg UHERO Commanding Officer.	samined:	20 ALL ALLANTE	ment. Us	IR.
	im Plus 4 0800 In dry dock eiving stean, In dry dock In dry dock In dry dock	In dry dock as before. In dry dock as before. In dry dock as before. In dry dock as before. In dry dock as before.	Day Plus 4 0800 1209 OPERATIONAL REMARKS (VAR DIANY) In dry dock #3, Horfolk Havy Yard, Portsmout elving stean, water, and electricity from the In dry dock as before. In dry dock as before. Examined: Examined: MULTIONERSPICE	Des Plus 4 0800 DERATIONAL REMARKS (VAR DIANY) Charles of the analytic of the deck. In dry dock as before. In dry dock a	STATES SHIP ALYACK (MA-10) Mednesday 23 Fine 0000 0000 0000 0000 0000 0000 In 0000 1200 0000 0000 0000 OPERATIONAL REMARKS (MAR DANY) In dry dock \$2, Nortolk Havy Yand, Portsmonth, Ya. Undergoing reiving steam, water, and electricity from the dock. In dry dock an before. In dry dock an before. In dry dock as before.

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Zone descrip Position		s 4		1	1200			2000	
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				and the second se	ONAL REM	IARKS			
	04 I	n dry nd re	dock di	, Norfolk stean, wa	Nevy Ya ter and	rd, Portam electricit	outh, Va.	Undergoin	e
						12	C. HENNII	NO /	
04-	-08 I	n dry	dock as	before.		Ŕ	e.C. Heu .c. Henri ns., U.S.	190	
08-	12 I	n dry	dook a	before.		1	Br-Kan	frowah 01/322 .5.11.	2
12-	16 I	n áry	dock as	before.			Sw-//~~ . V. KASPR t. (jc), V	purch MISKI	
16-	20 I	n dry	doek as	before.		/eB	Bur Kog	prowak Maria	2
20-	24 I	n dry	dock as	before.		An L	Bur Kan	peowsk Maki .s.11.	2

E.F. CARL, 4 Dannenberg LIEUTENENT U.S.N.R. Commonding Offer.

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month. R a. s. sammanger envelop athes - Inti - In-Billi-1

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	TATES SHIP ALMAACK	(AKA-10)	Criday, 25, June ., 19 (Dag) (Dage (Monto) (Monto)
Zone description	a Plus 4	the second s	
osition at.	0800	1200	2000
ong.			
00-0 rep: 04-0	In dry dock # 3 at airs. Receiving pov	ver, lights and water	Portsmouth, Va. undergoing from dock. Burkasprouski B. W. RASPROUSKI Lt.(jg) U.S.N.
08-	12		Ber Kasprovski D. W. KASPROVSKI It. (je), U.S.N.
12-	In dry dock as bei	°ore.	Charles R. MC MILLAN Ens., U.S.N.R.
	In dry dock as bei	ore.	charles & Millan CHARLES R. MC MILLAN Ens., U.S.N.R.
16-:	In dry dock as bef	ore.	Charles M. M. Suielou CHANLES R. MC MILLAN Ens., U.S.N.R.
20-:	²⁴ , In dry dock as bef	ore.	charles & morielan
			CHARLES R. MC MILLAN Ens., U.S.N.R.
Approved:	HI Manaper	Examined:	Acel

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.

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UNITED S	TATES SHIP ALMAAC	N (AFA-10)	Saturday	26 June	. 1943
			(Dig)	(Dete) (Masito	
Zone descriptio	n Flus 4		a de la companya de l		Sec. 1
Position Let.	0800	1200		2000	
Long.				united and the second	
		OPERATIONAL REMA	RKS		
		(WAR DIARY)			
00-04	In dry dock #3 at	Marfolk Navy Yard	, Portsnout	h, Va. Undergoi:	ng
repai	ra. Receiving steam	, water and power			
				Charles S. Monie CHARLES S. NOMI	
				Ens., U.S.N.R.	LAT (CAL)
04-06	In dry dock as be	fore.			
1.004				Charles &. m.Su	ielan
				CHARLES S. MONT Ens., U.S.N.R.	(alothi)
08-12	In dry dock as be	Pane			
1000	an any much has be	a		Dwcole	
				D.M. COLE Ens., U.S.M.R.	
12-16	In dry dock us be	C. W.C.			
12410	an ary cook up be.	2 17 4 10 4		D.W. COLE	
				D.W. COLE Ens., U.S.H.R.	
16-20	In dry dock as be:	fore.			
				Develale	
				Ens., U.S.N.R.	
20+21	In dry dook as be:	fore.			
				Ducole	
				Ins., U.S.N.R.	
				The state of the second	
Approved:		Examined:	no		
A	12 annender	1	Tax		T.R.

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar monik.

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	Plus 4	ALMAACK (ANA-1	10) Sunday (Deg		1.0 , 19 <u>.3</u> (Myello
contion	0800		1200		2000
at.	0300		1200		2000
ong.					a start y and a
			IONAL REMARKS		
00+04 repair	In dry dock rs. Receiving	#3 at Norfolk steam, water,	Nevy Ward, Pors and power from t	tmouth, Va. Un he dock. 	dergoing
01-02	In dry dock	an hefore.			
			1	DUCOLE Ins., U.S.H.R.	
08-12	In dry dock	as before.	, i i i i i i i i i i i i i i i i i i i	A Cal I.F. CARCAL	
12-16	In dry dock	as before.		A Carl	
16-20	In dry dock	as before.		an a	
	_		0	LEUT., U.S.II.R	
20-24	In dry dock	as before.		Deal M.P. CAPL MUT., U.S.H.R	
Approved:	U Dan		Examined:	0 0	

To be forwarded direct to the Commander in Chief, U.S. Flort, either at end of an operation or at the end of the calendar month.

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Zone description	and a second	120	
stition	0800	1200	2000
mg.			
		OPERATIONAL REMARKS	
		(WAR DIARY)	
00-04	In dry dock #3 at	Norfolk Navy Yard, P	ortsmouth, Va., undergoing
repairs.	Receiving steam,	water and power from	the dock.
			the Cars
			E.F. CARL LIEFT., U.S.N.R.
04-08	In dry dock as be	fore.	0 0 00
			E.F. CARL
			LIEUT., U.S.N.R.
08-32	In dry dock as be	fore.	
			fl Dorling
		6	LISLAND THOLDSON
			Ens., U.S.N.R.
12-16	In dry dock as be	fore.	PA DAPI
			LNLAND THOMPSON
			Ens., U.S.N.R.
	- England and a state of the	Sec. 44	
16-20	In dry dock as be	fore.	Palore
		the second s	MELAND THORSON
			Ens., U.S.N.R.
20-24	In dry dock as be	fore.	tel h M an
			LELUID THOFPSON
			Ens., U.S.N.R.

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Lat. Long. 00-04 I repairs. I 04-08 I 12-16 I 10-20 I	In dry dock 43 Neceiving sten In dry dock as In dry dock as In dry dock as In dry dock as	m, water and power before. before.	Yard, Portanouth, Va., undersoin
Long. 00-04 I repairs. I 04-08 I 12-14 I 10-20 I	Necelving sten In dry dock as In dry dock as In dry dock as	(WAR DIARY) at Norfolk Navy ' m, water and power before. before.	Yard, Portanouth, Va., undergoin r from the dock. Marker Thompson Ens., U.S.F.R. Marker Thompson Frida Thompson Frida Thompson Frida Thompson Frida Thompson Frida Thompson Charles A. Monitlan Ens., U.S.F.R. Charles S. Meditidan Ens., U.S.F.R.
repairs. 8 04-08 I 08-12 I 12-14 I 16-20 I	Necelving sten In dry dock as In dry dock as In dry dock as	(WAR DIARY) at Norfolk Navy ' m, water and power before. before.	Yard, Portanouth, Va., undergoin r from the dock. Marker Thompson Ens., U.S.F.R. Marker Thompson Frida Thompson Frida Thompson Frida Thompson Frida Thompson Frida Thompson Charles A. Monitlan Ens., U.S.F.R. Charles S. Meditidan Ens., U.S.F.R.
repairs. 8 04-08 I 08-12 I 12-14 I 10-20 I	Necelving sten In dry dock as In dry dock as In dry dock as	(WAR DIARY) at Norfolk Navy ' m, water and power before. before.	Yard, Portanouth, Va., undergoin r from the dock. Marker Thompson Ens., U.S.F.R. Marker Thompson Frida Thompson Frida Thompson Frida Thompson Frida Thompson Frida Thompson Charles A. Monitlan Ens., U.S.F.R. Charles S. Meditidan Ens., U.S.F.R.
repairs. 8 04-08 I 08-12 I 12-14 I 10-20 I	Necelving sten In dry dock as In dry dock as In dry dock as	m, water and power before. before.	r from the dock. Marin Thompson Ens., U.S.F.B. Marin Thompson Fine., U.S.F.B. Charles M. Monilon Charles S. McMillan Shalling S. McMillan Ens., U.S.N.R. Charles A. Monilon Ens., U.S.N.R.
08-12 1 12-14 1 16-20 1	In dry dock as In dry dock as	before. before.	Charles A. Monitalian Charles A. Monitalian
08-12 1 12-14 1 16-20 1	In dry dock as In dry dock as	before. before.	Ens., U.S.F.R. Scherly Margan Charles & Monthlan Charles & Monthlan Charles & Monthlan Charles & Monthlan Charles & Monthlan Ens., U.S.F.R.
08-12 1 12-14 1 16-20 1	In dry dock as In dry dock as	before. before.	haller The point Ins., U.S.H.R. Charles & Monthlast Bas., U.S.H.R. Charles & Monthlast Charles & Monthlast Ins., U.S.H.R. Charles & Monthlast Ins., U.S.H.R.
08-12 1 12-14 1 16-20 1	In dry dock as In dry dock as	before. before.	Charles A. Monitality Charles A. Monitality Bas., U.S.N.R. Charles S. Monitality Ens., U.S.N.R.
12-16 I 16-20 I	In dry dock as	before.	Charles A. Monitality Charles A. Monitality Bas., U.S.N.R. Charles S. Monitality Ens., U.S.N.R.
12-16 I 16-20 I	In dry dock as	before.	charles a monitan Charles a monitan Bus., U.S.M.R. Charles a monitan Charles a. Monitan Pus., U.S.H.R.
12-16 I 16-20 I	In dry dock as	before.	charles A. Monitan Charles A. Monitan Charles S. Monitan Ens., U.S.N.R.
12-16 I 16-20 I	In dry dock as	before.	charles A. Monitan Charles A. Monitan Charles S. Monitan Ens., U.S.N.R.
16-20 I	In dry doek as	before.	charles A. monitan Ender S. Herridan End., U.S.N.R.
16-20 I	In dry doek as	before.	charly a. monillan
16-20 I	In dry doek as	before.	charly a. monillan
	In dry doek as		charly a. monillan
			that, U.S.H.R.
			CHARLING S. DePTILLAN
			CHARLING S. DePTILLAN
20-24, I	In dry dock as	before.	CHARLING S. DePTILLAN
20-24 I	In dry dock as	before.	
20-24, I	In dry dock as	before.	
			1 1 an Riller
			Charles R. m. milan
			Ens., U.S.M.N.
Approved:	11111111111111111111111111111111111111	Examined:	the second s

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sition	0800	1200	2000
t. ng.			
		OPERATIONAL REMARKS (WAR DIARY)	
prep Shij	e repairs. Receiving arations made for w	ig steam, water and pow un-docking ship. 6100 H of ship; 7ft. 6inches	, Portsmouth, Va., under- wer from the dock. 0000 All Meran flooding dry dock. 013 Forward, 16ft. Sinches aft.
		÷	Charles & Monitan Ens., U.S.M.R.
04-0	8 0758 Underway	in tow of tugs to bert	h 39. pier#6.
10000			charling monitan of antis a. Nerithan Eng., U.S.H.R.
Nooi Va	od stbå. side to; i with two manils li	aid of NavyYard tugs. In berth 39, pler \$6, h nes and six wires. 085 ng steam, water, and p	OBIO Cleared dry dock. 0850 Defolk Navy Yard, Portsmouth S Ceptain Valdon, Filot; Ster from the dock. Burkefurchi B.V. KASPKO'SSKI Lt. (dc), U.S.N.
12-1	6 Noored as ber	pro.	Bo-Karpenerski
			B.W. KASPHONSKI IA.(JC), V.S.M.
16-2	0 Noored as bef:	970.	Burkachunchi B.V. KADINISKI Le. (JE), V. H.V.
20-2	4 Moored as befo	ue.	Burkaspervale
			B.M. KASPACHUKI Lt.(Jg), U.S.N.
		Examined:	

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4042 M. Ma. 017361 N. Pers. 080 (Revised July 1992) F-405 8-405 Confidential DECK LOG BOOK BRV 245 U.S.S. almack (AKA10) July , 1943 12 Month of E. N 32

7184	PART III (CONFIDENTI	40 AL	12	Page
	and the state of the	1		Fage
UNITED STATES SHIP ALMANCK	(AKA-10)	Thursday	1 (Date)	July_, 19_43
Zone description Plus 4.	a second a second s			and the second
Position 0800	1200			2000
Lat.				
	OPERATIONAL REM (WAR DIARY)	ARKS		
00-04	a tan la la fac			100 - 200
Noored starboard side to Fortsmouth, Va., with two man alterations. Receiving water	o in berth # 39, nila lines and s r, steam, power	ix wires. and electri	rfolk Nav Undergoin city from KASPROVSK g), U.S.N	g repairs and the dock.
04-08				
Moored as before.		B.W. It.(j	Kaskio Kasproitski El. U.S.N	mehi I
08-12				
Moored as before.		D.W. Ens.,	COLE U.S.N.R.	
12-16 Moored as before.		D.J. Ens.,	OCole V.S.N.R.	
16-20 Moored as before.		D.W. Ens.,	OCAL COLE U.S.N.R.	
20-24				
Moored as before.		D.W. Ens.,	DCAL COLE U.S.N.R.	
Approved:	Examined:	87 E.F.	CARL, LA	aut., U.S.N.R.

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	105° 1-2 1/2 1/2			Page_	
UNITED STATES SHIP ALMACE	(AKA-10)	Friday	2 (Date)	July (Month)	, 19 43
Some description Plus 4.					
Position asoa	1200			2000	
Lat.				Root .	
Long.					the second s
	OPERATIONAL REM. (WAR DIARY)	ARKS			
00-04 Moored starboard side to Fortsmouth, Va. Undergoing r and electricity from dock.	in berth # 37, epairs and alte	pier 6, 1 rations.	Norfolk Ne Receiving	vy Yard, water, a	steam
and crossiteroy fion door.		R	Colores.	4	
		D.W Ens	. COLE ., U.S.N.F		
a			,		
04-08 Moored as before.				1	
		1	KUCOL	Le	
		Ens.	COLE U.S.N.F		
08-12					
Moored as before.			0.11	fan 1	
		R.	C. HEUNING	ing	
12-16					
Moored as before.		2	a de u	in	
		×.	C Heur	ing	
		Ens	., U.S.N.B		
16-20					
Moored as before.		-0	A IL		
		R.O	C. Heun	ing	
		Ens	., U.S.N.B	č.	
20-24					
20-24 Moored as before.		R	C. Aque	ing	
		R.C	. HENNING		
		Ens	., U.S.N.B		
					-
Approved:	Examined:	RAG	0		
DAMMENBURG, Commenter	er. U.S.N.	E.F. CA	Tiout.	. U.S.N.F	
Companying 0.8		and the state	and man and a state of the stat		ungalor.

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.

		Fage
UNITED STATES SHIP	(AEA-10) Satu	urday 3 July . 19_43
Plus 4.		(, (real) (assess)
Zone description	1200	2000
at.		
aug.		
01	ERATIONAL REMARKS (WAR DIARY)	
00-04 Moored starboard side to i Portsmouth, Va., with two manil	n berth ∦ 37, pier 6 a lines and siz wire	, Norfolk Navy Yard, a. Undergoing repairs
Portsmouth, Va., with two manil and alterations. Receiving ste		
		C. Hanney
		ns., U.S.N.R.
04-08		
Moored as before.		C. C. Henning
	R	.C. HENNING
	E	ns., U.S.N.R.
08-12 Moored as before.		- 00
moored as berore.	6	DACAN
		.F. CARL deut., U.S.N.R.
12-16		
Moored as before.		8-00
	E	.F. CARL
	L	ieut., U.S.N.R.
16-20 Noored as before.		200
moored as before.		CACEN
		.F. CARL 1eut., U.S.N.R.
20-24		
Moored as before.	g	100
	E	F. CARL
	L	ieut., U.S.N.R.
-		
Approved:	Examined:	500
ANNENDERG, Commander	U.S.N.	E.F. CARL, Lieut., U.B.N.R.
Commanding Offi	<i>a.</i>	the state of the s

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the enlendar munth.

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electric	osoo osoo th, Va., with 2 ity from the do	(WAR side to in Manila lise	AL REMARKS DIARY)		2000	
Gat. Long. 00-04 b Portemou electric	loored starboard ith. Va., with 2	(WAR side to in Manila lise	AL REMARKS DIARY)			
00-04 b Portsmou electric	loored starboard ith, Va., with 2 ity from the do	(WAR side to in Manila lise	DIARY)			
electric	loored starboard th, Va., with 2 lity from the do	(WAR side to in Manila lise	DIARY)			
electric	oored starboard th, Va., with 2 ity from the do	side to in Manila line	march 100 star			
04-08 L		G.C	se, and 6 wires.	din Nor Receiving	folk Navy steam an	Yard,
04-08 L			LIEU	ENENT, U.S	.W.R.	
	loored as before	•	OF	CALL TEMENT, U.S	.u.R.	
08-12 N	loored as before					
			D.17.	COLE U.S.M.R.		
12-16 N	cored as before					
				U.S.N.R.		
16-20 b	cored as before		D. W.	U.S.M.R.		
20-24 L	oored as before	•				
			D.H. Ens.	COLE U.S.N.R.		

To be forwarded direct to the Commander in Chief, U.S. Fleet, ether at end of an operation or at the end of the calendar month.

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Zone description	Plus 4					
Position	0500	1200			2000	
at. .ong.						
100						
		OPERATIONAL REMA (WAR DIARY)	RKS			
00-04 Ports: elect:	Noored Stbd, side outh, Va., with S icity from the do	o to in berth #39, 2 manila lines and bek.	pier #6 i 6 wires.	n Norfelk Receiving	Navy Yar steam an	d,
			D.W. (Cole DOLE U.S.N.R.		
04-08	Moored as before					
			D	2Cole 2012 U.S.N.R.		
05-12	Moored as before		Lelan Ens.	I They v.s.n.r.	quan	
12-16	lloored as before		Jelen	Hand Theory	pto-	
16-20	lloored as before		- Anteriora	L'Here		
20-24	Moored as before		Jelant Ens.,		усал 11	

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.

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	ack (aka-10)	Tuesday (Der)	6, (Deco)	July (Manua	, 19_43
				in the second	
0800	1200			2000	
	OPERATIONAL REN (WAR DIARY)	IARKS			
Moored Stbd. uth, Va., with 2 city from the do	side to in berth # 2 manila lines and bek.	39, pier #6, 6 wires. Rec	in Nor eiving	folk Navy steam and aurren	Yard,
				N.R.	
No remarks.		Jela Ens	Read The	Jangsen	~
No remarks.		8	E. BRUGG	ngger fr.	
No remarks.		Pro la construction de la construction de la construcción de la constr	E R	ungger it	
No remarks.		21e	utenent & Bu	, 0.3.9.2.	
No remarks.		Lie	utenent	U.S. R.	
		Lie	C. ISA BRUGG utenent		
1 Dannenser	Examined:	D Col	TRUTE	ant, u.ą.	N.R.
	Plus 4 0800 No remarks. No remarks. No remarks. No remarks. No remarks. No remarks.	100 1200 OPERATIONAL REPORTIONAL REPORT	Plus 4 0800 100 OPERATIONAL REMARKS (VAR DANY) Loored Stbi. side to in berth \$39, pier \$6, uth, Va., with 2 manila lines and 6 wires. In the dook. No remarks. No remarks.	Den the deck.	THES SHIP ALMAGE (Adia-10) Tugginy 6, July Plus 4 <u>osco</u> 100 200 000 Plus 4 <u>OPERATIONAL REMARKS</u> (WAR DANY) Moored dibit, side to in berth /39, pier 66, in Norfolk Navy uth, Va., with 2 manile lines and 6 wires. Receiving steam and oily from the dock. Ho remarks. No remarks. Standard (S.S. N.R.

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.

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ition	0800	1200		2000
ug.				
		OPERATIONAL R		
		(WAR DIAR	0	
00-04	licored Stud	, side to in bert	h #39. pier #6. in No	rfolk Nevy Yard.
Portsmo	uth, Va., with city from the	2 manilla lines a	h #39, pier #6, in No nd 6 wires, Receiving	steam and
0.TGCCLT	dicy from one	1001.	D.C. Bu	1.93
			LIEUTENEN	T, U.S.N.R.
04-08	Moored as be	efore.	96B	non no
			Q.T.BRUGO	as .
			PT0.0.13883	T, U.S.N.R.
08-12	Moored as b	efore.	~ ^	0
			Ether	K
			LIEUTENEN	T, U.S.N.R.
12-16	Noored as b	afore.		
			BAG.	0
			E.F. OAR	∽ T. U.S.N.R.
			Marro Farmer	.,
16-20	Moored us b	efore.	801)
			E.F. CARL	
			LICUTENED	T, U.S.M.R.
20-24	Moored as b	efore.	A = 0	
			87Qrk	_
			LIEUTRIE:	T, U.S.H.R.

To be forwarded direct to the Commander in Chief, U.S. Flect, either at end of an operation or at the end of the calendar month.

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		(.JGA-10) TI	(Day) (Day)	July , 1943
Sope description	Plus 4			
sition t.	0800	1200		2000
ng.				
		And the second second		
		OPERATIONAL REMARKS (WAR DIARY)	8	
Ports	Moored stbd, side outh, Va., with 2 : he dock,	s to in Berth 39, Pie manile lines and 5 with	DAC.	Ateum and power
04-08	Loored as before.		570	L r, u.s.n.a.
08-12	keered as before.		Sheert	<u>~</u>
12-16	Moored as before.		Phiad	r, U.S.N.R. K. r, U.S.N.R.
1904 Y aft. P away f	ard tugs arrived to ilot EVERTON to sur	rations to remove rat o assist in movement. pervise operations can byed floats clear of s tugs stay.	Secured to Por ne on board, 19 ship, 1945 3bip Quart	side fw'd, and 13 Ship broached
20-24	Noorad as before.		0	-
			S. mort	r, U.S.N.R.
Approved :		Examined:	e Dan	
1.1.1				

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				(Dag)	(Date) (Month	. 19 <u>43</u>
Zone description					100 S 10 S 10 S	
osition at.	0800		1200		2000	
ong.						
			PERATIONAL REM	ABVO		
		,	(WAR DIARY)	ABAS		
00-04 Portsm from t	Lloored outh, Va. No dook.	stbd. side t , with 2 man	o at Berth #39, 11a lines and 6	Pier #6 in Wires. Rec	Norfolk Navy 1 Delving steam as Muarter	fard, id power
				ð	MARTIN DUTERANT, U.S.	.R.
04=08	licored	us before.		K.	martin	
08-12	Moored	as before.		0 -	EUTENANT, U.S.	1.R.
				Be	Kasferoniski T. ELSPROVISKI EUT., (16), U.S.1	<i>ф</i> :
12-16	lioored :	as before.			hur Konforn W. KASPROVANI	Ŀ
16-20	Loored .	as before.		7.7	mor., (jg), U.S	
	1.5			₽.	w.Ko.efew W. EASPROVIELI EUT., (36), U.S.	
20-24	Moored	as before.			Burkanfrom	hi
					W. KASPROWSEI EUT., (jg), U.S	

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UNITED	STATES SHIP	JA-10)	Saturday	10	July (Meath)	. 19.4.3
	March 1		(ing)	(Links)	(Janaara)	
Zone descrip Position	nios Plus 4	1200			2000	
	CARD	1200		1.11.17	sing	
long.						
	OP	ERATIONAL RE	- MARKS			
		(WAR DIARY)				
00-04	Moored Stbd. side to, ; ith 2 mails lines and 6	der #6, bert	th /39 in Nor	folk Nav	y Yard, F	ortanou
Va. w. doak.	ith 2 manila lines and 6	wires. Neces	Lving stemm,	rater ai	id power f	rom the
			1ou	Acres	pro	ei.
			Lie	ut., (je)	, 0.8.N.	
						~
04-08	Moored as before.		12	Na	kow	shi
			por	- NATERI	7	
			110	ut.,[]s]	feour 1. 0	
06+12	Loored as before.		1	1 1-	-/	
			her	and into	han we	~
			Zns	., 0.0.1	l.n.	
6.52	Moored as before.					
12-10	Hooted HE Defole.		het.	and 7	hough	L
				U.S.		
16-20	Moored as before.					
			Jel	and to	han pour	-
			Ens	. U.J.)	1.H.	
20-24	Moored as before.					
			14	2.17	here we	-
			·/ 1.84	AND THOM	IPSON .	
			ana	., 0.3.1		
		12				
Approved :	Al Dannenser	Examined:	2010	10		
1	COMMANDER, USN.		040	sil .	Licutenant;	
	COMMANDING Conventing Office	e . .		alth,		wigster.

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	A second s		Page
UNITED	STATES SHIP	(al10) Jundas	11 July , 19.43
Zone descript	Flus 4	(1993)	(Loos) (Storis)
Position	0800	1200	2000
Lat. Long.			
	0	PERATIONAL REMARKS	
		(WAR DIARY)	
00-04	Moored Etbd, side to,	pier 6, berth 39 In	Horfolk Navy Yard, Portsmout
dook.	AND REPORTED AND A TRANSPORT	ATTAS' NO GIATUE STAT	Jacol Than per
		9	Annanchested 111 1 2 2 2
			Ens., U.S.N.R.
04-08	Noored as before.		10 1-1
		A	pland Thompson
			Mas., U.S.M.R.
08-12	licored as before.		
			charles monuton
			Ens., U.S.N.R.
	where he's reduin		
12-16	Moored as before.		
			charles m. millon
			Ens., U.S.N.R.
16-20	Moored as before.		
#0-40	HOULDE HO POLOLO		1 1 5
			cliartor a monielan
			Ens., U.S.N.N.
20-24	Moored as before.		
			Charles D. monicilian
			Ens., U.S.N.R.
Approved :		Examined:	00
	HJ Dannenberg	2 0	Flank
	COMMANDER, USN manding Of	See.	O.RI., Lieutennet U.S.M.R.? Navigetor.
the second second	COMMANDING	and the second se	and the second

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	STATES SHIP ALL	AAGK (AKA=10)	Monday (My)	12	July (Month)	_, 19.43
Zone descripti	the second state of the se					
osition	0800	1200			2000	
ong.				and the second	Sec. 1	
		OPERATIONAL REMAI (WAR DIARY)	RKS			
		(wak Diakt)				
00-04 mouth, the doc	Va., with 2 manila	to in berth #39, pi lines and 6 wires.	er #6 at 1 Receiving	lorfolk steam a	Navy Yard nd power 1	Ports ron
			CHARI	LS S. 11 U.S. 11.	Snilfan 5 MILLAN R.	
04-08	Moored us before.					
feet level			de	1100	Suiden	
			CHARL	23 3. 12	C MILLAN	
			15n8 . ,	v.s.v.	K.	
08-12	Moored as before.					
			A	Cole	_	
			Lieut	(je).	U.S.N.R.	
12-16	Moored as before.					
44-44	noored at service	•				
			D. W.	Col	a	
			Lieut	·· , (J@) .	U.S	
16-20	licored as before.	e F				
			19	W Cole		
			Lieut	(jg).	U.S.M.R.	
00.01	Moored as before.					
20-24	wooled ds perole.		0	wool	,	
			D. 7.	COLE		
			Lieut	(jg),	U.S.N.R.	
		decision and		1.1		

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			100.00			
	TATES SHIP منالك. Plus 4	10 <u>1 (nin-10)</u>	Tuesday (Bw)	13 (Deca)	July (Mann)	_, 19.43
osition	0800	1200			2000	
at						
ng.						
		OPERATIONAL REMA (WAR DEARY)	RKS			
00-04 Portsmo power f	Moored Stbd. si- outh, Va., with 2 : 'ron the dock.	de to in berth #39, manila lines and 6	pier #6 at wires. Rece	Norfeli	k Navy Yai tean, wate	rd, ar and
			D.W. C Licut.	ole (jg), t	J.3.N.R.	
04-08	Moored as before	ο.				
			D.V. C	0 Cole (jg), 1	J.S.M.R.	
08-12	koored as befor	а.	B. W. K	Karka ASPHOVISI , (JE), U		
12-16	Noored a s befor	e.	13 . O . K	Lasper ASPROVES , (3E), 1		
16-20	Noored as before	».	Berk B. 7. E Lieut.	12 - free Jaspiconas , (3e) , 1	T	
20-24	licored as before	•	Bur A B.N. E Lieut.	Asprovisi	reki J.s.n.	
Approved:	4 Dannen Beng	Examined:	8300	el.		

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	a di tatan da sa			Page
UNITED ST	ATES SHIP	ack (neato)	Wednesday 14, one date	July, 19.43
Zone description	Plus 4			
osition .at.	0800	1200		2000
iong.				
		OPERATIONAL REM (WAR DIARY)	IARKS	
00-04 berth) ations	Loored at No 39 with 6 wire receiving powe	orfolk, Navy Yard, Por as and two manila li ar lights, steam and	mater from dock.	
			B. W. KASPAU Lieut., (JE	DWSKI) U.S.N.
04-08	Moored as be	fore.	Bw Kaspa B. W. Kaspa Liout., (Jg	WSKI
08-12	Moored as be	fore.	J. V. Pour Liout MU.	era. 3. N. R.
12-16	Loored as be	fore.	J. V. Poul Lieut. 190.5	мла 3 .N.R.
16-20	Moored as be	fore.	P.V. Pou Lieut Poular	ueca 3 .N.R.
20-24	Koored as be	fore.	J. V. Powers J. v. POWERS	era- ³ .N.R.
Approved:	Minenberg Com	Examined:	E Casl Lieur	tenant, U.S.N.R.

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*186		PART III		
	- 1 A I	CONFIDENTIAL		Page
UNITED	STATES SHIP ALMAA		ursday, 15	July , 194
Zona descrip	eion Plus 4			Constant.
sition	0800	1200		2000
nt.				
		OPERATIONAL REMARKS (WAR DIARY)		
00-04 berth receiv	Moored at Norfolk #39 with 6 wires an ing power, lights,	Navy Yard, Portsmouth, d 2 manile lines. Under steam, and water from do	going repairs ck.	and alteration:
			g.V. Fou	us
			J. V. Pour t. V. POWER Lieut., (Je	3), v.s.n.R.
04-08	Moored as before.			
			A.V. Pour	un
			J. V. Pour J. V. POWER Lieut. (JE)	U.S.N.R.
08-12	Moored as before			
			charles Q. :	milla
			CHARLES S. 1 Ens., U.S.N	CMILLAN
	Sec. 1. Constant			
12-10	Moored as before.			6.
			Charles S. 1 CHARLES S. 1	IoMILLAN
			Ens., U.S.N.	.R.
16-20	Moored as before.			
			Charles & P.	Suicon
			CHARLES S. M Ens., U.S.N.	
20-24	Moored as before.			
			Charles S. 1	Spinielan MILLAN
			Ens., U.S.N.	R.
			i.	
		1		
Approved	Maanenter.	Examined:	Had	
	JT DANNENBERG	E. 1	P. CARL, Libut	enant, U.S.N.R.

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BN P100 PART III CONFIDENTIAL Page. UNITED STATES SHIP ALMAACK (AKA-10) Friday 16 July_, 19.43 Zone description Plus 4 Position 0800 1200 2000 Lat. Long **OPERATIONAL REMARKS** (WAR DIARY) 00-04 Moored at Norfolk Kavy Yard, Portsmouth, Va., stbd. side to pier #6 berth #39, with 6 wires and 2 manila lines. Undergoing repairs and alter-ations, receiving power, lights, steam and water from dock. CHARLES S. MeMILLAN Ens., U.S.N.R. 04-08 Moored as before. CHARLES S. MeMILLAN Ens., U.S.N.H. 08-12 Moored as before. G. MARTIN Lieut., U.S.N.R. 12-16 Moored as before. eut., U.S.N.R. 16-20 Moored as before. eut., U.S.N.R. 20-24 Moored as before. MARTIN eut., U.S.N.R. Approved: Examined: Car 0 DANNENBERG usig /. F. CARL, Lieutenant, U.S.N.R. Commanding Offert. Nampator.

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		CONFIDENTI	AL		Page_	
	STATES SHIP ALMA/	* CK (AKA-10)	Saturday	17 (Det)	July	., 19.43
Zone descript	em	1000			20000	
Position Lat.	0800	1200			200.00	
long.					~~~~	in the second
		OPERATIONAL REN (WAR DIARY)				
00-04 ∦6, ber alterat	Moored at Norfolk th #39, with 6 wir tions, receiving po	Navy Yard, Ports es and 2 manila 1 wer, lighta, stear	and water 1	rom dock		pier
04-08	Moored as before.		J. M.	nti TIN U.S.N.I	R.	
08-12	Moored as before.			Thompson THOMPSON U.S.N.R.	<i>um</i>	
12-16	Noored as before.		John LELANT	THOMPSON U.S.N.R.	alara 1	
16-20	Moored as before.		Floure ISLAND Ens.,	THOMPSON U.S.N.R.		
20-24	Moored as before.		Felena Ens.,	THOMPSON U.S.N.R.	princ	
Approved :	Hy Dannenber	Examined:	E Car	Lieutenar	nt, U.S.N	.R.

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UNITED	STATES SHIP.	ALMAACK	(AKA-10)	Sunday	18 (bas)	July (Meetk)	., 19 43
Zone descrip	tion Plus 4						
osition at.	0800		1:200			2000	
ong.	and the second second						
00-04	Noored at	Norfolk 1	OPERATIONAL RI (WAR DIAR) Navy Yard, Port	o smouth, Va., S	tbd, side	to pier	#6
receiv	ing power,	wires and lights, st	l 2 manilá line team, and water	from dock.	NO THOM	SON	
04-08	Moored as 1	before.			AND THOMP		
08-12	Moored as 1	before.			V. Powers (jg), U.		
				Li.	(jg), U.	S.N.R.	
12-16	Moored as	before.		9. Lt.	V-Fou v. powers (je), v.	s.N.R.	
16-20	Moored as 1	before.		8.	V. Pourers (js), U.	s.N.R.	
20-24	Moored as 1	before.			V. Por v. povers (16), u.		
Approved:	Dancio	Corentanding	Examined:	EDE) L, Lieute		.S.N.R.

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			PART III CONFIDENTIA	L		Page_	•
UNITED	STATES SH	IP ALLANUS	(alia-10)	Monda y	19 (Date)	July	_ , 1943
Zane descri	ption						
Position	0500	2000	1200			2000	1
ang.							
			OPERATIONAL REM. (WAR DIARY)	ARKS			
berth	039. with 1	wires and	vy Yard, Portsmo 2 manila lines. um, and water from	Undergoing	tbd. side repairs	e to pier und alter	%6 rations
				A.V.	Pourse (JE), U	.s.N.R.	
80-40	Moored as	before.					
				2:2	(Je).	.s.N.R.	
08-12	Moored as	before.					
				Ch.	activa	mile	~
12-16	Moored as	before.					
				CHAR	arler 4.	MEnciels SCHILLAN	e
16-20	Moored as	before.					
				ulina.	uler 4. 11.15 8.1 , 0.8.11.	on stail	lan
20-24	Moored as	before.					
				CHAR	135 S. 1 . 0.8.N		n
		.0					
Approved			Evanined:	x			
A	Darres			Uteas	/ Lieutena		

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UNITED	STATES SHIP	ALMAACK (Tuesday (Day)	20 (Peix)	July (North)	. , 19 <u>43</u>
Zone descript	Flus 4						المعدية الم
osition	0800		1200			2000	
at. ong.							
			OPERATIONAL REMAR (WAR DIARY)	KS			
00-04 berth receiv	Noored at 39, with 6 ing power,	Norfolk and wires and 2 lights, ster	yy Yard, Portsmou manila lines. U um, and water fro	th, Va., : ndergoing m dock.	atbd. si repairs	de at pie and site	r 96, rations,
				oh	enters .	monielan	/
				Ens	U.S.M	.R.	
04-08	Moored as	before.					
						n6. 1.1	
				diff	hus s.	moniela	~
				Sns	., U.S.N	• 11 •	
08-12	Moored as	before.					
				R	er Co	le	
				Lt.	(je), U	.S.N.H.	
12-16	Moored as	ballone					
24-10	100164 68	001010.				~	
				D	es Co		
				Lt.	(Je), U	.S.N.R.	
15-20	Noored as	before.					
				R	en Co	le	
				Lt.	(jg), U		
20-24	Moored as	hofene					
A-1-6-18	200164 45	berore.		-		0	
				0.	(Je), U	e .	
				Lt.	(38), U	.S.N.R.	
Approved			Examined:	20			
		mang-	L'ASTRUMEST:	E /V	3 ()		

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				Page
	STATES SHIP ALMAADE	(AFA-10)	nesday 21 an (hes	July , 1943
Zone descrip	ption			
osition at.	0800	1200		9000
ong.				
		OPERATIONAL REMARKS (WAR DIARY)		
smouth	, Va., with six wires	at pier #6, berth #39 and 2 manila lines. U wer, and water from dr	Indergoing alters	Yard, Port- ition and
			Swco	les
			D. W. COLE Lt. (Jg), U.	
			Lt. (jc), U.	5.W.R.
04-08	Moored as before.			
			Deveo	2e
			D. W. COLE	
			Lt, (je), U.S	S.N.R.
08-12	Moored as before.			
			Jeland The	man
			LELAND THOMPS	ION
			Ens., U.S.N.I	
12-16	Moored as before.		1000	0
			Feland The	engen
			LELAND THOMPS	
			Ens., U.S.H.J	• • • • • • • • •
15 00	warnin of example			
16-20	Moored as before.		1000	2
			detary to	Jan
			LELAND THOMPS Ens., U.S.N.B	1011
			ano, 0101111	
20-24	Moored as before.			
20-24	moored as before.		In na	2
			helment The	- para
			Ens., U.S.N.R	
Approved	N.A.	Examined:	200	
	Jamesberg	Q	T and House	ant, U.S.W.R.
-6	Commandia	a Oplicer.		Navigator,
~				

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	Dine (AGK (AKA-10)	Thursday	22 (Dece)	July , 1943
Zone deser	iption				
sition .t.	6800	1200			2000
ng.					
		OPERATIONAL REM (WAR DIARY)	IARKS		
0-04 ortam tlons	Moored stbd. side outh, Va., with six and repairs, recei	to at pier #6, ber wires and two mani ving steam, power,	th #39, Norfo la lines. Un and water fro	lk Havy Y dergoing n dock.	erd, alter-
			Ens.	U.S.N.R	
04-08	Moored as before.			~	
			hele	Athan	, pren
			Ens.	U.S.N.R	011
-1.1.					
08-12	Moored as before.		0.0	IP	
			4.7	Poures	na
			Lt.	(je), U.S	.1728.
2-16	Moored as before.				
-40	moored as before.		0.9	P.P.	
			Ø. 4	Pours (JE), U.S	us
			7.2.	G81, 0.0	•0) • R •
16-20	Moored as before.				
			8.2	Pour	- Aller
			d.v	(jg), U.S	.01.18.
20+24	Moored as before.				
			8.2	Poure	n
			Lt. V	(jg), U.S	.W.R.
-					
Approved	: 	Examined:	220	0	
SH	Damaratery	and the second	B. F. CARL	Heuten	ant, U.S.W.R.
-	Course	nanding Officer.			Narigator.

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UNITED ST	ATES SHIP	ALMAACK	(AKA-10)	Friday	23 (Dete)	July	, 19_43
Zone description.	Plus 4						
Position	0800		1200			2000	
Lat. Long.							
			OPERATIONAL REN (WAR DIARY)	IARKS			
Portan	nouth, Vi	rginia., w	side to at pier ith six wires an receiving steam	nd two manils n, power, and	lines. Water :	Undergo from dock	ing
				J Lt.	. Pour FONER (Je), U	era 3 .8.N.R.	
04-08	Moored (as before.					
				9	V. Pour 1000000000000000000000000000000000000	werg 5 .S.N.R.	
08-12	Moored (as before.					
				OHAI Ens.	irs s. i , u.s.n	Sec.24 Montillan .R.	en
12-16	Noored (as before.					
				CHAI	LES S. I , U.S.N	M. Said Melillan .R.	'en
16-20	Moored :	as before.					
				cHAS Ens.	LES S. 1 , U.S.N.	NILLAN .R.	4
20-24	Noored (as before.					
				CHAI Ens.	LES S.) , U.S.N.	minit MILLAN R.	lon
Approved:	Y DANNI	Maenter INBERO Coronandía	Examined:	E. F. CAR) LLieut	tenant.,	U.S.N.R

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P 180			PART III				
		C	ONFIDENTIA	NL		Page_	
UNITED S	STATES SHIP	ALMAACK (A	KA-10)	Saturday	24 (Date)	July	, 19 43
Zone descripti	m Plus 4				1.050,000	100 million	
Position Lat.	0800		1200			2000	
Long.	1.5						
		OP	ERATIONAL REM (WAR DIARY)	ARKS			
00-0. Port. alte:	4 Moored st smouth, Virg rations and	arboard side inia., with repairs, rec	to at pier (six wires and eiving steam,	#6, berth #3 d two manila , power, and	9, Norfe lines. water :	olk Navy Y Undergoi from dock.	ard, ng
				CHARD Ens.	LES 5. 1 , U.S.N	R. Suitlan MILLAN .R.	
04-0	8 Moored as	before.					
				chan Bns.	ulu 4. LIS S. I U.S.N.	m ^G uillan R.R.	~
08-13	2 Moored as	before.					
				G. 10	ARTIN t., U.S.		
12-16	6 Moored as	before.					
				g. M. Ileut	kiert ARTIN L., U.S.	.N.R.	
16-20	0 Noored as	before.		- Li ",			
				Q. M. Lieut	artin t., U.S.	.N.R.	
20-24	Moored as	before.					
				ol M. Meut	north ARTIN t., U.S.	.N.R.	
Approved:	din.		Examined:	ere	2.0		
/	AL DALIMENT	BERO Consuming Office		E. F. (DARL. LI	eutenant.	U.S

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To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.

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and the second second	and the second		Page
	STATES SHIPALMAAG	(). 	Sunday 25 July , 1943 (Day) (Date) (Momile)
Position	0800	1200	2000
Lat.	0000	1.800	
Long.			
		OPERATIONAL REMARK (WAR DIARY)	(S
00-04 : Portsmo and rep	loored starboard sid ath, Va., with six v sirs. Reseiving st	ie to at pier 76, Bo wires and two manila sam, power and water	rth 939, in Norfolk Navy Yard, lines. Undergoing alterations from dock. G. fuerth Light., U.S.N.H.
04-08	Woored as before.		2. Junitin Ligut. U.E.N.M.
08-12 1	Cored as before.		LILANS THENRON Ene., U.S.H
12-16 1	cored as before.		
			Land Them new Ens., U.S.F.R.
16-20 1	foored as before.		LELAND THOLESON Ens., U.S.N.R.
20-24	oored as before.		
_			Sns., U.S.N.R.
Approved:	JY Lanceburg DANNENSSKO Commented	Examined: Ung Officer.	R. F. SARD, tleutenant, U.S.N.R. Narigator.

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.

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	STATES SHIP ALL	MAGE (ANA-10)	Monday (Per	26 (Dece)	July (Manto	_, 19 <u>43</u>
And the second second	otten Plus 4					
Position Lat.	0800	1200			2000	
Long.						
		OPERATIONAL REM (WAR DIARY)	IARKS			
Portsu	outh, Va., with	ide to at pier %6, ber six wires and two man g steam, power, and wa	ile lines.	Undergoi	Yard, Ing altere	tions
				15.13 mic	nilison n.a.	2
80-40	Moored us befor					
					infon M.R.	
08-12	Moored as befor	·e.				
			R. En	0. Hec 0. 1000 18., U.S.	caring ING M.R.	
12-16	Moored as befor	·e.				
			-X a. Br	0. C. He 0. 10000 18., U.S.	inna N.R.	
16-20	Moored as befor	·e.	R.	3. <i>0. H</i> z c: IIIII s.; U.s.	uning N.R.	
20-24	Moored as befor	·8 -			~	
			A. En	0. HENRI 8., U.S.	ing M.R.	
Approved	4 Dannen	Examined:	E. F. OBHL	, Lieute	the second se	

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar munih.

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			Page		
UNITED STATES SHIP	AGE (AEA-10)	Tuesday (Day)	27 (2009)	July (Meeth)	_, 19_43
Zone description Plus 4					
osition 0800	1200			2000	
ong.					
00-04 Moored stbd, side	OPERATIONAL RE (WAR DIARY) to at pler #6, Ber	th #39, Norfe	olk Navy	Yard,	
Fortsmouth, Va., with six and repairs, receiving st	t wires and two mar team, power, and wi	ter from dock			Tous
		R	C. Heu 0. 115.	nio 1.R.	
04-08 Moored as before.			I = r	-	
		R .	. C 442. c. 1111111 ., U.S.1	ENG /	
08-12 Moored as before.		E	40	L.	
12-16 Moored as before.		ī.i.	rat., U.S	s.n.r.	
		Z. Lie	F. CARL	.N.R.	
16-20 Moored as before.		(C) R;	P. CARL	e_	
			ut., U.S		
20-21 Moored as before.		5	30	e	
		Lie Lie	P. CARL out., U.S	.n.R.	
Approved 1 1 Days	Examined;	200			

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UNITED STATES SHIP		Incaday 28 July , 19 43
Zone description Flus 4		
Position 0800	1200	2000
Lat. Long.		
	OPERATIONAL REMARKS (WAR DIARY)	
00-04 Hoored starboard sid Va., with 6 wires and two m from the dock.	e to in berth 039, Nor enils lines. Receivir	rfolk, Havy Yard, Portsmouth, ng steam, water and power
		E. F. CARL Lieut., U.S.E.R.
04-08 Moored as before.		E. F. CARL Lieut., U.S.K.R.
08-12 Moored as before.		Devela
12-16 Noored as before.		D. W. GOLE It, (jg), U.S.M.R.
		Den Cole I. d. ochi It. (jg), U.S.R.R.
16-20 Moored as before.		Der Cole Lt. (JE), U.S.N.R.
20-24 Noored as before.		D1:00-0
		D. W. COLS Lt. (jg), U.S.N.H.
Approveden	Examined:	
Approved H Damencug	<u>م</u>	F. GARL, LIeutenant., U.S.F.R. Navigator.

To be forwarded direct to the Commander in Chief, U. S. Floet, eliker at end of an operation or at the end of the calendar month.

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		Page
UNITED STATES SHIP ALMAACK (A	4KA-10) T	hursday 29 July , 19 43 (Dep) (Deb) (Deb)
contion 0800	1200	2000
at.	1200	
ong.		
	OPERATIONAL REMARKS (WAR DIARY)	
00-04 Moored starboard side Va., with 6 wires and two me from dock.	s to in berth #39, Nor mila lines. Receivir	
		Aucal
		D. W. COLE Lt. (jg), U.S.N.R.
04-08 Moored as before.		E. contract
		D. W. COLE
		Lt. (jg), U.S.N.R.
OR 10 Victoria on home		
08-12 Moored as before.		20 1-11
		TLELAND THOMPSON
		Ens., U.S.N.R.
12-16 Moored as before.		
12-10 moored as perore.		201 42
		LELAND THOMPSON
		Ens., U.S.N.R.
16-20 Moored as before.		
10-20 moored as before.		Reland Human
		LELAND THOMPSON
		Ens., U.S.N.R.
20-24 Moored as before.		
The second s		La Proven
		LELAND THOMPSON
		Ens., U.S.N.R.
Approved A. A.	Examined: É	30.0
A DANNENBERG	Co	F. CARL, Lieutenant, USNR.
Commandia		Navigator, Dieutenant, OSBR.

To be forwarded direct to the Commander in Chief, U.S. Flect, either at end of an operation or at the end of the calendar month.

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	and the second second			, Page		
UNITED STATES SH	HP ALMAACK	(AKA-10)	Priday	30 (Dele)	July	_, 19.43
Zone description Plus	4					
esition 080	A state of the same state of the same state of the same	1200			2000	100
ut, ong.						
ALL						
00-04 Moored s Va., with 6 wird	tarboard side	to in berth # a lines. Rece	39. Norfolk	Navy Ya, power,	rd, Portan and water	nouth, r from
			¢	LELAND Ens., U	THOMPSON	m
04-08 Moored as	s before.		9	Eland LELAND Ens., U	THOMPSON .S.N.R.	m
08-12 Moored as	s before.			J. V. P. J. V. P. Li. (Js	Fours overs), U.S.N.I	a.
12-16 Moored as	s before.			9. 9. 9 Lt. 138	Favers OWERS), U.S.N.I	۹.
16-20 Moored as	s before.			J. V. I. v. P. It. (JS	Vouers OWERS), U.S.N.J	
20-24 Noored as	s before.			9. V. R F. V. R Lt. (JS	Vour OWERS), U.S.N.F	- ?•
Approved:	ENBERG Commending	Examined:	5) E. T.	CaRL, L	leutenant.	, U.S.

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been state of the second		Page
UNITED STATES SHIP	ALMAACK (AKA-10) Sat	turday 31 July , 19.43 (Day) (Date) (Manito
Zone description P105 4	1200	1 2000
et.	1200	
ong.		
	OPERATIONAL REMARKS (WAR DIARY)	
00-04 Moored starb Portsmouth, Va., wi and water from dock	oard side to in berth #39, p th 6 wires and 2 manila line •	pier #6, Norfolk Navy Yard, es. Receiving steam, power,
		J. V. POWERS Lt. (JE), U.S.N.R.
04-08 Moored as be	fore.	
		J. V. Powers Lt. (Jg), U.S.N.R.
08-12 Moored as be	fore.	E. F. CARL Lt. U.S.N.R.
12-16 Moored as be	fore.	E. F. CARL Lt. U.S.N.R.
16-20 Moored as be	fore.	E. F. CARL Lt. U.S.N.R.
20-24 Moored as be	fore.	E F. CARL Lt. U.S.N.R.
Approved J. Stanen	Examined:	F. CARL, Lieutenant., U.S.N.R. Narrgeler.

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.

		CONFIDENTI		Page
FILL ST				020231
UNITED ST	TATES SHIP ALMA	ACK (AKA-10)	Sunday	1 August , 19_4
Zone description	Plus 4			
sition .t.	0800	1200		2000
ng.				
		OPERATIONAL REM (WAR DIARV)	ARKS	
Yard,	Moored starboard Portsmouth Virgin , water and power	ia., with 6 wires	in berth #39, and 2 manila	at Norfolk Navy lines. Receiving
	,		A	20
			040	aex
			E. F. J. Lieut.	, U.S.N.R.
04-08	Moored as before			
0.000			10	00
			04	aux
			E. F. C.	, U.S.N.R.
08-12	Moored as before			
00-12	NOVIOU DA DELOIR			
			RW	Col
			D. W. 1 Lt. ()	COLE g), U.S.N.R.
12-16	Moored as before			
1-10	source as before	a		
			, QU	Cale
			D. W. Lt. (j	COLE g), U.S.N.R.
16-20	Moored as before			
10-20	moored as perore			
			Du	Cole
			D. W.	Cole g), U.S.N.R.
				8
20.21	Moored as before	100 T T 10		50 50
20-24	moored as perore	•		5
			Du	Cole no
			D. W.	COLE B), U.S.N.R.
	54814		200 (1)	5
			0	
Approved:	Al Dance	Examined:	Exa.	
	A DANNENBER	10 h	E. F. CARL. L	ieutenant., U.S.N.R.

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	CONFIDENTIAL	Page
	v (ivi io) Needer	
UNITED STATES SHIP ALMAAC	K (AKA-10) Monday (Day)	2 August . 19 42 (Date) (Masib)
Zone description Plus 4		and the second second second second
Position 0800 Lat.	1200	2000
Long.		
	OPERATIONAL REMARKS (WAR DIARY)	
00-04 Moored starboard si Portsmouth, Va., with 2 ma and water from dock.	de to in berth #39, pier #6 nila lines and 6 wires. Rea	
	p.Q.	COLE
	Lt.	(jg), U.S.N.R.
04-08 Moored as before.		
04-00 100100 15 001010.	A	weale
	D. W	(jg), U.S.N.R.
08-12 Moored as before.	~	
	tela	Athannen
		U.S.N.R.
12-16 Moored as before.		
1. 10	1.1	0 40
		THOMPSON
	LNS.	, U.S.N.R.
16-20 Moored as before.	0	
	Tele	und Theman
		ND THOMPSON U.S.N.R.
20-24 Moored as before.		0
	Jet.	end hauger
	Ens.	U.S.N.R.
Approved:	Examined:	100
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To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.

STATES SHIP	ALMAACK	(AKA-10)	Tuesday	3 Au	gust . 19 4:
STATES SHIP			(Dup)		eedia)
tion Plus 4					
0800		1200		2000	
	(OPERATIONAL REM (WAR DIARY)	ARKS		
Moored starb mouth, Va., wi ater from the	oard side th 2 mani dock.	to in berth # la lines and 2	39, pier #6, 1 wire. Recei	Norfolk Nav	y Yard, , power
					exan
Moored as be	fore.				
			10	althan	suc
					
Moored as be	fore.		8.	V. Powe	us
			Li.	(jg), U.S.I	¢.R.
Moored as be	fore.		A. Lt.	V. Pour , powers (jg), U.S.1	ил N.R.
Moored as be	fore.		g.	V. Pau (je), v.s.	ил к.R.
Moored as be	fore.		2 Lt.	V. Pow FOWERS (je), U.S.1	us 1.R.
a. A.		Examined:	200)	
	Noored starb mouth, Va., wi ater from the Moored as be Moored as be Moored as be Moored as be	0800	0900 1200 OPERATIONAL REM (GAR DIARY) Moored starboard side to in berth # houth, Ve., with 2 manila lines and 2 ater from the dock. Moored as before. Moored as before. Moored as before.	0800 1200 OPERATIONAL REMARKS (WAR DIAKY) Moored starboard side to in berth #39, pier #6, 1 houth, Va., with 2 manila lines and 2 wire. Recelenter from the dook. Moored as before. Moored as before.	0800 1200 2000 OPERATIONAL REMARKS (SAN DIANY) Noored starboard side to in berth #30, pler #5, Norfolk Nav, nouth, We, with 2 manile lines and 2 wire. Receiving steam ater from the dock. Moored as before. Million Thomson Ene., U.S.N.R. Moored as before. M. V. Ward I.L. (1gl), U.S.N.R. Moored as before. M. V. Vard I.L. (1gl), U.S.N.R. Moored as before. M. V. Fourtes I.L. (1gl), U.S.N. Moored as before. M. V. Fourtes I.L. (1gl), U.S.N.

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UNITED STATES S	SHIP ALMAACH	(AKA-10)	Wednesday 4	and the second se	. 19_4
Zone description Plus	4		(Dig) (Di	ate) (Month)	
Position 08	\$00	1200		2000	
Lat. Long.					
		OPERATIONAL REN (WAR DIARY)	IARKS		
00-04 Moor Portsmouth, power, and	ed starboard Virginia., w water from th	side to in berth with 2 manila lin we dock.	#39, pier #6, 1 es and 6 wires.	Karfolk Navy Y Receiving st	ard, eam,
			J.	V. Powers V. POWERS (Jg), U.S.N.	R.
04-08 Moore	ed as before.				
			$\mathcal{J}_{\mathbf{Lt}}^{\mathbf{L}}$	V. Powers v. powers (js), U.S.N.	R.
08-12 Moore	ed as before.			19	
			CHA	harles S. MoMIL ARLES S. MoMIL A., U.S.N.R.	Frica LAN
12-16 Moore	ed as before.				
			CH. Ens	ALES, S. MeMI	LLAN
16-20 Moore	ed as before.				
			CH) Ene	HLES S. MoMIL U.S.N.R.	LAN
20-24 Moore	ed as before.				
			CHA	RLES S. MoMIL	Driec (e LAN
Approved:		Examined:	200		-

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W u. a. abntanatar Peintina affice i nina an-6

	CONFIDENTIA		Page
UNITED STATES SHIP ALMAAC	K (AKA-10)	Thursday 5	August, 1943 (Steenb)
Zone description Plus 4			
Position 0800	1200		2000
Long.			
	OPERATIONAL REM. (WAR DIARY)	ARKS	
00-04 Moored starboard si Portsmouth, Va., with 6 wi electricity, and water from	de to in berth #39 res and 2 manila 1 m the dock.), pier #6, Norfol) Lines, receiving st	(Navy Yard, Seam, power,
		CHARLES S. Mo Ens., U.S.N.I	MILLAN .
04-08 Moored as before.			
		CHARLES S. M Ens., U.S.N.	MILLAN R
08-12 Moored as before.			
		D. W. COLE Lt. (jg), U	د .s.n.r.
12-16 Moored as before.		Del Col	
		D. W. COLE Lt. (jg), U	
16-20 Moored as before.			
		D. W. COLE Lt. (JE), U	.s.n.r.
20-24 Moored as before.			
		D. W. COLE Lt. (jg), U	.S.N.R.
Approved: ULA	Examined:	eres	

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			CONFIDENTIA	L T		Page_	
UNITED	STATES SHIP	ALMAACK	(AKA-10)	Friday	6 (Date)	August	. 19_43
Zons descrip	tion Plus	4					
Position	0800	A CORPORE DOWN	1200			2000	-
Let. Long.							200.12
00-04	Veened in		OPERATIONAL REMA		Donto	auth Va	
starbo power	ard side to from dock.	with 6 wire	pier #6, Norfolk es and 2 manila	lines. Rec			er, an
				D. W. CO Lt. (jg)			
04-08	Moored as	before.		644	a		
		1		D. W. CO Lt. (jg)	LE , U.S.I	I.R.	
08-12	Moored as	before.		10.0	7	,	
				LELAND T Ens., U.		-	
12-16	Moored as	before.		11.1	10		
				LELAND T Ens., U.			
16-20	Moored as	before.		11	1-10		
				Ens., U.	HOMPSON S.N.R.		
20-24	Moored as	before,		101	-11		
				LELAND T Ens., U.	HOMPSON S.N.R.	I	
Approved :	AL DANN	ance bu	Examined:	E. F. CAR	L. Iter	tenant., 1	J.S.N.1

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Zone descriptio	and the second se	the second s		
osition	0800	1200	2000	
ong.				
		OPERATIONAL REMARKS (WAB DIARY)		
00-04 Mo starboard and power	ored in berth #39, side to with 6 wir from dock.	pier #6, Norfolk Navy Y es and 2 manila lines.	Mard, Portsmouth, Va., Receiving steam, water,	
			LELAND THOMPSON Ens., U.S.N.R.	
04-08 Mo	ored as before.		10 0 00	
			LELAND THOMPSON Ens., U.S.N.R.	
0 5-12 Mo	ored as before.		J. V. Powers Lt. (jg), U.S.N.R.	
12-16 Mo	ored as before.			
			J. V. Paruers Lt. (jg), U.S.N.R.	
16-20 No	ored as before.		g. V. Powers J. V. POWERS Lt. (Jg), U.S.N.R.	
20-24 Mo	ored as before.		J. V. Powers Lt. (jg), U.S.N.R.	

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at ead of an operation or at the end of the calendar month.

						Page_	
UNITED S	TATES SHI	P ALMAACK	(AKA-10)	Sunday	8 (Dete)	August	., 19
Zone descriptio	Plus 4						
osition at.	0800		1200			2000	
ong.					-		
			OPERATIONAL REN (WAR DIARY)	IARKS			
00-04 starbo water,	Moored s ard side and powe	t berth #39, to, with 6 w or from the d	pier #6, Norf fires and 2 man lock.				
				0	J. V. P Lt. (jg	Powers OWERS), U.S.N.R	
04-08	Moored a	s before.				6. S	
				0	S. 7. 1 J. V. P Lt. (Js	Vouers OWERS), U.S.N.R	•
08-12	Moored a	s before.					
					CHARLES Ens., U	S. McMILL .S.N.R.	AN
12-16	Moored a	s before.					
					CHARLES Ens., U	S. MoMILL .s.N.R.	AN
16-20	Moored a	s before.					
					<i>charles</i> CHARLES Ens., U	. s. MoMIL .s.N.R.	LAN
20-24	Moored a	s before.					
					CHARLES Ens., U	s. McMILL S.N.R.	AN
Approved:	Ju 2	Tanence	Examined:	220	he .	enant., U.S	

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			ONFIDENTL	AL		Page	
UNITED STATE	S SHIP	ALMAACK	(AKA-10)	Monday (Day)	9 (Dete)	August (Meetb)	, 19.4
Zone description Pl	lus 4						
osition at	0800		1200			2000	_
ong.							
		OP	ERATIONAL REM (WAR DIARY)	ARKS			
00-04 Mod starboard moored to	side to, port side	erth #39, p with 6 wir e. Receivi	ier #6, Norfo es and 2 mani ng steam, wat	olk Navy Yar ila lines, w ter, and pow	d, Port ith U.S er from	smouth, Va. .S. COBB dock.	•
				CHA	RLES S. ., U.S.	Momillan N.R.	~
04-08 Mod	ored as be	fore.					
				CHA	RLES S. ., U.S.	Monitian N.R.	*
08-12 Mod	ored as be	afore.					
				A	wed	e	
				D.	W. COLE	U.S.N.R.	
				201	136/1		
12-16 Mod	ored as be	fore.					
				nd	Juco	le	
				D. Lt.	(jg), 1	U.S.N.R.	
16 AG							
16-20 Mod	ored as be	fore.			Juna.	1	
				D	W. COLE	c U.S.N.R.	
				Lt.	(jg), 1	J.S.N.R.	
20-24 Mod	ored as be	fore.					
				h	HO Con	6	
				D. Lt.	(jg), 1	C J.S.N.R.	

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. Carabian a	STATES SHIP_	ALMAACK	(AKA-10)	Tuesday	10 (Date)	August (Manua)	, 19 <u>43</u>
and the second se	ion Plus 4					2000	
Position Lat.	0800		1200		-	2000	
Long.					1000		
			OPERATIONAL RE: (WAR DIANY)				
00-04 Fortsn to por	Moored st with, Virgi t side. Re	arboard si nia., with beiving st	de to in berth 6 wires and 2 eam, power and				rd, ored
				1	Dew Col. Lt. (jg),	E U.S.N.R.	
04-08	Moored as	before.					
				1	Au C D. W. COL Lt. (Je),	ele E U.S.N.R.	
08-12	Moored as	before.					
					CHARLES S Ens., U.S	. MoMILLAN	þ
12-16	Moored as	before.					
					CHARLES S Ens., U.S	. Monillai .N.R.	la
16-20	Moored as	before.					
					CHARLES S Ens., U.S	. nomillar . Nomillar .N.R.	a
20-24	Moored as	before.					
				Í	HARINS S Ens., U.S	. Momillar .N.R.	han
Approved:	(HI Day	nentere	Examined:	B) Car	2		

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UNITED STATES SHIP ALMAACK	(AKA-10)	Wednesday 11	August , 1943
Plus 4		(Dap) (Dale)	(Month)
Zone description PLUS 4 Position 0800	1200		2000
Lat. Long.			
	OPERATIONAL REMARI	(S	
00-04 Moored starboard si Portsmouth, Virginia., wit to port side. Receiving s	ide to in berth #39, th 8 wires and 1 man steam power and wate	, pier #6, Norfol Nila line. U.S.S ar from dock.	lk Navy Yard, 5. COBB, moored
		Charles Charles Ens.,	S. M. HILLAN U.S.N.R.
04-08 Moored as before.			
		CHARL Ens.,	15 S. McMillan U.S.N.R.
08-12 Moored as before.		Z: V.	Pauria
12-16 Moored as before.			Paners Powers (g), U.S.N.R.
		Co. v. Lt. ()	POWERS (g), U.S.N.R.
16-20 Moored as before.		9. 7. Lt. V.	Powers Jg), U.S.N.R.
20-24 Moored as before.		J. V. J. V.	Powers POWERS (g), U.S.N.R.
Approved: Af Sancabug	Examined:	Carl	ant., U.S.N.R. Namigador.

St u. s. saturater en attas atrias : ttes 18-80075

			CONFIDENTIA	aL	Page
	STATES SHIP	ALMAACK	(AKA-10)	Thursday	12 August . 194 (Dust) (Marth)
the second se	on Plus 4		1000		2000
Position at.	0800	1.1.375	1200		2000
long.					
			OPERATIONAL REM (WAR DIARY)	IARKS	
Fortan to por	outh. Virei	nia, with dergoing	S wires and 1 m	anila line. repairs, rec	Norfolk Navy Yard, U.S.S. COBB, moored elving steam, power
				8.9	. Powers POWERS (Jg), U.S.N.R.
				\mathcal{Q}_{Lt}	(jg), U.S.N.R.
04-08	Moored as	before.			
				0.5	Parme
				1.	Powers (Jel, U.S.N.R.
				Lt.	(jgl, U.S.N.R.
08-12	Moored as	before.			
				8.	20.0
				E. 3	. CARL
					t., U.S.N.R.
12-16	Moored as	before.			
				ET.	7 Carl
				E. F	CARL
				Lieu	t., U.S.N.R.
16-20	Moored as	before.			
				23	0.01
					CARL
				Lieu	t., U.S.N.R.
20-24	Moored as	before.			
				e.	+ Carl
					CARL U.S.N.R.
Approved:		-	Examined:	000	0
Approved	11 Dans	unberg	Avenued:	ara	R
~	TO A SPRINGSTRY	TOO I		E. F. CARL.	Lieutemant., U.S.N.R

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o be forwarded direct to the Commander in Chief, U.S. Floet, either at end of an operation or at the end of the calendar month.

UNITED ST	ATES SHIP	ALMAACK	(AKA-10)	Friday	13 (Date)	August	, 194
Zone description.	and the state of the	-	Star and	1			1.1
Position Lat.	0800		1200		-	2000	
Long.						S. Illinois	-
			PERATIONAL REM (WAR DIARY)				
00-04 Me Portsmout and elect	oored starbo th, Virginia tricity from	ard side t ., with 8 the dook	to pier #6, in wires and 1 ;	n berth ∦39, manila line.	at Norf Reciev	olk Navy ing steam	Yard, , wat
				8	Dec	2	
				Ξ.	F. CARL		
				Lie	aut., U.	3.N.R.	
04-08 Mc	oored as bef	ore.					
				P	DO	0	
				Ç	F. CARL	nd -	
				Lie	aut., U.	S.N.R.	
08-12 M	ored as bef	ore.			1.1		
and the					nn	11	
				d.	trewe	T	
					PREWETT	s.N.	
12-16 Mc	ored as bef	ore.			20		
				d	heur	¥	
					PREWETT	NT.	
				BOI	a'n., US	N •	
16-20 Mc	oored as bef	ore.			0-	5	
				X	If	t	
					PREWETT	~	
					'n., U.	3.N.	
20-24 Mo	ored as bef	ore.					
				\sim	X	H	
				9	PREWETT	N	
					'n., U.	5.N.	
Approved:	0	1	Examined:	- 1 -			
white and	116.		assemblined :	210	0		

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	a starting of the start of the st	CONFIDENTIAL	Page	
UNITED	STATES SHIP ALMAACE	(AKA-10)	Saturday 14 August , 19	94.
Zone descript	sion_Plus 4			
osition at.	0800	1200	2000	
ong.				
		OPERATIONAL REMAR (WAR DIARY)	KS	
00-04 Portsm and el	Noored starboard south, Virginia. Wi ectricity from the	side to pler #6, in b th 8 wires and 1 man dock.	erth #39, at Norfolk Navy Yardila line. Receiving steam, w	d, at
			hourse to	
			L. PREVETT	
			Hos'n., U.S.N.	
01-08	Moored as before.			
04-00	monted ap peroret		n Deal	
			J. Trewelt	
			L. PREVETT	
			Bos'n., U.S.N.	
08-12	Moored as before.			
V0-16	MODICI AD DEIDICI.		0 0	
			Butachovani	
			B. W. KASPROWSKI	
			Lt. (jg), U.S.N.	
12-16	Moored as before.			
			n	
			Burkasmower	
			Bur Kaynowski B. W. KASPROWSKI Lt. (Jg), U.S.N.	
			Lt. (Jg), U.S.N.	
16-20	Moored as before.			
			0 11 0	
			Bev-Kasprowski B. W. KASPROWSKI Lt. (Jg), U.S.N.	
			B. W. KASPROWSKI Lt. (1g). U.S.N.	
20-24	Moored as before.			
			Q Harrison h	
			B. W. KARDDOUNDET	
			B. W. KASPROWSKI Lt. (jg), U.S.N.	
Approved:		Examined:	200	P
	alsannen	bug !!!	Alast	
	Commen	ding Officer.	E. F. CARL. Lieutenent. U.S.N. Nariosia	
<		Land and the second state		

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UNITED	STATES SHIP_	ALMAACK	(AKA-10)	Sunday	15	August	. 19 4
	73.44			(Day)	(Dele)	(Mosth)	
Zone descript Position	tion Plus 4		1200	in the second second	-	2000	
Let.	0000		1200			2000	
Long.							
			OPERATIONAL REN (WAR DIARY)	IARKS			
Fortsm	outh, Virgin:	la. With	e to pier ∦6, 5 8 wires end one Receiving air,	electricity	ie. U.S , steam	.S. COBB, and water	from
				t	Sur le	aprove	mi
					B. W. K	ASPROWSKI	
04-08	Moored as be	fore.					1
					B. J	Canferon	shi
				-	R. W. V	ASPROWSKI	
					It. ije), U.S.N.	
08-12	Moored as be	fore.					
					204		
				t ne f	R. C. H	ENNING	
					Ens., U	.S.N.R.	
12-16	Moored as be	ofore.					
					RCH	ferning	
					R. C. H. Ens., U	ENNING /	
16.00	No.						
10-20	Moored as be	fore.					
					R.C. H	ENNING	
					R. C. H. Ens., U	.S.N.R.	
20-24	Moored as be	fore					
~~~ ~ fo					des des		
				1.1.1	R.C. K	tenning	
					R. C. H. Ens., U	.S.N.R.	
Approved:			Examined:	20	~ .		
	·	States of Street, Stre	arrestation and a	C.A.	1.1		
Approved.	you	Anenter	h	un	CARL. E	ieutenant.	

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's be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.

PART III BNP186 CONFIDENTIAL Page. ALMAACK (AKA-10) Monday 16 August . 19.43 UNITED STATES SHIP (Day) (Deteo) (Month) Zone description Plus 4 2000 Position 0800 1200 Lat Long. **OPERATIONAL REMARKS** (WAR DLARY) 00-04 Moored starboard side to pier #6, berth #39, at Norfolk Navy Yard, Portsmouth, Virginia., with 8 wires and 1 manila line. U.S.S. COBB, moored bow to stern on port side, receiving air, electricity, steam and water from dock. Ens., U.S.N.R. 04-08 Moored as before. R.C. HEUMINO R. C. HENNING Ens., U.S.N.R. 08-12 Moored as before. 21 LELAND THOMPSON Ens., U.S.N.R. 12-16 Moored as before. 14 LELAND THOMPSON Ens., U.S.N.R. 16-20 Moored as before. eta At LELAND THOMPSON Ens., U.S.N.R. 20-24 Moored as before. LELAND THOMPSON Ens., U.S.N.R. Examined: Approved: 2 RG Lieutenant. U.S.N.R. na Officer To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month. 

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	CONFIDENTIA			Page_	
UNITED STATES SHIP ALMAACK	(AKA-10)	Tuesday (Day)	17 (Date)	August (Month)	. 19 43
Zone description Plus 4					
osition 0800	1200		_	2000	
ong.					
	OPERATIONAL REM (WAR DIARY)	ARKS			
00-04 Moored starboard side Portsmouth, Virginia. With bow to stern on port side. dock.	8 wires and 1 man	nile line.	U.S.S. C	OBB, morr	вđ
		-1	10.07	2	
			LAND THO		
		Er	15., U.S.	N.R.	
04-08 Moored as before.			1.8		
		4	200-	A	5
		h	LAND THO	Hacepter	-
			ILAND THO		
08-12 Moored as before.					
		2	Swice	le	
		D. Lt	. W. COLE	U.S.N.R.	
				T A M	
10.16					
12-16 Moored as before.					
		7	Durch	Q.	
		D	W. COLE	U.S.N.R.	
		10	·· · · · · · · · · · · · · · · · · · ·	0.0.N.R.	
16-20 Moored as before.					
				0	
		D.	Con	U.S.N.R.	
		Lt	· (jg),	U.S.N.R.	
20-24 Moored as before.					
				. 0.	
		D	W. COLE	U.S.N.R.	
		Lt	. (jg).	U.S.N.R.	
Approved:	Examined:	Pa	~		
Alt Manusera	-	CU7C	al	hinn na chla	
Y DANNENBERG	og Officer.	E. F. C.	RL. Lieu	tenant. U	.S.N.I

BNP 186 FART III CONFIDENTIAL Page_ UNITED STATES SHIP ALMAACK (AKA-10) Wednesday 18 (Day) (Date) August , 19 43 Plus 4 Zone description_ Position 0800 1200 2000 Lat. Long. **OPERATIONAL REMARKS** (WAR DIARY) 00-04 Moored starboard side to pier #6, berth #38, Norfolk Navy Yard, Portsmouth, Virginia. With 8 wires and 1 manils line. Receiving steam, power, and water from dock. U.S.S. COBB, Moored to port side. DWCale D. V. COLE Lt. (jg), U.S.N.R. 04-08 Moored as before. Ducole D. W. COLE Lt. (jg), U.S.N.R. 08-12 Moored as before. LELAND THOMPSON Ens., U.S.N.R. 12-16 Moored as before. LELAND THOMPSON Ens., U.S.N.R. 16-20 Moored as before. LELAND THOMPSON Ens., U.S.N.R. 20-24 Moored as before. LELAND THOMPSON a Ens., U.S.N.R. Examined: Approved: DU entre INENBERG CARL. Meutenant. U.S.N.R. Commanding Officer. Navigator. To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

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UNITED STATES SHIP ALMAACK	(AKA-10) Thursday 19 August . 1943
UNITED STATES SHIP AMANA	(Deg) (Deta) (Masta)
Zone description Plus 4	and the second
Position 0800	1200 2000
Long.	
	OPERATIONAL REMARKS (WAR DIARY)
00-04 Moored starboard si Fortsmouth, Virginia. Wit power, and water from dock	de to in pier #6, berth #39, Norfolk Navy Yard, h 8 wires and 1 manils lines. Receiving steam, . U.S.S. COBB, morred to port side.
	LA LTL
	LELAND THOMPSON Ens., U.S.N.R.
04-08 Moored as before.	
	la 1 an
	LELAND THOMPSON
	Ens., U.S.N.R.
08-12 Moored as before.	
	pa Henning
	R. C. HENNING
	Ens., U.S.N.R.
12-16 Moored as before.	
	R.C. Hunney
	R. C. HENNING Ens., U.S.N.R.
16-20 Moored as before.	
	Co He wine
	R.C. Henning
	Ens., U.S.N.R.
20-24 Moored as before.	
	R.C. HELLING
	R. C. HENNING Ens., U.S.M.R.
American	Examined:
Approved: Manueleurg	Cettark
DANNENDERO	E. F. CARL, Eleutenant. U.S.N. Navigator.

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UNIT	ED STATE	S SHIP	ALMAACK	(AKALO)	Fird		20 August Men (Meanlo	_, 1943
Zone des	eription]	lus 4	1					
osition at.		0800		12	00		2000	
				OPERATIONAL (WAR DL/				
	00-04 Portan power,	Moored outh, Vi and wat	sterboard rginis. er from d	side to pi With 6 wire ock. U.S.S	er #6, ber s and 2 ms . COBB, mc	pored to ;		
						H. C.	HENNING U.S.N.R.	
	02-08	Moored	as before			R.C.	Henning	
	08-12	Moored	as before			E	Carl	
	12-16	Moored	as before			Lt.,	U.S.N.R.	
							CANL U.S.N.R.	
	16-20	Moored	as before				Carl CARL U.S.N.R.	
	20-24	Moored	as before	•		B. P	Carl U.S.N.R.	
						i.		

To be forwarded direct to the Commander in Chief, U.S. Flort, either at end of an operation or at the end of the calandar month,

-						1		Page_	
UNIT	TED STAT	TES SHIP		ALMAACK (	AKA10)	Saturday Day	21 (Dele)	August	., 1943
Zone d	eeription	Plus 4							
Position		0800			1200			2000	_
ong.									_
				OPI	ERATIONAL REM (WAR DIARY)	IARKS			
	00-04 Fortsm power,	Moored outh, V and wa	st irg ter	arboard sid Inis. With from dock.	e to pier 06 6 wires and U.S.S. COB	, berth #39, 2 manila i 85, moored to	7 Carl		d. stear
	04-08	Moored	8.5	before.			CARL U.S.N.	R.	
							CARL U.S.N.	< R.	
	08-12	Moored	8.3	before.		L.FR Bos	n U.S.N	#	
	12-16	Noored	85	before.			REWETT n U.S.N	tt-	
	16-20	Noored	8.5	before.			REALTT n U.S.N	#	
	20-24	Noored	85	before.		d. P	REWER n U.S.N	#	
Appro	vedi	( Dan	u	ALLA	Examined:	Etan			

PART III BNPISS CONFIDENTIAL Page. , 1943 22 August Sunday UNITED STATES SHIP ALMAACK (AKALO) (Date) (Day) (Month) Zone description Flug 4 2000 0800 1200 Position Lat. Long **OPERATIONAL REMARKS** (WAR DIARY) 00-04 Moored starboard side to pler #6, berth #39, at Norfolk Navy Yard, Portamouth, Virginia. With 6 wires and 2 munila lines. Receiving water and electricity from the dock. U.S.S. COBB, moored to port side. Trewer WRTT Bog'n U.S.N. 04-08 Moored as before. I REWETT Bos'n U.S.N. 08-12 Moored as before. Ens., U.S.N.R. 12-16 Moored as before. THOMPSON LAND Ens., U.S.N.R. 16-20 Moored as before. LAND THOMTSON Ens., U.S.N.R. 20-24 Moored as before. SOF ъ JCLAN 1101 Ens., U.S.N.R. Examined: Approved: a DANNENBERG entenant Numpator. Commending Officer. To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

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UNIT	ED STAT	TES SHIP	AL	MAACK	(AKA10)		Monday	23	August	. 19.43
		Plus 4					(Day)	(Date)	(Month)	
osition	in the second	0800	-			1200			2000	
at.										
						ONAL REM AR DIARY)	ARKS			
	00-04 Yard	Moored	sta	rboard Virgi	side to	pier #6	, berth #3 res and 2 m	9, at Manila 1	orfolk Nav	y eivin <i>a</i>
	water	and elec	otri	oity f	rom the	dock. 1	J.S.S. COBE	, moore	to port i	side.
	•						Jelan	ATA	enpen	
								U.S.N.		
	01-08	Moored	19.02	hafare						
	04-00		4.5				10	1-11	2	
								D THOMP		
							Ens.,	U.S.N.		
	08-12	Moored	03	before	-				_	
							R.C.	Hence	ing	
							R.C. Ens.,	U.S.N.	R.	
	12-16	Moored	83	before	0.1		20	.1		
								HENNING		
								U.S.N.		
	16-20	Moored		hafara						
	10-60	1001 60	as	nernie			20	4		
							R.C.	HENNING	ing	
							Ens.,	U.S.N.	R	
	20-24	Moored	as	before						
							R.C.	Herin	iar	
							R.C. Ens.,	U.S.N.	0	
Approv	ed:			PATH		Examined :	- 0			
	N	DANNENB	2.5		3		EN	h.O		

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						Page_	
UNITED STATE	S SHIP	ALMAACK	(AKALO)	Tuesday	214 (Date)	August (Meen)	19_4
Zons description	lus 4						
Position	0800		12	00		2000	
lat. Joog.					31511		
			-				
			OPERATIONAL (WAR DIA				
Portan	outh, Vi	reinia, w	ith 6 wires	er #6, berth #3 and 2 manils 1 ek. U.S.S. COM	B moore	Receiving d to port	stesm,
				R. C.	HEUNIN HENNIN USNR	ing	
04-08	Moored	as before					
				R. C.	HENNIN USNR	ing ,	
08-12	Noored	as before	•	A	Carl		
12-16	Voored	as before		Lt.,			
				07 E. F. Lt.,	CARL		
16-20	Moored	as before	•	A	. Carl		
					OARL USNR	-	
20-24	Moored	as before	<b>.</b>	A	Carl		
				E. F. Lt.,	CARL USNR		
Approved:	1 Sta	NBERG	Examin	EA Carl		nt, USNR	
		Commanding	Officer.				Vanigator.

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run (t	PART III CONFIDENTIAL Page
UNITED STATES SHIP ALMAACK	(AKA10) Wednesday 25 August , 19 4 (Day) (Date) (Massin)
Position 0800	1200 2000
at.	
long.	
	OPERATIONAL REMARKS (WAR DIARY)
00-04 Moored starboard : Fortsmouth, Virginia, wit water, and electricity f:	side to pier #6, berth #39 at Norrolk Navy Yard th 6 wires and 2 manila lines. Receiving steam, rom the dock. U.S.S. COBB moored to port side. E. F. CARL Lt., USNR
04-08 Moored as before.	E. F. CARL Lt., USNR
08-12 Moored as before.	
	Drocal.
	D. W. COLE Lt. (jg) USNR
12-16 Moored as before.	
12-10 MOOFEd as Defore.	D. W. COLE Lt. (jg) USNR
16-20 Moored as before.	
10-20 mobred as before.	5
	D. W. COLE Lt. (jg) USNR
20-24 Moored as before.	
20-24 woored as before.	D. W. COLE Lt. (jg) USNR
Approved: A Dannens	Examined: E F CARL Lieutenant, USNR
Commandi	

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UNI	TED STATES	SHIP AI	MAACK	(AKA10)	Thursday (Der)	r 26 August (Dee) Offenti	, 19_4
Zone	Inscription_F10	84	_			A CARLES AND A CARLES AND	
osition at.	1	0800		120	0	2000	
ong.							
				OPERATIONAL I (WAR DIA)			
	00-04 M Portsmou steam an	oored sta th, Virgi d power 1	rboard : nis, wit rom doc)	side to bert th 6 wires s k. U.S.S. C	h #39, Fier ; nd 2 menile ; OBB moored to	6, Norfolk Navy Lines. Receiving port side.	Yard, water,
					D. V Lt.	(. COLE (. jg) USWR	
	04-08 0	655 U.S.S	. COBB d	east off fro	m port side.		
					Ø	e Cole	
						V. COLE (jg) USNR	
	08-12 1	oored as	before.				
					Tela	I Thomas	
						ND THOMPSON	
					ans	., UBNR	
	12-16 1	cored as	hafana				
	20-20	00104 90	001010.		40	1-12	
					pera	ND THEFTON	
					Ens	., USNR	
	16-20 M	oored as	before.		0		
					Lela	I Thanker	
					-LEL.	ND THOMPSON , USNR	
					10110		
	20-24 W	oored as	before.				
	1				10	210	
					ALEL	ND THOMPSON	
					Ens	, USNR	
							s de l
-	-						
	oved:			Examine	d: ot	$\sim$ -	

UNITI	ED STAT	ES SHIP ALMAACE	(AKA10)	Frida		August	_ , 19.43
9	eriptica_P	119.4			· · · · ·		
Position	serily and a	0800		1200		2000	
Let.	and a state						
				AL REMARKS DIARY)			
Ŋ,	00-04 Portsmo and pow	Moored starbos uth, Va., with er from dock.	rd side to be 6 wires and	J.	r #6, Norfe as. Receiv LULAND THOS Ens., USNR	10	rå, steam
	04-08	Moored as befo	ore.		R.C. Hew	una	
	00.10	Vacual on batte			R. C. HENN Ens., USNR	ING \	
	08-12	Moored as befo	ore.		R.C. Har		
					Ens., USNR		
	12-16	Moored as befo	pre.		R.C. HENNE Ens., USNR	initiand	
					and , , 6.3.		
	16-20	Moored as befo	ore.		R.C. HENNE Ens., USNR	ing	
	20-24	Moored as befo	bre.		R.C. Heu		
					Ens., USNR		
Approv	red: A	1 12	Exa	mined:	mit	<u></u>	-

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UNITED	STAT	ES SHIP AL	MAACK (ARA 10	<u> </u>	Saturday	28 Augu	(Manik) , 19 4.
Zone destri	ntion 7	lus 4				(1946)	
Position		0800		1200		20	00
Lat. Long.							
				TIONAL REMAR (WAR DIARY)	KS		
	00-04 Portsu steam,	Moored st with, Virg and power	arboard side inia, with 6 from dock.	to berth #3 wires and 2	and the second se		
					<b>R.C.</b> R. C. Ens.,	HEMMING USHR	
7	04-08	Moored as	before.				
						HERNING USIR	
. e	08-12	Moored as	before.				
					Ø7	Carl	
			•		E. F. Lt.,		
	12-16	Moored as	before.		De Li.,	CARL -	
	16-20	Moored as	before.			CARL	
1	20-24	Moored as	before.		E. F.	CARL JENR	
Approved				Examined:			

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UNIT	ED STAT	ES SHIP AL	MAACK (AKA10)		nday 29 (Day) (Date)		. 19.43
Zone de	scription	Plus 4					
Position Lat.		0800		1200		2000	
Long.							
				TIONAL REMARKS (WAR DIARY)			
	CO-04 Yard, steam,	Moored st Fortsmouth water and	arboard side , Virginia wi electricity	to pier 46 in th 6 wires and from the dock.	berth #39 at 2 manila li	Norfolk Na nes. Recei	vy ving
					E. F. CARL Lt., USNR	K	
	04-08	Moored as	before.		E. F. CARL Lt., USNR	2	
	1				Dr., OSMA		
	08-12	Noored as	before.		10		
					1. FREMETT Boa'n USN	tt-	
	12-16	Noored as	before.		L. PRIMETT Bos 'n USN	<del>√</del> —	
	16-20	Noored as	before.		L. PRE MIL	H.	
	20-24	Moored as	before.	2 <b>11 - 1</b> . ;	Bos'n USN	*	
					Bos'n USN		
Approv				Examined:		-	

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month. 

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UNITE	ED STATE	S SHIP_	ALMAA	CK (A	KA10)	Monday			contto .	19_4
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Long.	1.1.1.1									
				OP	ERATIONAL RE					
					(WAR DIARY	,				
	Ports	noored	irgin	ia with	ide to bert 6 wires an	n #39, pier d 2 manila	lines	Norfolk Na . Receiv:	avy Yan ing ste	eam,
	water	and pow	er fr	om dock	•	1	2/	211-		
						ď.	tres	well		
						1	PREWE s'n US			
	04-08	Moored	as b	efore.			0 /	211		
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						Bos	s'n US	IN		
	08-12	Moored	10.00						lease in	
	06-16	woored	49 0	erore.		B.	-14	aperare	l'	
								SPROWSKI		
						Lt.	, (36	) USN		
	Sec. Sec.									
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								SPROWSKI		
	16-20	Moored	as be	efore.				. 1	1.	
						Bo	we	La ferr	en	
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						в.	W. KA	SPROWSKI		
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	Sec. 21		1.15			for the				
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To be forwarded direct to the Commander in Chief, U.S. Floot, either at and of an operation or at the end of the calendar month.

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BNP180 PART III CONFIDENTIAL Page. UNITED STATES SHIP ALMAACK (AKA10) Tuesday 31 . 19.43 August (Day) (Month) Sone description Plus 4 Position 0800 1200 2000 Lat. Long **OPERATIONAL REMARKS** (WAR DLARY) 00-04 Moored starboard side to berth #39 pier #6 at Norfolk Navy Yard Portsmouth, Virginia with 8 wires and 1 manila lines. Receiving water, steam and power from dock. U.S.S. COBB moored to port side bow to stern. B. W. KASPROWSKI Lt., (jg) USN 04-08 Moored as before. Burkashen B. W. KASPROWSKI Lt., (jg) USN 08-12 Moored as before. J. V. Pervers J. V. POWERS Lt., (jg) USNR 12-16 Moored as before. S. V. Powers It., (Jg) USNR 16-20 Moored as before. J. V. Powers J. V. POWERS Lt., (JE) USNR 20-24 Moored as before. g. V. Powers J. V. POWERS Lt., (jg) USNR t-Examined: Approved Nen m DANNENBERG CARL USNR eutenant Commanding Officer. Nampator. To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.

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BNP 186 PART III 025146 CONFIDENTIAL Page Wednesday September_, 1943 UNITED STATES SHIP ALMAACH (AKALO) (Thate) Otenilo Zone description Plus 4 2000 Position 0800 1200 Lat. Long **OPERATIONAL REMARKS** E-sus (WAIL DIARY) 00-04 Mnored starboard side to at berth #39 pier #6 at Norfolk Navy Yard, Fortsmouth, Virginia with 8 wires and 1 manila line. Receiving water, steam and power from the dock. U.S.S. COBB moored to port side bow to stern. J. J. Powers Lt. (Je) USNR 04-08 Moored as before. V. Pomero Lt., (Jg) USNR 08-12 Moored as before. Charles S. W. MILLAN Ens., USNR 12-16 Moored as before. CHARLES S. No MILLAN Ens., USUR 16-20 Moored as before. CHARLES S. No MILLAN Ens., USNR 20-24 Moored as before. Charly a Manuelan 1963 8 5 56767 2 CHAE 10 8 Approved Examined: Oan N 10 ENBERG CARL Lieutenant USNR Commending Officer. Nassigntor. To be forwarded direct to the Commander in Chief, U. S. Fleet, elther at end of an operation or at the end of the calendar month.

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Zone description Flug 4			
osition 0800 at.	1200	2000	_
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	OPERATIONAL REMAR	(S	
	(WAR DIARY)		
004 Moored starboard Portsmouth, Virginia, w and power from dock. U	side to at berth #3 ith 8 wires and 1 me .S.S. COBB moored to	), pier 56 at Norfolk Navy tila line. Receiving wate port side bow to stern.	Yard, r, ste
		CHARLES S. No UILLAN Ens., USFR	
04-08 Moored as before			
of-op woored as cente		churcher monich	
		Charles S. No MILLAN Ins., USHR	
08-12 Moored as before	5 #	00-11_	
		J. Frewert	
		Bos'n USN	
12-16 Moored as before	•	APt.	
		C. FREWER	
		Bos'n USM	
16-20 Moored as before	•	Strewett	
		L. FREWETT Bog'n USN	
		508 m 034	
20-24 Moored as before	•	P. Fringt	
		L. PREWETT Bos'n USN	
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To be forwarded direct to the Commander in Chief, U.S. Flort, either at end of an operation or at the end of the calendar month.

PART III

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UNITED ST	ATES SHIP	GOR (31, 10)		 (Day)	3	Jeptember (Ment)	, 19.43
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		OPERATI	ONAL REMA	RKS			
			AR DIARY)				
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04-08	loored as bei	ore.		Bos'i	Lacure	#	-
08-12	Moored as bei	OTB.		303'1	n U.M		
				f	hastin USIR	-	
12-16	Moored as bei	°076.		Å.,	hest.	_	
16-20	lloored us bei	°ore.		f:	hasti USMR		
20-24	Noored as bei	Core.		Sh.	arti.		
Approved:	Dana	bera	Examined :	g.h.	esti		
Ĵ		mmonding Officer.	Jac	BO CARL	Lieuten	ant USHR	avigator,

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sition	rription P1	0890		1200	1.2	2000	
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ς.				IONAL REMARK	8		
			C	AR DIARY)			
	00-04	loored st	rboard side t	to at berth ;	39, pier #6	at Norfolk Navy	
	water.	and hower :	cron doox. U	S.S. COBB	oored to port	Acceiving ste side, bow to s	tern
					f. heat	-	
					At., USMR		
	04-08	Moored as	hefore.				
	04-00				Phiert		
					A: MARTIN		
					0		
	08-12	Loored as	before.		R.C. Here		
					R.C. Hell	Ing	
					Ens., USNR		
	12-16	Acored as	before.			4	
					20. Hen	ung	
					Ens., USMR	1083	
	10.00	Roored as	1				
	10-60	moored as	parora.		en de	uins	
					Ens., ULNI	IND 7	
					with , water		
	20-24	Loored as	before.			•	
					R.C. Heu	ing	
					Ens., USIR		

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## PART III CONFIDENTIAL

UNITED STATES SHIP allows (alcolo) Sunday 5 September , 19 43							
Zone des Position	eription	Plus 4		1200			
Lat,		0500	-	1:200		2000	
long.							
			OPERAT	TONAL REMARK	s		
			C	WAR DIARY)			
	00-04 Yard,	loored at	tarboard side 1. Va., with S From dock. U	to at kerth wires and 1	39, pier /6 manila line.	at Norfolk H Receiving	ivy Miter,
	atean	and power	ron dock. U	.o.o. oum n			o stern
					R.C. Ha	ING /	
	04-08	Hoored as	before.				
					R.C. He	unung	
					Ens., US	$\mathbb{R}^{\mathbb{Z} \times \mathbb{G}}$	
	08-12	hoored as	s before.				
					Camore De	iclan	
					Ens., USI		
	44.40	- A	_				
	12=10	Moored as	before.				
					5 mite	ichan I	
					Ens., USI	52	
	16-20	Loored as	becore				
	40-20	40004334 (44	001010.				
					0. 1. 10	HILLAN .	
					Ens., USM	112	
	20-24	lloored as	before.				
					comit	illand	
					C. S. Mc Ens. USI	MILLAN	
					and the second second		
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To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.

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	D STATES SHIF		(Day)	(Date)	6 September (Dage (Mage)			
Zone descr osition	iption Flus 4 0800		-	1200			2000	-
64. 06g.				1 4000			2000	
oug.	Construction of the local division of the lo							
			OPERATION (WAR	AL REMA	RKS			
00-04 Ports and p	Noored sta mouth, Virgi ower from do	rboard side nis, with P ck. U.S.S.	to at pie wires and COBB moor	r %6. 1 1 min red por	berth #39 11a line. t bow to	, in Nor Receiv stern.	folk Navy Y ing water,	ard, F steam,
				- 9h		CHARLE	S S NoNILLA U.S.N.R.	i -
04-08	Moored as	before.						
						CHARLE Ens.,	5 5. MeHILL U.S.N.R.	án- NN
08-12	Noored as	before.				I th	ewett	
12-16	Moored as 1	before.				S. to	, v.s.n.	
16-20	Noored as 1	before.				0	, U.S.N.	
				,		L. PRE Bos'n.,	U.S.N.	
20-24	Moored as t	efore.				L. PRES	ine H	
Approved:				nined:	1.	maili		

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.

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Zue dempton Thus 4 which 0800 1200 2000 But 2000 DERATIONAL ERMARKS (VAN DIANS) OC-03, Loored starboard side to at berth 309, pier 50, at Norfolk Navy Yard, Fortamouth, Viscinia, with dules and insult india. Recieving water, side and power from the dock. U.s.J. 2003, moored port side, bay tog storn. U05 Moored as before. 04-05 Moored as before. 08-12 Moored as before. 12-16 Moored as before. 12-16 Moored as before. 14-20 Moored as before. 16-20 Moored as before. 20-24 Moored	UNITED S	TATES SHIP			(Bas) 7 September (Bas) (Bas) (Meen)	_, 19 <u>43</u>
<ul> <li>d</li></ul>	Sone descriptio	n Plus 4				
95 OC-C4. Loored starboard side to at berth \$39, pler \$6, at Norfolk Navy Yard. Fortamouth, Virginia. with d sizes and 1 manis line. Recleving water, ster and power from the dock. U.S.S. COBS, moored port side, bow torstorn. U.S.W. 04-08 Moored as before. 04-08 Moored as before. 08-12 Moored as before. 12-16 Moored as before. 12-16 Moored as before. 14-20 Moored as before. 16-20 Moored as before. 16-20 Moored as before. 16-20 Moored as before. 16-20 Moored as before. 20-24 Moo		0500		1200	2000	
O0-04. Loored starboard side to at berth \$39, pier \$6, at Norfolk Navy Yard, Fortsmouth, Virilina, with d wires and 1 maniha line. Recleving water, ster and power from the dock. U.S.S. COBS, moored port side, bow toystern. U.F.RELET Bos'n., U.S.N.         04-08 Moored as before.       U.F.RELET Bos'n., U.S.N.         04-08 Moored as before.       U.F.RELET Bos'n., U.S.N.         08-12 Moored as before.       U.F.RELET Bos'n., U.S.N.         08-12 Moored as before.       U.F.RELET Bos'n., U.S.N.         12-16 Moored as before.       U.M.T.R.         12-20 Moored as before.       U.M.T.R.         16-20 Moored as before.       U.M.T.R.         20-24 Moored as before.       U.M.T.R.         20-24 Moored as before.       U.M.T.R.         20-24 Moored as before.       U.M.T.R.						
04-08 Moored as before. 04-08 Moored as before. 08-12 Moored as before. 12-16 Moored as before. 12-16 Moored as before. 16-20 Moored as before. 16-20 Moored as before. 20-24 Moored as befor			OPEI			
04-08 Moored as before. 06-12 Moored as before. 12-16 Moored as before. 16-20 Moored as before. 16-20 Moored as before. 20-24 Moored as before.	00-04 Portam and po	Noored st outh, Virg wer from t	arboard side to inis. with 8 wi he dock. U.S.	o at berth 839, p ires and 1 manils 3. 0039, moored p	1. Frewest	y Yard, r, stem
08-12 Hoored as before. 12-16 Moored as before. 16-20 Moored as before. 20-24 Moored as before.	04-08	Moored as	before.		A. Trewet	Z
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20-24 Voored as before.	12-16	Moored as	before.		Maite	
20-24 Poored as before.	16-20	Moored as	before.		Ct., U.S.N.R.	
1. Unert	20-24	Foored as	before.		Ct., U.S.N.R.	
					A. U.S.H.R.	
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To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month. R u. a. contrainer mannes error i 1845 18-43079-1

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	OPI	BATIONAL REMARKS	
		(WAR DIARY)	
	Sheet and sheets	a at alon the best	ab 230 of Norfolk Nevy Yard
Fortsmouth, Vi	irginia. With 8	wires and 1 manil	th #39, at Norfolk Navy Yard a line. Recieving water sta
and power from	the dock. U.S.	S. CONB, moored p	ore prove non as search
			J. MATTIN
			It., U.S.M.R.
04-08 Moored	as before.		
and the second			9 have to
			Q. MARTIN
			Lt., W.S.N.R.
08-12 Moored	as before.		
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10+20 100164	33 001010.		R.C. HEnning
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			Ens., U.S.N.R.
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		albanck (AKA-10)	Thursday (Dep)	9 Sentember, 19_43 (Deep Otesto
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	ē.	OPERATIONAL (WAR DIA		
Fortsr	south, Virdinia,	. With H wires and	l i manila lim	6, at Norfolk Navy Yard, e. Receiving water, port side, how to stern.
				P.C. Henning R. C. HERNING Ens., V.S.F.R.
80 <b>-</b> 40	Moored as befo	pre.		R.C. Hunning R. C. Hunning Ens., U.S.F.R.
05-12	Moored as bei	Core.		charles & monitan CMARLES S. MONTILLAN Ens., U.S.N.R.
12-16	l'oored as bero	tre.		CHarles & monitan CHARLES S. MONILLAN Ens., U.S.N.R.
16-20	Moored as befo	ire.		Charles & monillan CHARLES S. NoVILLAN
20=24	Loored as bef	ore.		Ens., U.S.M.R.
				Charles 2. NoNILLAN CHARLES S. NONILLAN Ens., U.S.N.R.
Approved	4 Danie	Examin Examination Officer.	ind: Le. P. CA	RL., Lieutenant. U.S.N.R. Nongolor.

To be forwarded direct to the Commander in Chief, U.S. Floet, either at end of an operation or at the end of the calendar month.

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		05 (AEA-10) Frid	lay 10 September 19.43 Over (Deco, Cheedle
Zone descripti Position	ton Flus 4	1 1200	2000
Lat.	USIN	- 1200	
long.			
		OPERATIONAL REMARKS (WAR BIARY)	
00-04 Portam power i	lloored starhoard : outh, Virginia. W and steam from doel	alde to berth \$39, pier a ith 8 wires and 1 manile k. U.S.S. COB8, moored p	6, in Morfolk Nevy Yard, line. Seceiving water, ortside, bow to stern.
			Charles & muilan OHANLES 3. NONTLIAN Ens., U.S. V.R.
04-08	Moored as before.		
			44.5
			charles 0 monullan
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08-12 1	loored as before.		
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			D. V. COLE Lt. (Jg)., U.S.N.R.
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16-20	Moored us before.		
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			D. COLR
			Lt.(je)., U.S.U.R.
20-24	Moored as before.		
			1000 Cale
			D. W. COLE Lt.(jg)., U.S.N.R.
			Lt.(JSI., V.J.N.K.
			16
Approved;	V. A.	Examined:	in martin
X	M Dannenou	2 for A.	F. CARL. Lieutenant., U.S.N.J. Narigator,
01	Comes	anding Ogherr.	Natigator,

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BNP 116

UNITED S	STATES SHIP	ALMAACK (	AKA-10)	Saturday	11 September , 19.43
Zone descriptio	on Plus 4				
osition	0500		1200		2000
at. ong.					
oug.					
		OPE	RATIONAL REM. (WAR DIARY)	ARKS	
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				D.	- CCCale V. COLE . (jg)., V.S.N.R.
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04+08	Moored as befo	re.			
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				D.	.(jg)., U.S.N.R.
	a di kara				
08-12	Moored as befo	1.0 *			
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				Ens	a., U.S.N.R.
12-16	Moored as befo	re.			
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16-20	Moored as befo	20.			
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				Ens	AND THOMPSON
20-24	Noored as befo	re.			
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				Ens	., U.S.N.R.
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1	A + WENNENBERG	ounanding Offert	<u> </u>	E. F. CARL	> Lieutenant.," USNR. Navigator.
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		(AKA-10) Sunda	
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		OPERATIONAL REMARKS (WAR DIARY)	
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			Fishand michason Eng., U.S.F.R.
0/4-08	Moored as before.		
			Infaits meriPsen Ens., U.S.N.R.
08-12	Noored as before.		
			J. V. Powers L. V. POWERS L. (Jo)., V.S.N.R.
12-16	Moored as before.		
			J. V. Parners G. V. TOVERS Lt. (Jo)., U.S.N.R.
16-20	Moored as before.		
20+2).	Moored as before.		J. V. POWERS Lt. (JZ)., U.S.N.R.
			J. V. Powers
Approved:	My Dannens	Examined:	A. V. POVERS I. (JE)., U.S.N.R.

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UNITED	STATES SHIP AL	MACX (AXA-10)		Monday	13 (Dece)	September	, 19 43
				(LMg)	(LNOO)	(Manhar)	
	iption Plus 4	-					
Position Lat.	0800		1200			2000	
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			NAL REMAR	KS			
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00-0	04 Noored starbo	ard side to in	berth #3	9. pier d	6. Nor	folk Navy Ye	ard,
Por	04 Moored starbo tamouth, Virginia or and power from	. With 8 wires	and 1 m	shila lin	e. Ren	ceiving stee	105.
in daties	of Stut Dower 110:	and area.		, 1004.04			
					17. 4:	Fatures FONTERS JEL., U.S.N.	
9					Le. (.	ig)., U.S.N.	R.
	i internet et als	Sterio I					
94-9	08 Moored as bef	are.			0.1	and the second	
					2.2	Powers powers Jel., U.S.M.	1 I I
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32+1	6 Moorna as her	ore.					
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				14	charl	S. C. moni	Alf .
					ina.,	U.S.N.R.	
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	and a second						
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2 July 10							
	0			13			
Approved	"UL Man	10	xamined:	·AQ	0		
	A DAINEMPER	and		E. F. CA	L. Sie	utenant., U	.S.M.R.
$\leq$		annanding Offere.					lavigator.
and and					1.14.15		Street.

To be forwarded direct to the Commander in Chief, U.S. Fleei, either at end of an operation or at the end of the calendar month.

e 199		PART III CONFIDENT			Page
UNITED STATES SHIP	ALMAACK	(AKA-10)	Tuesday ass	1.4 (Date)	September, 19 43
Zone description Plus 4					
osition 0800 .nt.		1200			2000
ong.					
		OPERATIONAL R (WAR DIAR			
00-04 Moored star Fortamouth, Virgin water and power fr	board ald is. With om the doo	e to in berth 9 wires and 5k. C.S.S. C			
				Charler Charles Eno., U.	S. Menillar S. Menillar S. F. R.
04-08 Moored as h	efore.				
				Cherles CHARLES Ens., U.	S. MCWILLAN S. N.R.
08-12 Moored as	before. 08	40 T.s.s. d	EB, cast off	Tron no	rt side.
			,		ol. CLE ., U.S.N.R.
12-16 Moored as	before.				
				2. (j.)	6 <u>60.</u> 01.E •, U.S.W.R.
Second Second					
16-20 Moored as	belorn.			D (Je)	Cole OLD ., U.S.N.R.
20-25 licered as	before.			But (je)	Cal. CLE ., U.S.N.R.
Approved Hy Dan DANNEM	BERO P	Examine	d:	Jel.	eutenant. U.S.N.B Namigaior.

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To be forwarded direct to the Commander in Chief, U.S. Flort, either at end of an operation or at the end of the calendar month.

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	The A		(Deg)	(Deno Estacito
Zone description	the second se			
16.	0800	+ 1200		2000
ong.				
		OPERATIONAL REA (WAR DIARY)	Construction of the Construction of the	
00-04 1 Portanou water, s	Coared starboard s th, Virginia,, wi nd power from doe	ide to in herth $\hat{s}$ th 2 wires and 1 $\hat{s}$ k.		
			Dec Li.Ij	OCole Cole 2)., V.B.N.R.
08-08 13	obred as herore.			
			Li.(j	UCole COLE C)., V.3.V.R.
08-12 1	pored as before.			
			B. N.	KASPHOVSKI El., U.S.N.
12-16 N	cored as before.			
			Ler A it.ij	KASPROVEKI 1., U.S.E.
16-20 15	pored as before.			
			But A	KASPROVSKI S)., U.S.N.
20-24 10	oored as before.		Ser.	Laboradi Elsprovokt J., U.S.V.
			1.5.631	U., U.S.P.
Approved:	M. Danne	- Examined:	200	

To be forwarded direct to the Commander in Chief, U.S. Firet, either at end of an operation or at the end of the calendar month.

BN P180

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Sone description			
osition .t.	0800	1200	2000
ug.		1	
		OPERATIONAL REMARKS (WAR DIARY)	
00-04 Fortano	Macred starboard sth, Virginia., a	aide to pier %, berth ( ith 7 wires and 1 manils	39, at Morfolk Nevy Yard, Time, receiving power,
lighta	and water from do	et.	12 a Serveti
			Bur Curleowahi H. W. Mannowski Lt. (Je)., W. 3. W.
			Lt.(j=)., U.S.N.
80-20	Moored as before.		1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.
			Bur Connowedi
			B. W. KASPROWSKI Lt. (Jg)., U.B.N.
03-12	Moored as before.		g. V. Powers
			J. V. Jowers
			(7. V. POMERS 10.(jg)., U.S.M.R.
10.46	Moored as bofore.		
78-10	rooted do cointe.		9. V. Powers
			g. V. Powers V. V. Powers L. M. P. M.S. M.N.
			12.1101.1 0.0.0.0.0.
16-20	Moored as before.		-100
			g. V. Vouvers
			b. V. Povens Lt. (Jg)., V.S.N.R.
10.00	Name of Street,		
69-66	Moored as before.		J. V. Powers Li. 1. J. Powers Li. 1. J. P. V. S. R. R.
			W. V. POWERS
			10.13C1.1 5.5.8.8.

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.

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BNP 186

UNITED S	TATES SHIP ALMAA		riday 17 September, 19.4. Own Otente Otente
Zone description	Plus 4		
osition at.	0800	1200	2000
ong.			
		OPERATIONAL REMARKS	
		(WAR DIARY)	
00-04 Fortsmo lights	Moored starboard uth, Virginia., w and water from th	aide to at pier 26, ber ith 8 wires and 1 manile e dock.	th #39. Harfolk Mavy Yard, a line, receiving power, g. V. Fours V. V. Fours Lt. (jgl., U.S.N.R.
			67. V. PONTAS Lt.(131., U.S.N.R.
10.00	and a state of the second		
04-03	Moored as before.		S. V. Vouvere -
			a v program
			V. V. DOTERS Lt.(J_2)., V.B.N.R.
08-12	Moored as before		S
			a f Cal
			E. F. CAU. Lt., V.S.N.R.
			2.11
12-16	Moored as before		
			E 7 Carl
			S. F. CARL
			Let, concerne
58220	Mooret as before		
10-40	CONTRA RA MOTORO	•	EAC
			E. F. GARL
			Lt., U.S.N.R.
	and a set of a second second		
20=24	Noosed an petore	•	EDO O
			E. F. CARL
			Lt., U.S.N.R.
Approved:	01.4	Examined:	2200
	Manno		

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

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	and the second second				Page
		ALFAACE		Saturday Ow	18 September , 19
and the second se	a Flus /	-			0000
Position Lat.	0800		1200		2000
Long.					
			TIONAL REMAR (WAR DIARY)	IKS	
00-06 Forter stean	looped starks with, Virginit and water from	sord side to with E w . the dork.	pier %6, be trea and 1 a	oth #39, st anlia line.	Forfolk Navy Yard, Receiving electrici
					C. F. CARL It., U.J.P.R.
04=08	Noozed on hef	°ore.			EDCal
					M. F. CARL Lt., U.S.N.R.
08-12	Poored na het	10¢9.			Sw cale
					D. W. COLE Lt.(11)., V.S.V.R.
12=16	Toored as her	076.			BW Cole
					D. S. COLE Lt.(J≥)., U.S.H.S.
16+20	Moored as ber	ore.			
					D. V. Cole L. (13)., V.S.N.N.
20+24	Moored as bet	ore.			NUCOL
					Swell D. V. COLS Li. (15)., U.S. P.R.
Approved:	4 Dance	RO RO	Examined:	EA Carl	Lieutenant. U.S.M.B.

To be forwarded direct to the Commander in Chief, U.S. Flast, either at end of an operation or at the end of the calendar month.

				(Day)	(Dete)	Ofeenia
one description	71.08 4	-				
ution L	0800		1200			2000
ag.	a na tradición de					
	(a) 1	OPER.	ATIONAL REM (WAR DIARY)	ARKS		
00-04 Portsan power s	Noored starks oth, Virginia nf water from	ard side to . With 8 . . dock.	in Serth Fires and 1	(39, sier manilm li		ik Wavy Yard, iving steam,
					200 D. W. Lt.()	Cole Cole 1., V.S.N.R.
04-08	Noored as bef	026.				
					19 A	Cole ()., V.3.8.8.
08-12	Foored us bef	070.			Aland Landar Bus.,	Hampson TTOLTSOU U.S.V.R.
12-16	Noored as bef	ore.	*		Felhand	1 Than sum
						U.S.X.R.
16+20	loored as hef	028.			Lehant	Thousan
					Ens.,	U.S.N.R.
20-26	loared as her	oze.			Filiari Ens.,	Citolinadi V.S.V.R.
pprovedi	1 Dannes	bug,	Examined :	Of Car	2	enant. U.S.M.R.

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	TATES SHIP	AACK (AKA-10)	Monday	20 (Date)	Saptember, 19 4
the second s	Pine 4				2000
osition at.	0800	1200			2800
ong.				Street sectors	
		OPERATIONAL REM (WAR DIARY)	IARKS		
00-04 Tortan	Noored starbos outh, Virginia, and water from	rd side to in berth , with 8 wires and 1	/39, pier /0 mantis line	Norfolk Repeiv	Navy Yard, Ing steam,
power,	ans water from	000%.		Seland	Theyer
				Ens., U.	s.M.R.
04-08	Noored as befo	20.		00	0 -0
			6	Feland T	Then for
				Ran. U.	a.lleit.
08-12	Noored wa bero	20.		onthe	nuine
				R.C.ME Ens.V	S.M.R.
12-16	Moored as befo	re.		PAH	millia
				n c fri Ens. U	3.11.R.J
16-20	Noored as here	re.			
				RCH	enning
				Ens. U.	9.N.R. ()
20-24	Nucred as before	re.			6
				R.C. He	uning
				Ens., U.	5.N.R <b>J</b>
					the second second
Approved:	N.A.	Examined :	2 L3	.0	
2	Harren Darment	smanding Officer.	E. F. CAS		nant. U.S.H.R.

To be forwarded direct to the Commander in Chief, U.S. Floet, either at end of an operation or at the end of the calendar month.

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Some description Plum 4				
osition	0860	12	00	2900
nt. ong,				
		OPERATIONAL (WAR DIA	JUY)	
-Further	Soored starboad moth, Virginia. and water from a	With F wires a	rth #39, pier nd one manile	16, Morfolk Mavy Vard, line, Receiving steam,
				R.C. Henning
0107	licered as befor	°4 •		RC Henning
08-12	Moored as befo	ra.		
				Charles & Muick BHANLAS J. Not ILLAN 2010., V.S.N.R.
12-16	loored as here:	** <b>.</b>		Charles & Dr. millan
				CHAMIES S. NeWILLAN Ens., U.S.H.R.
16-20	Moored as befor	•••		harter a marilla
				CHARLES S. MeWILLAN Ens., U.S.N.R.
20-26	Noored as hefor	9. e		delle a marie
		1.		ONARLES 5. MeNTLLAN Ens., V.S.N.R.

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.

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Zone description	F145 4		
osition	0900	1200	2000
at. ong.			
	o	PERATIONAL REMARKS (WAR DIARY)	
00-04 Ports power	Foored starboard sid mouth, Virginia. With and water from the do	e to in berth #30, 8 wires and one m ck.	pier 36, horreik Navy Mard, anila line. Receiving steam,
			Charles & Marielan OFADETS 3. NOVILIAN Ens., U.S.N.R.
04-08	Moored as before.		
			CHARLES S. MeNTLLAN Ens., U.S.N.R.
08-12	boored as before.		d. trewe H
12.16	Noored as before.		
12-10	sourer of service.		S. Frewett L. TRESETT Bos't., U.S.N.
16-20	Moored as before.		A frewett L. PHIMETT Bos'n., U.S.F.
20-24	Koored as before.		L. PHINETT Bos'n., U.S.N.
		÷	i fi che a fa

To be forwarded direct to the Commander in Chief, U.S. Flect, either at end of an operation or at the end of the calendar month.

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PART III CONFIDENTIAL

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the second se	<u>7108 6</u>		
sition t.	0800	1200	2000
ng.			
	o	PERATIONAL REMARKS (WAR DIARY)	
00-04 Pertax power	Noored starboard sid outh, Virginia, With and water from the do	e to in berth 339, A wires don one m ok.	pler 66, Norfols Navy Vard, anils line. Becleving steam,
			A. Trewett Bos'n., U.S.N.
04=0.8	Noored as before.		S. thewet
			L. PREMERT Bon'n., V.S.N.
08-12	Moored as before.		K.C. Bannd
			D. C. BOWNDS Ens., U.S.N.R.
12-16	Moored as before.		D.C. Bound
			D. C. BOWNDS Ens., U.S.N.R.
16-20	Moored as before.		N. C. Barnds D. C. BOWNDS
			Ens., U.S.N.R.
20-24	Moored as before.		D. C. Barred D. C. BOWNDS Ens., U.S.N.R.
den.			

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BNP 186

Zona de este se	m Plus 4		Iday 24 September, 1943 (Day) (Das) (Meetlo
osition	0800	1200	2000
at.			
ong.			
		OPERATIONAL REMARKS (WAR DIARY)	
00-04 Forts: water,	Moored starboard mouth, Virginia., y power and lightin	side to pier #6, berth with 8 wires and 1 manil ng from dock.	#39, Norfolk Navy Yard, lia line. Receiving air, N.C. Bownds D. C. BOWNDS
01 02			Ens., U.S.N.R
04-08	Moored as before	•	D. C. Barnds D. C. BOWNDS Ens., U.S.N.R.
08-12	Moored as before.		PC HEUNING R. C. HEINING Ens., U.S.N.R.
12-16	Moored as before.		R.C. HELLING B. C. HENNING Ens., U.S.N.R.
16-20	Moored as before.		P.C. Henning
20-24	Moored as before.		Ens., U.S.N.R.
			P. C. HEURING R. C. HENNING Ens., U.S.N.R.
Approved:	Ju Dannenberg	Examined:	F. CARL. Lieutenant., U.S.N.R Nacigator,

BNPARG

Zone description	n Plus 4		*	- 6	
osition	0800		1200		2000
et. ong.					
			TIONAL REMAR (WAR DIARY)	KS	
00-04 Forts water	Noored star mouth, Virgin , power from	board side to ia., with 8 w dock.	pier #6, be ires and 1 m	rth #39, e anila line	at Norfolk Navy Yard, a. Receiving air,
					R. C. HENNING Ens., U.S.N.R.
04-08	Moored as b	efore.			and the state of the
					R. C. HEMMING R. C. HEMMING Ens., U.S.N.R.
08-12	Nacrod on b	for.			E. F. CARL L. F. CARL
12-16	Noored on b	fore.			EACarl
					Lt., U.J.W.R.
16-20	Notred as b	sfore.			En F. CARL It., U.S.F.R.
20-24	Noored as b	fore.			87 Carl
					Lt., U.3.V.R.

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.

BNP 185

Zone description	Plus 4			
sition t.	0500	1200		2000
ng.				
		OPERATIONAL REMAI (WAR DIARY)	rks	
00405 Ward, 1 Water 5	forred starboard a Setamouth, Virsini and electricity fro	ide to pier #6, in a. with 7 viras a a the dask.	berth \$39, of 1 menils	at Morroll Mavy Receiving steam,
				E. F. CAN La., F. S.N.R.
04-00 0630 3 0712 3 91092.	Decred as before. Serg Y7217, YT17, Y Classifie, port sis all server.	0625 Tuo pilot. T187, cade fast al e to elar 56, in b	Cent. Puree engaide. C ert: 039.	11 came shoard. 613 Undersay. 0725 411 turn
				C. / Car. Li., v. I. M. M.
08-12	Moored an before.			
				AwCole D. W. Cola Li. (jel., W.S.R.R.
12-16	Boared to before.			
				Ducale La. (1-)., T.S.T.R.
16-20	Moored on before.			
				Du Cole D. V. Cola Lt. (Je)., V. S. M. R.
20-24	Moved as before.			D. W. COLE Lt. (Je)., V.S.M.A.
				Lt. (jg)., U.S.U.S.

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at and of an operation or at the end of the calendar month.

	Pa	ge	
 _	_	-	-

Zone descript	ion Flug /		
Position	0800	1200	2000
Lat, Long.			
		OPERATIONAL REMARKS (WAR DIARY)	
00-04 75715 55967	Moored port side to mouth, Virginia., w	in in Serth 239, pier th 7 sires and 1 cart	26, Norfels Nevy Yard, In line, Bacolulus steam,
			De Cole Li. (jal., T.S.M.R.
05-01t	Stored as before.		
			Sweele i
08-12	Noored as before.		LELAND THOMPSON Ens., U.S.N.R.
12-16	Moored as before.	2	LELAND THOMPSON Ens., U.S.N.R.
16-20	Moored as before.		LELAND THOMPSON Ens., U.S.N.R.
20-24	Loored as before.		LELAND THOMPSON Ens., U.S.N.R.
	3		
Approved:	J & DANNENBERG	$\mathcal{V}$ Examined:	F. F. CARL. Lieutenant. U.S.N.

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UNITED S	TATES SHIP		sday 28 September , 194
Zone descriptio	e Plus 4		
osition	0800	1200	2800
nt. oug.			
		OPERATIONAL REMARKS (WAR DIARY)	
00-04 Portam from d	outh, Virginia., w	to in berth #39, pier # ith 9 wires. Receiving	6, Norfolk Nevy Yard, steam, power, and water
			LELAND THOMPSON Ens., U.S.N.R.
04-08	Moored as before.		2
			LaLAND THOLPSON Ens., U.S.N.R.
08-12	Moored as before.		
			(J. V. FOWERS Lt. (JE)., U.S.N.R.
12-16	Moored as before.		
			J. V. POWERS Lt. (je)., U.S.N.R.
16-20	Moored as before.		
			J. V. Powers
			J. V. Powers J. V. POWERS Lt. (JE)., U.S.N.R.
			Lottight, crossing
20-24	Moored as before,		10
			g. V. Voures
			g. J. Powers J. V. Powers It. (Je)., U.S.N.R.

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month. 

INP 186

Zone description Plus 4		
sition 0800	1200	2000
ng.		
ng.		
	OPERATIONAL REMARKS (WAR DIARY)	
CO-O4 Moored port side to Portsmouth, Virginia., wit from the dock.	o in berth #39, pier #6 bh 9 wires, receiving a	steam, power and water
		g. V. Jowers
		J. V. Formers J. V. FOWERS Lt. (JE)., U.S.N.R.
04-08 Moored as before.		
		J. V. Powers d. v. powers Lt. (JE)., U.S.N.R.
08-12 Moored as before.		
		Charles S. MoMILLAN Ens., U.S.N.R.
the second second second		
12-16 Moored as before.		
		CHARLES S. MCMILLAN Ens., U.S.N.R.
16-20 Moored as before,		
		CHARLES S. MOMILLAN Ens., U.S.N.R.
20-24 Moored as before.		
		CHARLES S. MOMILIAN Ens., U.S.N.R.
Approved:	Examined:	00

\$7 10. 8. DOVERNMENT RECEIVED 201010 - 1048 18-80803-2

PART III

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one description Plus 4		
ition DSCO	1200	2000
ig.		
	OPERATIONAL REMARKS (WAR DIARY)	8
00-01 Meored port slav Portamouth, 71rginia., From dock.	to, berth /30, pler 76, with nine wires. Receiv	. Sorfolk Nevy Yord, Ving Mater, steam and power
		Charles S. Verilla Charles S. Verillari Ens., V.S. H.S.
04-08 Linored an hefore		choren a sotonielan Olantza 3. bentitan 200., 7.3
08-12 Moored as befor	*	Anewett
12-15 Moored as before		A. Frewett
16-20 Moored as before	•	d. Frewett
20-24 ligared as before		S. Frewitt
		202'n., T.S.N.

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.

Nampator.

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Commanding Officer.

				Page	
	ATES SHIP ALMAAC	JK (AKA-10)	Friday	1 October (Date) (Mosta)	_, 19_43
Zone description.	and the second of the second se				
Position Lat.	0800	1200	)	2000	
Long.			n		
		OPERATIONAL E (WAR DIAR			
00-04 Mc Portamout power fro	pored port side t th, Virginis. Wi om the dock.	to berth #39, pi th nine wires.	er #6, Norfol Recieving we	k Navy Yard, ter, steam and	4
				L. PREWETT Bos'n., U.S.N.	
04-08 Mc	oored as before.			ND H	
			0	L. FREWETT Bos'n., U.S.N.	
08-12 M	cored as before.	0840 ¥.0. 47		ngside. D.C. Barred. D.C. Bownings Ena., U.S.M.R.	~
12-16 Ma alongside	pored as before.	1510 Y.O. 47		15 Y.O. 6 made f D. C. Bownos Ens., U.S.N.R.	ast W
16-20 Ma	cored as before.			D. C. Bown D. C. BOWNEDS Ens., U.S.N.R.	de
20-24 M	pored as before.			O. C. Bowno D. C. Bownos Ens., U.S.M.R.	h
59357					
Approved:	U DAMMEN BERG	Examined ading Officer.	atte	RL. Lieutenant. U	.S.N.R. Namigator.

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.

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and the second second	and the state of the second		Page
UNITED ST	ATES SHIP ALMAAC		turday 2 Cotober , 19.1.3
Zone description	Flug 4		
Position	0800	1200	2000
Lat. Long.			
		OPERATIONAL REMARKS (WAR DIARY)	
00-04 1 Portamou steam fr	bored to port sid th, Virginia. Wi com the dock. Y.O	e to berth #39, pier #6 th nine wires. Receivin . 6 moored along starbo	Norfolk Mavy Yard, ng power, water and ard side. D. C. Bounds D. C. Bounds Ens., U.S.N.R.
04-08 M	loored as before.		D. C. Barnda D. C. Bornda Ens., U.S.N.R.
08-12 1	Noored as before.	0850 Y.O. 6 cast off.	P.C. Henning R. C. Henning Ens., U.S.N.R.
12-16 1	Noored as before.		R.C. Hruning R. C. HERNENG Run., U.S.N.R.
10-20	abored as before.		R.C. Henning R. C. HENNING Ens., U.S.N.R.
20-24 1	Moored as before.		R.C. Haunung R. C. Haunung Ens., U.S.N.R.
Approved:	H DANNENBERG Consum	Kxaminod:	F. CARL. Lieutenant. U.S.N.R. Municator.

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.

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			CONFIDENTI	AL		Page
UNITED ST		ALMAAOX	(AKA-10)	Sunday Om	3 Octo	ober . 19.43
Zone description	the second se					2000
osition at.	0800		1200			2000
ong.						
			OPERATIONAL RE (WAR DIARY)			
00-04 Portsm from d	Noored po outh, Virg	rt side to inie., wit	at berth ∦39, h nine wires.	pier #6, M Receiving	orfolk, Nav power, wate	y Yard, r and steam
					R.C. HENN Ens., U.S.	uillo ING N.R.
04-08	Moored as	before.			R.C. Heu R. C. Henn Ens., U.S.	ieug INO N.R.
08-12	Moored as	before.			E. F. CARL Lt., U.S.N	
12-16	Noored as	before.			E. F. CARL Lt., U.S.	2 .a.
16-20	Moored as	before.			E.F. CARL Lt., U.S.	
20-24	Moored as	before.			EA Cas E. F. cald Lt., U.S.I	<b>2</b> i. ℝ.
Approved:	HI Dan	enter ,	Examined	est a	2.l	nant. U.S.N.R

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To be forwarded direct to the Commander in Chief, U.S. Flori, either at end of an operation or at the end of the caloudar meath. 1. ...

BNP 180

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osition	m_Plus 4	1200	2000
et.	0800	1200	2000
		OPERATIONAL REMARKS (WAR DIARY)	
00-04 Fortar from 1	Moored port side t wouth, Virginia., wi	o pier ∛6, in berth ∦3 th nine wires. Receiv	9, at Norfolk Navy Yard, ing steam, power and water
			E. F. CARL Lt., U.S.N.R.
04-08	Moored as before.		E. F. CARL Lt., U.B.N.R.
08-12	Moored as before.		Du 10.0.
			D. N. COLB Lt. (12)., U.S.N.R.
12-16	Moored as before.		D.W. COLE Lt. (Jg)., U.S.M.R.
16-20	Moored as before.		D. J. COLE Lt. (jg)., U.S.N.R.
20-24	Noored as before.		D. W. Cole Li. (jg)., V.S.N.R.

To be forwarded direct to the Commander in Chief, U.S. Fleot, either at end of an operation or at the end of the calendar month.

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CO-04 Moo Fortamouth from dock.	0800 OP	1200	2000	
00-04 Mon Fortamouth	OP	ERATIONAL REMARKS		
00-04 Mon Fortamouth from dock.	OP	ERATIONAL REMARKS		
00-04 Moo. Portamouth from dock.		(WAR DIARY)		
	red port side to in , Virginia., with 9	berth #39, pier wires. Receivin	%6, Norfolk Navy Yard, ig steam, water, and por	ver
			Di Cole Li. (je)., U.G.R.	R.
04-08 1000	red as before.		<b>A A A</b>	
			D. W. COLE Lt. (Jg)., U.S.N.I	R.
08-12 Moor	red as before.		Lal of them	un.
			IRLAND THOMPSON Ens., U.S.N.R.	
12 <b>-</b> 16 Voor	ed as before.		FRANK THOMSON Ens., U.S.N.R.	in
16-20 Moor	ed as before.			
			Televis Thompson Ins., U.S.B.R.	noc
20-24 Moor	ed as before.		Felician Strengton	c .
			Ens., U.S.N.R.	

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	STATES SHIP ALMAAG	The second se	nesday 6 Cotober , 1943 w/ (Dwwy (Maents
osition	0800	1200	2000
at. ong			
		OPERATIONAL REMARKS (WAR DIARY)	
00-04 Ports from (	Moored port side to south, Virginia, with look.	in berth \$39, pier \$6 9 wires. Receiving at	Norfolk Maye Vard, team, power and water Haland Thompson Ens., U.S.N.R.
0 <i>1,</i> ~0.6	Moored as before.		Lelad Streem
08-12	Moored as before.		J. V. Powers Lt. (jg)., U.S.N.R.
12-16	Moored as before.		J. V. POWERS J. V. Journes
16-20	Moored as before.		g. V. Powers
20=24	Moored as before.		G. v. POWERS Lt. (jg)., U.S.N.R.
			J. V. Powers J. Y. Powers Lt. (JS)., M.S.N.R.
Approved:	Ju Dansenburg	Examined:	Carl. Lieutenant. U.S.N.R.

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	m Plus /.		a i the second of the second secon
osition at.	0800	1200	2000
ong.			
	OPE	(WAR DIARY)	
00-04 Portss from d	Moored port side to in to outh, Virginia., with 9 to ock.	vires. Receiving st	
			J. V. Famera Lt. (je), U.B.N.R.
			OT Y. POWERS
04-08	Moored as before.		1 -
			g. V. Powers Lt. (jg), U.S.N.R.
			U. V. POWERS
08-12	Moored an before.		
			charles on monillan
			- CHARLES S. MOMILLAN Ens., U.S.N.R.
12-16	Moored as before.		
			charles s. monielan
			Ens., U.S.N.R.
16+20	Moored an before.		
			dearles o. Mr. millan
			Ens., ".3.N.R.
20.21	Manual on bottoms 2146	Thinked Alana and	a hattan Ja
20-24	Moored as before. 2150	mighted tites guge	
			Charles S. M. mielan Ens., U.S.N.R.
			Ens., U.G.N.R.
Approved:		Examined:	ACarl
(	Mi Dannenberg	a	Flait

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.

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	ON Plus 4	АСК (АКА-10)	Friday (Der)	(Date)	Catober, 19 43
Zone descripti	0800	1200		المتحدثين في	2000
at. ong.					- Cost
		OPERATIONAL REM (WAR DIARY)	ARKS		
00-04 Fortsm from t 625 11	he dock. \$2 boild	to pier #6, in her with 9 wires. Race er in operation. 0	th #39, at Lying ateau 945 Secure	Norfolk f n, water s sd #2 boll	lavy Yard, and electricety ler, tested to
				Charles Ens., U.	. Melfillan I.N.R.
04-08	Moored as before.				
				oharles Ens., U.S	a. m. Suillan . Molitilan I.N.R.
08-12	Moored as before.				
				Dwe	de
				Lt. (ja),	Ü.3.N.R.
12-16	Moored as before.				
				Dwa	ale
				Lt. (jg),	U.S.N.R.
16-20	Moored as before.	an stàite à			
10-20				Duc	le
				D. M. COI Lt.(Jg),	E.S.N.R.
201201	Survey of Survey				
20-24	Moored as before.			AUR	l.
				D. H. COI Lt. (je),	le U.S.N.R.
Approved:	M. Daneno	Examined:	2 a	0	

To be forwarded direct to the Commander in Chief, U.S. Flort, either at end of an operation or at the end of the calendar month.

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the second s	n Plus 4					
sition 6.	0800		0		2000	
ng.						
		OPERATIONAL I	PRADES			
		(WAR DIAN	Contraction of the second			
00-04 Ports from	Moored port aid mouth, Virginia., dock. #2 boller	te to in berth # with 9 wires. in operation.				
				DW Cal	le	
			I	BW Col	E .s.N.R.	
	Moored as befor					
04-01	NOOLEG HE DETOI			2.10	. 0	
			Ţ	Duc L. (ja),	oc-	
				二。(月四)。 1	.S.N.R.	
08-12	Moored as befor	е.				
				al Band	howsky	
				S. BAR	KOWSKY R	
12-16	Moored as befor	е.				
				ay. 4320	when	
			Í	t. BAR	U.S.N.R.	ار ال
16-20	Noored as befor	· 00		a B.		
				ay. sa	towsky , U.S. (.R.	i najir
			I	t. Comár	., U.SR.	1
	Moored as befor					7
20-24	A BOOLERS HE DELOG			1 Ban	harsh	
				.C. BAR	KOWSKY	
			1	t. Mamir	., v.s.	6 E
						2
Approved:	Af Dancere	Examine				

To be feewarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.

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Position 0800 1200 Lat. Long. OPERATIONAL REMAR (WAR DIANY) OO-04 Moored port side to in berth #39, piez Fortsmouth, Virginia., with 9 wires. Receiving from the dock. #2 Boller is operation. 04-08 Moored as before. 08-12 Moored as before. 12-15 Moored as before. 16-20 Moored as before.	. Mo. Norfolk Nevy Yard.
OO-04 Moored port side to in berth \$39, pier Fortumouth, Virginia., with 9 wires. Receiving from the dock. \$2 Boller is operation. 04-08 Moored an beform. 08-12 Moored as beform.	A. J. Barkowsky A. J. Barkowsky D. Barkowsky I. Barkowsky I. Barkowsky Lt. Comdr., U.S. W. R. Martin Martin
CWAR DLARY) 00-04 Moored port side to in berth #39, pier Fortsmouth, Virginia., with 9 wires. Received from the dock. #2 Boller is operation. 04-03 Moored as before. 08-12 Moored as before.	A. J. Barkowsky A. J. Barkowsky D. Barkowsky I. Barkowsky I. Barkowsky Lt. Comdr., U.S. W. R. Martin Martin
CWAR DIARY) OO-O4 Moored port side to in berth #39, pier Fortsmouth, Virginia., with 9 wires. Received from the dock. #2 Boller is operation. 04-03 Moored as before. 08-12 Moored as before.	A. J. Barkowsky A. J. Barkowsky D. Barkowsky I. Barkowsky I. Barkowsky Lt. Comdr., U.S. W. R. Martin Martin
00-04 Moored port side to in berth #39, plei Fortamouth, Virginia., with 9 wires. Receive from the dock. #2 Boller is operation. 04-03 Moored as before. 08-12 Moored as before.	A. J. Barkowsky Lt. Comdr., U.S. M. A. J. Barkowsky Lt. Comdr., U.S. M. Martin
Portamouth, Virginia., with 9 wires. Receiving the dock. 22 Boller is operation. 04-03 Moored as before. 08-12 Moored as before. 12-16 Moored as before.	A. J. Barkowsky Lt. Comdr., U.S. K. J. A. J. Barkowsky Lt. Comdr., U.S. M. Martin
Portsmouth, Virginia., with 9 wires. Receiving from the dock. #2 Boller in operation. 04-03 Moored as before. 08-12 Moored as before. 12-16 Moored as before.	A. J. Barkowsky Lt. Comdr., U.S. K. J. A. J. Barkowsky Lt. Comdr., U.S. M. Martin
04-03 Moored as before. 08-12 Moored as before. 12-16 Moored as before.	af Bakowsky 10 Comdr., U.S. S. A. af. Barkowsky A. J. Barkowsky Lt. Comdr., U.S. W.R. Martin
08-12 Moored as before. 12-16 Moored as before.	af. Barkowsky A. J. BARKOWSKY Lt. Comdr., U.S. W.R.
98-12 Moored as before. 12-16 Moored as before.	af. Barkewsky A. J. BARKOWSKY Lt. Comdr., U.S. N.R.
08-12 Moored as before. 12-16 Moored as before.	S. Martin
08-12 Moored as before. 12-16 Moored as before.	S. Martin
12-16 Moored as before.	S. Martin
12-16 Moored as before.	S. Martin
12-16 Moored as before.	S. Martin Heut., U.S.N.R.
12-16 Moored as before.	S. Martin Heut., U.S.N.R.
	Anartin Beut., U.S.N.R.
	Weut., U.S.N.R.
	$\gamma$
	NI
16-20 Moored as before.	V. Magat
16-20 Moored as before.	MARTIN
16-20 Moored as before.	Gent., C.S.N.R.
25 Mar Bay Mr	-2
	P.harta
	MARTIN Meut., U.S.N.R.
	44 aut., 0.3.2.8.
20-24 Moored as before.	1
	8. hranting
	MANTIN MANTIN Leut., U.S.N.R.
	greater, ara.u.u.
Approved:	

To be forwarded direct to the Commander in Chief, U.S. Floet, either at end of an operation or at the end of the calendar month.

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			Page	
(ARA-10)	Monday	11	October	, 19 43
	(Day)	(Zyate)	Ofonitz	
1200			2000	1
OPERATIONAL REMA (WAR DIARY)	RKS			
in berth ∯39, pie 9 wires. Receiv eration.	er #6. Bort Ving steam	Martin MARTIN	~	
	P	marte		
	2	MARTIN eut., U.	5.N.R.	
	G. M.	F. GARL eut., T.	2 3.N.R.	
	C E.			
745 Commenced do	ok trials.	,1900	Dock triel	
	Č E.	F. CARL But., U.	S.N.R.	
	đ.	Dear F. Cart	2 S.N.R.	
Examined:	EA Ca	R		
Officer.	E. F. CAR	E. Lieut	and the second se	S.N.R
	1200 OPERATIONAL REMA (WAR DIARY) in borth #39, pic 9 wires. Receiv eration. 745 Commenced do	Dep 1200 OPERATIONAL REMARKS (WAR DIARY) in berth \$39, pler \$6, Bort 9 wires. Recolving steam eration.	DERATIONAL REMARKS (VAN DIARY) In borth \$39, pier \$6, Norfolk Navy 9 wires. Recolving steam water an eration. Martin Lieut., U. Martin Lieut., U. S. F. CAR Lieut., U. 745 Commenced dock trials. 1900 C. F. CAR Lieut., U. S. F. CAR Lieut., U. S. F. CAR Lieut., U.	Day         Day         Okenit           1200         2000           OPERATIONAL REMARKS (WAN BLARY)           In borth \$19, pier \$6, Bortolk Navy Yard, 9 wires. Recolving steam water and power eration.           IMart & Dieut., U.S.K.R.           Mart II Lieut., U.S.K.R.           Mart II Dieut., U.S.K.R.           Mart II Dieut., U.S.K.R.           Dieut., U.S.K.R.

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.

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	on Plus le		
eition t.	0800	1200	2000
ng.			
		OPERATIONAL REMARKS (WAR DIARY)	
1.01.030	Moored port side to outh, Virginia., wit boilers in operatio	pier %6, in berth #39, th 6 wires. Receiving wa	at Norfolk Navy Yard, ter from the dock. 11
			E. F. CARL Lieut., U.S.N.R.
04+08	Moored as before.		et Cal
			E. F. CABL Lieut., U.S.N.R.
11 Coto	ober 1943, pilot at	Conn, Captain, Executive lve knots, stending down	way on post repair trials Mespatch S-S (2-MOMA), of Officer, Navisator on Worfolk Ship Channel on D. W. COLE Lt.(is), U.S.N.3.
Stacks 1402 U Navigat on veri Submari Breakdo 1510 a	with rollowing and 340° T, Fort Wool, Inderway on yost rep or on bridge, stend ous courses and var ne nets abeam. 134	1210 Anchored in major oms of water with 60 fail horage bearings: E Tower 083° T. 1328 Filot; C. air trial, Captain at Cor and speed 12 knots, stand ious speeds. 1432 Enter 7 Telemotor reversed to ue to low oil pressure. 0-thirds, resuming as bef	toms of chain, to port Notel 047° T, Twin Purcell, left ship. In, Executive Officer, ling out of Hampton Roads red Thimble Thoals Channel. correct working order, 150
16-20 Shoals 1734 P	Underway as before. Channel, entering He ilot; C. Furdell, of er #0, Norfolk Navy main engine.	1620 Submarine nets ab ampton Hoads, 1643 Ente ame aboard, 1830 Moored Yard, Fortamouth, Virgin	ean. Leaving Thimble red Norfolk Ship Channel. port side to in berth in., with 9 wires. 1633
Secured			DWCale D. V. COLE Lt. (Ja], U.S.R.R.
300úráđ			

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UNITED S	TATES SHIP ALMAAD	(AKA-10)	Wednesday 13	Cotober , 19.43
Zone description	Plus 4			
Position	0800	1200		2000
Let. Long.		+ 4000		2000
		OPERATIONAL REMAI (WAR DIARY)	uks	
00-04 Forts purpos	Moored port side nouth, Virginie., w ses. Receiving ste	to in berth #39, p with 9 wires. #2 Be am form dock.	ler \$6. Norfolk No biler out in for (	avy Yard, suxiliary
			D. J. Coll Lt. (JE), t	le_
			MA+1257.	·
04-08	Moored as before.			
			Erical	
			D. W. Coll Lt. (18), 1	
			Lt.(32), (	1.3.W.R.
08-12 Comple	Moored as before. sted inclinging exp	1017 Commenced i eriment.		Anneli Rovari 1.3.11.
12-16	Moored as hefore.		Bur Kasp Di Kasp Li. (je), t	howski Rowski V.S.M.
16-20	Moored as before.		Bur Karp	howski Pomaki
			Tr.(18), 0	.3.8.
20-24	Moored as before.		Burkass B. W. KASP Lt. (Jg), U	Browski novani
Approved: (	J. Dannenber	Examinod:	Con Case	enant. U.S.N.R.

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.

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		a second seco		Page
UNITED S		MAACK (AKA-10)	- Thursday 14 Oby: (Del)	October , 19 43
Zone descriptio	state of the state		and a start of the second	
Position Lat.	0800	1200		2000
Long.				
		OPERATIONAL RE (WAR DIARY)		
00-04 Ports purpo	Mooret port si mouth, Virginia. ses, receiving s	de to berth #39, pi , with 9 wires. #2 team and water from	er #6, at Norfolk 1 boller eut in for dock. But Co Et.(3g),	
			Lt.(38),	U.S.N.
61.05	Manual an hora			
04-05	Moored as bero.		B. W. KA Lt. (JE),	functi BROWSKI U.S.M.
08-12	Moored as befor	re.	S. Mait	с. .R.
12-16	Moored as befor	re.	S. Martin	t
16-20	Moored as befor	•• ••	J. Martin Li. U.S.	
20-24	Noored as befor	•••	Sinar Lt. U.S.	lí N.R
Approved:	HAT DAMMENTERIG	Examined:	& F. CARL. Lieu	tenant. U.S.N.H. Neripate.

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at ead of an operation or at the end of the calendar month.

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sition				
t.	0800	1200	2000	
ng.				
		OPERATIONAL REMARKS (WAR DIARY)		
00-04 Fortam perpoa	Moored port side to outh, Virginia., with en. Receiving steps	o, berth #39, pier #6, th 9 wires. #2 boiler n and water from dock.	at Norfolk Navy Ya out in for auxilia	rđ, ry
			J. W.S.N.R.	
04-08	Moored as before.		~	
			S. Martin MARTIN U.S.N.R.	
(10WII. C.	nannel, Captain at c n Roada. 1146 Subr	captain, executive, no ilot T. Furcell left conn. 1125 Left Norf- marine nets abeam, ent-	olk Ship Channel, e	ntered S
Shedis to 047 FGC. Spit C Channel	Channel. 1251 Cle TAFGC. 1254 Buoy Proceeding on variou hannel. 1352 Enter 1. Changed course t	on course 108° TAPGC ared Thimble Shoals C 7 2 T abeam to port. G 18 courses at 15 knots. red York Spit Channel. to 068° T&PGC reduced thored in 5 fathers of Anchor bearings: Old 012° T.	cannel and changed changed course to 3 76 R.P.M. to ente 1405 Cleared Yor speed preparing to option of the first	course 37° T& r York k Spit bring
			Dr Carl E. F. CARL Lt. U.S.R.R.	
16-18	Anchored as before.			
			Dwede	
			D. W. COLE Lt. (Jz], U.S.N.R	
18-20	Anchored as before.		Bur Kaspin	A

INP 186

átảon	0800	1200		2000
l. Ng.				
		OPERATIONAL RE (WAR DIARY)		
20-24 123 ⁰ T,	unchored as bef Buoy "A" 067 ⁰	ore. Bearings of T, York Spit Chann	g.h.	Plantation Light

the systematics in Cammander in Caler, U.S. Flees, entair at one of an operation or at the end of the calendar month.

		CONFIDENTIAL	Page
UNITED S		MAACK (AKA-10) 5	Daturday 16 October , 19 4
sition	0800	1200	2000
at. ong.			
102.			
		OPERATIONAL REMARKS (WAR DIARY)	8
anchor.	Anchor bearli	ign: Old Plentation St. 12	athoms of chain to the port 24° T. Buoy "A" 168° T. Buoy its and in condition II M.A.
			Carl
			E. P. CARL Lt. U.S.N.R.
04-08 4	inchored as bet	fore.	
			D. Cole Li. (ja), U.S.N.R.
			Lt.(jg), U.S.N.R.
heaving Executiv	in enchor. 11 officer and	preparations for getting 1055 Secured from genere 105 Anchor aweigh underwa Mavigator on bridge. Ste apting to calibrate radio	underway. 1025 All hands il quarters. 1055 Commenced y. Captain at conn. aning on various courses directly finder. J. Martin Et. U.S.K.R.
shifted 1441 En Spit Che	to hand elect:	rio stearing. 1430 Steer	failure of telemotar system ing course 180° T. and F.G.C. in Roads. 1452 Cleared York C. 1545 Changed course to Martin L. W.S.N.R.
Cleared 1645 Ch	Thimble Shoal anged course t gs TT 147 on a rter. Mancuve	Core, 1605 Entered Thinb Channel, 1645 Passed th to 255° T. F.3.C. 1733 P starboard how, Peerless on wring to go alongside Unit	ele Shoals Channel. 1643 rough submarine nets. Hilot Sexton ease aboard. port how. YT 295 on ed Hations Docks. Norfolk, E. F. CARE Lt. U.S.N.R.
18-20 1 Virginio	1831 Moored po 1., with 6 wire	ort side to pier 8, United as and 2 manila lines. 18	Bations Dock, Norfolk, Bilot Sexton left ship. D. W. COLE Lt. (Jg), U.B.N.R.
Approved:	A Dannent	Examined:	F. CARL. Dirutenant. U.S.N.R Newsgeler.
	and the second second	nander in Chief, U. S. Fleet, either at end of an	

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Zone description		AACK (AKA-10)	Baturday 16 (Dep) (Dete)	October , 19.4
osition	0800	1200		2000
at. ong.				
		OPERATIONAL REMAR	KS	
		(WAR DIARY)		
20-24 2030	Secured fires	under #1 boiler, #2	2 botter out in	for auxiliary
purposes.	- Alexandra Caran			
			DUG C	U.S.N.R.
			Lt.(jc)	U.S.N.R.
				the second second
Approved:	f Streenou	Examined:	E. F. CARL. Lie	10 p - 1 - 14
· · · / u	1 17		GD Charl	

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of t

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Zone descriptio	Plus 4		
Position	0800	1200	2000
.ong.			
		OPERATIONAL REMARKS (WAR DIARY)	
00-04 with	Moored port side t 6 wires and 2 manila	o pler B. United Nations lines. #2 Boiler out 1	Dock, Norfolk, Virginia., a for auxiliary use.
			Swede
			D. W. COLE Lt. (18), U.S.N.R.
04=08	Moored as before.		D. J. Cole Lt. (Jg), U.S.N.R.
08-12	Moored es before.		Bu Kasfurski B. W. RASPROVSKI Lt. (Ja), U.S.N.
12-10	Moored as before.		Bur Kaspinneki B. V. Radrinoviski Lt. (Ja), W.S.W.
16-20	Moored as before.		Bur Kasfinnehi I. Kasfinnehi I. (Ja), U.S.R.
20-24	Monred as before.		Bir Kasferowski B. V. RASPROVARI Lt. (M.), U.S.N.

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.

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			Page_	
UNITED STATES SHIP ALMAACK	(AKA-10)	Monday (Day)	18 Octob (Dass) (Mostk)	er, 1 <u>94</u> 3
the second se	1200		2000	<u> </u>
Position 0800	1200		2000	
ong.				
	OPERATIONAL REM (WAR DIARY)	ARKS		
00-04 Moored port side to with six wires and two man: purposes.	pier B, United N ila lines. # 1 a	nd # 2 boile	Norfolk, Virgin rs in use for au	xiliary
		B. Lt	W. KASPROWSKI. (jg), U.S.N.	
04-08 0600 Made all prepa special sea detail. 0654 Underway stearing various of Captain on bridge. 0702 1 ship. 0713 Tug cast off a ship channel on course 0030 yards. 0725 Making 2/3 sp course to 061° T. 0737 Ma starboard at a distance of Fort Wool tower abeam to st speed to 2/3 ahead. Passin 0752 Resumed speed of star Cleared Thimble Shoal Chann	Lt. J. Southwort courses making va Fug made fast to and cleared ships T. buoy 3A abea peed, standard sp ade departure fro 50 yards. Enter tarboard at a dis ig through submar dard. 0756 Ent	h, USN. pilo rious speeds starboard bo side, proce m to starboa eed 15 knots m ship chann ing Hampton ing Hampton tance of 250 ine nets at ered Thimble ed course to	t came aboard. pilot conning, . 0710 Pilot ading out throug rd, distance of . 0735 Changed al buoy #1 abeam Roads. 0739 Pa yards. 0744 Re 0748, on course Shoal Channel. 330° T.	0700 left b 50 to ssed duced 078° T. 0833
		B. Lt	W. KASPROWSKI. (jg), U.S.N.	
08-12 Underway as before. starboard, distance 900 yas engines for test purposes. fresh, USNR. and Ens., Park Ahead 1/3 on main engines. standard speed 76 turns 15 stearing various courses.	rds. Stopped mai 1048 Stopped m ter, USNR. degaus 1115 Ahead 2/3	n engines, ba ain engines. sing officer on main eng d test runs of	acked full on ma 1055 Ens., Ma s came aboard. ines. 1124 Ahe on degaussing ra	in okel- 1112 ad nge
		1-Ju	-Kaspion and	-
		в.	W. KASPROWSKI. (jg), U.S.N.	
12-16 Continuing runs on 7 knots at 76 R.F.M. stearing runs. 1347 Ens., Mackelff left ship. Proceeded at va quarters. 1413 Preparing firing 20MM #1-3-5 first st Began firing 3"50 #1 and # 3"50 cal. 1452 Began fir #1 and #3. 1500 Began fir firing 3"50 cal. fourth run run #2 and #4. 1520 Begar firing 5"38 cal. third run. 1530 Completed firing 5"38 string, 1538 Completed fi structural tests of four 3" purpose gun, four rounds of Six new 20MM guns were test compensating steering magne	y various courses resh, and Ens., P arious speeds on to conduct struc tring. 1428 Beg 3 first round. ing 5"38 second r ring 3"50 cal. th #2 and #4. 151 firing 3"50 cal. 1523 Began fi and 3"50. 1535 ring 20MM. Secu 50 cal. dual pur B.L.&P., projec red. ten rounds f	. 1337 Com arker, USNR. course 355 T tural test f an firing 5" 1445 Second ound, and 3" ird run #1 a: 5 Began fir sixth run ring 3"50 ca Began firin red from gene pose guns and tiles were f ired by each	bleted degaussing degaussing offi- 1406 Held ge lring. 1417 Be 38 first round. round on #1 and 50 cal. second r ad #3. 1507 Be lng 3"50 cal. fi 72 and #4. 1523 L. #4 seventh run g 20MM #2-4-6, aral quarters. 1 one 5"38 cal. ired from each g	g oers neral gan 1435 #3, un on gan fth Began n. first On dual un.
Approved: Al Dranensung	Kaamined :	eral	Lieutenant. U.S	NP

To be forwarded direct to the Commander in Chief, U. S. Floet, either at end of an operation or at the end of the calendar month.

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	CONFIDENTIA	<b></b>	Page
UNITED STATES SHIP ALMAACI	K (AKA-10)	Monday 18 (Day) (Data)	October , 1943
Zons description Plus 4			
osition 0800 .at.	1200		2000
ong.			
	OPERATIONAL REM (WAR DIABY)	ARKS	
16-18 Underway as before compensating magnetic ste changed course to 180° T	e, steering various sering compass. 17 . & P.G.C. speed 17	courses at 7 kno 30 Completed swi knots.	ts 36 R.P.M. nging ship,
		ET.	Carl
		E. F. C	
		Lt. U.S	.N.R.
18-20 Underway as before Chesapeake Bay, in 10 fat to the starboard anchor, "A", 138° T. Old Plantat: 244° T. York Spit Channel #2 boiler in use for aux;	l Buoy #10, 028° T. iliary purposes. 1	DW	ain engines, p. Calc OLE , U.S.N.R.
20-24 Anchored as before			
		B. W. K	ASPROWSKI , U.S.N.
Approved:	Examined:	EA Carl. E. F. CARL. Lie	utenant. U.S.N.R.

To be forwarded direct to the Commander in Chief. U.S. Fleet, either at end of an operation or at the end of the calendar month.

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	CONFIDENTIA	T		Page	
	CK (AKA-10)	Tuesday (Day)	19 (Data)	October Oiceth)	. 19_43
Zone description Plus 4					
tesition 0800	1200			2000	
ong.					
00-04 Anchored in Old Fla	OPERATIONAL REM. (WAR DIARY)		11 10	fathoms o	
water, with 60 fathoms of anchorage bearings: Buoy " Buoy #9, 2440 T. Flashing	chain out to the	starboard and	hor. or	the foll	owing
		25.	MARTIN U.S.N.	 .R.	
04-08 Anchored as before, preparations made to get u 0700 Anchor aweigh, under R.P.M. to compensate stand	nderway. 0645 Co way steaming on vo	nmenced heav arious course ass. E.	ing in	the ancho: knots, 25	r.
08-12 Underway as before. finder. 1112 Completed c compensation of standard m water with 45 fathoms of c anchorage bearings: 01d PL 246° T; Buoy "A", 126° T.	alibration of radi agnetic compass. hain out to starbo antation Light, 11	o direction 1130 Anchor ard anchor, 8° T: Buoy #	finder. ed in 6 on the	fathoms of following	omplet
		D.Lt.	N. COLE	e.s.n.r.	
12-16 Anchored as before. 1300 Underway, enroute to 1 various courses to Ship Ch York Spit Channel, buoy #9 ed steering courses to com 1531 Passed through subman Lt. J. Southworth came about	N.O.B., Norfolk, V annel entrance buc , abeam to starbos form with channel	ys Captain courd distance standard spe	variou onning. of 600 ad 15 k	s speeds a 1316 En yards, Ca nots 76 R	ntered
		Bur B.	KASP	ROWSKI	
16-20 1615 All engines at berth #25, N.O.B., Norfolk steering engines. 1715 Se purposes.	topped. 1626 Moo Virginia., with coured #2 boiler,	red starboar 8 wires. 16 No 1, boiler	i side 32 Sec in use	to pier #2 ured main for auxil	and lary
purposes		fi.	uartin U.S.N.	R.	
20-24 Moored as before.		9	hartin U.S.N.	~ R.	
Approved: JY DANNENBERG Growand	the second se	E. F. Carl.	Lieuten	And in the same same station of the same station of the same	I.R.

To be forwarded direct to the Commander in Chief, U.S. Fleet, other at end of an operation or at the end of the calendar month.

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				NEIDENTI			Page	_
	STATES SHIP	ALMAACH	C (AKA	-10)	Wednesday (Deg)	7 20 (Date)	October , 19	, 43
Zone descripti	Ion Plus 4		_					_
al,	0800			1200		-	2000	
ong.								
			OPER.	ATIONAL REN (WAR DIARY)				
00-04 6 wires	Moored star , Boiler #1	board sid I in use	le to j for au	ier #2 N.( xiliary p	D.B., Norfolk, irposes.	Virgin Marti Martin U.S.N.		
04-08	Moored as be	efore.				0		
					e.	MARTIN U.S.N.	R.	
de la				- 6.7				
08-12	Moored as be	efore. 1	.005 C	ommenced i	Tueling ship.	F. CARL U.S.N.		
1305 F fast al ship an 0040 T. speeds Entered 15 knot	ilot, H. T. ongside. 13 d all tugs of Degaussing through Hamp Thimble Sho	Treakle, 331 All cast off. coils en oton Road cals Chan 1458	came lines Proc ergize s. 14 nel. C. Hen	aboard. 1 clear, und eeding dow d. Steamin 03 Passed Steaming e ry. Lt. ab	barations made Nugs YT 214 an lerway. 1339 wn Norfolk Shi ing on various t through subm it full speed. beam to starbo	d Peerl Pilot p Chann course arine n Stand	ess made left the el, course s at various ets. 1411 ard speed teering	
					E.	F. CARL U.S.N.		
16-20 course	Steaming as to 162° T.	before.	1838	Changed o	course to 0830	F. CARL	e	
					Lt.	U.S.N.	R.	
	Stanming an	before.	2110	Changed c	ourse to 1880	T.	1	
20-24	predming da						surchi	
20-24	Justing as				в.	W. KASP (jg), U	ROWSKI	
20-24 Approved:	Al San	Altabary		Examined:	Bit.	w. xAsp (jg), U	ROWSKI	

To be forwarded direct to the Commander in Chief, U.S. Flori, either at end of an operation or at the end of the calendar month.

	CONFIDENTI	AL	Page
UNITED STATES SHIP ALMAACH	(AKA-10)	Thursday 2 (Day) (Dais)	1 October 19 43
Zone description		A Contraction	
Position 0800	1200		2000
.ong.			
	OPERATIONAL REM (WAR DIARY)	ARKS	
00-04 Proceeding enroute f South Carolina., with U.S.S in use for steaming purpose Zigzagging on course 188° T course to 236° T.	3. STANSBURY, as	escort. Boilers full speed, 18.3	one and two knots, 93 R.P.M. 200 Changed
04-08 Zigzagging as before Secured from general quarte		RK	14
		L. PREW Bos'n.,	
08-12 Zigzagging as before 76-03 W. 1035 Exercised a abandon ship drill. 1055 from fire drill.	. 0800 Positio 11 hands at aban Exercised all ha	n latitude 33-36 don ship drill. nds at fire drill	N. longitude 1048 Secured from . 1101 Secured
		D.W.C Lt.(Jg)	OLE , U.S.N.R.
12-16 Zigzagging as before to 245° T. & P.G.C. 1356	. 1350 Ceased Resumed zigzaggi	ng. T. B. 0	Changed course Olion LSON , U.S.N.R.
16-18 Zigzagging as before	. 1500 Ceased		finith. , U.S.N.R.
18-20 Steaming as before.	1823 Passed bu		starboard. YosT OST. , U.S.N.R.
20-24 Steaming as before. entrance buoys, Charleston, to starboard, distance 50 y Mr. Myott, came aboard. 21 various courses to conform Captain on bridge.	45 All engines	engines stopped. ahead, proceeding ing various speed	2138 Pilot, to harbor steering
		B. W. K	ASPROWSKI
Approved:	Examined:	CARIL	, U.S.N. tenant. U.S.N.R.
Connesadia	g Officer.		Navigator.

		CONFIDENTIA	AL	6- <b>9</b> .	Page	
ED STATES SHIP	ALMAACK	(AKA-10)	 (Day)	22 (Delat	October , 19	43
cription Plus 4						
0800		1200			2000	

OPERATIONAL REMARKS (WAR DIARY)

00-04 Steaming up Cooper River with pilot at conn, heading for Navy Yard. Captain and Navigator on bridge, both boilers in use for steaming purposes. 0019 Secured degaussing coils. 0022 Mr. Henson, tug pilot came aboard. 0025 Tugs "Hinton" and "Warbound" came alongside on starboard bow and two Navy tugs came alongside on starboard quarter. 0030 All engines stopped. 0053 Mocred port side to east side of pier F3, in Charleston Navy Yard, with six wires and one manila line out to dock. #1 Boiler in use for auxiliary purposes. 0105 Secured main engine. 0112 Secured electric stearing. Pilots, Mr. Myott, and Mr. Henson, left ship.

D. W. COLE Lt. (jg), U.S.N.R.

04-08 Moored as before.

INPLAS

UNITE

Zone des Position

Lat. Long

J. Skelton F. SKELTON Ens., U.S.N.R.

08-12 0800 Quarters for muster no absentees. 1110 Commensed taking on fresh water.

B. W. KASPROWSKI Lt.(jg), U.S.N.

12-16 Moored as before. 1400 Completed taking on 22,464 gallons fresh water. 1405 Lighted fires under #2 boiler. 1435 Received on board the following fresh provisions for use in general mess, inspected as to quantity by 0.0.D. and as to quality by Lt. Bondurant, (MC), USNR; 200 gallons fresh milk. 1530 Made all preparations for getting underway. 1559 Pilots; Mr. J. Johnson, and Mr. W. Santos, came aboard.

B. W. KASPROWSKI Lt. (jg), U.S.N.

16-20 1600 Got underway for Jacksonville, Florida. Mr. Johnson, tug pilot, at conn, Captain, Executive Officer and Navigator on bridge. 1604 Mr. Johnson left ship. 1604 Lt. Commander, Samtos, USCGR, at conn. Standing out of Charleston Harbor on carious courses and speeds conforming to channel. 1654 Passed degaussing range. 1707 Anchored in Cooper River, off Charleston City, in eight fathoms of water in berth B-4, with 45 fathoms of chain to the port anchor. Bearings of anchorage; tank on Sumpter Hotel 247° T. Buoy #32, 155° T. Buoy #34, 121° T. 1710 Secured main engine until 2100. 1712 Secured special sea detail.

J. Shelton F. SKELTON Ens., U.S.N.R.

25

Approved: Hy Manusary	Examined: Ex Carl
T DANNENBERG	E. F. CARL. Lieutenant. U.S.N.R.
Constanding Officer.	Nanigator,

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	and the second second	and the second				
UNITED STATES SHIP	ALMAACK	(AKA-10)		Friday (Dep)	22 (Data)	October, 1943 (Mesth)
Position 0800 Lat. Long.		1:	200			2000
		OPERATIONAL (WAR DI		KS		

20-24 Anchored as before. 2005 Pilot, Mr. W. Santos, came aboard. 2030 Made all preparations for getting underway. 2056 Anchor awiegh, underway for Jacksonville, Florida., pilot at conn. Captain, Executive Officer and Navigator on the bridge, standard speed 12 knots. Heading out of Cooper River on various courses and at various speeds. 2204 Passed through submarine net. Entered international waters. 2227 Turned off running lights. 2235 Pilot left ship. 2245 Passed buoy "20" abeam to port. 2250 All engines ahead standard, 15 knots 76 R.P.M. 2302 Passed buoy "2BC" abeam to port. Changed course to 219° T. & P.G.C.

MARTIN t. U.S.N.R.

76

Parm

Approved: Examined: Gannenberg 2 - Carl E. F. CARL. Lieutenant. U.S.N.R. Commanding Officer. Navigator.

5523				
		CONFIDENTIAL		Page
UNITED STA	TES SHIP ALMA	ACK (AKA-10)	Saturday 23	October , 19 4
Zone description_	Plus 4		(Dag) (Date)	(Masil)
Position	0800	1200		2000
at: .cong.				
		OFERATIONAL REMAR (WAR DIARY)	KS	
Steaming of 0135 Pass	on both boilers sed buoy "6 HI"	rleston, South Carolin on course 232° T. & I abeam to starboard. 0255 Passed Savanne . & P.G.C.	P.G.C. at 17.5 k 0217 Passed Po ah Lightship abe	nots, 87 R.P.M. rt Royal sea am to starboard.
			B. W. KA Lt.(jg),	
04-08 Ste All hands	to general qua	e. 0629 Passed buoy rters. 0700 Secured	"2S" abeam to s from general qu	tarboard. 0630 arters.
			R.C. HE R. C. HE Ens., U.	NNING S.N.R.
Steaming the bridge speeds, pr aboard. I "Volunteer pier #2. 1	ip St. John's R a. Entered St. roceeding up St 131 Yard tug ", came alongs Ferminal Dock.	se to 277° T. & P.O.C. . Comdr., Mickler, U30 iver with pilot at con John's River. Steami . John's River. 1125 "Potter" came alongsid ide on starboard quart Jacksonville, Florida, secured, boiler #2 in	n. Captain and Ing on various c Tug pilot, H. le on starboard er. 1155 Moor with six wires	Navigator on ourses at various B. Jenson, came bow; yard tug ed port side to . and one manila
			PAD	
			LELAND T Ens., U.	HOMPSON S.N.R.
sea detail excepting	three on hatch	1201 Secured main e ed main gyro. 1237 A #7. 1240 Ship's dre unloaded, forward 15'	Ens., U. engine. 1203 S hll boats manned ft forward 15' 3", aft 23' 10"	S.N.R. ecured special , lowered boats b", aft. 24' 2".
sea detail excepting	three on hatch	ed main gyro. 1237 A #7. 1240 Ship's dre	Ens., U. engine. 1203 S 11 boats manned ft forward 15' 3", aft 23' 10"	S.N.R. ecured special , lowered boats b", aft. 24' 2". HOMPSON
sea detail excepting 1600 Draf	L. 1204 Secure three on hatch 't after boats of	ed main gyro. 1237 A #7. 1240 Ship's dre	Ens., U. angine. 1203 S angine. 1203 S boats manned ft forward 15' 3", aft 23' 10" LELAND T	S.N.R. ecured special , lowered boats b", aft. 24' 2". HompSon
sea detail excepting 1600 Draf	L. 1204 Secure three on hatch 't after boats of	ed main gyro. 1237 A #7. 1240 Ship's dre unloaded, forward 15'	Ens., U. angine. 1203 S angine. 1203 S boats manned ft forward 15' 3", aft 23' 10" LELAND T	S.N.R. ecured special lowered boats b", aft. 24' 2". HOMPSON S.N.R.
sea detail excepting 1600 Draf	L. 1204 Secur- three on hatch t after boats of ored as before.	ed main gyro. 1237 A #7. 1240 Ship's dre unloaded, forward 15'	Ens., U. angine. 1203 S 11 boats manned 15 forward 15' 3", aft 23' 10" LELAND THE Ens., U. LELAND THE	S.N.R. ecured special , lowered boats b", aft. 24' 2". HOMPSON S.N.R. HOMPSON S.N.R.

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UNITED STATES SHIP	ALMAACK (AKA-10)	Sunday	24 (Deta)	October (Musth)	. 19_43
ione description Plus 4					
ition 0800		1200		2000	
h ngz.					
		AL REMARKS			
00-04 Moored p	ort side to pier #2	Municipal docks.	Jackson	dille.	
Florida. with 6	wires. #1 Boiler i	n use for auxilia	ary purpor	308.	
			W7Ca	n l	
			E. F. CAL Lt. U.S.I		
04-08 Moored a	s before.		00	~	
			a Ce	e	
			E. F. CAL Lt. U.S.I	N.R.	
08-12 0900 Con draft of ship at	mmenced receiving ca	rgo from dock. Di	raft of sl	nip fwd. 15	5 0"
			0,00	ale a	
			D. W. COI	LE	
12-16 Moored as	s before. Continuin	g cargo operation	Lt.(jg), ns.	U.S.N.R.	
			Dwe	ole	
			D. W. COL Lt.(jg),	E.	
			20.135/,	0.0.A.A.	
16-20 Moored as	s before. Continuin	g cargo operation	18.		
			Deve	Tale_	
			D. W. COLLt. (jg).	U.S.N.R.	
20-24 Moored as	s before. Continuin	g cargo operation			
			DW	Cole	
			D. W. COLLt. (jg),	15	
		amined:		and the second second	

To be forwarded direct to the Commander in Chief, U.S. Floet, either at end of an operation or at the end of the calendar manth.

UNITED S	TATES SH	IP	ALM	ACK (AKA-10)	Monday	25	October	. 19.43
UNITED 3					(049)	(Date)	(Month)	-, 13.9.
Zone descriptio				<u>. 1. 55</u>		<u></u>	0000	1.5
Position .at.	080	0		1200			2000	
long.			1					White I
				OPERATIONAL REN (WAR DIARY)	IARKS			
00-04 With 6 Contin	Moored wires, uing ca	por and rgo	rt side t i one man operatio	o pier #2, Munie Mila line. #1 Bo ons.	ipal Docks, iler in use	Jackso for au	nville, Flo xiliary pur	poses.
						Dw	cole	
					D	t.(jg),	U.S.N.R.	
04-08	Moored	8.5	before.	Continuing carg				
					D	Awa	LE U.S.N.R.	
					L	.(Jg).	U.S.N.R.	
		115	dine in the	Sector Sector Sector				
08-12	Moored	0.5	before.	Continuing carg	o operation	1 14	reproved	13
					в	W. KA	SPROWSKI	
					L	t.(jg),	U.S.N.	
12-16	Moored		hefore	Continuing carg	oneretion	1 m		
12-10	MOOTEG	4.5	001010,	continuing carg	o operacion	e la	flowed	<u>1</u>
					B	W. KAS	SPROWSKI	
					L	.(jg),	U.S.N.	
16-20	Moored		before.	Continuing carge	o operations			
					10	3work	spine	6
					B	W. KAS	U.S.N.	
							0.0.4.	
20-24	Moored	as	before.	Continuing cargo	o operations		1.1	11
					1	w.Ke	spioner	ш.
					B. Lt	W. KA:	BPROWSKI U.S.N.	
Approved:				Examined:				
supprovide:	de-	sr.	erecou	7	Er Ca	.e	itenant. U.	
	13 M	DAN	NENBERG	ng Officer.	E. F. CAR	L. Lieu	itenant. U.	S.N.R.

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P186		CONFIDENTIAL	
		CONFIDENTIAL	Page
UNITED S	TATES SHIP ALM		aday 26 October . 19.43
	m Plus 4	(Day	9 (Dess) (Mosth)
Position	0800	1200	2000
lat. long.			
		OPERATIONAL REMARKS (WAR DIARY)	
00-04 With Contin	Moored port sid 8 wires, and one buing cargo opera	e to pier #2, Municipal Doc manila line. #1 Boiler in tions.	ks, Jacksonville, Florida. use for auxiliary purposes.
			But KASPROWSKI
			B. W. KASPROWSKI Lt.(jg), U.S.N.
04-08	Moored as befor	е.	
		T 456 - 967. T 2	Bookasprowski
			B. W. KASPROWSKI Lt.(jg), U.S.N.
08-12	Moored as befor	•.	0 1
			f. martin
			G. Martin H. MARTIN Ht. U.S.N.R.
12-16	Moored as befor	•,	1 1
			a martin
			Lt. U.S.N.R.
16-20	Moored as befor	•.	
			6 Martin
			Martin Lt. U.S. N. R.
20-24	Moored as befor	•	Do i
			A MARTIN
			(Lt. U.S.N.R.
Approved:	<i>л.</i> <b>*</b>	Examined: 24	20
	JU DANNENBER	E.F.	CARL. Lieutenant. U.S.N.R.
	and the second se	manding Officer.	Numptor.

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To be forwarded direct to the Commander In Chief, U.S. Floet, either at ead of an operation or at the and of the calondar manth.

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UNITED STAT	ES SHIP ALMAACK	(AKA-10)	Wednesday (Des)	27 (Date)	October	, 1943
Zone description	Plus 4					
osition	0800	1200			2000	
at.						
		OPERATIONAL REM (WAR DIARY)	MARKS			
00-04 Moo with eight	red port side to wires and one m	pier #2, Munici anila line. #1 B	oiler in use : o./	ARTIN	iliary pur	da., pose.
Alter Laboration			TEX	U.S.N.1	π.	
04-08 Moo:	red as before.		đ.	Martin U.S.N.I		
Proceeding	red as before. ( came aboard. 1 lines clear of do on the bridge. 1 down St. John's beed 12 knots. 6)	River on various	ations made to r and Voluntee Captain, Exec n. 1021 Both s courses at v	o get un er made utive ( h tugs o various	fast alon fficer and sast off. speeds.	0950 gaide
Standard B				CARL it. U.S.	.N.R.	
Pilot, Mr. on bridge. secured, se 1237 Passe & P.G.C.	Underway on ve Berry at the con 1221 Pilot, Mr st condition II M d St. John's Lig 304 Changed cou rage R.P.M.	nn. Captain and r. Berry left the AS watch I. Star	Executive Off ship. 1224 ndard speed 15 1237 Changed t P.G.C. 436 F.	Specie knots	d Navigati 1 Sea det 76 R.P.M to 139° T ge steam.	ail
16-18 St.	eaming as before.	. 450# Average		Average	R.P.M. S.N.R.	
18-20 Ste Changed co 89.28.	aming as before. ourse to 169° T.	1920 Changed 169° P.G.C. Av				.м.
			P.L.	Jg), U.	.S.N.R.	
Shoals 116	aming as before. ged course to 17 2225 Changed o ht abeam to star 172° T. & P.G.C.	board, at a dist	455#. Averag	lles.	2306 Char 1. 92.75. Lowahi	and and a set
Approved:	DANNENBERG	Examined:	E. F. OARL	Lleuter	ant. U.S.I	I.R.

mmander in Chief, U.S. Fleet, either at and of an operation or at the end of the calendar month. W a.s. encourse recess areas in a second second

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		UNFIDENTIA		Page
UNITED STATES SHIP	ALMAACK	(AKA-10)	succession in the second	28 October , 19 43
Zone description Plus 4		1000		2000
Lot. 0800		1200	Strength Provide	2000
Long.				
	OPF	RATIONAL REMA (WAR DIARY)	RKS	
to Colon, Cannel 2 SNOWDEN as escort. Inlet light abeam	Zone. Both 1 0020 St.	Lucia Sea Bud	4. Enroute to a for auxiliary by abeam to sta burse to 172° 1 board. Changed 39 R.P.M. Aver	1 speed, 19 knots Jacksonville; Florid y purposes. U.S.S. arboard. 0155 Jupit P.G.C. and 172° T. 1 course to 183° T. age steam 433#. Avera Watt
			G MAI	RTIN .S.N.R.
Delmonte Light abe starboard, distand 0435 Changed coun buoy abeam to star and 175° P.G.C. ( Sounded general qu Fassed Foway light	am to starbo be limile. rse to 1850 f rboard, diste 0620 Changed larters. 064 t abeam to st set condition Changed court	oard. 0430 H 0432 Changed 1. and 185° P. Ince 2 miles. 1 course to 18 0 Changed co carboard, dist on II MS. 072 rse to 203° T.	Passed Hillsbor course to 181 G.C. 0500 Pa 0550 Changed 00 T. and 180 purse to 1910 5 cance 12 miles. 5 Changed cou and 2030 P.G.	1° T. and 181° P.G.C. assed lighted Wreck course to 175° T.
08-12 Steaming as	before. Of	17 Changed a	Ens.,	U.S.N.R.
Fassed Carysford F course to 213° T. P.G.C. 0837 Chang to 215° T. and 215 0913 Changed cour	Reef abeam to and 213° P.0 red course to 5° P.G.C. 09 rse to 235° T 1, distance i te 600 yards. rero Reef abe	b starboard, d .c. 0830 Ch 208° T. and 001 Changed co . and 235° P. mile. 1047 Changed cou am to starboa	listance 1/2 mi anged course to 208° P.G.C. ( ourse to 216° G.C. 1011 Ps Passed Tennes arse to 247° T.	Lie. 0823 Changed to 210° T. and 210° 0858 Changed course T. and 216° P.G.C. assed Alligator Reef assee Reef abeam to and 247° P.G.C.
				HENNING U.S.N.R.
American Shoals Li course to 2570 T. distant one mile. Changed course to to starboard, dist distant one mile.	ight abeam to and 257° P.0 1345 Chang 257° T. and ant four mil 1458 Colbi	e starboard, d .C. 1327 Bu ed course to 257° P.G.C. es. 1419 Sa n Rock buoy p	istance 1,000 by "I" passed 252° T. and 25 1402 Passed B assed abeam to to starboard, F. SKE	P.G.C. 1308 Passed yards. 1315 Changes abeam to starboard 20 P.G.C. 1355 (ay West light abeam abeam to starboard, b starboard distant distant three miles. bellow ELTON U.S.N.R.
16-18 1600 28 fe and 230° P.O.C. C			D. W.	COLE COLE
AL DANNEN	BERG 2		E. F. CARL. I	Neutenant. U.S.N.H.

To be forwarded direct to the Commander in Chief, U.S. Figet, either at end of an operation or at the ond of the calendar month.

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		CONTIDEN		Page
	STATES SHIP ALMA	ACK (AKA-10)	Thursday (Dec)	28 October , 19 4
Position	0800	120	0	2000
Let. Long.			**************************************	2000
Jong.				
		OPERATIONAL I (WAR DIAL		
18-20 time.	Steaming as befo 1900 Ceased zig	ore. 1900 Retar g zagging. Avera	ded clocks one hour age steam 460#, aver	to zone plus 5 age R.P.M. 96.25. V. Powers . V. Powers t.(jg), U.S.N.R.
20-24 Cayo J 2250 I Averag	2215 Sighted Ca Tutias Light abeas P.G.C. 2355 Sights Se steam 458#, ave	ayo Jutias Light, m bearing 140° at hted Cayo Buenavi arage R.P.M. 96.6	bearing 175° at 22 17 miles. 2340 Cl sta Light, bearing 1 7. G. MART L. U.S.	ntim
Approved:	HI Streege	Examine	tertan	itenant. U.S.N.R.
~	Converse	anding Officer.		Navigutor,

	COI	NFIDENTL	AL.		Page_	
UNITED STATES SHIP	ACK (	AKA-10)	Friday	29 (Dece)	October (Mastio	. 19_4
Zone description Plus 4	<u>е</u> -,					
Position 0800 at, .ong.		1200			2000	
	OPER	ATIONAL REM (WAR DIARY)	ARKS			
00-04 Underway, enroute fro of Panama., with U.S.S. SNO 19 knots, 96 R.P.M. Steaming Passed Buena Vista light abo Sancho Bordo, light bearing to port, distance 10 miles. 160° T., distance 16 miles. 0329 Passed Cabo San Anton: Changed course to 143° T. an	VDEN, s with sam to 1590 0230 0245	escort. Con #1 and #2 port, dist T. 0149 J Sighted (	trse 225° T boilers, stance 11 mi Cassed Sanc Cabo San An course to 1 to port, di	. and 22 hip dark les. 01 ho Bordo tonio, 1 80° T. a stance 1	5° P.G.C. ened. 003 30 Sighte. light ab- ight bearinnd 180° P. 5 miles.	Speed 7 1 eam ng
			B. W Lt.(	. KASPRO	WSKI .N.	
04-08 Steaming as before. 0535 All hands to general of Secured from general quarter	0400 luarte rs, se	Changed sj rs. 0606 t condition	Commenced : II MS R.C.	R.P.M. 1 zigzaggi Heuu HENNIN U.S.N.	ng. 0630	
08-12 Steaming as before. 840-23' W. 0800 Ceased zig 1430 P.G.C. Changed speed to	zaggi	ng, returne	Latitude 20 and to base mots. F. S	00-50' N	, Longitud 43° T. and	•
12-16 Steaming as before. 830-31' N. 1302 Exercised fire. 1319 Secured from f: stations. 1340 Secured fro	1200 at fi tre dr om aba	Position: re drill. ill. 1328 ndon ship :	Latitude 1 1303 Firs Exercised stations D. W Lt.(	9°-56' N t stream at aban OCole . COLE fg), U.S	, Longitud at scene don ship	or
16-18 Steaming as before. to 81 R.P.M., 16 knots.			zigzagging		Changed s	peed
18-20 Steaming as before.	1900	Ceased zig		ND THOMP, U.S.N.	SON	
20-24 Steaming as before.	2000	Changed or		a start and a start	d 145° P.G. WSKI .N.R.	.c.
Approved: Approved:		Examined:	E) Qu	2. Lieut	enant. U.S	.N.R.

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P16	PART III CONFIDENTIAL		
			Paga
	ALMAACK (AKA-10)	Saturday 30 (Dep) (Dep)	October , 19.43
Zone description Plus 4	1200	1	2000
at,	1200		2000
obg.			
	OPERATIONAL REMARKS (WAR DIARY)	s	
00-04 Proceeding from on course 145° T. and speed 15 knots, 75 R. U.S.S. SNOWDEN, as esco	1450 P.G.C. Full speed P. M. Steeming with #1	16 knots at 81 and #2 boilers.	R.P.M. standard Ship darkened. .M. 61.14.
P.G.C. 0420 Changed to 172° T. an 172° P.G	ned OELE ALL angines	ed course to 17 20° F.G.C. 0445 se to 150° T. a	2° T. and 172° Changed course nd 150° P.G.C.
to general quarters. ( steam 460#, average R.1	0606 All hands secured P.M. 83.94.		lton
08-12 Steaming as befo 80° 44' W. 1100 Comme steam 460#. average R.1	enced zigzagging . Cha	atitude 16° 04' nged speed to 19	N; Longitude 9 knots. Average
ateam 400%, average A.		D. W. COLL Lt. (JB), 1	E
12-16 Steaming as befor 80° 42' W. 1250 Chang Serrana Banks light bea zig zagging. 1500 Con Average steam 460#, ave	pre. 1200 Position: L ged course to 170° T. a aring 122° T. distance mmenced zig zagging acc arage R.P.M. 95.95.	atitude 14° 49' nd 170° P.G.C. about 12 miles. ording to Arma	N. Longitude 1325 Sighted 1443 Ceased course clock.
		J. V. Powi Lt. (js).	
16-18 Steaming as befo 1700 T. and 1700 P.G.C.	ore. 1630 Ceased zig . Average steam 462#, a	zagging, resumed verage R.P.M. 9 LELAND TH Ens., U.S.	MPSON
18-20 Steaming as befo Average steam 460#, ave	ore. 1600 Changed cou brage R.P.M. 96.		and 213° P.G.C.
20-24 2000 Position of Steaming as before. 21 reduced speed to 17 kno 86.33.	100 Changed course to	e steam 460#, and 1650	P.G.C. and rerage R.P.M.
Approved: - Ol Danaus	Examined:	A Carl U.S.N.	
A DANNENBERG	E.	F. CARL. Lleute	enant. U.S.N.R.

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at ead of an operation or at the end of the calendar month.

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	CONFIDENTI	AL .	91 F.C	Page
UNITED STATES SHIP ALMAA	CK (AKA-10)	Sunday (Day)	31 (Date)	October_, 19_4
Position 0800	1200			2000
nt. 0500	1200			20100
ong.				and the second
00-04 Underway, enroute	OPERATIONAL REM (WAR DIARY) from Jacksonville,	Florida., t	o Colon	, Republic of
Panama., in company with P.G.C. Speed 17 knots 86 darkened.	R.P.M. Both boil	ers in use f B. W.	KASPRO	ming, ship waki
		Lt.()	g), U.S	.N.
04-08 Steaming as before Changed course to 183° T. T. and 173° P.G.C. 0536 Secured from general quar P.G.C. 0640 Changed cou to 180° T. and 180° P.G.C to 225° T. and 225° P.G.C Average steam 460#, avera	. Changed speed t . 0752 Changed c	o 18 knots. ourse to 180	d cours 183° P 160° T 0651 0718 ° T. an COLE g), U.S	Changed course Changed course a 180° P.G.C.
08-12 Steaming as before				
0818 Changed course to 1. with bouy abeam to port d at various speeds conform and entered Limon Bay. Of into the canal, at various Navigator on the bridge. average R.P.M. 67.06.	istance 50 yards. ing to channel. 0 945 Mr. Wickensta	Proceeded on 931 Passed d, pilot can ds, pilot at st lock. Av	variou Cristob e aboar	s courses and al Breakwater, d. Proceeded nn. Captain and team 450#,
12-16 Steaming as before and speeds, pilot at the Left Gatum Locks.	, proceeding throu sonn, Captain and	gh the canal Navigator on	, at va	rious courses idge. 1300
		Ens.,	U.S.N.	R.
16-18 1605 Entered Pedro 1658 Entered Miraflores 1		Miraflores R.C. R. C.	Locks.	ing
18-20 1800 On various ed mooring, Captain and Navi, conn. 1830 Moored port Zone. With six wires and Pilot left the ship. 1923	gator on the bridg side to Army Docks #1 boiler in use	e. Pilot, M ∦7, Balboa for auxiliar g on fresh w P. EM	r. Wilk Harbor, y purpo	enstad, at the Panama, Canal ses. 1845
20-24 Moored as before.			D THOMP	
Approved: A Samente	Examined:	Es.	and	Poutenant. USNR.
I DANNENBERG			OARD . T	reutenant. USAR.

To be forwarded sizect to the Commander in Chief, U.S. Pleet, either at end of an operation or at the end of the calendar month.

		E.S. #0	35037	
UNITED STATES SHIP ALMAACI	K (AKA-10)	Nonday	1 (Dest)	November, 1943
Zoan description Plus 5 & 6				
esition 0800	1200			2000
at. ong.				
	OPERATIONAL RE: (WAR DIARY)			HINDONE 25
00-04 Moored port side to and two manils lines, rece auxiliary purposes.	at pier 6, at Be iving water from	the docks.	#1 Boile	er in use for
			B. W. 1 Lt.(jg)	ASPROWSKI U.S.N.
04-08 Moored as before.			R. No	spennehi
			B. W. I	LASPROWSKI
08-12 Moored as before. all preparations for getti starboard side. 1158 Und ing in company with U.S.S. BLACK; U.S.S. WALKER; U.S. Pilot at conn, Captain and	ng underway. 113 erway on various CALLAWAY, A.P.A. S. STEMBEL, as es	3 Tug, GAR eourses and 35 C.T.G. 1 corts. Step	CONA, mad various 12.8 in ( ndard spe	te fast on speeds proceed- LALLAWAY; U.S.S. eed 15 knots.
			D. W.	Cole OLE . U.S.N.R.
12-16 Steaming as before, A. Magilton, left ship. 1 1309 Fassed Tobaguille Is 1403 Fassed Bona Island,	249 Changed cour land, light abeas	to starboa	T. and 18 rd, dista	30° P.G.C. ance 1 mile.
		7 . •		THOMPSON J.S.N.R.
16-18 Steaming as before, course to 179° T. and 179° P.G.C. 1705 Changed cour went out of operation, cut compass for steering.	P.G.C. 1647 Ch se to 170° T. and	anged course 170° P.G.C	e to 1779 . 1708	Naster gyro
compare for executing.			R. C. 1 Ens., 1	HENNING J.S.N.R.
18-20 1800 Took cruising WALKER, as anti-submarine U.S.S. CALLAWAY, distance 1815 Commenced zigzagging compass in operation. Cha zigzagging. 1955 Reduced R.P.M. 94.90.	screen, ALMAACK, 600 yards. Chang 1900 Shifted nged course to 20	ed course to steering to 10 T. and 2	on por 0 229° T hand el 41° P.0.0	t quarter of . and 231° P.G.C. ectric. Gyro 2. 1915 Ceased
			F. SKEI	
20-24 Steaming as before. 2690 Fat.C. Average steam			0° T, and	
		and the second se		

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and the second secon				Page	a de la
UNITED STATES SHIP ALMAAN	CK (AKA-10)	Tuesday	2 (Dui)	November	, 19.43
Zone description Flus 5 & 6					
Position 0500	1209			2009	
Long.					
	OPERATIONAL REM (WAR DIARY)	IARKS			
00-04 Steaming as before, 12.8 in CALLAWAY: U.S.S. Hi on base course 270° T. and Full speed 17 knots at 93 board beam, distance 9.4 m. took station. Average stee	LACK: U.S.S. WALK 270 ⁰ P.G.C., Sta R.P.M. 0301 Fas	ER and U.S.S ndard speed sed Jicarita	. STRMB 15 knot Taland	RL, as esco s, 76 R.F.M . light on	rts.
			af is	rati_ RTIN .S.N.R.	
04-08 Steaming as before of speed to 18 knots, 95 R.P.1 0442 Changed course to 296 294° T. and 294° P.G.C. 04 All hands to general quarte F.G.C. 0519 Changed cours course to 299° T. and 299° 294° P.G.C. Average steam	6. 0435 Changed 50 T. and 2960 P. 456 Changed spee ers. 0518 Chang as to 2940 T. and P.G.C. 0523 Ch	speed to 17 G.C. 0448 d to 18 knot ed course to 294° P.G.C. anged course	knots, Changed 5, 95 R 2970 T 0521 to 294	87 R.P.M. course to .P.M. 0515 . and 2970 Changed T. and	
		Ľ	B. W.	KASPROWSKI g), U.S.N.	
08-12 Steaming as before.	Average steam 4	43#, average	2. 12 F. 3K	92.81. Lectes ELTON U.S.N.R.	1
12-16 Steaming as before. 840-14' W. 1300 Retarded Exercised at abandon ship : 1325 Commenced zigzagging.	ships clocks one	hour to zon	e plus	6 time, 13	02
			Di.lj	Cole COLE gl, U.S.N.F	
16-18 Zigzagging as before	. Average steam	475#, avers	ge R.P.	W. 100.	
			. 1	Powers POWERS 8), U.S.N.B	
18-20 Steaning as before.	Average steam 4	73#, sverage	FLERA	100. D THOMPSON U.S.N.R.	**
20-24 Steaming as before. 2940 P.G.C. Reduced speed t sounded. All hands to fire short circuit in automatic fire station. Average stea	to 17 knots, 91 R s stations. All fire alarm, caus	.P.M. 2130 holds inspec e of soundin	Automat ted for g. 220	ic fire als fire, none	rm
Approved: Al Sance to	Examined:	es al	Lt. U Lieuten	.s.n.R.	

To be forwarded direct to the Communifer in Chief, U.S. Flort, ofther at end of an operation or at the end of the calendar month.

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	CONFIDENTIAL	Page
UNITED STATES SHIP ALMAACE	(AKA-10) Wee	dnesday 3 Novemberg 43 m (has) (Madda
Position 0800 at. stog	1200	2000
	OPERATIONAL REMARKS (WAR DIARY)	
00-04 Enroute from Halboa, 2940 T. and 2940 P.G.C. Wi U.S.S. BLACK; U.S.S. WALKEN 93 R.P.M. #1 and #2 boilers	the CALLAWAY A.P.A. 35 R: U.S.S. STEMBEL as eso	corts, making 18.3 knots
		W. KASPROWSKI .(Jg), U.S.N.
04-08 Steaming as before o 93 R.P.M. 0455 All hands 0530 Set condition II MS. Average steam 470#, average	to general quarters. ( 0600 Changed course R.P.M. 97.29.	0530 Began zig zagging.
08-12 Zig zagging as befor Average steam 4697, average	e on course 295° T. and R.P.M. 99.23.	d 295° P.G.C. at 100 R.P.M. V. Powers .(jg), U.S.N.R.
12-16 1200 Ships position zagging as before on course Secured degaussing. 1550 alerm sounded. Fire origin 1557 Fire reported extingu Average steam 473%, average	295° T. and 295° P.G. Fire reported in forwar ated from a short circu lished and all hands see	C. at 100 R.P.M. 1425 rd pump room; general uit in battery switch box.
	LE	LAND THOMPSON a., U.S.N.R.
16-18 Zig zagging as befor	K.	a 295° P.G.C. at 100 R.P.M. C. HELLILLO S., U.S.N.R.
18-20 Zigzagging as before 100R.P.M. 1845 Ceased zig steam 465#, average R.P.M.	zagging. 1905 Reduced 95.50.	295° F.G.C. at 19.7 knots a speed to 94 R.P.M. Average
	P.	SKELTON s., U.S.N.R.
20-24 Steaming as before o Latitude 110-54' N, longitu 91.50.	de 920-25' W. Average :	steam 455#, average R.P.M.
Approved:	Esamined:	F. CARL U.S.N.R.
ANT DANNENBERG T		CARL. Lieutenant. U.S.N.R. Nomigator.

To be forwarded filteet in the Commander in Chief, U.S. Fleet, either at ead of an operation or at the end of the calendar munth.

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		Page.
	AACK (AKA-10) Thursday	A November , 19.43
Zone description FIUS D	1 1900	2000
at.	1.200	2010
ong		
U.S.S. CALLAWAY, A.P.A. 2 U.S.S. STEMBEL, forming	OPERATIONAL REMARKS (WAR DIARY) Canal Zone, to San Pedro, Cali 5, C.T.G. 12.8 in CALLAWAY. U. an anti-submarine screen. Cou #1 and #2 Boilers in use for s	S.S. BLACK; U.S.S. WALKER rse 295° T. and 295° P.G.
	465#, average R.P.M. 94.49.	t
2950 P.G.C. Increased ap	e. 0510 Commenced zigzagging eed 1 knot to 100 R.P.M. to ma 0605 Set condition II MS. Ave	intain position. 0515
A.F.M. 90.07.	B. W. K	ASPROWSKI , U.S.N.
0810 Increased speed to guns 1, 2, 3, 4, 5, 6, 7 Secured from 20 MM gun p 0930 Inspected magazine 99.30.	R. C. I	ractice firing of 20 MM , 16, 17, and 18. 0942 anded, no casualeties. steam 446#, average R.P.M Mulling MENNING J.S.N.R.
960-44' W. Average stea	m 463#, average R.P.M. 100.	S. MoMILLAN
16-18 Zigzagging as bef	Ens., U ore. Average steam 465#, aver O.L F. SKEI	1.3.N.R. Page R.P.M. 99.05. Bellon
18-20 Zigzagging as bef	ore. Average steam 458#, aver D. W. C Lt.(jg)	age R.P.M. 95.65. <i>Cale</i> DLR , U.S.N.R.
20-24 Zigzagging as bef 990-15' W. 2300 Ceased 453#, average R.P.M. 92.	ore. 2000 Fosition: Latitude zigzagging, resumbed base cou 60. E. F. C Lt. U.S	Carl
Approved: Stanenber DANNENBERG Concep	L Examined: Ca E. F. CARL	Lieutenant. U.S.N.R.

	CONFIDENTI	AL		Page.
UNITED STATES SHIP ALMAAC	K (AKA-10)	Friday	5 (the)	November 1943
Zone description Plus 7				
ceition 0800 41	1200			2080
	OPERATIONAL RES (WAR DIARY)	MARKS		
00-04 Enroute from Balbos with, U.S.S. CALLAWAY, A.J U.S.S. WALKER, and U.S.S. T. and 295° P.G.C. at 17 H #2 in use for steaming. Sh	STEMBEL, as esco mots, 92 R.P.M.	rts. Procee to maintain rage steam 4	ding on t station. .60∦, aver	ase course 295° Boiler ∦1 and age R.P.M. 91.8
			B. W. P Lt.(jg)	ASPROWSKI , U.S.N.
04-08 Steaming as before 92 R.P.M. 0440 All hand Set condition II MS. Aver	s to general quar	tera. Conne	nced 21gs 1. 92.43.	tagging. 0546
			f. MAR fi. U.	rtin S.M.R.
08-12 Zigzagging as befc	re. Average stea	m 460∦, aver	age H.P.I	(. 91.68.
			Charles Das., t	D. Momillan 1.B.N.R.
12-16 2igzagging as befor P.G.C. and 295° P.St.C. firing gun #1, four rounds expended, no canualtics. Manauvering to continue e Changed course to 325° T. course to 240° T. 1600 : average N.P.M. 91.23.	s expended, no ca Jun #5, two round xercise firing, C 1549 Changed o	sualties, Gu s expanded, hanged cours ourse to 300	n #3, fou no casua e to 340 P T. 15	r rounds ttles. 1528 T. 1535 Changed
average H.P.M. 91.23.			2	Powers MERS , U.S.M.R.
16-18 Steaming as before 1605 Changed course to 3 Average steam 460", average	. 1603 Changed 080 T. and 3080 P	course to 20 .G.C. 1615	Commence	ed zigzagging.
			Tech	Cole I. U.S.N.R.
14-20 Zigzaczing as befo	re. Average stes	m 465#, aver	aga R.P.1	1. 92.70.
			g.V.	Powers VIIII
20-24 Zigzaging as befo	re. Averege stee	m 460∉, aver	E.	1. 91.28. Arl Mal
Approved: OU Stanence	Examined:	EXC	and	
TY DAMNENBERG	ding Officer.	E. F. CA	BL. Liet	Nanigator.

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INTER	STATES CHUS	ALMAACE	1.58.6-2.03	Satur	day 6	November, 19 4
UNITED	STATES SHIP	ALIGNAVA.	13656+103	(Day)	(D44)	1204 auto alt. 19 a
Zone descrip	tion Flux 7					
oaitáon	0800 19 ⁰ -35		1 200			2000
it. mg.	1070-5	sr'w.				21°-39' H. 110°-39' W.
			OPERATIONAL REM (WAII DIAIRY)	ARKS		
with 1 BLACK Steam #2 in	0.8.8. CALLAN U.S.S. STER Ing course 30	MAY, A.P.A. BEL, and U SO T. and ming purpo	35, C.T.G. 12. 1.S.S. WALKER, 6 308° P.G.C. at	8, in CA scorting 18 knots	LLAWAY, Des In anti su , 92 R.P.M. agging, Av	is., in company troyers: U.S.S. bmarrine screen Boilers #1 an trage steam 460
					A. 44	art. TIN 3.H.R.
92 R.I	P.M. 0500 C	ommanded 2	i base course 30 igzagging. 050 Average steum	5 All h	ands to ger erage R.P.1	1. 92.53.
					B. W. Lt. (Je	KASPROWSKI
19.3 1	0800 Zigza mots, 93 R.P 92.06.	eging as 1 .M. 1112	efore on base o Streamed Pater	ourse 30 t Log.	Average ste J. J. F. BK	Bellon LTON U.S.N.R.
3089 1 1505 18 knd target expand	Changed spee Changed spee Mts. 1532 P baloon. 15 led. no casua	.0.C. 145 d to stand ort 3"50 c 36 Cessed 1ties. 15	1445 Ceased 5 Changed cour and speed 15 km al. and 5"38 ce firing at targ 41 Resumed bas Average steam 4	se to 00 ots. 15 1. batte et, 8 ro e course	0° T. and 0 10 Changed ries commen unds 3"50 o 308° T. an	00° P.G.C. Lapeed to full, iced firing at al. ammunition a 308° P.G.C.
					Lt. (Je	Cole Colz ), U.S.N.R.
16-18	zigzagging	as before.	Average steam	460%, 8		
					Ju. ije	Powers POWERS ), U.S.N.R.
18-20	Zigangaing	as before.	Average steam	460#, n	Harri	M. 91.90. THOREBON U.S. N. R.
20-24	Zigzegging	as before.	Average steam	460∦ <b>,</b> a	verege R.P.	и. 91.98
Approved;	H DANNEST	the grand	Examined:	£.	Carl	tenant. U.S.N.R
/		Constanting	and the state of the			

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UNITED	STATES SHIP	AIMAACK	(AKA-10)	Sunds	ty 7	Movember, 19 43
Zone descrip)				_		
esition 16.	230-17	. N.	1200 24 ⁰ =2	81 II.		2900
mg,	1130-1	9• W.	1140-	06* 1/.		
18 km Zone, STEDS) 0212 COLLO COLLO COLLO COLLO COLLO	Steaming an Objective Steaming and Objective Steaming an	course 305 . Enroute t ith C.T.C. LEER; and U gging. 021 ateam 460%, before on a signaggin .S. Averag	A. S.S. BLACK, A. This ship everage R.P. dourse 308° 1 R. 0530 All e steam 460%, m course 308°	P.G.C. or Californis WAY, and a formed in in column M. 92.68. . and 308 ⁴ hands to average 1	A., from Ha secort dest. an anti su open order B. W. It. (jg P.G.C. at general qu U.P.M. 94.9 MAR MAR U. U. 08° P.G.C.	lboa, Cunal royers: U.S.S. bmarine, screen astern of feature KASPROWSKI ), U.S.N. 17 knots, 93 arters, 0630 0. atti- TIN S.M.R.
			A9, average H Average stee		Lt. (jg	J Cole COLS ), U.S.N.R. M. 92.29. Powers Powers ), U.S.N.R.
16-18	Zigzagging	as before.	Average ster	m 45 <i>° j</i> , av	erase R.P.	м. 89.94.
13-20	Zigzegging	as before.	Average stea	m 455∦, nv	R.C.	M. 94.25. Heuneng Henning U.S.N.R.
20-24	Zigzugeing	as before.	Average ster	m 456∦, nv	erage R.P. B. F. Lt. U.	Carl.
Approved		-	Examined	et	00	

26	PART III CONFIDENTIA	AL.		Page	
UNITED STATES SHIP ALMAACK	(AKA-10)	Monday Baji	B (Dete)	November ,	1943
Zone description 2103 7 sition 0800 4. mg.	1200 *			200	
00-04 Steaming on course 3 Speed 18 knots 92 R.F.M. En	OPERATIONAL REM (WAR DIARY) 20 ⁰ T. and 320 ⁰ route to San Fedr	P.G.C. 34	oilers #1	and #2 in u	se.

BNP120

Position

Lat. Long

00-04 Steaming of Speed 18 knots 92 Zone. In company with C.T. G. 12.8 in U.S.S. CALLAWAY, and escort destroyers: U.S.S. STRMBEL; U.S.S. WALKER, and U.S.S. BLACK, forming an anti submarine screen. 0028 Censed zigzagging. 0038 Changed course to 339° T. and 339° F.G.C. 0048 Commenced zigzagging. 0331 Ceased zigzagging. Average steam 469#, average R.P.M. 92.80. hearting

04-08 Steaming as before at 0545 Commenced zigzagging on course 339° T. and 339° P.G.C. 0550 Held general quarters. 0703 Set condition II M.S. 0705 Lighted ship. 0750 Sighted Guedalupe Island, bearing 297° T., distance 44 miles. Average steam 466#, average R.P.M. 92.55. Simple and souther

B. W. KASPROWSKI Lt.(jg), U.S.N.

MARTIN Lt. U.S.N.R.

08-12 Zigzagging as before. Average steam 466#, average R.P.N. 92.20.

J. V. Powers J. V. POWERS Lt. (jg), U.S.N.R.

12-16 Zigzagging as before. 1345 Changed course to 007° T. and 007° F.G.C. Average steam 465#, average R.P.M. 92.13.

LELAND THOMPSON Ens., U.S.N.R.

16-18 Zigzagging as before. Average steam 460#, average R.P.M. 92.85.

R.C. Hanner R. C. HENNING Ens., U.S.N.R.

18-20 Zigzagging as before. Average steam 460%, average R.P.M. 92.0.

CHARLES S. MCMILLAN Ens., U.S.N.R.

6

E. F. CARL Lt. U.S.N.R.

20-24 Zigzagging as before. 2135 Ceaned rigzagging. 2145 Changed course to 000° T. and 000° P.G.C. 347° Pst.C. 2155 Resumed rigzagging. 2239 Ceased rigzagging. 2249 ALMAACK, separated from CTG. 12.8 per. orders to proceed to San Pedro, California., changed course to 327° T. and 327° P.G.C. 2255 Resumed rigzagging. 2300 Ceased rigzagging, changed course to 348° T. and 348° P.G.C. 2305 Resumed rigzagging. 2340 Altered base course to 346° T. and 348° P.G.C. Average steam 461#, average R.F.M. 92.9. FCarl

Approved: Examined: Uphanenbe DANNENBERG F. CARL. Lieutenent, U.S.N.R. Consumpting Officer. Aurigence,

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month. 12 a. a. operations and an operation of the billing of

21122-104

## CONFIDENTIAL. Page UNITED STATES SHIP ALMAACK (AKA-10) Tuesday 9 November 19 43 (Des) (Dista) 135oethi Zone description Plus 7 Position 0800 1200 201003 Lat. Long. OPERATIONAL REMARKS. **CWAR DEARYS** 00-04 Zigzagging on base course 346° T. and 346° F.G.C., 334° PSt.C. At speed 18 knots, 93 R.F.M. Ship darkened. 0202 Ceased zigzagging, resumed base course 346° T. and 346° P.G.C. 0217 Long Point Light abean to port, distance 7 miles. 0240 All engines stopped. 0242 All engines ahead standard speed. 15 knots, 76 R.F.M. 0247 Sighted San Pedro, Breakwater light bearing 352° T. 0303 Reduced speed all engines to two thirds speed. 0307 Stationed special anchor details. 0320 Reduced speed all engines to one third speed. 0321 All engines stopped. 0324 All engines astern two thirds speed. 0325 All engines stopped. 0327 Passed examination vessel abeam to starboard, distance 100 yards. 0335 Pilot, C. L. Dixon, came aboard. 0336 All engines ehead standard, proceeding into San Pedro, outer harbor. Pilot st conn, Captain, Nevigator on bridge, steering various courses conforming to channel. 0344 Passed channel entrance buoy "A" abeam to port, distance 100 yards. 0345 All engines reduced speed to one third speed ahead. 0346 All engines stopped. 0355 Passed buoy "B" abeam to port, distance 100 yards. Average steam 460%, average R.P.M. 92.7. average R.P.M. 92.7. Et Carl E. F. CARL Lt. U.S.N.R. 04-08 Steaming as before. 0405 Passed buoy "C", abeam to port, distance 100 yards. 0411 Passed buoy "D", abeam to port, distance 100 yards. 0420 Engines ahead one third. 0421 Engines stopped. 0432 Engines ahead standard. 0435 Engines ahead two thirds. 0437 Passed buoy number 1 abeam to port. 0443 Passed breakwater light, passed into harbor. 0443 Set Special aca detail. 0445 Inner harbor pilot, Maston, came aboard. 0455 Yard tugs: T 239 on starboard quarter, Y.T. 240, on starboard quarter came alongside. 0505 Under-way with pilot at conn. to berth number 228 D.E. 0530 After tug parted line. 0535 Tug parted second line. 0539 Let go port anchor, veered, 15 fathoms. 0546 Number 6 stern line over to dock. 0550 All lines secured to dock. 0555 Tugs cest off. 0609 Secured main engine, boiler #1 in use for auxiliary purposes. 0610 Secured steering engine, secured fires under number 1 boiler. 0611 Secured gyrc. 0612 Secured bridge. 0615 Moored port side to pier, berth 228 D. with six lines over to dock and 15 fathoms out on port anchor. 0617 Secured auxiliary steam stop. 0630 Draft forward 22'11", aft. 27'5". 0630 Hove in port anchor. -0546 E. F. CARL Lt. U.S.N.R. 08-12 Moored as before. E.H. Car E. F. CARL Lt. U.S.N.R. 12-16 Moored as before. 1300 Commenced cargo operations. D. W. Cole Lt. (jg), U.S.N.R. 16-20 Moored as before. Continuing cargo operations. Sounded general alarm. All hands to fire stations. 1 from fire stations. 1800 Ceased cargo operations. 1610 Fire in galley. Fire put out, secured 1620 COLE Lt. (jg), U.S.N.R. 20-24 Moored as before. Lt. (Jg), U.S.N.R. Examined: Approved: uber DANNENBERG E. F. CARL. Lieutenant. U.S.N.R. Community Offers.

To be forwarded direct to the Commander in Chlof, U.S. Fleet, either at end of an operation or at the end of the calendar month.

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Zene description Plug 7 medium 0800 1200 Medium 0800 1200 Medium 0800 000 OPERATIONAL REMARKS (WAR DARKY) 00-04. Moored port side to berth 228 D. Terminal Islan With 6 wires. #2 Boiler out in for auxiliary use. 04-08 Moored as before. 0700 Commenced cargo operations 08-12 Moored as before. Continuing cargo operations 12-16 Moored as before.	D. W. COLE Lt. (jg), U.S.N.R. clons. D. W. Cole Lt. (jg), U.S.N.R.
OQ-04 Moored port side to berth 228 D. Terminal Islam With 6 wires. #2 Boiler out in for auxiliary use. 04-08 Moored as before. 0700 Commenced cargo opera 08-12 Moored as before. Continuing cargo operations 12-16 Moored as before.	D. W. COLE Lt. (jg), U.S.N.R. clons. D. W. Cole Lt. (jg), U.S.N.R.
(WAR DEARY) OO-O4. Moored port side to berth 228 D. Terminal Islam With 6 wires. #2 Boiler out in for auxiliary use. O4-O8 Moored as before. 0700 Commenced cargo operations 08-12 Moored as before. Continuing cargo operations 12-16 Moored as before.	D. W. COLE Lt. (jg), U.S.N.R. clons. D. W. Cole Lt. (jg), U.S.N.R.
(WAR DIARY) OO-O4. Moored port side to berth 228 D. Terminal Islan With 6 wires. #2 Boiler out in for auxiliary use. O4-O8 Moored as before. 0700 Commenced cargo operations 08-12 Moored as before. Continuing cargo operations 12-16 Moored as before.	D. W. COLE Lt. (jg), U.S.N.R. clons. D. W. Cole Lt. (jg), U.S.N.R.
00-04 Moored port side to berth 228 D. Terminal Islam With 6 wires. #2 Boiler out in for auxillary use. 04-08 Moored as before. 0700 Commenced cargo operations 08-12 Moored as before. Continuing cargo operations 12-16 Moored as before.	D. W. COLE Lt. (jg), U.S.N.R. clons. D. W. Cole Lt. (jg), U.S.N.R.
With 6 wires. #2 Boiler out in for auxiliary use. 04-08 Moored as before. 0700 Commenced cargo opera 08-12 Moored as before. Continuing cargo operations 12-16 Moored as before.	D. W. COLE Lt. (jg), U.S.N.R. clons. D. W. Cole Lt. (jg), U.S.N.R.
08-12 Moored as before. Continuing cargo operations	D. W. Cole Lt. (jg), U.S.N.R.
08-12 Moored as before. Continuing cargo operations	D. W. Cole Lt. (jg), U.S.N.R.
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12-16 Moored as before.	
12-16 Moored as before.	•
12-16 Moored as before.	mars Call.
12-16 Moored as before.	D. W. COLE Lt. (jg), U.S.N.R.
	Lt.(jg), U.S.N.R.
16-20 Moored as before. 1800 Ceased cargo operation	ADD
16-20 Moored as before. 1800 Ceased cargo operation	adan
16-20 Moored as before. 1800 Ceased cargo operation	B. F. CARL Lt. U.S.N.R.
16-20 Moored as before. 1800 Ceased cargo operation	
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	200
	E. F. CARL
	Lt. U.S.N.R.
20-24 Moored as before.	
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	E. F. CARL
	Lt. U.S.N.R.

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month,

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litàon  uz.	0800	1200	2000
		OPERATIONAL REMARKS (WAR DIARY)	
00-04 with 6	Noored port side wires. #2 Boiler	to berth 228 D, Termin in use for auxiliary p	al Island, San Fedro, Californ Surposes.
			R. F. CARL Lt. U.S.N.R.
04-08	Moored as before.	. 0745 Fuel barge. S	0 Barge #57, made fast alongsi
			E. F. CARL Lt. U.S.N.R.
08-12	Moored as before.	har seider	0 0 0
			E. F. CARL Lt. U.S.N.R.
12-16	Moored as before.	. 1250 Fuel oil barge	cleared side.
			MARTIN LE. U.S.N.R.
16-20	Moored as before.		1
			L. MARTIN At. U.S.N.R.
20-24	Moored as before.		Phantin
			Q. MARTIN L. U.S.N.R.
oproved:		Examined:	2 - 0

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.

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00-04 With 6	Moored po wires and	ort side i ∦ 2 boi	to bert ler in	th 223 use fo	D, Term r auxil	inal Isl iary pur	and, S poses.	an Pe	adro, Califor	nia.
							ол. ил 14. 0	RTIN .S.N.		
04-05	Moored as	before.								
							24. MA	at. RTIN .S.N	.R.	
08-12	Moored as	before.								
							a Jua Le. U	RTIN .S.N	.R.	
12-16	Moored as	before.	1520	Compl	ated ca	rgo oper	ations	in /	1 hold.	
									1	
							B. W. Lt.(j	KASI gl,	PROMSKI J.S.N.	
16-20	Moored as	before.								
							d	12.	Soundi	
							B. W. Lt. (j	KASI e), U	PROMSKI J.S.N.	
20-24	Moored as	before.								
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and the second	and the second	Page
UNITED STATES SHIP ALMAACK	(AKA-10)	Saturday 13 November, 19 43
Zone description Plus 7		
Position 0800	1200	2000
Lat. Long.		
00-04 Moored port side to be	OPERATIONAL REMARKS (WAR DIABY) rth #228 D, Termin	al Island, San Pedro.
California, with 6 wires, #1 )	Boiler in use for	4 1
		B. W. KASPRONSKI Lt. (jg), U.S.N.
04-08 Moored as before.		13 Coloradi
		B. W. KASPROWSKI Lt.(jg), U.S.N.
08-12 Moored as before.		Surfactionshi
		H. W. KASPROWSKI Lt.(jg), U.S.N.
12-16 Moored as before.		
		D. W. COLE Lt.(jg), U.S.N.R.
16-20 Moored as before.		
		D. W. COLE Lt.(jg), U.S.N.R.
20-24 Moored as before.		
		D. W. COLE Lt.(jg), U.S.N.R.
Approved: Approved: DANNENBERO Convending of		S-Carl. Lieutenant. U.S.N.R.

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the valuation anoth.

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UNIT	ED STATES SHIP ALMAACE (AKA-10)	Sunday 14 November , 194
Zane do	amplies Plus 7	
osition	0800 1200	2000
at.		
	OPERATIONAL REMARK (WAR DIARY)	18
	00-04 Moored port side to in berth 228 D, California, with 6 wires. #2 Boiler in ope	Terminal Island, San Pedro, eration for auxiliary purposes.
		D. W. COLE Lt.(jg), U.S.N.R.
	04-08 Meored as before.	
		D. W. COLE Lt. (jg), U.S.N.R.
	08-12 Moored as before.	
		D. W. COLE Lt. (jg), U.S.N.R.
	12-16 Moored as before. 1200 Completed of and #5.	pargo operations in hold $#2$
		E. F. CARL Lt. U.S.N.R.
	16-20 Moored as before.	E. F. CARL Lt. U.S.N.R.
	20-24 Moored as before.	E. F. CARL Lt. U.S.N.R.
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To be feewarded direct to the Commander in Chief. U. S. Flort, either at end of an operation or at the end of the calendar month.

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		anday (Mar)	15 (Date)	November	19.47
Zone description Plus 7					
osition 0800	1200			2100	
at. ong.					
01	PERATIONAL REMARKS (WAR DIARY)				
00-04 Moored as before, port	ide to berth 228	D. Termi	nal Isl	Land, San P	edro,
California,, with 6 wires to th	te dock. Boller (		Cal		se.
			. CARL		
		Lt.	U.8.N.1	R.	
04-08 Moored as before.		30	abor a		
		E.	-Carl	<	
			U.S.N.I		
05-12 Moored as before.		20	01	0	
		0	- Car	5	
		Lt.	. CARL U.S.N.H	R.	
12-16 1201 All preparations : came aboard. 1203 Tug YT 239 cleared docks, proceeded by van San Pedro, California. 1220	mede feat on ate	rboard b	ow. 12	11 114 019	nea
came aboard. 1203 Tug YT 239 cleared docks, proceeded by van San Pedro, California. 1220 239, cleared ship. 1229 Tug to station. 1243 Mooring com 6 wires. 1255 Tugs cast off. Lighted fires under #2 boiler. composes from ship for depermi 1250 Pilot, Wr. E. L. Mussett	made fast on sta fous courses and fug YT 12, fast to T 239, fast to pro- leted, starboard 1301 #2 Boiler 1358 Removed al- ing period. 1410	arboard b speeds t port qu ort bow. side to secured.	ow. 12 o Deper arter. 1236 Depermi #1 in	210 All 11 rming Stati 1226 Tug #1 Bow lin ing Station use. 1330	nes on, YT e out , wit)
came aboard. 1203 Tug YT 239 cleared docks, proceeded by van San Pedro, California. 1220 239, cleared ship. 1229 Tug Y to station. 1243 Mooring comp 6 wires. 1255 Tugs cast off. Lighted fires under #2 boiler. composes from ship for depermine	made fast on sta fous courses and fug YT 12, fast to T 239, fast to pro- leted, starboard 1301 #2 Boiler 1358 Removed al- ing period. 1410	arboard b speeds t port qu ort bow. side to secured.	ow. 12 o Deper arter. 1236 Depermi #1 in	210 All 11 rming Stati 1226 Tug #1 Bow lin ing Station use. 1330	nes on, YT e out , wit)
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<ul> <li>came aboard. 1203 Tug YT 239, cleared docks, proceeded by var San Pedro, California. 1220 Tug 239, cleared ship. 1229 Tug to station. 1243 Mooring comp 6 wires. 1255 Tugs cast off. Lighted fires under #2 boiler. composes from ship for depermi 1250 Filot, Wr. E. L. Mussett</li> <li>16-20 Moored as before. 1610 compasses, chronometers and closed</li> </ul>	made fast on sta fous courses and fug YT 12, fast to TT 239, fast to po- leted, starboard 1301 #2 Boiler 1358 Removed al ing period, 1410 er, left ship.	arboard b speeds t port qu ort bow. side to secured, ll clocks Commence G. M Lt.	ow. 12 o Deper arter. 1236 Depermin #1 in , chron ed deper ARTIN U.S.N.I ations.	210 All li rming Stati 1226 Tug #1 Bow lin ing Station use. 1330 nometers an erming oper R. R. Brought	nes on, YT e out , wit)
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<ul> <li>came aboard. 1203 Tug YT 239, cleared docks, proceeded by var San Pedro, California. 1220 Tug 239, cleared ship. 1229 Tug to station. 1243 Mooring comp 6 wires. 1255 Tugs cast off. Lighted fires under #2 boiler. composes from ship for depermi 1250 Filot, Wr. E. L. Mussett</li> <li>16-20 Moored as before. 1610 compasses, chronometers and closed</li> </ul>	made fast on sta fous courses and fug YT 12, fast to TT 239, fast to po- leted, starboard 1301 #2 Boiler 1358 Removed al ing period, 1410 er, left ship.	arboard b speeds t port qu ort bow. side to secured, ll clocks Commence G. M Lt.	ow. 12 o Deper arter. 1236 Depermin #1 in , chron ed deper ARTIN U.S.N.I ations.	210 All li rming Stati 1226 Tug #1 Bow lin ing Station use. 1330 nometers an erming oper R. R. Brought	nes on, YT e out , wit)
<ul> <li>came aboard. 1203 Tug YT 239, cleared docks, proceeded by var San Pedro, California. 1220 Tug 239, cleared ship. 1229 Tug to station. 1243 Mooring comp 6 wires. 1255 Tugs cast off. Lighted fires under #2 boiler. composes from ship for depermi 1250 Filot, Wr. E. L. Mussett</li> <li>16-20 Moored as before. 1610 compasses, chronometers and closed</li> </ul>	made fast on sta fous courses and fug YT 12, fast to TT 239, fast to po- leted, starboard 1301 #2 Boiler 1358 Removed al ing period, 1410 er, left ship.	arboard b speeds t port qu ort bow. side to secured, ll clocks Commence G. M Lt.	ow. 12 o Deper arter. 1236 Depermin #1 in , chron ed deper ARTIN U.S.N.I ations.	210 All li rming Stati 1226 Tug #1 Bow lin ing Station use. 1330 nometers an erming oper R. R. Brought	nes on, YT e out , wit)
<ul> <li>came aboard. 1203 Tug YT 239, cleared docks, proceeded by var San Pedro, California. 1220 Tug 239, cleared ship. 1229 Tug to station. 1243 Mooring comp 6 wires. 1255 Tugs cast off. Lighted fires under #2 boiler. composes from ship for depermi 1250 Filot, Wr. E. L. Mussett</li> <li>16-20 Moored as before. 1610 compasses, chronometers and closed</li> </ul>	made fast on sta fous courses and fug YT 12, fast to TT 239, fast to po- leted, starboard 1301 #2 Boiler 1358 Removed al ing period, 1410 er, left ship.	arboard b speeds t port qu ort bow. side to secured, ll clocks Commence G. M Lt.	ow. 12 o Deper arter. 1236 Depermin #1 in , chron ed deper ARTIN U.S.N.I ations.	210 All li rming Stati 1226 Tug #1 Bow lin ing Station use. 1330 nometers an erming oper R. R. Brought	nes on, YT e out , wit)
<ul> <li>came aboard. 1203 Tug YT 239, cleared docks, proceeded by var San Pedro, California. 1220 Tug 239, cleared ship. 1229 Tug to station. 1243 Mooring comp 6 wires. 1255 Tugs cast off. Lighted fires under #2 boiler. composes from ship for depermi 1250 Filot, Wr. E. L. Mussett</li> <li>16-20 Moored as before. 1610 compasses, chronometers and closed</li> </ul>	made fast on sta fous courses and fug YT 12, fast to TT 239, fast to po- leted, starboard 1301 #2 Boiler 1358 Removed al ing period, 1410 er, left ship.	arboard b speeds t port qu ort bow. side to secured, ll clocks Commence G. M Lt.	ow. 12 o Deper arter. 1236 Depermin #1 in , chron ed deper ARTIN U.S.N.I ations.	210 All li rming Stati 1226 Tug #1 Bow lin ing Station use. 1330 nometers an erming oper R. R. Brought	nes on, YT e out , wit)
<ul> <li>came aboard. 1203 Tug YT 239, cleared docks, proceeded by var San Pedro, California. 1220 ' 239, cleared ship. 1229 Tug Y to station. 1243 Mooring comp 6 wires. 1255 Tugs cast off. Lighted fires under #2 boiler. composes from ship for depermi 1250 Pilot, Wr. E. L. Mussett</li> <li>16-20 Moored as before. 1610 compasses, chronometers and closed 20-24 Moored as before.</li> </ul>	made fast on sta fous courses and fug YT 12, fast to TT 239, fast to po- leted, starboard 1301 #2 Boller 1358 Removed al ing period, 1410 ar, left ship. Completed deper- beks aboard.	arboard b speeds t port qu ort bow. side to secured, ll clocks Commence G. M Lt.	ow. 12 o Deper arter. 1236 Depermin #1 in , chron ed deper ARTIN U.S.N.I ations.	210 All li rming Stati 1226 Tug #1 Bow lin ing Station use. 1330 nometers an erming oper R. R. Brought	nes on, YT e out , wit)
<ul> <li>came aboard. 1203 Tug YT 239, cleared docks, proceeded by var San Pedro, California. 1220 Tug 239, cleared ship. 1229 Tug to station. 1243 Mooring comp 6 wires. 1255 Tugs cast off. Lighted fires under #2 boiler. composes from ship for depermi 1250 Filot, Wr. E. L. Mussett</li> <li>16-20 Moored as before. 1610 compasses, chronometers and closed</li> </ul>	Examined:	arboard b speeds t port dow. side to secured, il clocks Commence G.M Lt. aing oper g.M Lt.	ow. 12 o Deper arter. 1236 Deperminent all in , ohrow ed depert (.art ARTIN U.S.N.I ARTIN U.S.N.I ARTIN U.S.N.I ARTIN U.S.N.I	210 All li rming Stati 1226 Tug #1 Bow lin ing Station use. 1330 nometers an erming oper R. R. Brought	nes on, YT e out , wit) d ation:

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			Page.
UNITED	STATES SHIP ALMAACH	(AKA-10) Tuesda	y 16 November , 19.43
Zone descrip	otice Plus 7		
osition	0800	1200	9000
at. ong			
		OPERATIONAL REMARKS (WAR DIARY)	
00-04 #1_bot	Moored as before, a ler in use for auxid	starboard side to Depermin	g Station, six lines out,
91 001	Ter in use for addi.		NARTIN V.S.N.R.
04-08 Jacobs slongs 0755	0700 Nade all pre; en, USCO, pilot came ide; YM 12 and YT 2 YM 12 cast off. 075	parations for getting unde s aboard. 0735 The follo 39. 0745 Underway on var 58 YT 239 cast off.	reay, 0715 It. Comdr.
			C. HENNING / C. HENNING / 18., U.S.N.R.
degaus office steeri	sing runs. 1140 Lt rs came aboard. 114	t. Hopkins, and Ens. Dorto 5 Degaussing officer lef at various speeds, compens ge R.P.M. 32.10.	ssing range. 1130 Complet n, compass compensating t the ship. 1150 Commence sating magnetic compasses. J. Gauers V. POWERS .(jg), U.S.N.R.
12-16 compas	Steaning as before, ses. Average steam	on various courses and s 450∉, average R.P.M. 36.9	peeds. Compensating magneti 8.
			LAND THOMPSON
San Pe A=6. S	ses. 1640 Made all dro, submarine net. an Pedro, Bay in sev	l preparations for anchori	1708 Anchored in anchorage 30 fathoms of chain on
		A R. Bri	C. HENNING C. HENNING B., U.S.N.R.
18-20	Anchored as before		
20-24	Anchored as before	CH Bri F.	harley & m. Sniclan HARLES S. MCMILLAN 18., U.S.N.R. Melton SKELTON
Approved		Examined:	18., U.S.N.P.
	the second se	and the second second	
apporta	Apothanente	a at	- Car

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UNITED STATES SHIP ALMAJ	ACK (AKA-10)	Wednesday	17 November 19 43
		(Bag) (D	det (Staesh)
Zono description7			
Position 0800 at.	1200		2000
.ong.			and the second second
	OPERATIONAL REMAN (WAR DIARY)	IKS	
00=04 Anchored as before fethoms of water, mud bott anchor on the following be ing red 260; Radio tower 2	tom with 30 fathoms sarings: Breakwater	of chain to t light 2360 30	he starboard . Buoy 2A. Flash-
		O. MARTIN Lt. U.S.N.	- R.
04-08 0715 Filot, Lieut all preparations for gett; speeds, standing out of Se on the bridge.	ing underway. 0758	Underway on at the conn.	various courses and Captain and Navigato
		B. W. KASP Lt. (jg), U	ROWSKI .S.N.
08-12 0800 Steaming as b swept channel. 0826 Pilo All engines shead standard course at Point Vicente. ation course. Average ste	ot, Lt. Commir. Penno 1, on various course 0911 Commenced fin	oyer, USCOR, 1 es, to measure rst run on mea	oft the ship. 0827 d mile standardization
		A. V. Power	RS. N. R.
12-16 Steaming as before	on measured mile, :	Pan	Therease
		LRLAND THO Ens., U.S.	
16-18 Steaming as before Completed last run on meas course to 145° T. and P.G.	sured mile standard;	ization course	. 1626 Changed
79.25.		P.C. HEA R. C. HENN Ens., U.S.	under TING / N.R.
18-20 Stenning an before		L. PREVETS	N.
18-20 Steaming as before 20-24 Steaming as before distance 28 miles. 2100 Catalina Island, light ber average R.P.M. 76.01.	. 2040 Sighted Pt	Ens., U.S. Loma Light, 3250T. and P.C nce 20 miles.	bearing 138°T. .C. 2255 Sighted Average steam 460#,
20-24. Steening us before distance 28 miles. 2100 Catelina Island, light bes	. 2040 Sighted Pt	Ens., U.S. . Loss Light.	bearing 138°T. .C. 2255 Sighted Average steam 460#,

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wition 0800		1000
il,	1200	2000
ng.		
	OPERATIONAL REMARKS (WAR DIARY)	
00-04 Steaming singly to Patge, at standard speed, 1450 T, 1450 pge, 1390 pst patge.	San Diego, California., 15 %nots. Ship darkened. gc. 0300 Changed cours	e to 325° T, 325° pgc, 319°
		D. W. COLZ Lt. (jg), U.S.H.R.
04-08 Steaming as before. General quarters. 0740 C byoy "A" to port distance and speeds conforming to c	hanged course to 090° T. 50 yards. Entered swept	and PGC. 0750 Passed channel on various courses
		MARTIN L. U.S.N.R.
on various courses st vari	ous speeds to pier #1 Na de pier #1. Naval Repeir	LELAND TEOMPSON Ens., U.S.N.R.
12-16 Noored as before.		Bertapearati
12-16 Noored as before.		B. W. KASPROWSKI Lt. (Jg), U.S.N.
12-16 Noored as before.		Lu.(19), 0.5.0.
		Berleshowski B. W. KASPROWSKI Lt. (Jg), U.S.N. B. W. BASPROWSKI Lt. (Jg), U.S.N.
		Bulleshowski
16-20 Moored as before.		Bulloshowski
16-20 Moored as before.		B. W. BASPROWSKI Lt. (Jg), U.S.N.

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Zone description.	Plus 7		
osition	OSDU	1209	2900
et.			
		OPERATIONAL REMARKS (WAR DIARY)	
00-04 Califor	Moored starboard side nis, with six wires.	e to pier #1, Naval Re Number 2 boiler in o	pair Base, San Diego, peration for auxiliary use.
			3. W. KASPROVSKI Lt.(jg), U.S.N.
04-08 1	Moored as before.		
			B. W. EASPRONSKI Lt.(jg), U.S.N.
08+12	Moored as before.		
			B. W. KASPROWSKI Lt.(Jg), U.S.N.
12-16	Noored as before.		
			D. W. COLE Lt. (Jg), U.S.N.R.
16-20	Noored as before.		
			D. W. COLE Lt. (Jg), U.S.N.R.
20-24	Noored as before.		
			Duccle D. W. COLE Lt. (jg), U.S.N.R.
Approved:		Examined: 0	

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HNP185

	CONTINUE	Page
	ACK (AKA-10) Beturds	ny 20 Hovember , 19 43
Zone description Plus 7		
esition 0800 at.	1200	2950
cm <u>r</u>		
	OPERATIONAL REMARKS (WAR DIARY)	
00-04 Moored starboard s California., with 6 wires	ide to pier ∦l Haval Zepair . ∲l Boiler in use for aux	Buse, San Diego, iliary purposes. D. W. COLE Lt. (JC), U.S.N.R.
01-08 Moored as before.		
ot-oe woored is before.		Distale D. H. COLE Lt. (JE), U.S. N.R.
08-12 Moored as before.		
		Dulale D. W. COLE Lt.(Jg), U.S.N.R.
the clutch on the topping eight feet. The followin plates buckled and holed dent in transom starboard #3 hatch bent, pipe rails carner of deck plate top	1345 While loading tank 1 lift winch slipped. The b g damages were made on host in starboard bilge amidship side. On the ship, pipe r top of #3 deck house bent of deck house bent, cesing	oat dropped approximately and ship: On the boat, s, rudder carrier bent, ails port side abreast of and broken, port forward
broken.		E. F. CARL Lt. U.S.N.R.
16-20 Noored as before,		EACarl B. F. CARL? Lt. U.S.N.R.
20-24 Moored as before.		
		E. F. CARL Lt. U.S.N.R.
Approved:	g Examined:	arl RL, LTeutenant, U.S.N.R.

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BN P 186

UNITED STATES SHIP ALMAACK (AKA-10)	Sunday	21 (Dete)	November, 19 43
Zone description Flug 7			
Position 0800   1200			2000
Lat. Long.			
wolg.			
OPERATIONAL REMARK (WAR DIARY)			
00-04 Moored starboard side to pier #1, Naval California, with 6 wires. #1 Holler in use fo	Repair B r auxilia	ase, San ry purpo	Diego, ses.
	8	DQ.	0
	a R.	F. CARL	$\sim$
	Lt	. U.S.N.	R.
OL OB Varand on before			
04-08 Moored as before.		ade	0
	Ġ	ACa	x
	Ξ.	F. CARL	
	Lt	. U.S.N.	я.
08-12 Moored as before.			
		1	
	1	marti	
	81	. U.S.N.	<u>0</u> .
	0-		
12-16 Moored as before.			
	6	Nort	e
	6	MARTIN	~~~~
	4	. U.S.N.	R.
16-20 Moored as before.			
TOLEA MODICA OF ADIATO	1	27	
	K	- marti	
	£1;	MARTIN	÷.
	90		A.
20-24 Moored as before.			
	1	m. 1	£
	al	MARTTAL	~
	L	. U.S.N.	R.
	V		
Approved: Examined:	- B	0	
Approved: U Dannessia_ Examined:	CAG	R	
YY DANNENBERG	E. F. CAR	L. Lieut	enant. U.S.N.R.
Communiting Officer.			Nanipator,

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HNP136

# PART III CONFIDENTIAL

Same description	ion Flus 7		
asition	0800	1200	2000
.at. .ong.			
ang.			
	OPEI	(WAR DIARY)	s
00-04 Diego,	Moored as before, starbo California, with 6 wires	ard aide to pie , #2 boiler in	r #1 Naval Repair Base, San use for auxiliary purposes.
			B. T. KASPROMSKI Lt. (jg), U.S.N.
04-08	Moored as before.		
			InoKashimoshi
			B. W. KASPROWSKI Lt.(jg), U.S.N.
08-12	1130 Commenced dock tria	els of main eng	ines.
			Brokespionocki
			B. W. KASPRONSKI Lt(jg), U.S.N.
12-16	1200 Moored as before.	Secured from d	ook trials of main engines.
			Burkapenviki
			B. W. KASPROWSKI Lt.(jg), U.S.N.
16-20	Moored as before.		
			Buckeycowski
			B. W. KASPROWSKI Lt.(jg), U.S.N.
20-24	Moored as before.		
			Buckersonake
			B. W. KASPROVSKI Lt.(Jg), U.S.N.
			Lt.(jg), U.S.N.
Approved	Ve Menner	Examined:	esao
C	yannenous		E. F. CARL. Dieutenant. U.S.

BNP 106

Zone description F1US 7		(Dag)	
week description			
eition 0800 d.	1200		2000
ang.			
	OPERATIONAL REMA	RKS	
00-04. Moored starboard si California, with six wires Lighted fires in #1 boiler	. #2 Boiler in up	te for auxil	lary purposes. 0030
		в.	W. KASPROVSKI .(Je), U.S.N.
04-08 Moored as before.			
		Bi	Kumahi
		в;	7. KASTROVSKI 1. (Jg), U.S.N.
08-12 Moored as before. (	0000 151		
0957 Yerd tug, YT 266, car proceeding down channel. Foint abeam to starboard. Light abeam to starboard. 1046 Ahead 2/3 all engine assigned area for landing of 48.27.	1035 Passed throw 1041 Passed throw All engines stopp 1. Changed course	igh inner ne ugh outer n ed. 1045 to 120°T. er	t, 1037 Passed Balla et. 1043 Point Loma Pilot, Dawson, left shi nd P.C.C. proceeding t
			C. Hanning
			C. HENNING U.S.N.H.
12-16 Steaming as before a area. 1228 Commenced hold water-borne. 1402 Comment holisting in landing craft. on various courses to anche the bridge. 1538 Passed i Passed through outer net. 40 yards. 1549 Passed the San Diego Harbor, with 30 States	sting out lending red hoisting in in 1519 All engine orage, with Captal Foint Long sheam t 1546 Passed Sall rough inner net.	En eraft. 131 nding craft s sheed star n at the co o port dist ast Foint a 1764 Ancho:	a., U.S.N.B. speeds in assigned b. All lending craft . 1513 Completed adord speed, proceedin an and navigator on ance 500 yerds. 1542 beam to port distance red in anchorage 208.
ares. 1228 Commenced hold water-borne. 1402 Commens holding in landing craft. on various courses to ancho the bridge. 1538 Passed   Passed through outer net. 40 yards. 1549 Passed the	sting out lending red hoisting in in 1519 All engine orage, with Captal Foint Long sheam t 1546 Passed Sall rough inner net.	En eraft. 131 nding craft. s sheed star n at the cor o port dist ast Foint a 1764 Anchor t anchor and	s., U.S.N.R. speeds in assigned All lending craft . 1513 Completed adurd speed, proceedin ance 500 yards. 1542 beam to port distance red in anchorage 208, 1.45 fethoms on the
area. 1228 Commenced hol water-borne. 1402 Commens hoisting in landing craft. on various courses to anche the bridge. 1538 Passed 1 Passed through outer net. 40 yards. 1549 Passed thu San Diego Harbor, with 30 d	sting out lending red hoisting in in 1519 All engine orage, with Captal Foint Long sheam t 1546 Passed Sall rough inner net.	En eraft. 131 nding craft. s sheed star n at the cor o port dist ast Foint a 1764 Anchor t anchor and	s., U.S.N.R. speeds in assigned All lending craft . 1513 Completed adurd speed, proceedin ance 500 yards. 1542 beam to port distance red in anchorage 208, 1.45 fethoms on the
area. 1228 Commenced hol water-borne. 1402 Commence hoisting in landing craft. on various courses to anche the bridge. 1538 Passed 1 Passed through outer net. 40 yards. 1549 Passed thu San Diego Harbor, with 30 d	sting out lending sed hoisting in in 1519 All engine orege, with Captal Foint Long sheam t 1546 Passed Gall rough inner net. fathoms on the pop	In st various craft. 131 inding craft is sheed star n at the cor o port dist ast Foint a 1764 Anchor and t anchor and A.	<ul> <li>yeeda in assigned</li> <li>All lending craft</li> <li>1513 Completed</li> <li>ndurd speed, proceeding</li> <li>and navigator on anot 500 yerds. 1542</li> <li>beam to port distance</li> <li>red in anchorage 208,</li> <li>45 fathoms on the</li> <li>Fourse</li> <li>Y. Fourse</li> <li>Y. Powers</li> <li>(jg), U.S.M.R.</li> </ul>
area. 1228 Commenced hol water-borne. 1402 Commence hoisting in landing craft. on various courses to anohu the bridge. 1538 Passed 1 Passed through outer net. 40 yards. 1549 Passed thi San Diego Harbor, with 30 S starboerd anchor.	sting out lending sed hoisting in in 1519 All engine orege, with Captal Foint Long sheam t 1546 Passed Gall rough inner net. fathoms on the pop	In st various craft. 131 inding craft is sheed star n at the cor o port dists ast Foint a 1764 Anchor t anchor and <i>J. L.</i> Fethoms of LE	<ul> <li>yeeda in assigned</li> <li>All lending craft</li> <li>1513 Completed</li> <li>ndurd speed, proceeding</li> <li>and navigator on anot 500 yerds. 1542</li> <li>beam to port distance</li> <li>red in anchorage 208,</li> <li>45 fathoms on the</li> <li>Fourse</li> <li>Y. Fourse</li> <li>Y. Powers</li> <li>(jg), U.S.M.R.</li> </ul>
ares. 1228 Commenced hold water-borne. 1402 Comments hoisting in landing craft. on various courses to anohu the bridge. 1538 Passed 1 Passed through outer net. 40 yards. 1549 Passed this San Diego Harbor, with 30 S starboard anchor.	sting out lending sed hoisting in in 1519 All engine orege, with Captal Foint Long sheam t 1546 Passed Gall rough inner net. fathoms on the pop	In st various eraft. 131 inding craft is sheed shan n at the con o port dists ast Foint a 1764 Anchor and N. Lt Fathoms of L.	s., U.S.N.B. speeds in assigned All lending craft . 1513 Completed ndord speed, proceedin ance 500 yerds. 1542 beam to port distance red in anchorage 208, 1 45 fathoms on the V. Powers V. Powers (jg), U.S.N.R. water with 45 fathoms ., U.S.N.R. Preuse H ENERGETT
ares. 1228 Commenced hol water-borne. 1402 Commens hoisting in landing craft. on various courses to anche the bridge. 1538 Passed 1 Passed through outer net. 40 yards. 1549 Fassed the San Diego Harbor, with 30 starboard anchor.	sting out lending sed hoisting in in 1519 All engine orege, with Captal Foint Long sheam t 1546 Passed Gall rough inner net. fathoms on the pop	In st various eraft. 131 inding craft is sheed shan n at the con o port dists ast Foint a 1764 Anchor and N. Lt Fathoms of L.	s., U.S.N.B. speeds in assigned All lending craft . 1513 Completed ndord speed, proceedin ance 500 yerds. 1542 beam to port distance red in anchorage 208, 1.45 fathoms on the V. Fource V. Powers .(jg), U.S.N.R. water with 45 fathoms LAND THOMPSON

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PART III

HNP 196

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# CONFIDENTIAL

the second s		Page
	the second se	dnesday 24 November , 19 43 (Day) (Day) (Mark)
Zone description Plus 7		
Position 0800 Lat.	1200	2000
Long		
	OPERATIONAL REMARKS (WAII DIARY)	
00-04 Anchored in anchor with 45 fathoms of chain bearings: Ballast Point, 2	to the starboard anchor	o Herbor, San Diego, Californi , on the following anchorage
		D. W. COLE Lt. (Jg), U.S.N.R.
0655 Underway on various Harbor, standard speed 15 Ballast light abeam to st 0751 Stopped all engines	courses and various sy knots, Castain at sonn arboard. 0726 Foint L . 0753 All engines an speed 5.74, average R.P	rations for getting underway. eeds, ateaning out of San Dieg . Nevigator on bridge. 0715 . omn light abeam to starboard. ead one third speed. 0756 Al .M. 29.01, average steam 450%. D. W. COLE Lt. (jg), U.S.N.R.
08-12 0802 Anchored in ( with 90 fathoms of chain o amphibious landing operat	out to starboard anchor	159, in 8 fathoms of water 0826 Commenced practicing LELAND THOMPSON Ens., U.S.N.R.
as before, 1536 Station	ed anchor detail. 1558	amphibious landing operations Anchor sweigh, underway am 455#, average R.P.M. 26.5. R.C. Heucung R.C. HENNING Ens., U.S.N.R.
ing to anchorage San Dieg	o Harbor. 1648 Passed . 1709 Anchored in Sa with 45 fathoms of chai	in Diego Harbor, anchorage 208.
18-20 Anchored as before		
		E. F. CARL Lt. U.S.N.R.
20-24 Anchored as before	•	E. F. Carl
		Lt. U.S.N.R.
Approved: Jy Stanialer Y DANNENBERG Owner	Hixp Office.	F. CARL. Lieutenant. U.S.N.R.

a no farwarnes direct to the Commander in Chief, U.S. Floct, either at end of an operation or at the end of the calendar monit.

PART III

# CONFIDENTIAL

BN F180

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UNITED STATES SHIP ALMAS	CK (AKA-10)	Thursday 25 (Dep) (Dep)	November otem	. 19.43
ation 0500	1200		2000	
¥2.				
	OPERATIONAL REMA (WAR DIARY)	RKS		
00-04 Anchored in ancho with 45 fethoms of chain bearings: Ballast Point	out to the port and	hor. On the foll	owing anchor	93.85
			F. CARL U.S.N.R.	$\left  \mathbf{u} \right $
04-08 Anchored as befor 0627 Anchor detail mann courses at 1/3 speed, co Captain at conn, and Nav 0709 Passed Ballast Pol nets. All engines ahead to starboard. 0755 Cha Ares. Average steam 445	ed and ready. 0643 nforming with the ef- igator on bridge. C nt light, starboard standard speed. 071 nged course to 240 ⁹ .	Anchor aweigh, annel. Standard 2702 Passed thro beam. 0712 Pas 6 Passed Point Proceeding to	underway on speed 15 knc ugh inner ne sed through	various ts. ets. outer
			F. CARL U.S.N.R.	
08-12 Steaning as befor 0843 Ahead standard spe 330 psc. 0937 Changed sourse to 260° T. and P. P.G.C. 242° psc. 1027 Changed course to 000° T and P.G.C. 105° psc. 11 1107 Changed course to 090° T. and P.G.C. 111°	ed. 0926 Changed c course to 1550 T. sr G.C. 2710 psc. 1003 Changed course to 31 and P.G.C. 0110 ps 00 Changed course t 2700 T. and P.G.C. 2 psc. Average steam	ourse to 220° T. d P.GC. 165° pso Changed course 0° T. and P.G.C. 0. 1056 Change 0. 093° T. and P. 183 psc. 1114 C 4422, average R. En	and P.G.C. . 0957 Chs to 2300 T. 3220 psc. d course to G.C. 1040 ps hanged cours P.M. 86.2. PREVETT S., U.S.N.	anged and 1051 0900 T,
12-16 Steeming as befor Changed course to 319° T bearing 320° T. 1552 C 458%, average R.P.M. 64.	hanged course to 309	Sighted San Clen T. and P.G.C.	ente Island, Average ste	
		Fii.	(). Powe V. powies (Jg), U.S.N.	.R.
16-18 Steaming as befor Island; in berth A-2, in anchor. Average steam 4	. 29 fathoms of water	and 95 fathoms	San Clement; of chain to	port
		The Ens	AND THOMPSON	çan
18-20 Anchored as befor	e. 1930 Commenced		ercise. Aruning C. HENNING ., U.S.N.R.	
Approved: Uf Sannenber	Examined:	D. P. CARL. Lieut		

To be farwarded direct to the Commander in Chief, U.S. Floot, either of end of an operation or at the end of the calendar munth, ift a. a. commencer recording contact and the-aparta-a

DISP 100

ursday 25 November , 1943
2000

20-24 Anchored as before. Continuing landing craft exercises. 2114 Secured from landing craft exercises. 2120 Made all preparations for getting underway. 2215 Underway on course 180° T, and P.G.C. Standard speed 15 knots, proceed-ing in compliance with Basic Orders, Captain at conn, Navigator on bridge. 2245 Changed course to 270° T, and P.G.C. Average steam 460%, average R.P.M. 76.5.

D. W. COLE Lt. (jg), U.S.N.R.

. -6

Esamined: Approved: HI Dannens h ngs E. F. CARL. Lieutenant. U.S.N.R. DANNENBERG Congraunding Officer. Nangalar.

To be forwarded first to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month. 12 a. 5. MAXMANNAN PROFESSION AND ADD. 1848 (10-2010)-0.

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HNP100

	CONTROLITION	Poge
	(AKA-10) Friday	26 November , 19 53.
Zone description 1/1/18 7 Position 0800 1	1200	2000
Lat.	1300	2000
Long		
00-04 Proceeding independ	OPERATIONAL REMARKS (WAR DIARY)	Basic orders on course
2700 T. and P.G.C. stands use for suxillary purposes and P.G.C. Average steam	rd speed 15 knots 76 R.F. s, ship darkened. 0310 4551b.sverage R.F.M. 76.	M. #1 and #2 boilers in Changed course to 090° T. Sort and and B. T. KASPROVSKI
		8. W. KASPROVSKI Lt.(Jg), U.S.N.
04-08 Steaming as before R.P.M. 0628 General Quar 0732 Secured from general 4551b.average R.P.M. 76.2	ctars. 0730 Changed cou	rse to 1430 T. and P.G.C.
08-12 Steaming as before. 0925 Engines shead one th AA guns and 50 caliber say 789 rounds of 20 MM ammin expended, no casualties. to 075° T. and P.G.C. 110 from making smoke. 1145 steam 4521b.average H.F.M.	hird. 1013 Commenced ex- thine guns. 1034 Secure ition and 485 rounds of 5 1055 Commenced making m 04 Changed course to 342 San Clemente Island sigh . 60.5.	eraise firing of 20 MM d from exercise firing, O caliber amminition moke. 1058 Changed course 9 T. and P.3.C. 1108 Secur
Changed course to 000° T. F.G.C. 1256 Changed cour A-2, Fyrmaid Cove, San Cle of chain to starboard and commenced heaving in anche	and F.G.C. 1253 Change rse to 0000 T. and P.G.C. amente Island, in 29 fath hor. 1331 Esde all prep pr. 1348 Anchor aweigh.	o 351° T. and P.G.C. 1256 d course to 002° T. and 1306 Anchored in berth oma of water with 90 fathoms underway proceeding to San 4551b.average R.P.M. 69.57.
Changed course to 0609 T. 1735 Passed Point Loss,	and P.G.C. 1655 Statio shean to port. 1740 Pas 15 Pessed Sallast Foint,	o 095° 7. and P.G.C. 1641 net special sea detail. sed through outer net enter- abean to port. 1748 Passes P.M. 69.57.
		R. C. HEARING R. C. HEDRIDIO Ens., U.S.N.R.
Approved: Ju Price		Casl CARL. Tieutenant. U.S.N.R. Newspace.

To be forwarded direct to the Commander in Chief, U.S. Flort, either at end of an operation or at the end of the calendar menth.

HST 184

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UNITED S	STATES SHIP	ALMAACK	(654-10)	Friday	36	November	, 19 4
	m Flus 7			(Dage)	(Date)	Orient	
Zone descripts Position	0800	-	1200		-	2008	
Lat.					1.0		
long.							19.5
18-20 Caliro to por T. Pla auxili	Steaming as rnia, in 8 f t sachor. 8 shing Green ary purposes	before. athons of earings of Buoy 3530	DPERATIONAL REM (WAR DIANY) 1801 Anchored sater, sand bo anchorage: Bo T. Ships head		208, Sar 35 feti t 2050 j Boiler	Diego, Har Ioma of chai 7. Redio Mes In use for	bor, n out it 255
				Ø	Afren Presson Ens., U	Stials	
20-24	Anchored as	before.					
					p.mar	ti	
					A. MARTI	N D	
				(	10.0.3	- PC = 15.	
				in a start of	-		
Approved:	a.h.		Examined:	ES Cas	0		
5	Jelanne	long			~	enant. U.S.	N.R.
1	J	Concernding (2	flar.	and a state			iengador.

To be forwarded direct to the Commander in Chief, U.S. Floret, either at end of an operation or at the end of the calendar month.

BNP186

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# PART III CONFIDENTIAL

Rene day of the	m Plus 7			(Day)	(bas) (Meth)	
Some discription	0800		1200		2000	
405. 2015g.						
ACT SEC.		_				
			IONAL REMA	RKS		
00-04 in 8 fr follow / 2 bo	anchored in ber athons of water ing anchorage be iler in use for	th 208, San with 45 fath arings: Ball auxiliary pu	Diego Har ioma of sh last Point irposes.	bor, San Die ain to port , 205° T; He	go, California., anchor, on the dio last, 255° T.	
					DwCole	
					D. H. COLE. Lt. (jg), U.J.N.N	
					001(0E); 0101010	•
04-05	Anchored an bor	ore.				
					a second	
					B. J. LASPROVSET	
					Lt. (jg), U.S.N.	
08-12	inchored as ber	078.				
					Feland Themps	m
					LELAND THOMPSON Ens., U.S.N.R.	
80.04	Anchored as bef					
17-10	anonoreu an oer	0.218.			1	
					Elhadi	
					U. U.S.W.R.	
16-20	Anchored us bef	ore.				
					a.i	
					A. MARTIN	
					Ve. 0.0.0.0.	
	and the second second					
20-24	inchored as ber	010.			0 .	
					1. hearte	
					L. U.S.E.R.	
		_			~	
Approved:	N. Manne	4	Examined:	ES a	2	
7	yannine	n		E. F. CAR	. Lleutenant. U.S.	1. 15. 19.

BNP306

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	- 11 - 11 - 11 - 11 - 11 - 11 - 11 - 1		Page
UNITED STA	TES SHIP ALMA		ndsy 28 November , 1963 Olao (Shan) (Shan)
Zone description	Plus 7		
osition	0800	1200	2000
nt. omz.			
		OPERATIONAL REMARKS (WAR DIARY)	
00-04 in 8 fat followis #2 Boile	Inchored in be thoms of water ig anchorage b	rth 208, San Diego Harbor with 45 fathoms of chain earings: Ballast Foint 20 suxillery purposes.	, San Diego, Uslifornis, to port anchor, on the 120 T; Easio Mait 2540 T.
			Lt. U.S. M. R.
04-08 J 50 30 fr	inchored as be thoma. 1748	fore. 0730 Commented he YT 148, Navy tug, mede f	aving short. 1745 Veered ast to starboard bow.
			& V. Jamere
			J. V. Towers Li. (js), U.S.N.R.
on the latarbon	bridge. #1 Bo rd nide to pie ss. #1 Boiler	iler out in. Standard sp r #1. Broadway Piera. San	onn. Captain and Navigator beed 12 knots. 0952 Moored i Diego, California., with poses. 0955 Mr. Johnson, O. Shelton P. SKELTON Ens., U.S.N.R.
12-16	loored as befo	re.	
			Real Contraction
			X aus
			Ens. U.S.N.R.
16-20	doored as bero	ore.	
			Charles O. 7 Suigrans CHARLES S. MONILLAN
			Ens., U.S.N.R.
20-24	loored as befo	r.c	
			W.H. CRESENAN
			Ens., U.S.N.R.
		Examined: 0	9.0.0
Approved:		A CONTRACT OF A CONTRACT.	DOV
	Anne DANNER	a a	F. CARL. Lieutenant. U.S.N.R

BNP 140

a de la companya					Page
UNITED S	TATES SHIP	08 (AEA-10)	Nonday	29 3	ovenber , 19 4
	-		19401	(1/410)	Concerned to the second
Zone descriptio Position	9 Plus 7	1200			2000
Lat.	08032	1200			2010
.ong.					
		OPERATIONAL REMARK	s		
		(1.1.1.2.1.1.1)			
00-04 San Di purpos	Lego, California, Wi	ide to north side p th six wires; #1 bo	ier 31, po iler in us	rt of San e for aux	Diego, iliary
			20	1-1	0
			pla	1	your
			Ens.,	11.8.11.R.	
81-08	Moored an before.				
1000	THERE AND AND THE PARTY .		1.1	N	
			188	Danis	
			H. R. Tus.	DAVIS U.S.N.R.	
08-12	Moored as before.				
00-12	Noored HS Delore.				
			file	24	lan
			Ens	D THOMPSO U.S.N.R.	
12-16	Moored as before.			1.1	1
			9.5.	Wen	usker
			4. 4.	TRESHORNERN	
				U.S.H.R.	
16-20	Showed up hefore				
400.000	Moored as before.		-	11	/
			dit	emett	
			Ens.	ENRTT.	
20-24	Goored as before.				
				1.00	secto .
			7 . A.	SMITE	
			Lt+()	s); 1.3.8	* (i *
Approved: /	<b>.</b>	Examined:	0 de	0	
S	y Dannesser	r G	Has	<	
6	Carward	ing Officer. E.	. F. CARL.	Lleutena	nt. U.S.N.R. Nurigator.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar manth.

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		CONFIDENTIAL	Page
UNITED ST	ALMAACE Plue 7		enday 30 November ,19 ⁴³
builtion	0500	1300	2000
at. ong			
		OPERATIONAL REMARKS (WAR DIARY)	
00-04 Gelifo	Noored starboard s rnia., with seven w	lde to north side pie ires. No. 2 Boiler 1	1, port and San Diego, n une for auxiliary purposen. A. J. PARMENTIER Ens., U.S.N.R.
04=08	Meored as before.		L. Reed 1. J. Reed Mar., U.S.N.R.
08-12	Noored as before.		).5. Wenneker
12-16	bloored as before.		Harry Buchin H. Beform Bas., U.S.N.R.
16-20	Moored as before.		D.C. Bounds D. C. Bounds Ene., U.B.N.R.
20-24	Moored as before.		R. D. Willmater R. D. WILLMOTT Ena., U.S.N.R.

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar manih. TO IN A ADDRESS OF PRANTING OFFICE & 1942 30-800/0-1

Concenting Officer.

Examined:

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Approved: Hy Sanceburg

Nangator,

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E. F. CARL. Lieutenant. U.S.N.R.

U.S.S. ALMAACK-(AKA-10).

C-O-N-F-I-D-E-N-T-I-A-L WAR DIARY for DECEMBER 1943.

646

Dec. 1,

Moored Pier #1 Municipal piers, San Diego, California. 0826 Underway in accordance with training memorandum TU 1-43 of Commander Training Unit 2 Fifth Amphibious Force, in company with Transdiv 26 (less FAYETTE) C.T.U. 55.3.11 in SUMTER, for amphibious training operations at Oceanside, California.

. 4.2.2....

,Dec. 2,

0630 Arrived in transport Area, 5½ miles north of Oceanside, California. 0828 All landing craft lowered, commenced cargo operations. 1445 All vehicles reloaded, all landing craft hoisted aboard. 1745 Underway in accordance with basic orders, proceeding to sea for the night.

Dec. 3,

0415 Returned to transport area  $5\frac{1}{2}$  miles north of Oceanside, California. 0531 All landing craft lowered, commenced cargo operations. 1656 All vehicles reloaded and all landing craft hoisted aboard. 2040 Underway, in accordance with basic orders, proceeding to sea for the night.

Dec. 4,

0530 Returned to transport Area 5½ miles north of Oceanside, California.
0548 All landing craft lowered.
1404 All landing craft hoisted aboard.
2007 Underway in accordance with basic orders, proceeding to San Clemente Island.

# Dec. 5,

0830 Arrived in Areas KK-16, MM 12 and 16 off San Clemente for practice AA firing. 0853 Commenced firing. 0910 Ceased firing. 350 Rounds of 20 MM ammunition expended, no casualties. 0952 Commenced surface target practice firing. 1220 Ceased firing. Expended 27 rounds 3"50 and 10 rounds 5"38. Proceeding to westward for remainder of the day to return to 62662

# Dec. 6,

north	of	Pyramid
	north	north of

#### Dec. 7,

0934 U.S.S. APPALACHIAN, Com Group 3, 5th Amphibious Force anchored and joined unit. 1555 Commenced practice AA firing. 1556 Ceased practice AA firing. Expended 9 rounds 3" 50 and 3 rounds 5" 38. 1900 Underway, proceeding to transport Area 5½ miles north of Oceanside, California.

#### Dec. 8,

O230 Arrived in transport Area.
O310 Hoisted out all landing craft and commenced cargo operations.
O934 Anchored in berth A-1 off Oceanside, California.
1830 Completed discharging vehicles and U.S.M.C. troops.
8 Officers 158 men.

#### Dec. 9,

0325 Underway in accordance with basic orders for San Diego. 1024 Passed through harbor net defenses at San Diego. 1205 Moored to Pier "B" Municipal Piers San Diego.

#### Dec. 10-13

Moored as before.

#### Dec. 14,

1327 Shifted berth under tow to Pier #5 Naval Repair Base, San Diego. 1455 Moored at Naval Repair Base for major repair. (Cracked main condenser head.)

## Dec. 15,

1900 All repairs completed. 1953 Underway in accordance with training order #A153-43 of CTF53, to proceed singly and join TF53 at transport Area, 5½ miles north of Oceanside California. 2128 Passed through harbor defense. Dec. 16,

0230 Joined and took station in TF 53.
0330 Arrived Transport Area.
0428 Lowered all landing craft and commenced discharging cargo.
1443 Anchored in berth A-1.
1652 All cargo discharged.
1752 Hoisted in all landing craft.

Dec. 17,

0647 Underway in accordance with orders enroute San Diego. 1257 Passed through harbor defences, San Diego. 1425 Moored pier #5 Naval Repair Base.

#### Dec. 18-25

Moored as before undergoing minor alterations and repairs.

#### Dec. 26,

0930 Shifted berth to Pier "B" Municipal Piers, San Diego.

#### Dec. 27,

0800 Commenced loading cargo.

## Dec. 28-31,

Continued loading operations.

Approved:

DANNENBERG Commander, U.S.N.

Commander, U.S.N Commanding. Submitted:

CARL.

Lieut. U.S.N.R Navigator. 3

U.S.S. ALMAACK.

WAR DIARY 1 January 1944.

(Time zone plus 7).

Jan. 1st. Moored Municipal Fiers SAU DIEGO. 0959. Underway in accordence with "Training operation order A 154-43 of Task Force 53. ALMAACK in Task unit 53.2.2. At 1300 formed cruising disposition 3-L. APPALACHAIN Disposition Guide.

(Plus 7).

Jan. 2. At 0408 arrived Transport Area at FYRAMID COVE, SAN CLEMENTE ISLAND and commenced landing operations. At 0900 fire support Group 53.5 commenced bombarding the beach. 1100 Fire support group ceased bombardment. Training operations for the day being over got underway at 2118.

(Plus 7).

Jan. 3rd. At 0657 arrived again in Transport Area, off FYRAMID COVE, SAN CLEMENTE ISLAND sent LOVP's to SUMPER; CALLAWAY and BIDDLE for landing operations. At 1530 this ship received orders from C.T.G. 53.14 to remain at FYRAMID COVE and conduct salvage operations of stranded LCM's and LVT's.

(Plus 7).

Jan. 4. During the night salvaged 5 LVT's. At daybreak we were joined by AQUARIUS and ALCYONE. One LCM 3 was pulled off beach during the day, one LCM 3 was left stranded.

(Plus 7).

Jan. 5. ALMAACK; AQUARTUS and ALCYONE got underway at 0015 and proceeded to SAN DIEGO channel buoy and joined T.F. 53 for entrance to SAN DIEGO HARBOR. Passed through harbor defenses and proceeded to U.S. NAVAL REPAIR BASE.

(Plus 7).

Jan. 6 - 12. Moored at NAVAL REFAIR BASE, SAN DIEGO undergoing minor repairs and alterations.

(Plus 7).

Jan. 13. All minor repairs and alterations have been completed. All cargo loaded. U.S.M.C. combat troops and a Naval Underwater Demolition Team are aboard for passage. At 0900 started from SAN DIEGO, in accordance with C.T.F. 53 Movement order A 156-44 on operation FLINTLOCK. At 1500 cruising in disposition 3-L, the Task Force was joined by T.G. 53.5.

1200	Posit.	32-31.5 N	2000	32-14.5 N
		117-32.3 W		119-00 W

# (Plus 7).

Jan. 14. At 0740 assumed station in Cruising disposition 1-C and at 1233 assumed station in disposition 3-L. Retarded clocks at 2100 to zone plus 8. Posit. 0200 31-45 N 31-34.5 N 31-17 N 122-09 W 123-09 W 124-46 W

(Plus 8).

Jan. 15. At 0730 assumed station in disposition 1-C and during forenoon conducted 20 MM practice. Expended 285 rounds with no casualties. At 1830 Assumed station in cruising disposition 3-L. Fosits. 0800 1200 2000 30-39 N 30-22 N 29-46 127-31 W 129-01 W 130-36

(Plus 8).

Jan. 16.

At 0730 assumed station in cruising disposition 1-C.during forenoon held 20 MM practice. Expended 365rounds no casualties. 1130 Assumed station in disposi-tion 3-L. At 1845 commenced Force Maneuvers by convoylights. 1900 Ceased moneuvers. 2100 Retarded clocksone hour to zone plus 9 time.Posits.0800120028-54 N28-40 N133-20 W28-40 N134-38 W136-33 W

(Plus 9).

Jan. 17.	Position.	0800	1200	2000
		27-04 N 139-36 W	26-58-36 N 140-23 W	26-29 N 141-43 W

#### (Plus 9).

Jan. 18.

At 1141 received intellegence reports from C.T.F. 53 Via ELLET.

Position.	0300	1200	2000
	25-39 N	25-25 N	24-48 N
	144-16 W	144-55 W	146-16 W

## (Plus 9).

Jan. 19.

At 1247 Assumed position in cruising disposition 3-A and at 1510 assumed position in cruising disposition 3-L-1. 2100 Retarded clocks 30 minutes to zone plus  $9\frac{1}{2}$  time.

Position.	0800	1200	2000
	24-04 N	23-50 N	23-21 N
	148-39 W	149-18 W	150-10 N

# (Plus 91).

Jan. 20.

At 0830 assumed position in cruising disposition 1-C, and at 0944 conducted firing exercises with 3" 50 cal. guns and 5" 38 cal., expended 8 rounds 3" and 4 rounds 5" and then commenced 20 MM practice, expended 360 rounds. 1122 Assumed position in cruising disposition 3-A. At 1500 APPALACHIAN and DUPAGE detached and proceeded to PEARL HARBOR.

Position.	0800	1200	2000
	22-32 N	22-18 N	21-47 N
	152-15 W	152-56 W	154-43 W

(Plus 91)

Jan. 21. At 0415 Radar room reported land contact and at daylight entered PAILOLO CHAMMEL and at 0919 anchored LAMAINA ROADS MAUI, T.H. Refueled during afternoon from CALIENTE and anchored in previous berth. The Underwater Demolition Team aboard tested their equipment and found the outboard motor supports on the rubber boats to be too light to hold the motor.

(Plus 9]) Jan. 22.

Underway at 1338 in accordance with orders of C.T.F. 53. Formed transport formation 11 and then eruising disposition 3-L. APPALACHIAN and DUPAGE joined formation, the APPALACHIAN assumed fleet guide. 2100 Retarded clocks to zone plus 10.

Position. 2000

20-26 N 158-00 N

(Flus 10) Jan. 23.

At 0731 took station in cruising disposition 1-C. During the afternoon practised firing 20 MM guns on towed sleeve with good results. After which the T.F. assumed disposition 3-L.

Position. 0800	1200	2000
19-53 N	19-41 N	19-25 N
160-43 W	161-33 W	163-08 W

(Plus 10) Jan. 24.

Retarded clocks at 2100 to zone plus 11.

Position. 0800	1200	2000
18-44 N	18-29 N	17-51 N
165-40 W	166-36 W	168-14

(Plus 11).						
Jan. 25.	During the afternoon the task force took evasive action d a simulated air attack by planes of our carrier force. At 2045 Radar plot reported a contact bearing 086° T at 31,00 yards which was confirmed by a report of ELLET. The conta- was identified as friendly. Position.					
	0800	1200	2000			
	17-08 N 171-22 W	16-45 N 171-54 W	16-15 N 173-40 W			
(Plus 11).						
Jan. 26.	Position.					
	0800	1200	2000			
		15-50 N 175-13 W	16-18 N 174-28 W			
(Plus 11).						
Jan. 27.	Position.					
	0800	1200	2000			
		15-30 N 176-16 W	15-04 N 177-49 W			
(Plus 11).						
Jan. 28.	At 2100 retarded Position.	clocks to zone p	lus 12.			
	0800	1200	2000			
	14-16 N 179-45 E	14-07 N 179-39 E	13-32 N 177-56 E	-		
(Plus 12).						
Jan. 29.	Position.					
	0800	1200	2000			
	12-37 N 175-19 E	12-16 N 174-33 E	11-48 N 173-09 E	09557		

Docition

(Plus 12)

Jan. 30. In the early afternoon we sighted the main attack group of LSTs on the horizon. In the late afternoon the cruisers and destroyers that had bombarded WOTJE rejoined the formation. At 2100 the main attack group left the formation. No enemy planes have been reported to date.

0800	1200	2000
11-11 N	10-56 N	10-24 N
170-41 E	169-59 E	168-29

(Plus 12) Jan. 31.

At 0500 arrived in transport area for initial assault on JACOB and IVAN ISLANDS. All boats were waterborne by 0600 and all went to previously assigned transports. The bombardment of JACOB and IVAN ISLANDS connenced at 0652 by battleships, cruisers, destroyers and planes. The assault waves left the line of departure at 0931 and struck at 0952. During the morning and afternoon the drone boats and LVT of the Underwater Demolition Team were loaded with explosives and sent to IVAN ISLAND. It was reported that JACOB ISLAND was secured at 1058 and IVAN ISLAND at 1202. Landing craft left the line of departure inside the lagoon for the assault on ALLEN and ALBERT ISLANDS at 1430. The first wave landed at 1510 on ALBERT ISLAND and at 1512 on ALLEN ISLAND. At 1819 it was reported that ALLEN ISLAND and ALBERT ISLAND had been secured. During the day and night it was necessary to maneuver constantly to maintain and provide a lee for the landing craft. The sky was partly cloudy with winds of from force 3 to 4. The sea was choppy with moderate swells. Early in the evening orders were recived to send 3 units of fire to IVAN ISLAND. Boats were hoisted out and ammunition was discharged to boats.

Approved:

1 DAnenberg DANNENBERG

Commander, U.S. Navy Commanding.

Submitted: E. F. CARL Lieutenant, U.S.N.R. Navigator



# U. S. S. ALMAACK

WAR DIARY February 1944

Reg No.

R.S. Ne.

)15669

#### (Time zone plus 12)

Feb. 1st. We have been using our engines almost continually to maintain position in Transport Area #3, KWAJALEIN AT-OLL, MARSHALL ISLAND, against the 2 knot NE'ly current and NE trades. The reefs are clearly visible at 2 miles at night and a sounding of 400 fathoms was obtained 2 mile NE of HUBERT ISLAND. The cargo operations are almost at a standstill. Our LCM's are unloading artillery from the APA's and the LCVP's are unloading their personnel. The bombardment of CAMOU-FLAGE and BURLESQUE ISLAND started at 0655 and the first assault wave left the line of departure at 1112. The transports were ordered at 1300 to proceed through IVAN PASS and anchor inside the LAGOON. The pass is indistinguishable from the vicinity of HUBERT ISLAND. A strong set to the SE was experienced while transiting this pass. This vessel proceeding at 5 knots steered 150°T. to make good a course of 170°T. while in transit of the pass. The least depth encountered crossing the LAGOON to the eastward to the assigned anchorage was 16 fathoms, with no swell and no current. Upon anchoring 2 LCT's were furnished this vessel which expedited the unloading.

Position

Berth 119. HICKORY ANCHORAGE, KWAJALEIN ATOLL LAGOON, MARSHALL ISLANDS.

(Plus 12)

Feb. 2nd.

The discharging of cargo has been moderate. Until the transports could release their boats for our use there were not enough to keep all hatches working. Many boats were delayed at the various beaches due to an insufficient number of hands in the beach parties. Other beaches would accept LCM3's only at high water, ordering them to lie off and wait. The answer to the discharging problem in regard to this vessel is LCT's.

#### Position

HICKORY ANCHORAGE, KWAJALEIN ATOLL LAGOON, MARSHALL ISLANDS.

# U. S. S. ALMAACK

## WAR DIARY February 1944

(Plus 12)

Feb. 3rd. We are continuing cargo operations which have speeded up tremendously now that boats from the BIDDLE, SUMTER, and WARREN have reported for duty as well as one L.C.T. which returned from the beach.

Position

HICKORY ANCHORAGE, KWAJALEIN ATOLL LAGOON, MARSHALL ISLANDS.

(Plus 12)

Feb. 4th. This Ship completed discharging all cargo at 1330.

(Plus 12)

Feb. 5th. At 1200 received orders to load the 4th. Tractor Battalion, U.S.M.C. from Commander Transports, Group 3, 5th. Amphibious Force and at 1400 commenced unloading LVT's.

(Plus 12)

Feb. 6th. Completed loading 22 LVT's and crews at 0100. At 0833 underway in accordance with orders of Commander Task Unit 53.13.3 for FUNAFUTI, ELLICE ISLAND in company with: DUPAGE, AQUARIUS, LINDENWALD, EPPING FORREST, GUNSTON HALL, and APPALACHIAN screened by HARADEN, RUSSELL, STANSBURY and LONG.

(Plus 12)

Feb. 7th. Position

0800	1200	2000
60 1' N	5° 13' N	3° 40' N
1700 28' E	170° 49' E	171° 15' E

(Plus 12)

Feb. Sth.	Position		
	0800	1200	2000
	10 17' N 1720 16' E	00° 27' N 172° 46' E	01° 08' 3 173° 44' E

# U. S. S. ALMAACK

(Plus 12)

Feb. 9th. Practiced firing 20MM guns at bursts of 5"/38 caliber. 540 rounds of 20MM and 2 rounds of 5"38 caliber expended, no casualties.

Position

0800	1200	2000
03° 21' S	04 ⁰ 05'S	05° 37' S
175° 05' E	175 ⁰ 35'E	176° 30-30 E

(Plus 12)

Feb. 10th. At 1150 sighted NUKU FETAU ATOLL and at 1215 sighted FUN-AFUTI ATOLL, entered lagoon through TE BUA BUA PASS and anchored in berth C-5, FONGAFALE ANCHORAGE.

Position

0800 1200 7° 50' S 07° 50' S 178° 15' E 178° 15' E

(Plus 12)

Feb. 11th.-12th. Anchored FONGAFALE ANCHORAGN, FUNAFUTI ATOLL, ELLICE ISLANDS.

(Plus 12)

Feb. 13th. Underway at 1517 in accordance with orders of Commander Task Unit 34.6.7 in company with: DUPAGE, SUMTER, WAYNE, ELMORE, CALLAWAY, BIDDLE, WARREN and AQUARIUS, screened by HOGAN, STANSBURY, LONG and STEVENS. DUPAGE, AQUARIUS and ALMAACK screened by STEVENS and LONG to be detached about 0200 February 14, 1944 to proceed to GUADALCANAL. 2400 set clocks to zone minus twelve time.

Position

2000

9° 15' S 178° 44' E C-O-N-F-I-D-E-N-T-I-A-L U. S. S. ALMAACK

(Minus 12)

At 0035 ALMAACK, AQUARIUS, and DUPAGE escorted by LONG, Feb. 15th. and STEVENS detached from formation to proceed to GUAD-ALCANAL.

Position

0800	1200	2000
09° 54' S 176° 30' E	09° 54' S 175° 36' E	9° 44' S 173° 53' E
176 30' E	175° 30' E	1730 53 E

(Minus 12)

At 0835 sighted 3 AK's bearing 255°T. and two destroyers. Feb. 16th Identified as friendly. At 1650 sighted a ship bearing 105°T. at 15 miles, identified as BEBAS, (DE10) reporting as additional escort.

Position

0800	1200	2000
9° 32' 5	9° 35' S	9° 15' S
171° 17' E	170° 23' E	168° 38-30 E

(Minus 12)

At 1400, two ships were sighted bearing 231°T., identified Feb. 17th. as friendly.

Position

0800	1200	2000
08° 53' S	080 54' S	09° 12' S
166° 05' E	1650 11' E	163° 31' E

(Minus 12)

At 0015 Radar Room reported land bearing 240°T., and 40 Feb. 18th. miles. At 0105 sighted ULAWA ISLAND bearing 231ºT., passed through INDISPENSABLE STRAIT thence through LENGO CHANNEL to TETERE ANCHORAGE, where we anchored in berth 88 at 1359. At 1540 changed clocks to ZONE-11. At 1538 Commenced discharging LVT's and completed the discharging of 22 LVT's at 1819.

(Minus 11)

Feb. 20th. At 0200 changed clocks to ZONE-12.

U. S. S. ALMAACK

Position 🚕 🚥		
0800	1200	2000
12° 27' S 163° 03' E	13° 14' S 163° 52' E	15° 03' S 163° 24' E

# (Minus 12)

At 1400 tested smoke generating apparatus, and also ex-Feb. 21st. pended 2 smoke floats. All gear in good condition.

Position

0800	1200	2000
17° 54' S	18° 44' S	20° 15' S
162° 21' E	162° 40° E	163° 20' E

#### (Minus 12) (Minus 11)

- At daylight sighted peaks on NEW CALEDONIA. At 1235 Feb. 22nd. changed clocks to ZONE-11. At 1239 passed through NORTH BULARI PASS and entered NOUMEA HARBOR. Anchored in berth 54 at 1328.
- (Minus 11)
- Anchored in berth 54 NOUMEA, NEW CALEDONIA, Taking aboard Feb. 23-29 stores and supplies.

pproved: 1 Dan DANNENBERG Commander, U.S.Navy Commanding.

Submitted: Ε. F. Lieutenant, U.S.N.R. Navigator

24' E

Reg. No. 7	589
R.S. No.	018550

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

WAR DIARY March 1944

(Time zone Minus 11)

March 1st. Anchored in Berth #54, NOUMEA, NEW CALEDONIA.

(Minus 11)

March 2nd.

Anchored in Berth #54, NOUMEA, NEW CALEDONIA. 0621 Underway in accordance with training order #1-44 of Commander Transport Division Twenty-Six of 28 February 1944. 1056 Commenced anti-aircraft firing practice. 1155 Secured from firing practice. Expended 1096 rounds of 20 MM ammunition, 11 rounds of 3"50 caliber ammunition and 1 round of 5"38 caliber ammunition. Two casualties:- Firing lock on 5"38 caliber gun locked, repaired by ship's force; breech jammed on #2, 3"50 caliber gun, repaired by ship's force. Division Twenty-Six returning to NOUMEA, NEW CALEDONIA. 1603 Entered NORTH BULARI PASS. 1731 Anchored in Berth #38, NOUMEA, NEW CALEDONIA, with 60 fathoms of chain out to starboard anchor in 11 fathoms of water.

Position

1200

22-32 S 166-33 E

(Minus 11)

March 3rd. 0545 Commenced landing craft training exercise. 1126 All boats returned from landing craft exercises. Secured from same.

Position.

Anchored in Berth #38, NOUMEA, NEW CALEDONIA.

(Minus 11)

March 4th. 0820 Commander Transport Division Twenty-Six, Captain Blackledge, U.S.N., arrived on board accompanied by his staff and conducted surprise inspection.

70134 Position.

Anchored in Berth #38, NOUMEA, NEW CALEDONIA.

(Minus 11)

March 5th. Anchored in Berth #38, NOUMEA, NEW CALEDONIA.

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

- (Minus 11)
- March 6th. Anchored in Berth #38, NOUMEA, NEW CALEDONIA.
- (Minus 11)
- March 7th.

1110 Underway and made southbound run over degaussing range off ILE NOU. Conditions satisfactory. 1130 Proceeding in accordance with orders of Commander Task Unit 32.4., in company with CALLAWAY, WARREN, SUMTER, TITANIA, screened by SICARD, PERRY, and DENT. 1348 Cleared NORTH BULARI CHANNEL. 1518 Began anti-aircraft practice. Expended 2046 rounds of 20 MM, 5 rounds, 3"50 caliber, 5 rounds of 5"38 caliber ammunition. Total of four casualties during firing as follows:- jammed cartridges in #11 and #15 20 MM guns, broken spring firing lock in #12, 20 MM gun, breach jam on #2, 20 MM gun. Repaired by ship's force.

Position

2000

22-02 S 165-01 E

- (Minus 11)
- March 8th. Position.

0800	1200	2000
19-59 S	19-09 S	17-33 S
163-00 E	162-41 E	162-16 E

(Minus 11)

March 9th.

 0550 Sighted ship bearing 073°T, identified as JENKINS, (DD447). 0610 JENKINS joined screen of Task Unit 32.4.4.

 Position.

 0800
 1200

 14-37 S
 13-45 S
 11-46 S

 163-02 E
 163-16 E
 163-46 E

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

(Minus 11)

March 10th. 0150 Sighted SANTA ANA ISLAND, bearing 259°T at 27 miles. 0350 Sighted SAN CRISTOBAL ISLAND, bearing 260°T at 30 miles. 0857 Passed southern tip of MARMASIKE ISLAND, abeam to starboard, distance 15 miles, entered INDISPEN-SABLE STRAIT. 1015 Passed southern tip of GUADALCANAL ISLAND, to port at 18 miles. 1043 Sighted NURA ISLAND, bearing 293°T, distance 17 miles. 1245 Sighted FLORIDA ISLAND, bearing 306°T, distance 5 miles. 1335 Entered LENGO CHANNEL. 1510 Anchored in Berth #18, off LUNGA POINT, GUADALCANAL ISLAND in 20 fathoms of water with 60 fathoms of chain to starboard anchor.

(Minus 11)

March 11th. 0630 to 0721-Discharged 26.3 long tons of cargo.

Position.

Anchored in Berth #18, LUNGA POINT, GUADALCANAL ISLAND.

(Minus 11)

- March 12th. Anchored in Berth #18, off LUNGA POINT, GUADALCANAL ISLAND. 0800 Underway and proceeding toward TASSAFARONGA. 0954 Anchored in Berth #147, TASSAFARONGA POINT, in 50 fathoms of water with 135 fathoms of chain to port anchor.
- (Minus 11)
- March 13th. Anchored in Berth #147, TASSAFARONGA, GUADALCANAL ISLAND.

(Minus 11)

March 14th. 0608 Underway in accordance to orders of C.T.U. 32.4.4 of 13 March 1944, for scheduled landing exercises with 14th. Marines, in company with CALLAWAY, WARREN and SUMTER. 0704 Began landing exercises off MINRI RIVER, GUADALCANAL IS-LAND. 1249 Completed landing exercises. All boats hoisted aboard. Returning to anchorage as before. 1352 Anchored in Berth #147, TASSAFARONGA, GUADALCANAL ISLAND, in 55 fathoms of water with 120 fathoms of chain to the starboard anchor.

(Minus 11)

March 15th. Underway in accordance with orders of C.T.U., 34.4.4 in column with SUMTER, ALMAACK, WARREN in that order. Proceeding toward TULAGI. 1523 Approaching TULAGI HARBOR. 1640 Anchored in Berth #5, TULAGI HARBOR, in 28 fathoms of water with 75 fathoms of chain to starboard anchor.

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

- (Minus 11)
- March 16-23 Anchored in Berth #5, TULAGI HARBOR.
- (Minus 11)
- March 24th.

. 1150 Underway in accordance with orders of C.T.U., 34.9.1., operation order 1-44. Unit composed of Transport Division Ten (CLAY, FOMALHAUT, ALHENA) and Transport Division Twenty Six (CALLAWAY, SUMTER, ALMAACK) with Commander Task Unit in CLAY, screened by DRAYTON, MAHAN, HOPKINS, TREVER, destination CANTON ISLAND. 1252 Passed through outer net and cleared TULAGI HARBOR. 1340 Entered SEA-LARK CHANNEL. 1420 cleared SEA-LARK CHANNEL and continued to the southeast through INDISPENSABLE STRAIT rounding the southern end of MARMASIKE ISLAND at 2153.

Position.

2000

9-46 S 161-24 E

(Minus 11)

March 25th. 1008 to 1130 Task Unit 34.9.1 exercised at tactical maneuvers.

Position.

0800	1200	2000
8-54 S	8-34 S	8-01 S
163-58 E	164-48 E	166-36 E

(Minus 11)

March 26th.

0240 Went to fire quarters, short circuit in lighting line, port side of Captain's (02) Deck at frame 88, on overhead. 0300 Secured from fire quarters. 2013 Pursuant to despatch from Commander, Third Fleet, 260407 and upon signal from C.T.U., 34.9.1 changed course to 109°T and destination to FUNAFUTI, ELLICE ISLANDS.

Position.		
0800	1200 .7013.50	2000
7-06 S 169-12 E	6-44 S 169-55 E	6-12 S 171-18 E

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

(Minus 11-12)

March 27th.	0100 Clocks	advanced one hour	to Zone Minus	12 Time.
	Position.			
	0800	1200	20	00
	6-57 S 173-38 E	7-13 S 174-29 E	7- 17	53 S 6-11 E

(Minus 12)

March 28th. 0745 Sighted southern end of FUNAFUTI ATOLL, bearing 076°T, distance 16 miles. 0956 Entered TE BUA BUA PASS. 1111 Anchored in Berth C-5, FONGAFALE ANCHORAGE, FUNAFUTI, ELLICE ISLANDS, in 23 fathoms of water with 75 fathoms of chain out to starboard anchor.

Position

0800

8-49 S 178-49 E

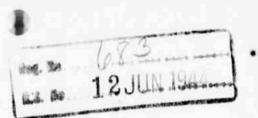
(Minus 12)

March 29-31 Anchored in Berth C-5, FONGAFALE ANCHORAGE, FUNAFUTI, ELLICE ISLANDS.

Approved: nenters T DANNENBERG Commander, U.S. Navy Commanding.

Submitted: a hartin GA MARTIN Lieutenant, U.S.N.R. Navigator.

# U. S. S. ALMAACK



WAR DIARY April 1944

(Time Zone Minus 12)

April 1st. Anchored in Berth C-5, FONGAFALE ANCHORAGE, FUNAFUTI, ELLICE ISLANDS.

(Minus 12)

April 2nd. Anchored in Berth C-5, FONGAFALE ANCHORAGE, FUNAFUTI, ELLICE ISLANDS. 0726 Underway in accordance with orders of C.T.U. 34.9.1, dispatch 010456 of 1 April 1944, in company with Transport Division Ten (CLAY, FOMALHAUT, ALHENA) and Transport Division Twenty-Six (SUMTER, CALLAWAY, ALMAACK) with C.T.U. and guide in CLAY. Screened by MAHAN, DRAYTON, BUCHANAN, and WOODWORTH. Destination of CALLAWAY and ALMAACK, CANTON ISLAND - of others, PEARL HARBOR. 0849 Took departure from FUNAFUTI ATOLL and formed cruising disposition C-4. 1400 Crossed INTER-NATIONAL DATE LINE, eastbound.

Position

1200	2000
8-09 S 179-41 E	7-00 S 179-18 E

(Minus 12-Plus 11)

April 3rd. Ol00 Advanced clocks one hour to Plus 11 Time Zone. 1900 CALLAWAY and ALMAACK left formation end, screened by DRAYTON and MAHAN, proceeded toward CANTON ISLAND, guide in CALLAWAY.

> Position 0800 1200 2000 5-08 S 4-36 S 3-30 S 177-41 W 177-01 W 175-43 W

(Plus 11)

April 3rd. 1225 Sighted land bearing 100°T, distance 15 miles, identified as CANTON ISLAND. 1654 Entered CANTON ISLAND LAGOON. 1727 Moored port side to, CANTON ISLAND DOCK. 1930 Commenced loading cargo. See copy of Commanding Officers letter, attached, for local information and recommendations.

74585 Position

# U. S. S. ALMAACK

2-56 S	2-46 5
172-59 W	171-59 W

(Plus 11)

April 4th. Moored port side to ARMY DOCK, CANTON ISLAND. Continuous cargo operations.

(Plus 11)

April 5th. Moored port side to ARMY DOCK, CANTON ISLAND, Cargo loading operations continuing. 1100 Finished loading cargo. Received on board 961 short tons, or 3408 cubic tons. 1122 Underway and proceeding out of CANTON ISLAND LAGOON. 1140 Cleared SPAM ISLAND PASS. 1144 Hove to off CANTON ISLAND to hoist landing craft aboard. 1300 All landing craft aboard and proceeding in accordance with orders Commander Transport Division Twenty-Six. In company with CALLAWAY, guide, screened by DRAYTON and MAHAN. Destination PEARL HARBOR.

Position

1200	2000
2-49 S	1-32 S
171-44 W	171-06 W

(Plus 11)

April 6th.	0336 Crossed H	QUATOR, eastbound	in longitude 170° 18' W.
	Position		
	0800	1200	2000
	1-01 N 169-53 W	1-53 N 169-26 W	3-34 N 168-38 W
(Plus 11)			
April 7th.	Position		
	0800	1200	2000
	6-20 N 167-10 W	7-06 N 166-42 W	8-37 N 165-59 W

U. S. S. ALMAACK

(Plus 11)

April	8th.	Position		
		0800	1200	2000
		10-58 N 164-74 W	11-44 N 164-20 W	13-15 N 163-35 W
(Plus	ll-Plus 10	)		
April	9th.	At 0000 clocks we	re advanced one hour	to Plus 10 Time Zone.
		Position		
		0800	1200	2000
		15-19 N 162-16 W	16-04 N 161-38 W	17-29 N 160-32 W
(Plus	10-Plus $9\frac{1}{2}$	)		
April	lOth.	Time Zone. 1602 1635 Arrived off	re advanced thirty m Received orders to Honolulu entrance. u Harbor, starboard	proceed to Honolulu. At 1800 moored to
		Position		
		0800	1200	
		19-38 N 158-22 W	20-22 N 157-59 W	
(Plus	9월)			
April	llth.	Moored to Pier #2 charging cargo to	8, Honolulu Harbor. dock.	At 0800 began dis-
(Plus	9월)			
April	12th.	Moored to Pier #2 cargo discharging	8, Honolulu Harbor. operations.	At 0945 completed
(Plus	9월)			
April	13th.	Moored to Pier #2	8, Honolulu Harbor. oward Pearl Harbor.	At 0948 got under- 1018 Cleared Honolulu

13th. Moored to Pier #28, Honolulu Harbor. At 0948 got underway, proceeding toward Pearl Harbor. 1018 Cleared Honolulu Channel. 1055 Arrived at Pearl Harbor Entrance Buoys. 1155 Moored in Berth B-3, port side to, outboard of U.S.S. KEN-MORE.

U. S. S. ALMAACK

(Plus 91)

April 14, 15, 16, Moored in Berth B-3, Pearl Harbor, T.H. 17 & 18.

(Plus 93)

April 19th. Moored in Berth B-3, Pearl Harbor, T.H. At 1022 underway, shifting berth from outboard of U.S.S. KENMORE, to alongside dock at B-3, U.S.S. KENMORE, outboard. 1105 Secured in Berth B-3.

 $(Plus 9\frac{1}{2})$ 

April 20th. Moored in Berth B-3, Pearl Harbor, T.H.

(Plus 91)

April 21st. Moored in Berth B-3, Pearl Harbor, T.H.

(Plus 91)

April 22nd. Moored in Berth B-3, Pearl Harbor, T.H. At 0705 Underway in accordance with orders of AdMinComFIFTHPhib shifting berth to Berth W4, West Loch. 0810 Moored port side to at Berth W4. 1020 Began loading cargo. 1630 Finished loading cargo.

s (Plus 9불)

April 23rd. Moored in Berth W4, Pearl Harbor, T.H. At 0700 Underway in accordance with orders of AdMinComFIFTHPhib shifting berth to D.P. 3. 0819 Moored port side to Berth D.P. 3, for calibration of degaussing coils. 1005 Completed calibration.

(Plus 92)

April 24th. Moored in Berth D.P. 3, Pearl Harbor, T.H. At 0805 Underway to shift berth to X19. 0957 Secured to buoys forward and aft in Berth X19.

(Plus 9호)

April 25th. Moored in Berth X19, Pearl Harbor, T.H.

 $(Plus 9\frac{1}{2})$ 

April 26th. Moored in Berth X19, Pearl Harbor, T.H.

U. S. S. ALMAACK

(Plus  $9\frac{1}{2}$ )

April	27th.	Moored	in	Berth	X19,	Pearl	Harbor,	T.H.
(Plus	9월)							
April	28th.	Moored	in	Berth	X19,	Pearl	Harbor,	T.H.
(Plus	9월)							
April	29th.	Moored	in	Berth	X19,	Pearl	Harbor,	T.H.
(Plus	92)							
April	30th.	Moored	in	Berth	X19,	Pearl	Harbor,	т.н.

Approved: Johnnenburg Commander, U.S. Navy Commanding.

Submitted: G. MARTIN

Lieutenant, U.S.N.R. Navigator.

### U. S. S. ALMAACK

No. 139

18 JUL 1990

WAR DIARY May 1944.

(Time Zone Plus 91)

- May 1st. Moored in Berth X-19, PEARL HARBOR, T.H. At 0716 got underway in accordance with orders of AdMinComFIFTHPhibFor, 290639. C.T.U. 55.1.19 in ALMAACK.. T.U. composed of ALMAACK, BELLA-TRIX, and ALCHIBA. 0817 Cleared PEARL HARBOR CHANNEL, and proceeded toward AREA C-9. 0930 Commenced scheduled firing exercises. 1602 Arrived off KAHULUI. 1805 Moored starboard side to on north side of Pier #2, KAHULUI. 2115 Began loading cargo.
- (Plus 9¹/₂) May 2nd. Moored starboard side to Pier #2, KAHULUI, MAUI ISLAND, T.H. Cargo operations continuing.
- (Plus 92) May 3rd. Moored starboard side to Pier #2, KAHULUI, MAUI ISLAND, T.H. Cargo operations continuing. 2000 Secured all cargo operations.
- (Plus  $9\frac{1}{2}$ ) May 4th. Moored starboard side to Pier #2, KAHULUI, MAUI ISLAND, T.H.

(Plus 9¹/₂) May 5th.

Mocred starboard side to Pier #2, KAHULUI, MAUI ISLAND, T.H. At 0545 got underway in accordance with dispatch 292001 and ComFIFTHPhibPac Fleet Letter 004707, 15 April 1944. T.U. composed of ALMAACK, BELLATRIX, and ALCHIBA. C.T.U. 55.1.19 in ALMAACK. 0606 Cleared KAHULUI HARBOR and proceeded toward PEARL HARBOR. From 1410 to 1633 swung ship off PEARL ENTRANCE to compensate magnetic compasses and determine diviation. 1717 Entered PEARL HARBOR. 1850 Moored in Berth X-8, PEARL HARBOR, T.H.

(Plus 92) May 6 to 13 Moored in Berth X-8, PEARL HARBOR, T.H.

(Plus 91)

May 14th. Moored in Berth X-8, PEARL HARBOR, T.H. 0655 Underway in accordance with ComFIFTHPhibFor Training Movement Order #A 13-44 in company with Transport Divisions Ten and Twenty-six. O.T.C. and guide in ROCKY MOUNT. 0806 Cleared PEARL HARBOR CHANNEL and formed cruising disposition 6-S and proceeded toward LA HAINA ROADS, fleet maneuvered variously enroute. 1756 Anchored in Berth D-20, LA HAINA ROADS.

U. S. S. ALMAACK

- (Plus 9¹/₂) May 15th. Anchored in Berth D-20, LA HAINA ROADS, MAUI ISLAND, T.H. 0946 Underway and proceeding toward MAALAEA BAY, MAUI, to conduct landing exercises as scheduled. At 1910 returned to and anchored in Berth D-20, LA HAINA ROADS.
- (Plus  $9\frac{1}{2}$ ) May 16th.

Anchored in Berth D-20, LA HAINA ROADS, MAUI. 0538 Underway and proceeding toward MAALAEA BAY, MAUI, to conduct scheduled landing exercises. Ship's force exercised at hatch opening and tank handling. At 1946 returned to and anchored in Berth D-20, LA HAINA ROADS.

- (Plus 92) May 17th.
  - Anchored in Berth D-20, LA HAINA ROADS, MAUI. At 0533 got underway and proceeded toward MAALAEA EAY, MAUI, in company with T.G. 52.4.240, conducted scheduled landing exercises. 0645 Arrived in Transport Area and commenced exercises. 1741 Secured from exercises and left area. 1836 Anchored in Berth C-2, MAALAEA BAY, MAUI.
- (Plus 9¹/₂) May 18th.
  - Anchored in Berth C-2, MAALAEA BAY, MAUI. ALMAACK remained at anchor during the day but dispatched landing craft to assist in reembarkation of troops from the beaches. At 1731 got underway in company with Transport Divisions Twenty, Thirty, and Twenty-Six, O.T.C. of T.U. 52.15 in ROCKY MOUNT, and proceeded on night steaming exercises.
- $(Plus 9\frac{1}{2})$ May 19th.
  - At 0615 arrived in Transport Area #2 off KAHOOLAWE ISLAND and commenced scheduled landing exercises. This vessel's force was exercised at unloading and loading of tanks. At 1100 moved to assigned position in Transport Area #3. At 1606 we assumed our position in cruising disposition 6-S and T.U. 52.15 proceeded seaward to conduct fleet maneuvers and night retiring exercises.
- (Plus 91) May 20th.
- At 0800 T.U. 52.15 arrived off PEARL HARBOR and Transport Division Twenty-Six was detached from fleet and proceeded toward HONOLULU, ALMAACK entering HONOLULU ENTRANCE CHANNEL at 1021. At 1052 this vessel was secured, starboard side to at Pier #10, HONOLULU, T.H.

2

(Plus 91) May 21-28

Moored starboard side to at Pier #10, HONOLULU, T.H.

C-O-N-F-I-D-E-N-T-I-A-L U. S. S. ALMAACK

(Plus 9考) May 29th.

At 0915 underway in accordance with orders of C.T.F. 52, Speed Letter 00016 and proceeded seaward. 1029 Cleared HONOLULU HARBOR ENTRANCE CHANNEL and proceeded toward rendezvous with T.G. 52.15. At 1210 formed cruising disposition 3 AL-1 with C.T.F. and fleet guide in ROCKY MOUNT. T.G. composed of Trans-port Divisions Thirty, Twenty-six, Twenty, and Ninty-nine from left to right in that order. Transport Division Twenty-six composed of CALLAWAY, GUIDE, LEON, SUMTER, STORM KING, and ALMAACK in that order from van to rear. Formation proceeding toward ENIWETOK in accordance with operations Order All-44.

Position

1200	2000
21-07 N	19-42 N
157-55 W	158-07 W

(Plus 91) May 30th.

From 1410 to 1420 test fired all 20MM machine guns on clear bearings, no casualties.

Position

Position

0800	1200	2000
18-54 N	18-36 N	18-00 N
160-30 W	161-00 W	162-37 W

(Plus 91) May 31st.

2000 1200 0800 15-59 N 16-38 N 16-52 N 166-22 W 165-05 W 164-46 W

Approved: Y DANNENBERG Commander, U.S. Navy Commanding.

Submitted: Martin-G. MARTIN Lieutenant, U.S.N.R. Navigator.

## U. S. S. ALMAACK

na 16. 746 R.A. 18 JUL 1010

#### WAR DIARY June 1944

#### (Time Zone Plus 10 Plus 11)

June 1st.

Proceeding in company with T.G. 52.15 from HONOLULU toward ENIWETOK, MARSHALL ISLANDS. C.T.F. 52 in ROCKY MOUNT, fleet guide. T.G. 52.15 composed of Transport Divisions Thirty, Twenty-Six, Twenty, and Ninety-Nine from left to right and Transport Division 26 composed of CALLAWAY, division guide, LEON, SUMTER, STORM KING and ALMAACK in that order from van to rear. At 1100 the clocks were retarded to Time Zone Plus 11 time. From 1024 to 1035 anti-air craft firing exercises were held.

Po	si	ti	on	

0800		1200	2000
14 <b>-</b> 46	N	14-25	13-46 N
168-33	W	169-28	171-06 W

(Plus 11) June 2nd.

Position		
0800	1200	2000
12-50 N 173-31 W	12-37 N 174-05 W	12-07 N 176-22 W

(Plus 11) June 3rd.

At 1500 all clocks were retarded one hour to Time Zone Minus 12 and date changed from Saturday 3 June, to Sunday 4 June, upon crossing the 180TH. meridian, west bound.

1200
10-59 N 179-52 W

(Minus 12)

June 4th.

Position

2000 10-17 N 178-14 E

0

# U. S. S. ALMAACK

WAR DIARY June 1944

(Minus 12) June 5th.				
	Position			
	0800	1200	2000	
K. St	9-27 N 175-45 E	8-59 N 175-02 E	8-14 N 173-32 E	
(Minus 12) June 6th.				
	Position			
	0800	1200	2000	
	7-40 N 171-10 E	7-43 N 170-18 E	8-06 N 168-44 E	
(Minus 12) June 7th.				
	Position			
	0800	1200	2000	
	8-42 N 167-09 E	9-09 N 166-22 E	9-59 N 164-53 E	
(Minus 12) (Minus 11) June 8th.	At 0824 Task ( ATOLL, MARSHAL 0902 ALMAACK ( berth and at 1	Group 52.15 arrived LL ISLANDS and forme entered the lagoon a 1010 anchored in Ber	hour to Minus 11 Zone off Deep Entrance, EN d entry disposition. nd proceeded toward a th #33. At 2320 moor and prepared to rece	IWETOK At ssigned ed
(Minus 11) June 9th.	At 0150, havin at 0245 return	ng completed fueling ned to and anchored	, left U.S.S. NESHANT in Berth #33.	IC and

U. S. S. ALMAACK

WAR DIARY June 1944

(Minus 11) June 10th.

Anchored in Berth #33, ENIWETOK ATOLL, MARSHALL ISLANDS. Provisioning ship from U.S.S. BRIDGE.

(Minus 11) June 11th.

Anchored in Berth #33, ENIWETOK ATOLL, MARSHALL ISLANDS. 0720 Underway in accordance with orders of ComFIFTHPhibForPac Speedletter 000136 of 9 May and proceeded out of the lagoon in company with task Group 52.15. At 0825 ALMAACK cleared lagoon and proceeded toward rendezvous area. At 1002 this Task group formed cruising disposition 3AL-2 and proceeded toward SAIPAN.

Position

1200	2000
11-12 N	11-40 N
162-04 E	160-37 E

(Minus 11) June 12th.

 From 0230 to 0945 held firing exercises.

 Position

 0800
 1200
 2000

 12-26 N
 12-52 N
 13-24 N

 152-06 E
 157-21 E
 155-56 E

(Minus 11) (Minus 10) June 13th.

At 1400 all clocks were retarded one hour to Zone Minus 10 time.

Position

0800	1200	2000	
14-17 153-33	14-24 152-44	14-20 151-14	

(Minus 10) June 14th.

At 1300 the cruising disposition was changed from 3AL-2 to 3AL-3 for approach to Transport Area, SAIPAN. During the evening and night starshells were noticed in the west in the direction of SAIPAN and several submarine contacts were made by our screen and attacked. Evasive action was taken by all transports and no casualties were suffered.

# U. S. S. ALMAACK

WAR DIARY June 1944

Cont'd.

(Minus 10) June 14th.

1200	2000
14-56 N 148-04 E	15-29 N 146-23 E
	14-56 N

(Minus 10) June 15th.

0510 Arrived in Transport Area Two off SAIPAN. At 0526 transports were stopped in Transport Area Two. At 0533 began hoisting out all bosts. At 0600 began discharging tanks into LCM(3)'s. 0710 All tanks discharged and dispatched to beach. Balance loaded LCVP's were dispatched as ordered. Maneuvered as necessary to maintain position in Transport Area awaiting return of boats from beach. At 1000 all transports shifted to positions in Transports Area 1435 BARBERENA, Lucien Pete, Slc, V-6, USNR, Three. 565 76 80, member of the crew of LCM(3) #3 was returned to the ship with the report that this boat, while traversing the passage thru the reef, had been struck by enemy fire and disabled. All casualties were placed aboard LEONARD WOOD for treatment. The boat, with tank, had been beached. At 1016 proceeding to form night retirement disposition. 1826 Enemy air raid reported. 1851 Five hostile planes spotted and driven off by AA fire from all ships. 1953 Raid finished. Vessels in cruising disposition 3AL-2 during night retirement.

(Minus 10) June 16th.

0741 Returned to and anchored in Transport Area Three about five miles off the Blue Beaches and resumed cargo operation which proceeded rather slowly due to lack of boats and congestion on the beaches. At 1806 shifted anchorage to Berth 33, SAIPAN ANCHORAGE and continued cargo operations. This vessel did not retire with other vessels of Transport Division 26.

(Minus 10) June 17th.

At 0344 an air raid warning was broadcast and this vessel went to General Quarters. 0410 All clear was indicated and resumed cargo operations. Received twenty-eight (28) casualties on board for treatment during the day. At 1802 went to General Quarters in response to an air raid warning. Got underway at 1807 to join other transports in temporary retirement from SAIPAN Transport Areas. 1937 Received "all clear" and secured from General Quarters.

## U. S. S. ALMAACK

WAR DIARY June 1944

(Minus 10) Transports in retirement from SAIPAN. At 0130 one of the casualties received on board on the 17th. died from battle wounds and at 0610 another. At 1711 burial services were June 18th. held with full honors for the deceased in Latitude 16-00 N and Longitude 148-00 E. Position 2000 0800 1200 15-50 N 16-02 N 10-12 N 147-50 E 147-42 E 148-36 E (Minus 10) June 19th. Transports continued in retirement through the day. Position 0800 1200 2000 16-10 N 15-47 N 16-07 N 147-00 E 147-52 E 147-03 E (Minus 10) June 20th. Transports continued in retirement during the day to the eastward of SAIPAN. Position 0800 1200 2000 15-55 N 15-58 N 15-39 N 147-03 E 147-20 E 146-56 E (Minus 10) June 21st. Returned to SAIPAN, and at 1725 anchored in Berth B-68, SAIPAN ANCHORAGE and resumed cargo operations which continued on throughout the night. Received eight (8) casualties on board for treatment. Position 0800 1200 15-32 N 15-37 N 146-37 E 146-25 E

# U. S. S. ALMAACK

#### WAR DIARY June 1944

(Minus 10) June 22nd.

Anchored in Berth B-68, SAIPAN ANCHORAGE, SAIPAN. Cargo operations continuing. From Oll7 to O216 all hands were at General Quarters. Enemy air craft reported in vicinity. At 0950 U.S.S. ST. LOUIS made fast alongside to port and began transferring 540 rounds of 6"/47 caliber projectiles and cartridges to her. At 1325 U.S.S. ST. LOUIS left. At 1623 U.S.S. HONOLULU made fast to ALMAACK port side and began receiving 540 rounds of 6"/47 caliber projectiles and cartridges. At 1850 U.S.S. HONOLULU cast off. One casualty was received on board for treatment. At 2340 went to General Quarters. Enemy air raid expected.

(Minus 10) June 23rd.

Anchored in Berth B-68, SAIPAN ANCHORAGE, SAIPAN. 0150 Air raid past with no attack on ship and resumed cargo operations. The discharge of cargo today was rather slow due to lack of boats. At 1835 Transport Group BAKER got underway in accordance with orders of C.T.G. 52.15 for night retirement from SAIPAN.

(Minus 10) June 24th.

At 0808 returned from night retirement and anchored again in Berth B-68, SAIFAN, and resumed cargo operations. Received six (6) casualties on board for treatment soon after anchoring. Cargo was worked much more quickly, today, due to the availability of a larger number of boats. Completed discharging cargo at 1654 and began securing ship for sea. Three Officers, twenty-two enlisted men and three boats were transferred to the SAIPAN BOAT POOL. All troops remaining on board were transferred to shore duty and all casualties were disposed of as follows: - six to U.S.S. RELIEF, sixteen to U.S.S. SAMARITAN, seventeen to "MORROCCO" and three were restored to duty. Received on board two LCM(3)'s of U.S.S. BELLATRIX and one from U.S.S. WINGED ARROW with crews for transportation to ENIWETOK. At 1809 got underway in accordance with orders of C.T.G. 52.4 and in company with T.U. 51.18.15. 1830 Formed cruising disposition and proceeded enroute to ENIWETOK. 1923 Air raid warning received and went to General Quarters. Fleet taking evasive action and making smoke. 1944 "All Clear" and proceeded.

9

(Minus 10) June 25th.

Position		
0800	1200	2000
14-54 N	14-43 N	14-24 N
148-17 E	149-08 E	150-35 E

# U. S. S. ALMAACK

WAR DIARY June 1944

(Minus 10) June 26th.

Position		
0800	1200	2000
13-56 N 153-06 E	13-45 N 153-57 E	13-25 N 155-34 E

(Minus 10) June 27th.

Position		
0800	1200	2000
13-00 N 157-45 E	12-51 N 158-35 E	12-30 N 160-05 E

(Minus 10) June 28th.

At 0715 sighted ENIWETOK ATOLL bearing 190⁰ true, distance 12¹/₂ miles. At 0945 arrived off Deep Entrance and formed entering disposition. 1030 ALMAACK entered ENIWETOK LAGOON and proceeded toward assigned anchorage. At 1131 anchored in Berth #236.

(Minus 10) June 29th.

Anchored in Berth #236, ENIWETOK ATOLL LAGOON. Received twenty casualties on board for further treatment and transportation to FEARL HARBOR, T.H. At 1558 got underway in accordance with orders of SCOFA, Central Pacific, of 29 June, 1944, and proceeded seaward. 1655 Cleared ENIWETOK LAGOON and proceeded toward PEARL HARBOR, T.H. U.S.S. HILBERT escort. U.S.S. HILBERT was detached at 2340 and ordered to return to ENIWETOK.

Position

0800

1200	2000
	11-32 N 163-12 E
	163-12 E

(Minus 10) June 30th.

Proceeding independently.

Position

0800	1200	2000	10
12-15 N	12-33 N	13-10 N	
166-09 E	167-09 E	169-03 E	

# U. S. S. ALMAACK

WAR DIARY June 1944

Approved: J Approved: J ADANNENBERG Commander, U.S. Navy Commanding. Submitted: . G. Martin Lieutenant, U.S.N.R. Navigator.

U.S.S. ALMAACK

R. S. No. 4- SEP 1944

WAR DIARY July 1944

(Time Zone M:	inus 11)		
(Minus 12) July 1st.	MARSHALL ISLA	dependently enroute NDS to PEARL HARBOR, to Time Zone Minus 1	from ENIWETOK ATOLL, T.H. 0100 Advanced clocks 2.
	Position		
	0800	1200	2000
	13-58 N 171-49 E	14-12 N 172-51 E	14-45 N 174-50 E
(Minus 12) July 2nd.	Proceeding in	dependently.	
	Position		
	0800	1200	2000
	15-34 N 177-48 E	15-21 N 178-50 E	16-14 N 179-07 W
(Plus 11) July 2nd.	(23) hours to	iependently. 0000 R Time Zone Plus 11 a 30TH. Meridian, east	etarded clocks twenty-three nd date remained the same bound.
	Position		
4	0800	1200	2000
	16-50 N 176-17 W	17-05 N 175-15 W	17-30 N 173-10 W
(Plus 11) July 3rd.	Proceeding ind	dependently.	
	Position		
	0800	1200	2000
	18-08 N 169-58 W	18-20 N 168-55 W	18-41 N 166-49 W

C-O-N-F-I-D-E-N-T-I-A-L U.S.S. ALMAACK

WAR DIARY July 1944

(Plus 11) (Plus 10) July 4th.	Proceeding indepe hour to Time Zone held meritorious cooks, bakers, an meritorious duty	Plus 10. mast this d electric	0900 The Comme date and awarde tian's mates com	nding Officer d the ship's mendations for
	Position			
	0800	1200	2000	
	18-59 N 163-54 W	19-08 N 162-51 W	19-30 N 160-51 W	
(Plus 10) (Plus 9½) July 5th.		ines to do	side to Pier 40 ock and made all	B, HONOLULU, T.H. preparations for
	Position			
	0800			a 151 - 1
	20-13 N 157-58 W			
(Plus 9½) July 6th.	Moored port side cargo operations. the Bureau of Nav United States Pac USN was detached ALMAACK and was r HICKS, D-M, USNR. D-V(S), USNR., re D-M, USNR., as Ex	0937 In a al Personn ific Fleet from duty elieved by Lieutena lieved Lie	accordance with nel and Commander , Commander JOH as Commanding O v Lieutenant Com ant Commander I. eutenant Command	dispatches from r in Chief, N Y. DANNENBERG, Officer, U.S.S. mander CLYDE 0.
(Plus $9\frac{1}{2}$ ) July 7th.	Moored port side cargo operations.		DB, HONOLULU, T.	H. Continuing
(Plus 9½) July 8th.	Mooored port side cargo operations. Officers and one of the 77th. Divi	0950 Con hundred an	pleted loading d fifty-nine (1	cargo. Twelve 59( enlisted men

#### U.S.S. ALMAACK

WAR DIARY July 1944

(Plus 92) July 9th.

Moored port side to Pier 40B, HONOLULU, T.H. 1101 Cleared dock, pilot on board. Proceeded on various courses and at various speeds to conform to channel. 1127 ALMAACK cleared channel, pilot left the ship. ALMAACK headed for rendezvous area. 1240 Formed disposition 3AL modified with Transport Divisions 18 and 28 and proceeded toward ENIWETOK ATOLL, MARSHALL ISLANDS, in accordance with C.T.U. 55.1.11 movement orders #14-44. Guide and OTC in U.S.S. MONROVIA.

Position

2000 20-03 N 158-37 W

(Plus  $9\frac{1}{2}$ ) July 10th.

Position		
0800	1200	2000
19-45 N 161-41 W	19-38 N 162-39 W	19-21 N 164-41 W

(Plus 92) (Plus 10) July 11th.

(Plus 10) (Plus  $10\frac{1}{2}$ ) July 12th.

0100 All	clocks were retarded	1/2 hour	to	Time	Zone	Plus	s 10.	
Position								
0800	1200	2000				۰,		
18-46 N 167-49 W	18-37 N 168-48 W	18-21 170-50						
0100 A11	clocks were retarded	1 hour	to	Zone	Plus	10호	Time.	
Position								

0800	1200	2000
17-51 N	17-40 N	17-20 N
173-56 W	174-56 W	177-04 W

C-O-N-F-I-D-E-N-T-I-A-L
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U.S.S. ALMAACK

WAR DIARY July 1944

(Plus $10\frac{1}{2}$ ) (Plus 11)				
July 13th.	0100 A11 cl	ocks were retard	led $\frac{1}{2}$ hour to Time Z	Cone Plus 11.
	Position			
	0800	1200	2000	
	16-49 N 179-51 E	16-26 N 179-02 E	15-44 N 177-09 E	
(Plus 11) July 14th.	0100 All clo date being west bound.	ocks were advanc advanced to 15 J	ed 23 hours to Time July on crossing 180	Zone Minus 12, TH. Meridian,
(Minus 12) July 15th.				
	Position			
	0800	1200	2000	- <b>1</b>
	14-49 N 174-05 E	14-34 N 172-55 E	14-06 N 170-58 E	
(Minus 12) (Minus 112)				
July 16th.	0100 Retard	ed all clocks 1/2	hour to Time Zone M	inus 112.
	Position			
	0800	1200	2000	
	13-13 N 167-58 E	12-55 N 167-02 E	12-18 N 165-06 E	
(Minus 11 ¹ / ₂ ) (Minus 11) July 17th.	11. 0555 S: ALMAACK ente assigned ber	ighted ENIWETOK ared DEEP ENTRAN oth. 0735 Set C	ed 1 hour to Time Z ATOLL, MARSHALL ISL CE at 0656 and proc ondition 1A. 0811	ANDS. The eeded toward Anchored in

assigned berth. 0735 Set Condition 1A. 0811 Anchored in Berth #233 and put all boats in the water for testing. Four (4) Officers and one hundred and forty-seven enlisted men of the 77TH. Division, U.S.A., reported aboard.

# U.S.S. ALMAACK

WAR DIARY July 1944

(Minus 11) July 18th.	0507 Anchor to U.S.S. M to receive U.S.S. MALV 1551 Underw C.T.G. 53.1 disposition	aweigh. Proce ALVERN, fleet of fuel. 1110, has ERN, and return ay in accordance 9 and proceeded	IWETOK ATOLL, MARS eded to Berth #353 iler in Berth #353 ving completed fue ed to and anchored e with Movement of out of lagoon to ded toward GUAM IS 5.5. MONROVIA.	1. 0645 Moored 1, and prepared eling, left 1 in Berth #233. rders #15-44 of form cruising
(Minus 11) July 19th.	0958 Held f	leet maneuvers.		· · · · ·
	Position			1 1 1 L
	0800	1200	2000	
	11-48 N 159-19 E	11-54 N 158-32 E	12-13 N 156-53 E	
(Minus 11) (Minus 10½) July 20th.	0100 Retard	ed all clocks $\frac{1}{2}$	hour to Time Zone	e Minus 10½.
	Position			
	0800	1200	2000	
	12-37 N 154-11 E	12-43 N 153-21 E	12-59 N 151-32 E	
(Minus $10\frac{1}{2}$ ) (Minus 10) July 21st.	0100 Retard	ed all clocks $\frac{1}{2}$	hour to Time Zone	e Minus 10.
	Position			
	0800	1200	2000	4 B B
	13-14 N 148-50 E	13-10 N 148-05 E	13-03 N 146-27 E	
(Minus 10) July 22nd.	0655 Set Co Area, six m in the wate 0855 Set Co No cargo op of 8 to 12	ndition 1A. 07 iles west of OR r for testing an ndition III. He erations on the knots and preva:	ALMAACK. Prevail	thern Transport t several boats listed them aboard. Ing ENE'ly winds rrent necessitated

#### U.S.S. ALMAACK

WAR DIARY July 1944

#### Cont'd

(Minus 10) July 22nd.

1738 Task Group 53.19 proceeded, in accordance with orders of C.T.F. 53, to form disposition for night retirement from GUAM.

#### (Minus 10) July 23rd.

0515 General Quarters. 0534 Set Condition 1A. Proceeded into Transport Area about four miles off White Beaches. 0745 Set Condition III. 0841 Set Condition 1A and put all boats in the water. All our boats were dispatched to other ship's of the division and the ALMAACK made ready for working cargo while maneuvering to maintain position in Transport Area. Lashed together eight life rafts in pairs, loaded them with cargo, and sent them to the beach to be used in constructing causeway. 0940 Set Condition III. 1443 Commenced cargo operations. 1700 Ceased all cargo operations and brought all boats aboard. 1729 Proceeded, in accordance with orders of C.T.F. 53, to form disposition for night retirement from GUAM.

(Minus 10) July 24th.

0620 General Quarters. 0625 Set Condition 1A. 0650 Hoisted out all landing craft on arrival in Transport Area and commenced cargo operations. Maneuvered all day to maintain position in Transport Area. 0812 U.S.S. ZANE came alongside for fuel and left at 1057. 1718 Ceased cargo operations and proceeded in accordance with orders of C.T.F. 53, to form disposition for night retirement from GUAM.

(Minus 10) July 25th.

0630 Went to General Quarters. 0645 Set Condition 1A on arrival in Transport Area, hoisted out all boats. 0752 Commenced cargo operations. Maneuvered all day to maintain position in Transport Area. Velocity of wind decreased enabling easier station keeping. Arrival of LST #731 alongside for cargo speeded up operations but progress was very slow because of scarcity of boats and inability of boats to be unloaded at the beach. 1700 Ceased cargo operations. 1720 Proceeded, in accordance with orders of C.T.F. 53, to form disposition for night retirement from GUAM.

(Minus 10) July 26th.

(Minus 10) July 27th. 0630 General Quarters. 0639 Condition 1A. On arrival in Transport Area at 0643 hoisted out all landing craft. 0702 Commenced cargo operations. 1700 Moved into Berth #19 for the night. Received LST #731 alongside to take cargo.

Maneuvering to maintain position in Transport Area. Cargo operations in progress. 1837 Received LCT alongside which helped greatly in having continuous unloading. Remained in Berth #19 for the night.

U.S.S. ALMAACK

WAR DIARY July 1944

(Minus 10) July 28th.

28th. Maneuvering to maintain position in Transport Area. Cargo operations in progress. 1020 Received LST #986 alongside to complete discharging of cargo.

(Minus 10) July 29th.

Maneuvering to maintain position in Transport Area. Cargo operations in progress. 0625 Completed discharging of cargo and commenced preparations for getting underway. Completed debarking sixteen (16) Officers and three hundred and six (306) enlisted men of the 77TH. Division, U.S.A., 0830 Set Condition III. 1800 In accordance with orders of C.T.F. 53, got underway enroute to ENIWETOK ATOLL, MARSHALL ISLANDS. Formed cruising disposition 3K in company with T.U. 53.14.5, OTC and Fleet Guide in U.S.S. MONROVIA.

(Minus 10) July 30th.

Position		
0800	1200	2000
12-54 N 146-55 E.	12-53 N 147-45 E	12-47 N 149-27 E

(Minus 10) (Minus 10¹/₂) July 31st.

0100 All clocks were advanced  $\frac{1}{2}$  hour to Time Zone Minus  $10\frac{1}{2}$ .

POSICION		
0800	1200	2000
12-30 N	12-24 N	12-08
152-07 E	153-04 E	154-51

Approved: HICKS C.O.

Lt-Comdr., USNR. Commanding.

Dogition

Submitted: J.P. SHIELDS Ensign, USNR.

NE

Navigator.

U. S. S. ALMAACK

WAR DIARY

August 1944

(Time Zone Minus 10½ & Minus 11) August 1st. Disceeding in company with T.U. 53.14.5, enroute from GUAM ISLAND, MARIANAS ISLANDS to ENIWETOK ATOLL, MARSHALL ISLANDS, in cruising disposition 3K, O.T.C. and Fleet Guide in U.S.S. MONROVIA. 0100 Advanced clocks one half (½) hour to Time Zone Minus 11.

Position

0800	1200	2000
11-46 N	11-46 N	11-26 N
157-25 E	158-04 E	159-49 E

(Minus 11) August 2nd.

0735 Sighted ENIWETOK ISLAND, bearing 035°T, distance 17 miles. 0848 Began maneuvering outside DEEP CHANNEL ENTRANCE while waiting for entrance signal from 0.T.C. 1247 Entered ENIWETOK LAGOON, and proceeded to anchorage. 1338 Anchored in Berth #104.

Position

0800

11-03 N 162-08 E

(Minus 11) August 3rd.

1249 Underway in accordance with C.T.U. 57.19.16 Movement Order #A17-44 enroute from ENIWETOK ATOLL, MARSHALL ISLANDS to PEARL HARBOR, T.H. and proceeded out of the Lagoon in company with T.U. 57.19.16 to form special cruising disposition 3R, O.T.C. and Fleet Guide in U.S.S. MONROVIA.

Position

2000

11-22 N 163-34 E

(Minus 11) (Minus 112) August 4th.

Ol00 Advanced clocks one half  $(\frac{1}{2})$  hour to Time Zone Minus  $11\frac{1}{2}$ .

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		0			
C-O-N-F-I-D-E-	N-T-I-A-L	U. S. S. ALMAACK			
		WAR DIARY			
		August 1944			
Cont'd. (Minus 11) (Minus 112) August 4th.	Position				
	0800	1200	2000		
	11-01 N 166-12 E	10-56 N 167-00 E	11-06 N 168-43 E		
(Minus 11½) (Minus 12) August 5th.	0100 Advanced 12.	l clocks one half $(\frac{1}{2})$ ho	our to Time Zone Minus		
	Position				
	0800	1200	2000		
	11-58 N 171-00 E	12-15 N 171-45 E	12-46 N 173-24 E		
(Plus 11 ¹ / ₂ ) August 5th.	0000 Retarded clocks $23\frac{1}{2}$ hours to Time Zone Plus $11\frac{1}{2}$ and date remained the same on crossing the 180TH. Meridian, east-bound.				
	Position				
	0800	1200	2000		
	13-36 N 175-50 E	13-41 N 176-40 E	14-13 N 178-16 E		
(Plus 112)					
(Plus 11) August 6th.	0100 Advanced	l clocks one half $(\frac{1}{2})$ ho	ur to Time Zone Plus 11.		
	Position				
	0800	1200	2000		
	15-04 N 179-29 W	15-13 N 178-32 W	15-40 N 176-52 W		

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

U. S. S. ALMAACK WAR DIARY

August 1944

(Plus 11) (Plus 10¹/₂) August 7th.

0100 Advanced	clocks	one	half	(쿨)	hour	to	Time	Zone	Plus	101.
Position										
0800		12	00				200	0		
16-33 N 174-14 W		16- 173-	-51 N -22 W				17	26 N 33 W		

(plus 10¹/₂) August 8th.

Position		
0800	1200	2000
18-05 N 168-39 W	18-18 N 167-44 W	18-36 N 165-53 W

(Plus 10¹/₂) (Plus 11) August 9th.

0100 Advanced clocks one half  $(\frac{1}{2})$  hour to Time Zone Plus 11.

Position

0800	1200	2000
19-04 N	19-15 N	19-40 N
163-06 W	162-10 W	160-23 W

(Plus 10) (Plus 9¹/₂) August 10th.

0100 advanced clocks one half  $(\frac{1}{2})$  hour to Time Zone Plus  $9\frac{1}{2}$ . 1000 Commenced forming entry disposition into PEARL HARBOR, T.H. 1523 Passed through harbor nets, entered PEARL HARBOR ENTRANCE CHANNEL. Pilot came aboard and took the conn. 1615 Let go starboard anchor in mid channel, 30 fathoms of chain in 5 fathoms of water. 1644 Anchor aweigh. 1712 Moored port side to U.S.S. ALCYONE in Berth C-6, PEARL HARBOR, T.H., with six wires over to the U.S.S. ALCYONE, and with wires fore and aft to buoys. 1802 Pilot left the ship.

#### U. S. S. ALMAACK

WAR DIARY

August 1944

Moored in Berth C-6, PEARL HARBOR, T.H.

Cont'd. (Plus 10) (Plus 9½) August 10th.

Position

0800

20-42 N 159-41 W

(Plus  $9\frac{1}{2}$ ) August 11 to August 18.

(Plus 9¹/₂) August 19th.

Moored in Berth C-6, PEARL HARBOR, T.H. 1235 Commenced unloading ship's ammunition. 1559 Completed unloading ship's ammunition having discharged: 287 rds. 5"/38 Cal. charges, 37 rds. 5"/38 Cal. cartridges, 25 rds. 5"/38 Cal. SPDN 4441 with flashless powder pellets added, 8 rds. 5"/38 Cal. cartridges SPDN, 221 rds. 5"/38 Cal. projectile AA, MK., 8 rds. 5"/38 Cal. target projectiles, 10 rds. 5"/38 Cal. target MK.31-10, 17 rds. 5"/38 Cal. projectile illuminating, 424 rds. 3"/50 Cal. cartridges AA, 132 rds. 3"/50 Cal. cartridges AP, 84 rds. 3"/50 Cal. cartridges ILL, 40 rds. 3"/50 Cal. cartridges target, 58,860 rds. 20MM HEI and HET, 100 rds. 5"/38 AA common projectiles. 1750 Made all preparations for getting underway to shift berths. Set special sea detail. 1935 Lieutenant J. GILLAN, harbor pilot, came aboard. 2039 Underway on orders of NYPH, to shift berth from C-6 to B-12 with pilot at the conn, Captain, Executive Officer and Navigator on the bridge and proceeded on various courses at various speeds to conform to channel. 2200 Moored port side to dock in Berth B-12, PEARL HARBOR. T.H. 2207 Secured special sea detail. 2250 Pilot left the ship.

(Plus 9¹/₂) August 20 to August 23.

(Plus 9¹/₂) August 24. Moored to pier, Berth B-12, PEARL HARBOR, T.H.

Moored to pier, Berth B-12, PEARL HARBOR, T.H. 0830 Made all preparations for getting underway. Set special sea detail. 1045 Pilot came aboard . 1102 Underway from pier 1010 Berth B-12 pursuant to orders of the Captain of the Yard, on various courses at various speeds to conform to channel, pilot at the conn, Captain, Executive Officer H

U. S. S. ALMAACK

#### WAR DIARY

August 1944

(Plus 91)

August 24th. August 24th. and Navigator on the bridge. 1119 Entered drydock #2. 1131 Made fast in drydock #2, PEARL HARBOR, T.H. Pilot left the ship. 1232 Secured special sea detail. 1305 Commenced pumping out drydock. 1630 Completed pumping out drydock. Ship dry in dock.

(Plus 9¹/₂) August 25th.

1. In drydock #2, PEARL HARBOR, T.H. 1400 Commenced sandblasting ship's bottom.

(Plus 92) August 26th.

26th. In drydock #2, PEARL HARBOR, T.H. 0715 Navy yard crew commenced painting ship's bottom and sides. 1000 Completed sandblasting ship's bottom.

(Plus 9¹/₂) August 27th.

In drydock #2, PEARL HARBOR, T.H. 1620 Pursuant to verbal orders from the Commanding General of the 96TH. Division, U.S. Army, six (6) Officers and one hundred and fifty (150) enlisted men of the 96TH. Division reported aboard. 2335 Completed painting ship's bottom and sides.

(Plus 9¹/₂) August 28th.

In drydock #2, PEARL HARBOR, T.H. 0530 Commenced flooding drydock. 0530 Set special sea detail. 0600 Ship's afloat. 0710 Completed flooding drydock. 0713 Opened drydock gates. 0755 Pilot came aboard. 0804 Underway on orders from Navy yard to moor to Berth S-21, PEARL HARBOR, T.H. Pilot at the conn, Captain, Executive Officer and Navigator on the bridge. Underway at various speeds and on various courses to conform to channel. 0818 Cleared sill of drydock. All lines cast off. 0930 Moored port side to dock in Berth S-21, PEARL HARBOR, T.H. 0917 Secured special sea detail. 0920 Pilot left the ship. 1010 Hoisted out landing craft and made preparations for taking on cargo. 1415 Commenced taking cargo aboard. Draft of ship forward 14' 9", aft 19' 3".

(Plus 9¹/₂) August 29th.

(Plus 9¹/₂) August 30th. Moored port side to dock in Berth S-21, PEARL HARBOR, T.H. Cargo loading in progress.

Moored port side to dock in Berth S-21, PEARL HARBOR, T.H. Cargo loading in progress. 1555 Completed loading cargo. Draft of ship forward 19' 4", aft 26' 8". 1820 Commenced

U. S. S. ALMAACK

#### WAR DIARY

#### August 1944

(Plus 9½) August 30th.

loading ship's ammunition. 2135 Completed loading ship's ammunition having taken aboard: 287 rds. 5"/38 Cal. charges, 37 rds. 5"/38 Cal. cartridges, 25 rds. 5"/38 Cal. SPDN 4441 with flashless powder pellets added, 8 rds. 5"/38 Cal. cartridges SPDN, 221 rds. 5"/38 Cal. projectile AA MK, 8 rds. 5"/38 Cal. target projectiles, 10 rds. 5"/38 Cal. target MK. 31-10, 17 rds. 5"/38 Cal. projectiles illuminating, 424 rds. 3"/50 Cal. cartridges AA, 132 rds. 3"/50 Cal. cartridges AP, 84 rds. 3"/50 Cal. cartridges ILL, 40 rds. 3"/50 Cal. cartridges target, 58,860 rds. 20MM HEI and HET.

(Plus 9½) August 31st.

Moored port side to dock in Berth S-21, PEARL HARBOR, T.H. 0600 Stationed all special sea detail. 0622 Pilot came aboard. 0635 Underway on orders of Navy Yard to shift berth, pilot at the conn, Captain, Executive Officer and Navigator on the bridge and proceeded on various courses and at various speeds to conform to channel. 0745 Moored in Berth X-8, PEARL HARBOR, T.H. 0755 Secured special sea details. 0758 Pilot left the ship. 1555 Received from Naval Ammunition Depot: 37 rds. 5"/38 Cal. projectiles, MK. 35, Mod. 8, nose fuze MK. 32, Mod. 10, Lot 536D4FH4 and 63 rds. 5"/38 Cal. projectiles Mk. 35, Mod. 10, nose fuze MK. 32, Mod. 10, Lot 348XF464.

Submitted:

JAMES P. SHIELDS

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Ensign, U.S.N.R. Navigator.

Approved:

C.O. HICKS Lt-Comdr., U.S.N.R. Commanding.

1	Reg.	No.	900	7	
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U. S. S. ALMAACK

#### WAR DIARY

September 1944

(Time Zone Plus 9¹/₂) September 1st.

Moored in Berth X-8, PEARL HARBOR, T.H. 1300 Stationed all special sea details and made all preparations for getting underway. 1347 Pilot came aboard. 1359 Underway in accordance with CTG 33.2 Training Order #A601-44, pilot at the conn; standing out of PEARL HARBOR on various courses and speeds to conform to channel. 1449 Pilot left the ship. 1452 Went to General Quarters. 1449 Cleared harbor entrance and commenced forming cruising disposition. 1645 Formed cruising disposition in company with T.G. 33.2 enroute to MAUI ISLAND, T.H., Fleet Guide in U.S.S. CAMBRIA, O.T.C. in U.S.S. ROCKY MOUNT.

(Plus 9¹/₂) September 2nd.

(Plus 9¹/₂) September 3rd. Proceeding in company with TG33.2 enroute to MAUI ISLAND, T.H. 0600 Went to General Quarters. 0615 Set Condition 1-A. 0707 Arrived in Transport Area and commenced hoisting out landing craft in preparation for amphibious maneuvers. 0728 Set Condition III. Hove to in Transport Area. 1440 Stationed anchor detail and proceeded to assigned anchorage. 1525 Anchored in Berth A-7, MAALAEA BAY, MAUI ISLAND, T.H.

Anchored in Berth A-7, MAALAEA BAY, MAUI ISLAND, T.H. 0656 Underway in accordance with C.T.G. 33.2 Order A601-44, Captain at the conn, to form cruising disposition in company with T.D.28, Guide in U.S.S. BOLIVER. 1010 Commenced anti-aircraft firing exercises. 1129 Completed anti-aircraft firing exercises having expended 1383 rounds of 20MM, 19 rounds 3"/50 Caliber, 9 rounds of 5"/38 Cal.; two casualties, jammed cartridge on 20MM #7 and broken sear on 3"/50 caliber #4.

(Plus 92) September 4th.

Proceeding in company with T.G. 33.2 retiring for the night from MAUI ISLAND, T.H. 0602 Went to General Quarters. 0618 Entered Transport Area off KAHOOLAWE ISLAND. and commenced amphibious training operation. 0647 Set Condition III. Hove to all day in Transport Area. 1800 Formed cruising disposition in company with T.G. 33.2 for night retirement from KAHOOLAWE ISLAND, T.H.

(Plus 9½) September 5th.

89529

Proceeding in company with T.G. 33.2 retiring for the night from KAHOOLAWE ISLAND, T.H. 0545 Went to General Quarters. 0552 Set Condition 1A. 0625 Entered Transport Area off MAUI ISLAND, T.H. and commenced amphibious

U. S. S. ALMAACK

WAR DIARY

September 1944

Cont'd.

(Plus  $9\frac{1}{2}$ ) September 5th.

training operation. Hove to in Transport Area. 0642 Set Condition III. 1611 Stationed anchor detail and proceeded to assigned anchorage. 1632 Anchored in assigned berth, MAALAEA BAY, MAUI ISLAND, T.H. on bearings CAPE KINAN 160°T, HALONA POINT 209°T.

(Plus  $9\frac{1}{2}$ ) September 6th.

(Plus 93)

Anchored in assigned berth off MAKENA POINT, MAALAEA BAY, MAUI ISLAND, T.H. 0645 Set Condition 1A and hoisted out landing craft. 0715 Set Condition III. 1136 Hoisted in all landing craft. 1558 Underway for PEARL HARBOR, T.H. on orders from C.T.G. 33.4. 1620 Formed cruising disposition in company with T.G. 33.2.

September 7th. Proceeding in company with T.G. 33.2 enroute from MAUI ISLAND, T.H. to PEARL HARBOR, T.H. 0845 Stationed special sea detail and proceeded on various courses and at various speeds to assigned berth in PEARL HARBOR, T.H. 0904 Passed entrance bouys. 0921 Pilot came aboard and took the conn. 1014 Moored port side to dock in Berth S-21, PEARL HARBOR, T.H. 1300 Commenced cargo operations. 1545 Pursuant to verbal orders of Commanding Officer of the 96TH. Division, U.S.A., six (6) Officers and one hundred and six (106) enlisted men of the 96TH. Division were temporarily detached from the ship. 1615 Completed cargo operations.

(Plus 9½) September 8th.

Moored port side to dock in Berth S-21, PEARL HARBOR, T.H.

(Plus 9½) September 9th.

Moored port side to dock in Berth S-21, PEARL HARBOR, T.H. 0610 Made all preparations for getting underway. Stationed special sea detail. 1613 Pilot came aboard. 0652 Underway upon orders of the Captain of the Yard for Berth X-8, pilot at the conn, Captain, Executive Officer and Navigator on the bridge. 0747 Moored in Berth X-8, PEARL HARBOR, T.H. 0751 Pilot left the ship. 0752 Secured special sea detail.

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(Plus 92)

September 10th, 11 Moored in Berth X-8, PEARL HARBOR, T.H. Provisioning ship th, 12th, & 13th. and making preparations for sea.

U. S. S. ALMAACK

WAR DIARY

September 1944

(Plus 92) September 14th.

Moored in Berth X-8, PEARL HARBOR, T.H. Pursuant to verbal orders of the Commanding Officer of the 96TH. Division, U.S.A., ten (10) Officers and two hundred and twenty six (226) enlisted men of the 96TH. Division reported aboard.

(Plus 9½) September 15th.

Moored in Berth X-8, PEARL HARBOR, T.H. 1303 Made all preparations for getting underway. Stationed all special sea detail. 1314 Pilot came aboard. 1351 Underway in accordance with Attack Order A-603-44 of C.T.G. 33.4 enroute from PEARL HARBOR, T.H. to ENIWETOK ATOLL, MARSHALI ISLANDS. Pilot at the conn, Captain, Executive Officer, and Navigator on the bridge. Maneuvering on various courses at various speeds to conform to channel. 1425 Pilot left the ship. 1433 Passed through harbor entrance nets. Maneuvered on various courses and at various speeds to form cruising disposition in company with T.G. 33.2, O.T.C. in U.S.S. ROCKY MOUNT, Fleet Guide in U.S.S. CAMBRIA ALMAACK first ship in right hand column. Loss of water in boiler at 1453 caused 27 minutes delay in taking assigned position.

Position

2000 20-35 N

158-36 W

(Plus 9¹/₂) (Plus 10) September 16th.

Enroute PEARL HARBOR, T.H. to ENIWETOK ATOLL, MARSHALL ISLANDS in company with T.G. 33.2, Fleet Guide in U.S.S. CAMBRIA, O.T.C. in U.S.S. ROCKY MOUNT. 1327 Commenced exercising at fleet manuevers. 1503 Ceased exercising at fleet maneuvers. 1700 Retarded ship's clocks 30 minutes to Time Zone Plus 10 Time.

Position

0800	1200	2000
19-42 N	19-31 N	19-11 N
160-55 W	161-32 W	163-05 W



U. S. S. ALMAACK

WAR DIARY

September 1944

(Plus 10)			
(Plus 11) September 17th.	0830 Commence exercising at	d exercising at fleet	our to Zone Plus 11 Time. t maneuvers. 1015 ceased 317 Commenced exercising exercising at fleet
	Position		
	0800	1200	2000
	18-37 N 165-31 W	18-22 N 166-32 W	18-00 N 168-06 W
(Plus 11) September 18th.	ced anti-airc aircraft firin maneuvers. 1 exercising at	raft firing exercises ng exercises. 1118 C 309 Went to General G	t maneuvers. 0854 Commen- s. 1054 Completed anti- Ceased exercising at fleet Quarters. 1311 Commenced 17 Set Condition III. aneuvers.
	Position		
	0800	1200	2000
	17-19 N 170-29 W	17-05 N 171-06 W	16-33 N 172-40 W
(Plus 11) (Plus 112) September 19th.	Plus 112. 132	ship's clocks one ha 23 Commenced exercisi xercising at fleet ma	alf hour to Time Zone ing at fleet maneuvers. ineuvers.
	Position		
	0800	1200	2000
	15-44 N 175-12 W	15-34 N 175-56 W	15-06 N 177-33 W
(Minus 12) September 21st.	12 on crossing	ship's clocks 231 ho g the 180TH. Meridian	ours to Time Zone Minus , westbound. 0900

Commenced exercising at fleet maneuvers. 0956 Ceased exercising at fleet maneuvers. 1430 Commenced exercising

U. S. S. ALMAACK

WAR DIARY

September 1944

Cont'd. (Minus 12)

September 21st.

at fleet maneuvers. 1535 Ceased exercising at fleet maneuvers. 2015 Commenced exercising at fleet maneuvers. 2032 Ceased exercising at fleet maneuvers.

Position

0800	1200	2000
14-22 N	14-05 N	13-33 N
179-37 W	179-33 E	178-01 E

(Minus 12) (Minus 112) September 22nd.

1300 Commenced exercising at fleet maneuvers. 1513 Ceased exercising at fleet maneuvering at fleet maneuvers. 2021 Commenced exercising at fleet maneuvers. 2044 Ceased exercising at fleet maneuvers. 2100 Retarded ship's clocks  $\frac{1}{2}$  hour to Zone Minus 11 $\frac{1}{2}$  Time.

Position

0800	1200	2000
12-53 N	12-39 N	12-07 N
176-02 E	175-21 E	173-57 E

(Minus 11¹/₂) (Minus 11) September 23rd.

0809 Went to General Quarters. Held emergency drills. 0845 Set Condition III. 1410 Commenced anti-aircraft exercise. 1450 Completed anti-aircraft firing exercises having expended 14 rounds 3"/50 Caliber ammunition, 16 rounds 5"/38 Caliber ammunition, and 405 rounds 20MM ammunition. No casualties.

Position

0800	1200	2000
11-19 N	11-06 N	10-49 N 169-26 E
171-39 E	170-57 E	169-26 E

(Minus 11) September 24th.

0852 Commenced anti-aircraft firing exercises. 1126 Completed anti-aircraft firing exercises. having expended 55 rounds 3"/50 Caliber ammunition, 22 rounds 5"/38 Caliber ammunition, and 2100 rounds 20MM ammunition. No casualties.



U. S. S. ALMAACK

WAR DIARY

September 1944

Cont'd.	
(Minus 11)	
September 24th.	Position

0800	1200	2000
10-24 N	10-32 N	10-49 N
167-02 E	166-28 E	165-05 E

162-40 E

(Minus 11) September 25th.

1235 Commenced forming entry disposition. 1504 Assumed assigned station in entry disposition. 1510 Entered EAST CHANNEL, ENIWETOK ATOLL, MARSHALL ISLANDS. Standing up harbor to anchorage on various courses and various speeds. Captain at the conn, Executive Officer and Navigator on the bridge. 1715 Anchored in Berth #726, ENIWETOK ATOLL, MARSHALL ISLANDS.

Position

163-00 E

0800	1200	
11-19 N	11-16 N	

(Minus 11) September 26th.

0435 Made all preparations for getting underway. Stationed special sea detail. 0536 Underway in accordance with order from C.T.G. 33.4 for Berth #345 to refuel alongside U.S.S. ELK. 0740 Moored starboard side to U.S.S. ELK in Berth #345. 0758 Set Condition III. 0758 Commenced fueling 0740 Moored starboard side to U.S.S. ELK in Berth from U.S.S. ELK. 1027 Stationed special sea detail. 1030 Completed fueling from U.S.S. ELK having received 1770 barrels of fuel. 1043 Underway from U.S.S. ELK to return to assigned berth. 1159 Anchored in Berth #726, ENIWETOK ATOLL, MARSHALL ISLANDS. 1210 Secured special sea detail. 1730 Commenced taking aboard ship's ammunition. 1845 Completed taking aboard ship's ammunition having received aboard: 200 rounds 3"/50 Caliber cartridges, Service AA, fuse MK.22, 2700 F.S.; 80 rounds 5"/38 Caliber projectiles, service AA, fuse MK. 18-2.

(Minus 11) September 27th.

All landing craft employed in provisioning this ship and other ships of T.G. 33.4.



## U. S. S. ALMAACK

#### WAR DIARY

September 1944

(Minus 11) September 28th.

0820 Made all preparations for getting underway. Stationed special sea detail. 0929 Underway in accordance with Attack Order A 603-44 of C.T.G. 33.2 enroute ENIWETOK ATOLL, MARSHALL ISLANDS to MANUS ISLAND, ADMIRALTY ISLANDS Captain at the conn, Executive Officer and Navigator on the bridge. 1100 Took departure from Deep Entrance, ENIWETOK ATOLL and proceeded to take assigned station in cruising disposition. 1106 Went to General Quarters. 1127 Exercised at emergency drills. 1149 Set Condition 1150 Completed forming cruising disposition 3CG in III. company with T.G. 33.2, O.T.C. in ULS.S. ROCKY MOUNT, Fleet Guide in U.S.S. CAMBRIA. 1315 Commenced anti-aircraft firing practice. 1543 Secured from anti-aircraft firing practice having expended 36 rounds 5"/38 Caliber ammunition 68 rounds of 3"/50 Caliber ammunition, and 1500 rounds 20MM ammunition. No casualties. 1545 Commenced forming cruising disposition 2CS. 1614 Completed forming cruising disposition 2CS.

Position

đ

2000

09-49 N 162-03 E

(Minus 11) September 29th.

0900 Commenced exercising at tactical maneuvers. 1022 completed exercising at tactical maneuvers.

1200	2000
06-34 N	05-15 N
161-30 E	161-23 E
	06-34 N

(Minus 11) (Minus 10¹/₂) September 30th.

0911 Commenced forming cruising disposition 2CV. 0925 Completed forming cruising disposition 2CV. 1012 Executed emergency turns to avoid simulated aircraft attacks. 1039 Commenced forming cruising disposition 2CS. 1043 Completed forming cruising disposition 2CS. 1103 Commenced forming cruising disposition 4CG. 1135 Completed forming cruising disposition 4CG. 1150 Commenced forming cruising disposition 2CS. 1214 Completed forming cruising disposi-



U. S. S. ALMAACK

WAR DIARY

September 1944

Cont'd. (Minus 11) (Minus 10¹/₂) September 30th.

tion 2CS. 1305 Commenced exercising at tactical maneuvers. 1430 Completed exercising at tactical maneuvers. 2100 retarded all clocks  $\frac{1}{2}$  hour to Minus  $10\frac{1}{2}$  Zone Time.

Position

0800	1200	2000
03-03 N	02-39 N	02-03 N
161-18 E	160-32 E	158-59 E

Submitted:/

JAMES P. SHIELDS Ensign, U.S.N.R. Navigator.

ich Approved:

C.O. HICKS Lt-Comdr., U.S.N.R. Commanding. U.S.S. ALMAACK

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

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Reg. No	 -+-		
R. S. N			

### WAR DIARY

October 1944.

#### (Time Zone Minus $10\frac{1}{2}$ ) October 1st. P

Proceeding enroute ENIWETOK ATOLL, MARSHALL ISLANDS to MANUS ISLAND, ADMIRALTY ISLANDS in company with T.G. 33.2 in cruising disposition 2CS, O.T.C. in U.S.S. ROCKY MOUNT, fleet guide in U.S.S. CAMERIA, ALMAACK first ship in right hand column. 0831 Commenced exercising at fleet maneuvers. 1010 Ceased exercising at fleet maneuvers. 1200 Commenced forming cruising disposition 4CG. 1225 Completed forming cruising disposition 4CG. 1413 Commenced forming cruising disposition 2CS. 1440 Completed forming cruising disposition 2CS. 2100 Crossed equator southbound.

#### Position

0800	1200	2000
01-04 N	00-46 N	00-05 N
156-24 E	155-36 E	153-57 E

(Minus 102) October 2nd.

1253 Commenced forming cruising disposition 2CV. 1303 Completed forming cruising disposition 2CV. 1548 Commenced forming cruising disposition 2CS. Completed forming cruising disposition 2CS. 2100 Retarded ship's clocks one half hour to Zone Minus 10 Time

#### Position

0800	1200	2000
00-20 S	00-38 S	00-48 S
151-36 E	150-44 E	149-11 E

(Minus 10) (Minus 9) October 3rd.

0631 Commenced maneuvering in preparation to entering SEEADLER HARBOR, MANUS ISLAND. 0950 Commenced forming entry disposition. 1030 Retarded ship's clocks one hour to Zone Minus 9 Time. 1055 Proceeded on various courses and speeds to enter harbor. 1250 Lt. MANTON, R.A.N., pilot, came aboard. 1311 Entered entrance nets of SFFADLER HARBOR, Captain at the conn, pilot, Executive Officer and Navigator on the bridge. Proceeded on various courses and speeds to conform to channel to assigned berth. 1350 Anchored in Berth 261, SEFADLER HARBOR, MANUS ISLAND, ADMIRALTY ISLANDS. 1508 Pilot left the ship. Secured fires under #1 boiler.

# 92433

(Minus 9) October 4th, 5th, 6th, & 7th.

Anchored in Berth 261, SEEADLER HARBOR, MANUS ISLAND, ADMIRALTY ISLANDS. Landing craft employed in provisioning this and other

U.S.S. ALMAACK

WAR DIARY

October 1944.

Cont'd.

(Minus 9) October 4th, 5th, 6th, & 7th.

ships of T.G. 33.2.

(Minus 9) October 8th.

Anchored as before. 0555 Y.O. #8 tied up alongside port side. 0630 Commenced receiving fuel oil from Y.O. #8. Draft forward 20' 0", aft 26' 0". 0718 Completed taking on fuel oil from Y.O. #8 having received aboard 1507 barrels. Draft forward 20' 01", aft 26' 03". 0735 Cast off Y.O. #8. 1100 L.S.T. #916 tied up alongside port side. 1120 Commenced receiving diesel fuel oil from L.S.T. #916. Draft forward 20' 01", aft 26' 03". 1230 Completed receiving diesel fuel oil from L.S.T.#916 having received aboard 4074 gallons. Draft forward 20' 01", aft 26' 04". 1313 Cast off L.S.T. #916. 1405 Pursuant to verbal orders of C.T.D. 18, three Boat Officers and 21 enlisted men with 6 L.C.V.P.'s were transferred for temporary additional duty. Six Boat Officers and 36 enlisted men with 6 L.C.S.'s reported aboard for temporary additional duty.

(Minus 9) October 9th, 10th, 11th, 12th, & 13th.

Anchored as before.

(Minus 9) October 14th.

Anchored as before. 0904 Made all preparations for getting underway. Stationed special sea detail. 1022 Underway in accordance with AttackOrder A604-44 of C.T.G. 79.2 enroute from MANUS ISLAND, ADMIRALTY ISLANDS to LEYTE ISLAND, PHILIPPINE ISLANDS; Captain at the conn, Executive Officer, and Navigator on the bridge. 1108 Took departure from MANUS ISLAND on passing entrance buoys and proceeded on various courses at various speeds to form cruising disposition. 1112 Went to General Quarters. Exercised at emergency drills. 1147 Set Condition III. 1210 Completed forming cruising formation one in company with T.G. 79.2, O.T.C. in U.S.S. ROCKY MOUNT, fleet guide in U.S.S. CAMBRIA, AIMAACK first ship in right hand column. 1223 Streamed paravanes. 1238 Formed cruising disposition 5CS. 1409 Recovered paravanes.

Position

2000 00-05 S 146-05 E

2

U.S.S. AIMAACK

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

#### WAR DIARY

## October 1944.

(Minus 9) October 15th.

0330 Crossed equator northbound. 0904 Commenced exercising at fleet maneuvers. 1040 Ceased exercising at fleet maneuvers. 1252 Sighted life raft and oil drum; approximate position 00-58 N, 143-36 E. 1301 Streamed paravanes. 1353 Recovered paravanes.

Position

0800		1200		2000
00-30	N	00-53	N	01-40 N
144-25	E	143-45	E	142-25 E

(Minus 9) October 16th.

0910 Commenced forming cruising disposition 1CS. 0920 Completed forming cruising disposition 1CS. 0950 Streamed paravanes. 1021 Recovered paravanes. 1035 Commenced forming cruising disposition 5CS. 1051 Completed forming cruising disposition 5CS.

#### Position

0800	1200	2000	
02-56 N	03-21 N	04-05 N	
140-17 E	139-39 E	138-20 E	

(Minus 9) October 17th.

1213 Executed emergency maneuvers on receipt of submarine contact. 1303 Returned to base course as contact proved false. 1515 Posted special lookout at ship's bow to watch for mines. 1700 Commenced fleet maneuvers according to plan "Golden Gate". 2140 Ceased fleet maneuvers.

#### Position

0800	1200	2000
05-12 N	05-36 N	06-21 N
136-27 E	135-52 E	134-39 E

(Minus 9) October 18th.

0450 Went to General Quarters. 0550 Set Condition III. 1800 Went to General Quarters. 1850 Set Condition III. U.S.S. ALMAACK

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

WAR DIARY

October 1944.

Cont'd. (Mimus 9) October 18th.

 Position
 1200
 2000

 07-15 N
 07-25 N
 07-58 N

 132-52 E
 132-17 E
 131-12 E

(Minus 9) October 19th.

0510 Went to General Quarters. 0553 Set Condition III. 1057 Executed emergency maneuvers on receipt of mine report. 1600 Commenced forming approach disposition 1CS. 1633 Completed forming approach disposition 1CS. 1653 Streamed paravanes. 1815 Went to General Quarters. 1903 Set Condition III.

#### Position

0800	1200	2000
09-03 N	09-22 N	09-58 N
129-13 E	128-28 E	127-09 E

(Minus 9) October 20th.

0440 Entered SURIGAO STRAITS and proceeded on various courses and various speeds into LEYTE GULF and proceeded to Transport Area. 0531 Went to General Quarters. 0719 Set Condition 1-A. 0816 Formed entry disposition into Transport Area. 0820 Recovered paravanes. 0830 Entered Transport Area #2, five miles east of SAN JOSE, LEYTE ISLAND and hoisted out landing craft. 0841 Anchored in Berth #61, Transport Area #2, LEYTE GULF, PHILIPPINE ISLANDS in 20 fathoms of water with 45 fathoms of chain out to the port anchor. 0859 Commenced unloading 13 medium tanks. 0943 Tanks unloaded and dispatched to Line of Departure. 1000 First assault waves hit beaches south of SAN JOSE as scheduled. 1045 Commenced cargo operations. 1140 One ALMAACK L.C.V.P. while proceeding to beach at SAN JOSE was hit by enemy artillery and damaged beyond repair. Boat was beached and vehicle and it's crew escaped injury and made it to the beach. One boat crewman; BOWLEY, Donald John, S2c, 555-99-17, U.S.N.R., received fragment wound in left shoulder. He returned to the ship immediately, was treated and returned to duty. 1245 Received two casualties aboard: ROSSI. Peter J., Pvt., 31405662, A.U.S.; shellshock; and MARTEBA. Esteban, PHILIPPINE civilian of DULAG, LEYTE ISLAND. PHILIPPINE ISLANDS; treated for shrapnel wounds in right forearm. 1535 Underway for Transport Area #3. 1600 Went to General Quarters. 1605 While maneuvering in Fire

#### WAR DIARY

## October 1944.

Cont'd. (Minus 9) October 20th.

Support Area about five miles north of Transport Area #3 the U.S.S. HONOLULU was attacked by an enemy torpedo plane, and received hit just below the water line in the port handling room. The plane was fired on by several ships, but was not seen to go down. 1615 Anchored in Berth #3 in Transport Area #3 about two miles east of SAN JOSE in LEYTE GULF, PHILIPPINE ISLANDS with 40 fathoms of chain out to the port anchor in 13 fathoms of water. 1637 Set Condition 1-A. 1830 Went to General Quarters. All ships laid smoke screen. Several planes were reported and there was intermittent anti-aircraft fire. 1924 Set Condition 1-A. Ceased making smoke. The barometer remained steady throughout the day. The prevailing N.N.E. winds were light, visibility was good, and the swell was negligible.

(Minus 9) October 21st.

Anchored in Berth #3, Transport Area #3, LEYTE GULF, PHILIPPINE ISLANDS. Cargo operations in progress. All ships laid smoke screen the first twenty minutes of each hour from 0000 to 0600. 0525 Went to General Quarters. 0632 Set Condition 1-A. 0919 Went to General Quarters. 0932 Set Condition 1-A. 0950 The following named casualties were transferred to Beach Control Officer: ROSSI, Peter J., Pvt., 31405662, A.U.S.; and MARTEBA, Esteban, PHILIPPINE civilian of DULAG, LEYTE ISLAND, PHILIPPINE ISLANDS. 1700 Fueled A.P.D. #13 having discharged 10274 gallons of fuel oil and 1500 gallons of diesel fuel oil. 1901 Went to General Quarters. All ships laid smoke screen. 1929 Set Condition 1-A. Ceased making smoke. 2055 Fueled D.M.S. #18 having discharged 50240 gallons of fuel oil. With the aid of two L.C.T.'s and a ready supply of boats unloading was continuous except for the times smoke was being laid. Weather remained constant with N.N.E. breeze freshening in midafternoon.

(Minus 9) October 22nd.

Anchored in Berth #3, Transport Area #3, LEYTE GULF, PHILIPPINE ISLANDS. Cargo operations in progress. 0557 Went to General Quarters. All ships laid smoke screen. 0630 Set Condition 1-A. Ceased making smoke. 1/40 Fueled and stored L.C.I. #472 having discharged 4820 gallons of fuel oil. 1547 Completed cargo operations; draft forward 14' 0", draft aft 24' 0". Commenced taking landing craft aboard and preparing ship for sea. 1655 Pursuant to verbal orders of the Commanding Officer of the 96th Division, U.S.A., twelve officers and 270 enlisted men of the 96th Division

U.S.S. ALMAACK

#### WAR DIARY

October 1944.

Cont'd. (Minus 9) October 22nd.

completed debarking from this vessel. 1753 All landing craft aboard. Underway in accordance with verbal orders of C.T.U. '79.14.2 enroute from LEYTE ISLAND, PHILIPPINE ISLANDS to HOLLANDIA, DUTCH NEW GUINEA. Proceeded on various courses and various speeds to form cruising disposition. 1800 Set Condition III. 1839 Went to General Quarters on receipt of enemy plane contact reports. Anti-aircraft fire heavy several miles to south and west. 1905 Assumed position in cruising disposition in company with T.U. 79.14.2, O.T.C. and fleet guide in U.S.S. CAMBRIA, ALMAACK last ship in left hand column. 1913 Set Condition III. 2226 Passed through SURIGAO STRAITS and entered PHILIPPINE SEA.

(Minus 9) October 23rd.

Proceeding enroute LEYTE ISLAND, PHILIPPINE ISLANDS to HOLLANDIA, DUTCH NEW GUINEA in company with T.U. 79.14.2, O.T.C. and fleet guide in U.S.S. CAMBRIA. 0530 Went to General Quarters. O611 Set Condition III.

#### Position

0800	1200	2000
09-24 N	08-54 N	08-08 N
127-23 E	128-10 E	129-44 E

(Minus 9) October 24th.

Proceeding as before. 0715 U.S.S. STARLIGHT broke down and dropped astern of convoy. 1333 U.S.S. CAMBRIA, U.S.S. CLYMER, and U.S.S. RIXEY detached from this task unit. 0.T.C. and fleet guide shifted to U.S.S. FUNSTON. 1353 U.S.S. STARLIGHT regained position in formation.

#### Position

00800	1200	2000
06-56 N	06-35 N	05-20 N
132-05 E	132-41 E	133-45 E

(Minus 9) October 25th.

Proceeding as before.

U.S.S. ALMAACK

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

WAR DIARY

October 1944.

Cont'd.	
(Minus 9)	
October 25th.	

0800	1200	2000
03-27 N	02-42 N	01-27 N
136-25 E	135-58 E	137-09 E

(Minus 9) October 26th.

Proceeding as before. 0700 Crossed equator southbound. 1332 Executed emergency maneuvers on receipt of sound contact. 1335 Sighted KOEMAMBA ISLANDS, bearing 191° T, distance 45 miles.

## Position

Position

0800	1200	2000
00-07 S	00-45 S	01-28 S
138-32 E	1.38-55 E	139-48 E

(Minus 9) October 27th.

Proceeding as before. 0605 Proceeded on various courses at various speeds to form entry disposition into HUMBOLDT BAY, DUTCH NEW GUINEA. 0710 Entered HUMBOLDT BAY, Captain at the conn, Executive Officer, and Navigator on the bridge. 0828 Anchored in HUMBOLDT BAY, DUTCH NEW GUINEA in 8 fathoms of water with 30 fathoms of chain out to the starboard anchor on the following anchorage bearings: Right tangent SOEADJA POINT, 346° T; JARREMOH PEAK, 307° T; and MER PEAK, 261° T. 0832 Secured from Condition III. 0847 Secured fires under #2 boiler. 1214 Underway on various courses at various speeds to shift anchorage, Captain at the conn, Executive Officer, and Navigator on the bridge. 1229 Anchored in HUMBOLDT BAY, DUTCH NEW GUINEA in 6 fathoms of water with 30 fathoms of chain out to the starboard anchor on the following anchorage bearings: Right tangent SOEADJA POINT, 349° T; JARREMOH PEAK, 315° T; and MER PEAK, 271° T. Prevailing N.E. ground swells almost continuous in anchorage.

(Minus 9) October 28th.

Anchored as before.

U.S.S. ALMAACK

WAR DIARY

October 1944.

(Minus 9) October 29th.

Anchored as before. 1237 Received 4704 gallons of diesel fuel oil from Y.O. #59.

(Mimus 9) October 30th.

Anchored as before.

(Minus 9) October 31st.

Anchored as before. 0415 Made all preparations for getting underway. Set special sea detail. 0444 Underway on orders of C.T.G. 79.1 to fuel from S.S. BISHOPDALE. 0715 Anchored off IMBI POINT while awaiting fueling orders. 1225 Underway to go alongside S.S. JALOPA. 1332 Moored port side to S.S. JALOPA. 1400 Commenced fueling from S.S. JALOPA. Draft forward 13' 10", aft 23' 5". 1635 Completed fueling from S.S. JALOPA having received 4255 barrels. Draft forward 14' 4", aft 23' 11". 1659 Underway to anchorage. 1743 Anchored in HUMBOLDT BAY, DUTCH NEW GUINEA in 44 fathoms of water with 75 fathoms of chain out to the starboard anchor on the following anchorage bearings: Left tangent IMBI POINT, 296° T; JARREMOH PEAK, 265° T; and MER PEAK, 232° T. 1932 Underway to shift anchorage. 1958 Anchored in HUMBOLDT BAY, DUTCH NEW GUINEA in 60 fathoms of water with 90 fathoms of chain out to the starboard anchor on the following anchorage bearings: Left tangent IMBI POINT, 292º T; JARREMOH PEAK, 263° T; and MER PEAK, 233° T.

Submitted: JAMES P. SHIELI

Ensign, U.S.N.R. Navigator.

Approved

Lt-Comdr., U.S.N.R. Commanding.

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

WAR DIARY

November 1944.

(Time Zone Minus 9) November 1st.

Anchored in HUMBOLDT BAY, DUTCH NEW GUINEA in 60 fathoms of water with 90 fathoms of chain out to the port anchor.

1042

(Minus 9) November 2nd.

Anchored as before. 0730 Made all preparations for getting underway. Stationed special sea detail. 0746 Underway in accordance with orders of C.T.U. 79.15.2 enroute from HOLLANDIA, DUTCH NEW GUINEA to MOROTAI ISLAND, MOLUCCA ISLANDS. Proceeded on various courses and speeds to form cruising disposition. Captain at the conn, Executive Officer, and Navigator on the bridge. 0750 Set Condition III. 0851 Formed cruising disposition in company with T.U. 79.15.2, O.T.C. and fleet guide in U.S.S. CLAY, ALMAACK third ship in left hand column. 1000 Went to General Quarters. Commenced emergency drills. 1037 Set Condition III. 1406 Commenced exercising at fleet maneuvers. 1535 Ceased exercising at fleet maneuvers.

Position

1200 2000	
02-11 S	01-21 S
140-15 E	138-45 E

(Minus 9) November 3rd.	Proceeding as before. 0900 Commenced anti- aircraft gunnery exercises. 1100 Ceased anti- aircraft gunnery exercises having expended 4 rounds 3"/50 Calibre star shells; 35 rounds 3"/50 Calibre ammunition; 10 rounds 5"/38 Calibre ammunition; and 1140 rounds 20MM ammunition. No casualties. 1135 Crossed equator northbound.			
	Position			
	0800	1200	2000	
	00-18 S 136-18 E	00-02 N 135-30 E	00-41 N 133-57 E	

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WAR DIARY

November 1944.

(Minus 9) November 4th.

Proceeding as before. 0902 Commenced anti-aircraft and anti-submarine firing exercises. 1045 Ceased anti-aircraft and anti-submarine firing exercises having expended 32 rounds 3"/50 Calibre ammunition; 19 rounds 5"/38 Calibre ammunition; and 1560 rounds 20MM ammunition. No casualties.

Position

0800	1200	2000	
01-19 131-37	01-24 131-02	01-39 129-53	

(Minus 9) November 5th.

Proceeding as before. 0328 Went to General Quarters. Anti-aircraft fire heavy on the horizon to the west over MOROTAI ISLAND. 0345 Set Condition III. 0645 Commenced forming entry disposition to enter southwest anchorage, MOROTAI ISLAND, MOLUCCA ISLANDS. 0802 Entered channel entrance of southwest anchorage and proceeded on various courses and speeds to assigned anchorage. 0820 Pilot, Lt. GUEVARD, came aboard. Proceeded to Army Dock #3, Captain at the conn, Pilot, Executive Officer, and Navigator on the bridge. 0830 Secured Condition III Gun Watches. 0924 Moored port side to Army Dock #3, southwest anchorage, MOROTAI ISLAND, MOLUCCA ISLANDS. 0950 Pilot left the ship. 1812 Set Condition III Gun Watches.

(Minus 9) November 6th.

Moored as before. 0133 Went to General Quarters. Enemy air attack. 0202 Set Condition III Gun Watches. 0221 Went to General Quarters. Enemy air attack. 0250 Commenced firing on enemy plane on port beam as it was making a bombing run on an airstrip on MOROTAI ISLAND. 0253 Ceased firing on enemy plane having expended 3 rounds 5"/38 Calibre AA common ammunition; and 4 rounds 3"/50 Calibre AA common ammunition. No casualties. 0306 Set Condition III Gun Watches. 0331 Went to General Quarters. Enemy air attack. 0337 Commenced firing on enemy plane on port quarter as it was making a bombing run on an airstrip on MOROTAI ISLAND. 0338 Ceased firing on enemy plane having expended 5

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WAR DIARY

November 1944.

Cont'd (Minus 9) November 6th.

rounds 5"/38 Calibre AA common ammunition. No casualties. Enemy plane was seen to burst into flame and crash. 0428 Set Condition III Gun Watches. 0710 Secured Condition III Gun Watches. 0852 Set Condition 1-A. 0926 Commenced cargo loading operations. Draft forward 15' 2", aft 22' 6". 1856 Went to General Quarters. Enemy air attack. 1901 Set Condition 1-A.

(Minus 9) November 7th.

Moored as before. Cargo loading in progress. 0446 Went to General Quarters. Enemy air attack. 0523 Set Condition 1-A. 0539 Went to General Quarters. Enemy air attack. 0608 Set Condition 1-A. 0830 Completed cargo loading operations. Draft forward 17' 9", aft 23' 0". Pursuant to orders of Secret Mailgram of C.T.F. 79, completed receiving aboard 13 Officers, and 348 enlisted men of the 8th Fighter Group, U.S.A. 0943 Made all preparations for getting underway. Stationed special sea detail. 1002 Underway on orders of C.T.U. 79.15.2 and proceeded on various courses and speeds to assigned anchorage. Captain at the conn. Executive Officer. and Navigator on the bridge. 1020 Anchored in Berth #4, southwest anchorage, MOROTAI ISLAND, MOLUCCA ISLANDS in 15 fathoms of water with 45 fathoms of chain out to the port anchor. 1025 Secured special sea detail.

(Minus 9) November 8th.

Anchored as before. 0314 Went to General Quarters. Enemy air attack. 0533 Set Condition III Gun Watches. 0553 Went to General Quarters. Enemy air attack. 0601 Set Condition III Gun Watches. 0735 Secured Condition III Gun Watches. 0842 Commenced fueling U.S. destroyers. Draft forward 18' 2", aft 23' 2". 1555 Completed fueling destroyers having discharged 1273 barrels of fuel oil to D.D. #642; 1130 barrels of fuel oil to D.D. #629; 1093 barrels of fuel oil to D.D. #631; and 1625 barrels of fuel oil to D.D. #666. Draft forward, 17' 7", aft 22' 6". 1813 Set Condition III Gun Watches. 2101 Went to General Quarters. Enemy air attack. 2331 Set Condition III Gun Watches.

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WAR DIARY

November 1944.

(Minus 9) November 9th.

Anchored as before. 0250 Went to General Quarters. Enemy air attack. 0345 Set Condition III Gun Watches. 0414 Went to General Quarters. Enemy air attack. 0530 Set Condition III Gun Watches. 0700 Secured Condition III Gun Watches. 0835 Commenced fueling U.S. destroyers. Draft forward 16' 6", aft 23' 6". 1224 Completed fueling destroyers having discharged 1240 barrels of fuel oil to D.D. #517; and 1391 barrels of fuel oil to D.D. #661. 1255 L.C.T. #942 tied up alongside starboard side. 1305 Commenced loading additional cargo from L.C.T. #942. 1440 Completed loading from L.C.T. #942. Draft forward 16' 4", aft 23' 2". 1447 Cast off L.C.T. #942.

(Minus 9) November 10th.

Anchored as before. 0320 Went to General Quarters. Enemy air attack. 0410 Set Condition III Gun Watches. 0630 Secured Condition III Gun Watches. 0930 Made all preparations for getting underway. Set special sea detail. 1004 Underway in accordance with secret dispatch of C.T.U. 79.15.2, enroute from MOROTAI ISLAND, MOLUCCA ISLANDS to LEYTE ISLAND, PHILIPPINE ISLANDS. Captain at the conn. Executive Officer, and Navigator on the bridge. Proceeded on various courses and speeds to conform to channel. 1035 Cleared channel entrance buoy and commenced forming cruising disposition. 1038 Went to General Quarters. Commenced exercising at emergency drills. 1120 Completed forming cruising disposition in company with Task Unit 79.15.2. O.T.C. and fleet guide in U.S.S. CLAY. ALMAACK third ship in left hand column. 1133 Set Condition III.

Position

2000

02-10 N 130-15 N

(Minus 9) November 11th.

Proceeding as before. 0900 Commenced anti-aircraft and anti-submarine firing exercises. 1000 Secured

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WAR DIARY

November 1944.

Cont'd (Minus 9) November 11th.

from firing exercises having expended 660 rounds 20MM ammunition; 1 3"/50 Calibre star shell; 27 rounds 3"/50 Calibre ammunition; and 12 rounds 5"/38 Calibre ammunition.

Position

0800	1200	2000	
02-29	03-15 133-00	05-00 132-58	

(Minus 9) November 12th.

Proceeding as before. 0730 Formed two column disposition for joining T.U. 79.15.6. ALMAACK fourth ship in left hand column. 0907 Completed forming cruising disposition 5C in company with T.U. 79.15.6. O.T.C. and fleet guide in U.S.S. CRESCENT CITY. ALMAACK fourth ship in left hand column. 1530 Exercised at emergency maneuver to avoid simulated air attack.

Position

0800	1200	2000	
07-07	07-36 132-15	08-24 130-45	

(Minus 9) November 13th.

Proceeding as before. 0953 Went to General Quarters. Enemy aircraft reported in the vicinity. 1011 Commenced emergency maneuvers to avoid enemy air attack. 1102 Ceased emergency maneuvers. Set Condition III. 1540 Went to General Quarters. Enemy aircraft reported in the vicinity. Commenced emergency maneuvers on base course 298° T, to avoid enemy air attack. Enemy planes reported circling the disposition at varying distances of 15 to 40 miles. 1648 Made emergency turn to the right to 310° T. 1659 Made emergency turn to the right to 010° T. 1701 AA fire on starboard side of disposition. Made emergency turn to the left to 320° T. Sighted Jap torpedo bomber identified as "Jill" on low approach on starboard side of disposition over rear

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WAR DIARY

November 1944.

Cont'd (Minus 9) November 13th.

ships. 1703 ALMAACK opened fire with 5"/38 Calibre gun when range of plane was approximatley 2500 yards on our starboard beam. Plane directed its attack at U.S.S. CATSKILL, the fifth ship in the left hand column of disposition, and fired her torpedo when approximately 1000 yards on U.S.S. CATSKILL'S starboard beam. ALMAACK opened fire with 3"/50 Calibre guns and 20MM guns at approximately 2000 yards and 1000 yards respectively on our starboard quarter. 1704 Enemy plane shot down and crashed close astern of U.S.S. CATSKILL. There were no survivors. Torpedo passed close ahead of U.S.S. CATSKILL. Ceased firing on enemy plane having expended 480 rounds 20MM ammunition; rounds 3"/50 Calibre ammunition: and 5 rounds 5"/38 Calibre ammunition. No casualties. ALMAACK made several hits on enemy plane with 20MM anti-aircraft fire. 1704 While firing on enemy plane, one shell from other ships in convoy hit a steel guy wire, and exploded causing minor injuries to SUCKLE, Thomas J .. SM3c, 663-23-34, V-6, U.S.N.R.; multiple foreign bodies in right eye; MC COOL, William A., Slc, 849-17-03, V-6, U.S.N.R. SV; multiple shrapnel wounds; and HAFEMAN, Harvey L., BM2c(LC), 305-27-10, U.S.N.; multiple shrapnel wounds. 1803 Set Condition III. 1918 Formed approach disposition for entry into LEYTE GULF. ALMAACK fourth ship in left hand column of two columns astern of three columns. 2235 Went to General Quarters. Enemy aircraft reported in the vicinity. 2325 Set Condition III.

Position

0800	1200
0000	

09-22	N	09-43	N
128-28	E	127-43	E

(Minus 9) November 14th.

Proceeding as before. 0036 Entered SURIAGO STRAITS. 0600 Went to General Quarters. 0636 Set Condition 1-A. 0652 Hoisted out all landing craft. 0713 Anchored in LEYTE GULF, PHILIPPINE ISLANDS in 11 fathoms of water with 45 fathoms of chain out to the

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

WAR DIARY

November 1944.

Cont'd (Minus 9) November 14th.

port anchor on the following anchorage bearings: CALBASAG KNOLL,  $310^{\circ}$  T; CATMAN HILL,  $330^{\circ}$  T; and DULAG CHURCH,  $284^{\circ}$  T. 0721 L.C.T. #739 tied up alongside starboard side to receive cargo. 0730 Commenced cargo unloading operations. Draft forward 14' 6", aft 22' 0". 0830 Cast off L.C.T. #739. 0933 Underway to shift anchorage. Captain at the conn. Executive Officer, and Navigator on the bridge. 1040 Anchored in 6 fathoms of water with 45 fathoms of chain out to the port anchor on the following anchorage bearings: CATMAN HILL, 318° T; CALBASAG KNOLL, 258° T; and DULAG CHURCH, 231° T. 1048 L.C.T. #739 alongside starboard side to receive cargo. 1125 L.S.M. #22 alongside starboard side to receive cargo. 1248 Cast off L.C.T. #739. 1325 Cast off L.S.M. #22. 1515 L.C.T. #739 alongside starboard side to receive cargo. 1540 L.C.T. #772 alongside starboard side to receive cargo. 1644 Cast off L.C.T. #772. 1650 L.C.T. #781 alongside starboard side to receive cargo. 1739 Underway to shift anchorage. Captain at the conn. Executive Officer, and Navigator on the bridge. 1740 Cast off L.C.T. #781. 1757 L.C.T. #861 alongside port side for stores. 1835 Anchored in LEYTE GULF, PHILIPPINE ISLANDS in 8 fathoms of water with 45 fathoms of chain out to the port anchor. on the following anchorage bearings; CATMAN HILL, 2910 T; and TOLOSA MOUNTAIN, 3500 T. 1845 L.C.T. #772 alongside starboard side to receive cargo. 1847 Cast off L.C.T. #772. 2205 L.C.T. #772 alongside port side to receive cargo. 2210 Enemy aircraft reported in the vicinity. Anti-aircraft fire off starboard bow. Commenced laying smoke screen from ship and with two smoke boats. 2225 All clear. Ceased making smoke. 2258 L.C.T. #781 alongside starboard side to receive cargo.

(Minus 9) November 15th.

Cargo operations continuous. 0527 Enemy aircraft reported in the vicinity. Commenced making smoke. 0632 All clear. Ceased making smoke. 0730 Underway to shift anchorage. Captain at the conn, Executive Officer, and Navigator on the bridge. 0759 Anchored in LEYTE GULF, PHILIPPINE ISLANDS in

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WAR DIARY

November 1944.

Cont'd (Minus 9) November 15th.

8 fathoms of water with 45 fathoms of chain out to the port anchor, on the following anchorage bearings: CATMAN HILL, 316° T; CALBASAG KNOLL, 226° T; and DULAG CHURCH, 208º T. 0900 Completed cargo unloading operations and commenced hoisting landing craft aboard. Draft forward, 12' 0", aft 20' 9". 0915 Set Condition III. 0932 Cast off L.C.T. #781. 0942 Enemy aircraft reported in the vicinity. Laid smoke screen, 1030 All clear. Ceased making smoke. 1036 Cast off L.C.T. #772, having completed debarking 13 Officers, and 348 enlisted men of the 8th Fighter Group, U.S.A. 1300 All boats aboard and ship ready for sea. 1530 Made all preparations for getting underway. 1600 Underway in accordance with orders of C.T.U. 79.15.7, enroute LEYTE ISLAND, PHILIPPINE ISLANDS to HOLLANDIA. HUMBOLDT BAY, DUTCH NEW GUINEA. Proceeded on various courses and speeds to form cruising disposition. Captain at the conn, Executive Officer, and Navigator on the bridge. 1604 Went to General Quarters. Enemy aircraft reported in the vicinity. 1622 Set Condition III. 1705 Completed forming cruising disposition in company with T.U. 79.15.7. O.T.C. and fleet guide in U.S.S. TITANIA. ALMAACK second ship in right hand column. 2003 Passed through SURRIAGO STRAITS and entered PHILIPPINE SEA.

(Minus 9) November 16th.	Proceeding as	s before.	
	Position		
	0800	1200	2000
	08-45 N 127-55 E	08-20 N 128-45 E	07-38 N 130-24 E

(Minus 9) November 17th.

Proceeding as before. 0630 U.S.S. CAPRICORNUS detached from T.U. 79.15.7. 0830 Formed three ship cruising disposition. ALMAACK first ship in right hand column, bearing 90°, 500 yards from fleet center.

C-O-N-F-I-D-E-N-T-	-I-A-L WAR	DIARY	
	Novemb	er 1944.	
Cont'd (Minus 9) November 17th.	0800	1200	2000
	06-41 N 132-52 E	05-57 N 133-30 E	04-28 N 134-40 E
(Minus 9) November 18th.	Proceeding as b bound.	efore. 2145 Cro	ssed equator south-
	Position		
	0800	1200	2000
	02-30 N 136-33 E	01-43 N 137-00 E	00-18 N 137-59 E

(Minus 9) November 19th.

> Proceeding as before. 0521 Sighted KOEMAMBA ISLAND, bearing 210° T, 30 miles. 1513 Formed single column disposition. ALMAACK third ship in column. 1625 Entered HUMBOLDT BAY, DUTCH NEW GUINEA, and proceeded independently to assigned anchorage. Captain at the conn, Executive Officer, and Navigator on the bridge. 1640 Anchored in HUMBOLDT BAY, DUTCH NEW GUINEA, in 12 fathoms of water with 45 fathoms of chain out to the starboard anchor on the following anchorage bearings: MER PEAK, 240° T: JARREMOH PEAK, 284º T: and Right tangent, SOEADJA POINT, 341º T.

Position

0800	1200	
01-25 S	02-00	S
139-20 E	140-08	Ε

(Minus 9) November 20th.

Anchored as before. 0959 Made all preparations for getting underway. Stationed special sea detail. 1010 Underway in accordance with orders of Port Director, HOLLANDIA, DUTCH NEW GUINEA to fuel. Proceeded on various courses and speeds to conform

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

WAR DIARY

November 1944.

Cont'd

(Minus 9) November 20th.

to harbor. Captain at the conn, Executive Officer, and Navigator on the bridge. 1125 Moored starboard side to the U.S.S. SUAMICO with 6 lines over, in HUMBOLDT BAY, DUTCH NEW GUINEA. 1141 Secured special sea detail. 1200 Commenced receiving fuel oil from U.S.S. SUAMICO. Draft forward 11' 3", aft 20' 8". 1518 Completed receiving fuel oil from U.S.S. SUAMICO, having received 11024 barrels of fuel oil, and 140 barrels of diesel oil. Draft forward 15' 5", aft 21' 8". 1538 Made all preparations for getting underway. Stationed special sea detail. 1553 Underway in accordance with orders of Port Director, HOLLANDIA, DUTCH NEW GUINEA to receive water from U.S.S. STAG. Proceeded on various courses and speeds to conform to harbor. Captain at the conn, Executive Officer, and Navigator on the bridge. 1715 Moored starboard side to U.S.S. STAG with 6 lines over, in HUMBOLDT BAY, DUTCH NEW GUINEA. 1730 Commenced taking on fresh water from U.S.S. STAG. 2330 Completed taking on fresh water from U.S.S. STAG, having received 84189 gallons.

(Minus 9) November 21st.

Moored as before. 0600 Made all preparations for getting underway. Stationed special sea detail. 0609 Underway in accordance with orders of Port Director, HOLLANDIA, DUTCH NEW GUINEA, and proceeded on various courses and speeds to anchorage. Captain at the conn, Executive Officer, and Navigator on the bridge. 0636 Anchored in HUMBOLDT BAY, DUTCH NEW GUINEA in 15 fathoms of water with 45 fathoms of chain out to the starboard anchor on the following anchorage bearings: Right tangent, SOEADJA POINT, 340° T; JARREMOH PEAK, 273° T; and MER PEAK, 233° T.

(Minus 9) November 22nd.

Anchored as before. 0815 The Captain held meritorious mast and awarded the following commendations: Commendation and Commendation ribbon awarded by CincPac for meritorious achievement in the invasion of enemy held SAIPAN ISLAND on June 15, 1944 to: Lt. (jg) Raymond D. WILLMOTT, U.S.N.R.; Lt. (jg) Salvatore R. PAVIS, U.S.N.R.; Lt. (jg) Louis J. REED, U.S.N.R.; MC GOWAN, John J., MoMM2c, U.S.N.R.; BROWN, Raymond O., MoMM3c, U.S.N.R.; ELLIOTT, John W., Slc,

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WAR DIARY

November 1944.

Cont'd (Minus 9) November 22nd.

U.S.N.R.; STIMMLER, Harvey J., S2c, U.S.N.R.; and BARBERENA, Lucien P., S2c, U.S.N.R. The Navy and Marine Corps Medal and temporary citation was awarded in the name of the President of the United States, from the Commander Amphibious Forces, U.S. Pacific Fleet, for heroism in rescuing an enlisted man from drowning in July, 1944, during the assault and capture of an enemy held island, to Lt. (jg) Raymond D. WILLMOTT, U.S.N.R.

(Minus 9) November 23rd, 24th, & 25th.

November 26th.

(Minus 9)

Anchored as before. Ship's landing craft employed in provisioning this and other ships in HUMBOLDT BAY.

Anchored as before. 1600 Made all preparations for getting underway. Stationed special sea detail. 1625 Underway in accordance with orders of C.T.F. 79 enroute from HUMBOIDT BAY, DUTCH NEW GUINEA to FINSCHHAVEN, BRITISH NEW GUINEA. Proceeded on various courses and speeds to form cruising disposition. Captain at the conn, Executive Officer, and Navigator on the bridge. 1630 Set Condition III. 1715 Completed forming triangular cruising disposition in company with U.S.S. TITANIA, and H.M.A.S. WESTRALIA. 0.T.C. and fleet guide in U.S.S. TITANIA.

Position

2000

02-30 S 141-20 E

(Minus 9) November 27th.

Proceeding as before. 1037 Passed VOKEO ISLAND abeam to starboard, 9 miles. 1920 Passed MANAM ISLAND abeam to starboard, 25 miles.

Position

0800		1200	2000	
02-56 143-30	S E	03-08 144-14	04-02 145-22	

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

WAR DIARY

#### November 1944.

(Minus 9) November 28th.

Proceeding as before. 0132 Passed KARKAR ISLAND abeam to port, 4.2 miles. 1200 Passed LONG ISLAND abeam to port, 15 miles. 1708 Passed ROOKE ISLAND abeam to port, 20 miles. 2000 Hove to off FINSCH HARBOR, NEW GUINEA. Maneuvering on various courses and speeds to maintain position about two miles southeast of harbor entrance. Captain at the conn.

Position

0800	1200	2000	
05 <b>-</b> 14 146 <b>-</b> 12	05-37 146-58	06-31 147-54	

(Minus 9) November 29th.

Maneuvering as before. 0810 Departed from FINSCH HARBOR, NEW GUINEA enroute to CAPE TOROKINA, BOUGAINVILLE ISLAND, SOLOMON ISLANDS in company with H.M.A.S. MANOORA, H.M.A.S. WESTRALIA, and H.M.A.S. KANIMELA. 0.T.C. and fleet guide in H.M.A.S. MANOORA. 1715 U.S.S. TITANIA joined disposition remaining about 8 miles astern of disposition.

Position

1200	2000		
06-36 S	06-42 S		
148-48 E	150-14 E		

(Minus 9) November 30th.

Proceeding as before. 1108 U.S.S. TITANIA took position in disposition and assumed tactical command and fleet guide. 1535 Formed single column in preparation to entering EMPRESS AUGUSTA BAY. 1810 Anchored in EMPRESS AUGUSTA BAY, BOUGAINVILLE ISLAND, SOLOMON ISLANDS in 23 fathoms of water with 45 fathoms of chain out to the port anchor on the following anchorage bearings: BEACON "E", 009° T; and BEACON "G", 058° T. 1815 Secured from Condition III.

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

WAR DIARY

November 1944.

Cont'd (Minus 9) November 30th.

Posit	ion		
0800		1200	
06-3 153-0	6 S 00 E	06-34 153-55	

Submitled: JAMES P. SHIELDS 6

Ensign, U.S.N.R. Navigator.

Approved: C.O. HICKS

Lieut-Comdr., U.S.N.R. Commanding.

## U. S. S. ALMAACK (AKA 10)

WAR DIARY

December 1944.

charge cargo.

(Time Zone Minus 9 and Minus 11) December 1st.

Anchored in EMPRESS AUGUSTA BAY, BOUGAINVILLE ISLAND, SOLOMON ISLANDS in 23 fathoms of water with 45 fathoms of chain out to the port anchor on the following anchorage bearings: BEACON "E", 009° T; BEACON "G", 058° T. 0330 Made all preparations for getting underway. Stationed anchor detail. 0401 Underway on orders from port director, CAPE TOROKINA to shift berth. Captain at the conn, Executive Officer, and Navigator on the bridge. 0444 Anchored in Berth #29, EMPRESS AUGUSTA BAY, BOUGAINVILLE ISLAND, SOLOMON ISLANDS, in 30 fathoms of water with 65 fathoms of chain out to the port anchor. 0446 Secured anchor detail. 1800 Advanced ship's clocks two (2) hours to Zone Minus 11 Time. 2109 Set Condition 1-A. Commenced cargo loading operations. Draft forward 15' 3", aft 22' 8".

1096

(Minus 11) December 2nd.

Anchored as before. Cargo operations in progress. Ship's landing craft also employed in provisioning ship.

Anchored as before. Cargo operations in progress. Received one L.C.T. alongside during day to dis-

(Minus 11) December 3rd.

(Minus 11) December 4th.

Anchored as before. Cargo operations in progress. Received ten L.C.T.'s alongside to discharge cargo. 1710 Completed cargo loading operations. Draft forward 18' 5", aft 24' 3". 1812 Secured from Condition 1-A.

(Minus 11) December 5th, 6th, 7th, 8th, 9th, 10th, & 11th.

(Minus 11) December 12th.

102861

Anchored as before. Held several emergency drills and landing craft and crews exercised frequently on amphibious maneuvers.

Anchored as before. 1150 Pursuant to orders of the Commanding General of the 37th Division, USA, ten (10) Officers, and 276 Enlisted men of the 37th Division reported aboard this date. /

#### U. S. S. ALMAACK (AKA 10)

WAR DIARY

December 1944.

(Minus 11) December 13th.

Anchored as before. 1402 Exercised at emergency drills.

(Minus 11) December 14th & 15th. Anchored as before.

(Minus 11) December 16th.

Anchored as before. 0800 Made all preparations for getting underway. Stationed special sea detail. 0837 Underway in accordance with ComPhib-Group Seven Order No. A702-44, enroute from EMPRESS AUGUSTA BAY, BOUGAINVILLE ISLAND, SOLOMON ISLANDS to LAE, NEW GUINEA. Captain at the conn, Executive Officer, and Navigator on the bridge. Proceeded on various courses and speeds to form cruising disposition. 0840 Set Condition III. 1045 Formed cruising disposition 1-R in company with T.G. 79.1. O.T.C. and fleet guide in U.S.S. BOLIVAR. ALMAACK second ship in second column. 1130 Streamed paravanes. 1238 Recovered paravanes. 1329 Formed cruising disposition 5-R. ALMAACK second ship in right hand column. 1330 Commenced anti-aircraft firing exercises. 1607 Completed anti-aircraft firing exercises having expended 32 rounds 5"/38 Calibre ammunition: 65 rounds 3"/50 Calibre ammunition; and 1600 rounds of 20MM ammunition. No casualties. 1640 Formed cruising disposition 1-R.

Position

 1200
 2000

 06-32 S
 06-35 S

 154-51 E
 153-22 E

(Minus 11) December 17th.

Proceeding as before. 0905 Commenced exercising at fleet maneuvers. 1028 Ceased exercising at fleet maneuvers. 1620 Went to General Quarters. Executed emergency maneuvers to avoid simulated air attack. 1724 Ceased emergency maneuvers. Set Condition III. 1803 Formed cruising disposition 3-R. ALMAACK fifth ship in right hand column. 1847 Streamed paravanes. 2125 Towing cable on starboard paravane parted from paravane. 2233 2 Dropped out of formation to retrieve paravanes.

## U. S. S. ALMAACK (AKA 10)

WAR DIARY

December 1944.

<u>Cont'd</u> (Minus 11) December 17th.

2240 Recovered paravanes. 2247 Regained station in formation.

Position

0800		1200		2000	
06-48 150-50	SE	06-42 150-09	S E	06-44 148-49	SE

(Minus 11) December 18th.

Proceeding as before. 0630 Went to General Quarters. 0637 Set Condition 1-A. 0708 Disposition deployed to form entry disposition into transport area. 0734 Hove to in Transport Area "C", HUON GULF, NEW GUINEA. Captain at the conn. Maneuvering on various courses and speeds to maintain position in transport area. Away all landing craft. 0755 All landing craft away and dispatched to participate in amphibious landing exercises. 0830 Set Condition III. 1120 Underway on various courses and speeds to Transport Area "M". Captain at the conn. 1246 Anchored in Transport Area "M", HUON HULF, LAE, NEW GUINEA, with 95 fathoms of chain out to the port anchor in 45 fathoms of water on the following anchorage bearings: LUNAMAN HILL, 0130 T; SUGAR LOAF HILL, 2950 T; and SCHNEIDER POINT, 1820 T. 1910 Conducted smoke screen exercises. Commenced making smoke. 1935 Ceased making smoke.

(Minus 11) December 19th.

Anchored as before. 0608 Conducted smoke screen exercises. Commenced making smoke. 0630 Ceased making smoke. 1015 Went to General Quarters. Simulated air attack. 1055 Set Condition III. 1345 Went to General Quarters. Simulated air attack. 1351 Set Condition III. 1548 Made all preparations for getting underway. Stationed anchor detail. 1619 Underway in accordance with orders of C.T.G. 79.1, enroute from LAE, NEW GUINEA to MANUS ISLAND, ADMIRALTY ISLANDS, Captain at the conn, Executive Officer, and Navigator on the bridge. Proceeding on various courses and speeds to form cruising disposition. 1743 Completed forming cruising disposition 1-R in company with T.G. 79.1. 0.T.C. and fleet guide in U.S.S. BOLIVAR. ALMAACK second ship

## U. S. S. ALMAACK (AKA 10)

WAR DIARY

December 1944.

Cont'd (Minus 11) December 19th.

in second column.

Position

2000

06-53 S 147-26 E

(Minus 11) December 20th.

Proceeding as before. 0530 Passed UMBOI ISLAND, abeam to starboard, 15 miles. 0730 Passed LONG ISLAND, abeam to port, 14 miles. 0739 Passed TOLOKTWA ISLAND, abeam to starboard, 4 miles. 0906 Commenced exercising at fleet maneuvers. 1039 Ceased exercising at fleet maneuvers. 1404 Went to General Quarters. 1426 Formed cruising disposition 5-R for gunnery exercises. 1426 Commenced antiaircraft firing exercises. 1654 Ceased antiaircraft firing exercises having expended: 36 rounds 5"/38 Calibre ammunition; 78 rounds 3"/50 Calibre ammunition; and 1900 rounds of 20MM ammunition. No casualties. Set Condition III. 1725 Formed cruising disposition 1-R. 1750 Formed cruising disposition 3-R, ALMAACK fifth ship in right hand column.

Position

0800	1200	2000	
05-21	04-43 147-25	03-29 147-22	

(Minus 11) December 21st.

Proceeding as before. 0255 Passed BALNAN ISLAND, abeam to starboard, 5 miles. 0418 Passed LOU ISLAND, abeam to starboard, 3 miles. 0821 Formed cruising disposition 1-R. 0900 Streamed paravanes. 0940 Exercised at emergency drills. 1055 Recovered paravanes. 1414 Stationed special sea detail. Secured all gun watches. 1423 Formed single column and proceeded on various courses and speeds to enter SEEADLER HARBOR, Captain at the conn, Executive Officer, and Navigator on the bridge. 1435 Passed

## U. S. S. ALMAACK (AKA 10)

WAR DIARY

December 1944.

Cont'd (Minus 11) December 21st.

entrance nets and entered SEEADLER HARBOR. 1530 Moored starboard side to U.S.S. NESHANTIC with six lines over, in Berth #2, SEEADLER HARBOR, MANUS ISLAND, ADMIRALTY ISLANDS. 1535 Secured special sea detail. 1605 Commenced receiving fuel oil from U.S.S. NESHANTIC. Draft forward 19' 8", aft 23' 5". 1710 Completed fueling from U.S.S. NESHANTIC having received 2218 barrels of fuel oil and 150 barrels of diesel oil. Draft forward 20' 0", aft 24' O". 1711 Underway on various courses and speeds to assigned anchorage. Captain at the conn. Executive Officer, and Navigator on the bridge. 1732 Went to General Quarters. Unidentified planes re-ported in vicinity. 1737 Planes identified as friendly. Secured from General Quarters. 1806 Anchored in Berth #117, SEEADLER HARBOR, MANUS ISLAND, ADMIRALTY ISLANDS in 12 fathoms of water with 45 fathoms of chain out to the starboard anchor. 1809 Secured special sea detail.

(Minus 11 & Minus 10) December 22nd.

Anchored as before. Ship's landing craft employed in provisioning this and other ships in harbor. Ship engaged in preparing for coming operation. 1800 Retarded ship's clocks one hour to Zone Minus ten Time.

Anchored as before.

(Minus 10) December 24th.

(Minus 10) December 23rd.

(Minus 10) December 25th. Anchored as before. 1545 Pursuant to orders of the Commanding General of the 37th Division, U.S.A., one officer and 64 enlisted men of the 37th Division reported aboard this date.

Anchored as before. 1445 The Captain held meritorious mast this date and awarded citations as follows: Purple Heart Medal and citations to STIMMLER, Harvey J., S2c, 555-55-48, U.S.N.R.; MC GOWAN, John J., MOMM2c, 607-44-67, U.S.N.R.; BOWLEY, Donald J., S2c, 555-99-17, U.S.N.R.; HAFEMAN, Harvey L., EM2c, 305-22-10, U.S.N.; MC COOL, William A., S1c, 849-17-03, U.S.N.R.; and SUCKLE, Thomas J., SM3c, 663-23-34, U.S.N.R. .

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

## U. S. S. ALMAACK (AKA 10)

WAR DIARY

December 1944.

(Minus 10) December 26th.

Anchored as before.

(Minus 10) December 27th.

Anchored as before. 1200 Received from Naval Ammunition Dump, MANUS ISLAND, ADMIRALTY ISLANDS 140 rounds 3"/50 Calibre ammunition, S.P.D.N. 3414; 75 rounds 5"/38 Calibre AA Non-flashless powder charges, S.P.D.N. 6151; and 75 rounds 5"/38 Calibre AA ammunition, N.F. 18, B.F. Aux. Det. 46 Tracer Mk. 9 Red.

(Minus 10) December 28th, 29th & 30th.

(Minus 10 & Minus 9) December 31st. Anchored as before.

Anchored as before. 0630 Made all preparations for getting underway. Stationed special sea detail. 0658 Underway in accordance with Attack Order A-701-44 of C.T.G. 79.1, enroute from SEEADLER HARBOR, MANUS ISLAND, ADMIRALTY ISLANDS to LEYTE GULF, PHILIPPINE ISLANDS. Captain at the conn, Executive Officer, and Navigator on the bridge. Standing out of harbor on various courses and speeds to conform to channel. 0748 Cleared harbor entrance nets. 0759 Went to General Quarters. 0808 Set Condition III. 0817 Commenced forming cruising disposition 1-T. 0955 Completed forming cruising disposition 1-T, in company with T.G. 79.1. 0.T.C. and fleet guide in U.S.S. MOUNT MC KINLEY. ALMAACK second ship in second column. 1600 Retarded ship's clocks one hour to Zone Minus 9 Time.

Position

Approved:

Lieut-Comdr., U.S.N.R. Commanding

2000 1200 00-37 S 01-31 S 146-54 E 145-54 E Submitted P. SHIELDS Ensign, U.S.N.R. Navigator

## U.S.S. ALMAACK

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

Res. No. 1202

WAR DIARY

#### March 1945.

(Time Zone Minus 10) March 1st.

Proceeding in company with elements of Transport Divisions 31 and 33 on night retirement from Iwo Jima, Volcano Islands. O.T.C. and fleet guide in U.S.S. LEEDSTOWN. ALMAACK fourth ship in left hand column. 0712 Proceeding independently to ammunition area 2 miles south of Iwo Jima, Captain at the conn. 0725 Set Condition 1-A. Maneuvering on various courses and speeds to maintain position in ammunition area. Strong southerly set necessitated constant maneuvering. 0839 Commenced loading empty shell and powder cases. 1655 Ceased cargo operations. Set Condition III. 1659 Underway on various courses and speeds in accordance with orders of C.T.G. 51.1 to form cruising disposition for night retirement east of Iwo Jima. 1914 Completed forming cruising disposition in company with elements of Transport Divisions 31, 32 and 33. O.T.C. and fleet guide in U.S.S. PRESIDENT JACKSON. ALMAACK third ship in center column.

Proceeding as before. 0735 Proceeding on various courses and speeds to anchor in inner transport area. Captain at the conn, Executive Officer and Navigator on the bridge. 0757 Stationed anchor detail. 0816 Anchored in Eastern Anchorage, Iwo Jima, Volcano Islands, in 67 fathoms of water with 105 fathoms of chain out to the starboard anchor on the following anchorage bearings: Right tangent Cape Tachiiwa, 000° T; Mount Suribachi, 267° T. 0819 Set Condition 1-A. Put all landing craft in the water. 0925 Set Condition III. 2123 Went to General Quarters, Enemy planes reported in the vicinity. Commenced making smoke. 2141 Set Condition III. Ceased making smoke.

(Minus 10) March 3.

(Minus 10)

March 2.

Anchored as before. 1120 Commenced cargo unloading operations. 1722 Received aboard 11 casualties of the 4th Marine Division. 1912 LSM #238 alongside to starboard to receive cargo. 1930 Completed unloading of all priority cargo. Cast off LSM #238.

WAR DIARY

March 1945.

(Minus 10) March 4.

Anchored as before. 1721 Stationed anchor detail. 1734 Underway in accordance with orders of C.T.G. 51.1 to form cruising disposition for night retirement southeast of Iwo Jima. 1850 Completed forming cruising disposition in company with elements of Transport Divisions 31, 32 and 33. O.T.C. and fleet guide in U.S.S. CALLOWAY, AIMAACK third ship in right hand column.

(Minus 10) March 5.

Proceeding as before. 0706 Proceeding independently on various courses and speeds to Eastern Anchorage, Iwo Jima. Captain at the conn, Executive Officer and Navigator on the bridge. 0707 Set Condition 1-A. 0740 Anchored in Eastern Anchorage, Iwo Jima, Volcano Islands, in 60 fathoms of water with 105 fathoms of chain out to the port anchor on the following anchorage bearings: Mount Suribachi, 263° T; Right tangent Cape Tachiiwa, 006° T. 0800 Commenced cargo unloading operations. 0850 Set Condition III. 1110 Set Condition 1-A. 1430 Fueled ATR #52, having discharged 1060 barrels of fuel oil. 1730 Completed cargo unloading operations. Set Condition III. 2030 Completed debarking 10 officers and 205 enlisted men of the Third Division, U.S. Marine Corps.

(Minus 10) March 6.

Anchored as before. 0700 Stationed anchor detail. 0713 Underway in accordance with orders of C.T.G. 51.1 enroute to ammunition area. Captain at the conn, Executive Officer and Navigator on the bridge. 0745 Maneuvering on various courses and speeds to maintain position in ammunition area 2 miles south of Iwo Jima. 1008 Set Condition 1-A. Commenced loading empty shell and powder cases. 1307 Pursuant to orders of C.T.G. 51.1 transferred six U.S. Marine Corps ambulatory casualties to U.S.S. DOYEN. 1713 Completed all cargo operations. Draft forward 15' O", aft 24' O". Set Condition III. 1749 Underway in accordance with orders of C.T.G. 51.1 enroute from Iwo Jima, Volcano Islands, to Saipan, Marianas Islands. Proceeding on various courses and speeds to form cruising disposition. U.S.S. ALMAACK

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

WAR DIARY

March 1945.

Cont'd. (Minus 10) March 6.

1902 Completed forming cruising disposition 3ALL3 in company with T.U. 51.29.10. O.T.C. and fleet guide in U.S.S. FREMONT, AIMAACK fourth ship in center column.

(Minus 10) March 7.

Proceeding as before. 1000 Commenced exercising at fleet maneuvers. 1100 Ceased exercising at fleet maneuvers.

Position

0800	1200	2000
21-53 N	21-04 N	19-27 N
141-57 E	142-08 E	142-38 E

(Minus 10) March 8.

Proceeding as before. 0735 B-29 Superfortress made crash landing 1500 yards on our port quarter. One escort ship dispatched to pick up survivors. 0745 U.S.S. FREMONT left formation to investigate plane crash and designated U.S.S. FRESIDENT JACKSON as 0.T.C. and fleet guide. 1120 U.S.S. FREMONT rejoined formation and assumed 0.T.C. and fleet guide.

Position

0800	1200	2000
17-25 N	17-02 N	15-55 N
143-26 E	143-34 E	143-56 E

(Minus 10) March 9.

Proceeding as before. 0625 Sighted Saipan, Marianas Islands, distance 24 miles, bearing 090° T. 0846 Proceeding independently to anchorage in Saipan Harbor. Captain at the conn, Executive Officer and Navigator on the bridge. 0848 Stationed anchor detail. 0945 Passed through harbor entrance nets and proceeded on various courses and speeds to assigned anchorage. 1015 Anchored in Berth L-54, Saipan Harbor, Marianas Islands, in 17 fathoms of water with 60 fathoms of chain out to the port anchor. 1109 Secured anchor detail. 1126 Secured from Condition III, set in port watches. 1525 Pursuant U.S.S. AIMAACK

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

#### WAR DIARY

March 1945.

Cont'd. (Minus 10) March 9.

to orders of Port Surgeon, Saipan, six U.S. Marine Corps casualties were transferred this date to Base Hospital, Saipan.

(Minus 10) March 10.

Anchored as before. 1600 Made all preparations for getting underway. Stationed special sea detail. 1619 Underway in accordance with orders of C.T.U. 51.29.10 from Saipan, Marianas Islands, to Guam, Marianas Islands. Captain at the conn, Executive Officer and Navigator on the bridge. Proceeding on various courses and speeds to leave harbor. 1644 Let go starboard anchor with 30 fathoms of chain out in 13 fathoms of water to await formation of sortie disposition. 1655 Anchors aweigh; proceeding as before. 1728 Passed through harbor entrance nets and proceeded on various courses and speeds to form cruising disposition. 1735 Set Condition III. 1910 Completed forming cruising disposition 3AL13 in company with T.U. 51.29.10. O.T.C. and fleet guide in U.S.S. FREMONT, ALMAACK fourth ship in center column. 1925 Passed Tinian Island, Marianas Islands, abeam to port, 10 miles.

(Minus 10) March 11.

Proceeding as before. 0030 Passed Rota Island, Marianas Islands, abeam to port, 28 miles. 0635 Hove to off Apra Harbor entrance to await orders to enter port. Maneuvering on various courses and speeds to maintain position. Captain at the conn. 1050 Unloaded Marine Corps organizational equipment into landing craft and dispatched them to Apra Harbor. 1653 Set Condition 1-A. Made preparations for cargo operations. 1715 Pilot, Lt. WATKINS, came aboard and took the conn. 1717 Proceeding on various courses and speeds to enter Apra Harbor. Pilot at the conn, Captain, Executive Officer and Navigator on the bridge. 1742 Passed harbor entrance nets, entered Apra Harbor, and proceeded to assigned anchorage. 1823 Moored in Berth #703, Apra Harbor, Guam, Marianas Islands. with one wire and two manila lines to buoy forward. Pilot left the ship. 1823 Commenced cargo unloading operations. Draft forward 14' 5", aft 24' 0". 1833 Secured anchor detail.

U.S.S. ALMAACK

#### WAR DIARY

March 1945.

(Minus 10) March 12.

Moored as before. Cargo unloading operations in progress. 0114 Completed cargo unloading operations. Draft forward 14' 6", aft 23' 9". 0742 Made all preparations for getting underway. Stationed special sea detail. 0745 Pilot, Lt. E.M. ASHLEY, came aboard. 0835 Underway in accordance with orders of ComTransRon 11, enroute from Guam, Marianas Islands, to Tulagi Island, Solomon Islands. Pilot at the conn, Captain, Executive Officer and Navigator on the bridge. Proceeding on various courses and speeds to conform to harbor. 0853 Passed through harbor entrance nets and entered Pacific Ocean. Pilot left the ship and the Captain took the conn. Commenced forming cruising disposition. 0900 Set Condition III. 1005 Completed forming cruising disposition 3AL13 in company with TransRon 11. O.T.C. and fleet guide in U.S.S. FREMONT, AIMAACK fourth ship in center column.

#### Position

0800	1200	2000
	13-00 N	11-38 N
	144-14 E	143-32 E

(Minus 10) March 13.

Proceeding as before.

## Position

0800	1200	2000
09-01 N	08-06 N	06-23 N
143-29 E	143-30 E	143-31 E

(Minus 10) March 14.

Proceeding as before.

Position

0800 1200 2000 04-02 N 03-59 N 02-44 N 143-59 E 144-36 E 146-02 E

U.S.S. ALMAACK

WAR DIARY

March 1945.

(Minus 10) March 15.	Proceeding as at longitude		crossed equator,	southbound,
	Position			
	0800	1200	2000	)

00-52	N	00-29	N	00-30	s
148-15	E	148-38	E	150-03	

(Minus 10 & Minus 11) March 16.

Proceeding as before. OlOO Advanced ship's clocks one hour to Zone Minus 11 Time. 1315 Passed Mahue Island, Bismark Archipelago, abeam to starboard, 29 miles. 1720 Passed Tanga Island, Bismark Archipelago, abeam to starboard, 28 miles.

## Position

0800	1200	2000
01-56 S	02-17 S	03-29 S
152-10 E	152-46 E	154-03 E

(Minus	; 11)
March	17.

Proceeding as before.

## Position

0800	1200	2000
04-31 S	05-11 S	06-17 S
156-24 E	157-12 E	158-39 E

(Minus 11) March 18.

Proceeding as before. 0640 Passed Nadai Island, Solomon Islands, abeam to port, distance 52 miles. 0816 Passed Cape Astrolabe, Malaita Island, Solomon Islands, abeam to

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U.S.S. ALMAACK

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

WAR DIARY

March 1945.

Cont'd. (Minus 11) March 18.

port, distance 5 miles. 0930 Passed Ramos Island, Solomon Islands, abeam to starboard, distance 15 miles. 1158 Passed Buena Vista Island, Solomon Islands, abeam to port, distance 112 miles. 1254 Entered Iron Bottom Sound. 1345 Proceeding on various courses and speeds to await orders to enter Tulagi Harbor. Captain at the conn. Executive Officer and Navigator on the bridge. 1558 Posted anchor detail. Proceeding independently to harbor entrance. 1631 Passed through Tulagi Harbor entrance nets and proceeded to assigned anchorage. 1643 Anchored in Eerth #6, Tulagi Harbor, Tulagi Island, Solomon Islands, in 26 fathoms of water with 65 fathoms of chain out to the starboard anchor. 1653 Secured from Condition III, secured anchor detail and set in port watches. Commenced immediately to replenish ship's supply of provisions, ammunition, smoke equipment and landing craft. 2300 Received aboard the following rounds of ammunition from the Tulagi Ammunition Depot: 100 rounds 5"/38 caliber AA common projectiler; 100 rounds 5"/38 caliber AA special projectiles; 100 rounds 5"/38 caliber powder cartridges; and 39 boxes of 50 caliber ammunition. Turned in 100 rounds 5"/38 caliber AA special projectiles to Tulagi Ammunition Depot.

Position

0800

08-16 S 160-28 E

(Minus 11) March 19.

Anchored as before. 0540 Made all preparations for getting underway. Stationed special sea detail. 0608 Underway in accordance with orders of ComTransRon 11, enroute fromTulagi Island, Solomon Islands, to Guadalcanal, Solomon Islands. Captain at the conn, Executive Officer and Navigator on the bridge. Proceeding on various courses and speeds to conform to channel. 0622 Passed through harbor entrance nets and proceeded independently to Lunga Point at highest possible speed to U.S.S. AIMAACK

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

WAR DIARY

March 1945.

Cont'd.

(Minus 11) March 19.

conduct speed run. 0628 Set Condition III. 0715 Set Condition 1-A. Made preparations for cargo operations. 0739 Anchored in Berth #20, Lunga Point Anchorage, Guadalcanal, Solomon Islands, in 20 fathoms of water with 60 fathoms of chain out to the starboard anchor. 0828 Set Condition III. 0957 Set Condition 1-A. Commenced loading medical and boat supplies for TransRon 11. Draft forward 13' 0", aft 22' 0".

(Minus 11) March 20.

Anchored as before. Cargo loading operations in progress. 0010 Completed cargo loading operations and commenced taking landing craft aboard. Secured from Condition 1-A, set in port watch. Draft forward 14' 0", aft 23' 0". 0625 Set Condition III. Made all proparations for getting underway. 0630 Posted anchor detail. 0645 Underway in accordance with orders from ComTransRon 11, enroute from Lunga Point Anchorage, Guadalcanal, Solomon Islands, to rendezvous with TransRon 11 off Tulagi Island, Solomon Islands, thence to Noumea, New Caledonia. Proceeding on various courses and speeds to conform to channel. Captain at the comm. Executive Officer and Navigator on the bridge. 0701 Secured anchor detail. 0750 Reached point 6 miles south of Tulagi Island and commenced forming two column cruising disposition with TransRon 11. 0840 Completed forming two column cruising disposition in company with TransRon 11. O.T.C. and fleet guide in U.S.S. FREMONT, ALMAACK fourth ship in left hand column. 0920 Entered Lengo Channel. 1048 Commenced forming cruising disposition 3AL-13. 1109 Completed forming cruising disposition 3AL-13, AIMAACK fourth ship in center column. 1136 Entered Indispensable Strait. 1230 Passed Mura Island, Solomon Islands. abeam to port, distance 3 miles. 1330 Fassed Malapa Island, Solomon Islands, abeam to starboard, distance 5 miles. 1600 Fassed Achard Foint, San Cristobal Island. Solomon Islands, abeam to port, distance 9 miles, and entered Pacific Ocean.

Position

0800

1200	2000
09-27 S	11-18 S
160-41 E	161-13 E

U.S.S. ALMAACK

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

WAR DIARY

March 1945.

(Minus 11) March 21.

Proceeding as before.

Position

0800	1200	2000
14-02 S	15-00 S	16-56 S
161-43 E	161-48 E	161-57 E

(Minus 11)

March 22.

Proceeding as before. 1340 Executed emergency maneuvers upon receipt of sound contact. 1411 Sound contact proved false. Resumed base course.

Position

0800	1200	2000
19-37 S	20-19 S	21.23 S
162-23 E	162-48 E	164-16 E

(Minus 11) March 23.

Proceeding as before. 0730 Sighted Ameedee Light, bearing 050° T., distance 8 miles. 0749 Commenced forming entry disposition to enter Northern Passage, Bulari Pass, New Caledonia. U.S.S. FREMONT guide, AIMAACK fifth ship in column. Captain at the conn, Executive Officer and Navigator on the bridge. 0810 Posted anchor detail. 0818 Entered Northern Passage, Bulari Fass, and proceeded on various courses and speeds to conform to channel enroute to Dumbea Bay. 0953 Anchored in Berth #40, Dumbea Bay. Noumea. New Caledonia, in 11 fathoms of water with 45 fathoms of chain out to the port anchor. 0956 Secured anchor detail and Condition III watch. Set in port watch. 1230 Commenced unloading cargo, boat spare parts and medical supplies for other ships in TransRon 11. Draft forward 14' 0", aft 23' 6". 1720 Completed unloading cargo. Draft forward 13' 6", aft 23' 2".

U.S.S. AIMAACK

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

WAR DIARY

March 1945.

(Minus 11)	
March 24.	Anchored as before. Ship engaged in maintenance and logistics in preparation for future operations. 1555 U.S.S. KANGAROO tied up alongside port side. Made pre- parations to receive fuel. Draft forward 13' 6", aft 23' 0". 2050 Completed taking on fuel, having re- ceived 7332.2 barrels of fuel oil. Draft forward 15' 5", aft 24' 8". U.S.S. KANGAROO remained alongside.
Minus 11)	
March 25.	Anchored as before. 0705 U.S.S. KANGAROO cast off. 0730 Oil Barge #3 tied up port side aft. Made prepar- ations to take on Diesel oil. Draft forward 15' 6", aft 23' 6". 0830 Completed taking on Diesel oil, hav- ing received 272 barrels of Diesel oil. Draft forward 15' 6", aft 23' 8". 0834 Oil Barge #3 cast off.
(Minus 11)	

March 26. Anchored as before. 0815 Made all preparations for unloading empty shell and powder cases. Received pontoon barges alongside starboard side. 0845 Commenced unloading operations. Draft forward 15' 6", aft 23' 8".

(Minus 11) March 27.

Anchored as before. Unloading operations continuous. 1045 Completed unloading empty shall and powder cases. Draft forward 15' 0", aft 23' 0".

(Minus 11) March 28 to 31 inc. Anchored as before.

Submitted:

JAMES P. SHIELDS Ensign, U.S.N.R. Navigator.

Approved:

Hickory C.O. HICKS

Comdr., U.S.N.R. Commanding.

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

Reg. No	1272
R. S. No	

129

WAR DIARY

April 1945.

(Time Zone Minus 11) 1 April through 9 April

Anchored in Berth #40, Dumbea Bay, Noumea, New Caledonia, in 11 fathoms of water with 60 fathoms of chain out to the port anchor. Ship engaged in maintenance and logistics in preparation for future operations. Exercised at various emergency drills frequently.

(Minus 11) 10 April

Anchored as before. 0640 Made all preparations for getting underway. Stationed special sea detail. 0650 Filot, Mr. Vincent GAP, came aboard. 0655 Underway in accordance with orders of Port Director, Noumea, to Dock #9, Nickel Works, Noumea. Pilot at the conn, Captain, Executive Officer and Navigator on the bridge. Proceeding on various courses and speeds to conform to channel. 0800 Moored port side to Dock #9, Nickel Works, Noumea, New Caledonia, with six lines over to dock. 0805 Filot left the ship. 0815 Secured special sea detail. Commenced preparations for cargo operations. 0915 Commenced receiving fresh water from the dock. 1245 Transferred 60 rounds of 5"/ 38 caliber AA common projectiles and 60 rounds of 5"/38 caliber powder cases to the U.S.S. ALHENA (AKA9). 1730 Commenced cargo loading operations. Draft forward 15' 1", aft 23' 3".

(Minus 11) 11 April and 12 April

(Minus 11) 13 April

Moored as before. Cargo loading operations continuous. 1115 Completed cargo loading operations. Draft forward 19' 4", aft 26' 6". 1145 Pursuant to orders of the Commanding General of the 81st Division, USA, one officer and 28 enlisted men of the 81st Division reported aboard as cargo security detail. 1320 Made all preparations for getting underway. Secured from taking fresh water from dock. Stationed special sea detail. 1332 Underway in accordance with orders of Port Director, Noumea, New Cal-

Moored as before. Cargo loading operations continuous.

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

#### WAR DIARY April 1945.

Cont'd. (Minus 11)

13 April

edonia, to assigned anchorage. Proceeding on various courses and speeds to conform to channel. Captain at the conn, Executive Officer and Navigator on the bridge. 1420 Anchored in Berth #40, Dumbea Bay, Noumea, New Caledonia, in 11 fathoms of water with 60 fathoms of chain out to the starboard anchor. 1422 Secured special sea detail.

(Minus 11) 14 April through 16 April

Anchored as before.

(Minus 11) 17 April

Anchored as before. 0645 Made all preparations for getting underway. Stationed special sea detail. 0707 Underway in accordance with Training Order #A1-45 of CTD 31, enroute from Noumea, New Caledonia, to Isie Passage, New Caledonia, to conduct amphibious training exercises. Proceeding on various courses and speeds to conform to channel. Captain at the conn, Executive Officer and Navigator on the bridge. 0843 Passed through Northern Passage, Bulari Pass, and entered Pacific Ocean. Commenced forming cruising disposition 3ALL. 0847 Went to General Quarters. Exercised at emergency drills. 0908 Secured from all drills. Set Condition III. 0930 Completed forming cruising disposition 3AL-1 in company with T.D. 31. O.T.C. and fleet guide in U.S.S. FREMONT. AIMAACK last ship in single column. 1020 Commenced scheduled AA firing exercises. 1103 Ceased AA firing exercises, having expended 540 rounds of 20MM ammunition. No casualties. Heavy weather limited exercises considerably. 1119 Commenced forming cruising disposition 3AI-2. 1140 Completed forming cruising disposition 3AI-2. ALMAACK fourth ship in left hand column. 1518 Set Condition I-A. Made preparations for lowering landing craft. 1600 Maneuvering to maintain position in formation while hove to 5 miles off Isie Passage. Heavy weather necessitated cancellation of scheduled landing craft exercises. Set Condition III. 1644 Commenced forming cruising disposition 3AL-2. 1716 Completed forming cruising disposition 3AL-2 and proceeded on night retirement west of Isie Passage.

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

WAR DIARY

April 1945.

(Minus 11) 18 April

Proceeding as before. 0742 Hove to 5 miles off Isie Fassage, New Caledonia. 0745 Set Condition I-A. Commenced lowering landing craft. 0827 Completed lowering and dispatched landing craft to designated stations for amphibious assault exercises. 0843 Set Condition III. 1515 Set Condition 1-A. Commenced taking landing craft aboard as they returned to ship from maneuvers. 1648 All landing craft aboard. Set Condition III. 1737 Proceeded on various courses and speeds to form cruising disposition 3AL-2. 1742 Completed forming cruising disposition 3AL-2 and proceeded on night retirement to south of Isie Passage.

(Minus 11) 19 April

Proceeding as before. 0845 Commenced scheduled AA firing practice. 0935 Ceased AA firing practice, having expended 14 rounds of 5"/38 caliber ammunition, 48 rounds of 3"/50 caliber ammunition, and 2485 rounds of 20MM ammunition. No casualties. 1028 Exercised at fire drill. 1036 Secured from fire drill. 1315 Sighted Amedee Lighthouse, 9.5 miles, bearing 063º T. 1330 Maneuvering on various courses and speeds to form entry disposition. 1355 Proceeding to Northern Passage, Bulari Pass. Captain at the conn, Executive Officer and Navigator on the bridge. 1402 Stationed anchor detail 1415 Entered Northern Passage, Bulari Pass, and proceeded on various courses and speeds to conform to channel to assigned anchorage in Dumbea Bay. 1553 Anchored in Berth #40, Dumbea Bay, Noumea, New Caledonia, in 11 fathoms of water with 60 fathoms of chain out to the port anchor. 1559 Secured Condition III watches and anchor detail and set port watches.

(Minus 11) 20 April through 28 April

Anchored as before.

(Minus 11) 29 April

Anchored as before. 0530 Made all preparations for working cargo. Draft forward 19' 6", aft 26' 6". 0650 ISM #182 tied up starboard side aft to receive cargo. 0730 Commenced cargo unloading operations. Cargo being shifted to enable loading

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

WAR DIARY

April 1945.

Cont'd.

(Minus 11) 29 April

of additional cargo. 1835 Completed loading and cast off LSM #182. 2155 Completed cargo unloading operations. Draft forward 20' 6", aft 24' 1".

(Minus 11) 30 April

Anchored as before. 0930 Made all preparations for getting underway. Stationed special sea detail. Pilot, E. LANGOUR-IEUX, came aboard. 0943 Underway in accordance with orders of Port Director, Noumea, to Dock #9, Nickel Works, Noumea, New Caledonia. Proceeding on various courses and speeds to conform to channel. Pilot at the conn, Captain, Executive Officer and Navigator on the bridge. 1035 Moored port side to Dock #9, Nickel Works, Noumea, New Caledonia, with six lines over to dock. 1045 Pilot left the ship. 1046 Secured special sea detail and set port watches. 1410 Commenced cargo loading operations. Draft forward 20' 6", aft 24' 1".

Submitted:

JAMES P. SHIELDS

Lt., (jg), U.S.N.R. Navigator.

Approved:

C.O. HICKS Comdr., U.S.N.R. Commanding.

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Reg. No.	1303
R. S. No.	
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#### U. S. S. ALMAACK (AKA 10)

#### WAR DIARY

#### May 1945

(Time Zone Minus 11) 1 May

Moored port side to Dock #9, Nickel Works, Noumea, New Caledonia, with six lines over to dock. Cargo loading operations in progress. 1930 Pursuant to orders of the Commanding General of the Slst Division, USA, completed embarking 10 officers and 206 enlisted men of the Slst Division, USA. 2128 Completed cargo loading operations. Draft forward 19' 7', aft 27' 0".

(Minus 11) 2 May

Moored as before. 0812 Made all preparations for getting underway. Stationed special sea detail. 0834 Underway in accordance with orders of Port Director, Noumea, New Caledonia, enroute from Dock #9, Nickel Works, to assigned anchorage. Proceeding on various courses and speeds to conform to channel. Captain at the conn, Executive Officer and Navigator on the bridge. 0922 Anchored in Berth #40, Dumbea Bay, Noumea, New Caledonia, in 11 fathoms of water with 60 fathoms of chain out to the starboard anchor. 0925 Secured special sea detail. Set port watch.

(Minus 11) 3 May

Anchored as before. 0600 Made all preparations for getting underway. Stationed special sea detail. 0712 Underway in accordance with Movement Order #4-45 of C.T.U. 11.11.1 enroute from Noumea, New Caledonia, to Mamus Island, Admiralty Islands. Proceeding to Bulari Pass on various courses and speeds to conform to channel. Captain at the conn, Executive Officer and Navigator on the bridge. 0903 Passed through Northern Passage, Bulari Pass, and entered Pacific Ocean. Commenced forming cruising disposition 3AL-1. 0907 Went to General Quarters. 0913 Exercised at emergency drills. 0947 Secured from emergency drills. Set Condition III. 1024 Completed forming cruising disposition 3AL-1 in company with T.U. 11.11.1. 0.T.C. and fleet guide in U.S.S. FREMONT. AIMAACK fourth ship in second column.

Position

1200

2000

22-25	S	21-34	s
165-47	E	164-15	E

125195

#### U. S. S. ALMAACK (AKA 10)

WAR DIARY

May 1945

(Minus 11) 4 May

Proceeding as before.

Position

0800	1200	2000
19-31 S	19-05 S	17-50 S
162-10 E	161-04 E	159-51 E

(Minus 11) 5 May

Proceeding as before. 0900 Commenced exercising at tactical maneuvers. 1045 Completed exercising at tactical maneuvers.

Position

15-28 S	14-36 S	12-56 S
158-31 E	158-25 E	157-39 E

(Minus 11 Minus 10¹/₂) 6 May

Proceeding as before. 0905 Formed cruising disposition 3AL-2. ALMAACK fourth ship in right hand column. 0909 Commenced antiaircraft firing practice. 0945 Ceased anti-aircraft firing practice, having expended 50 rounds of 5"/38 caliber ammunition, 123 rounds of 3"/50 caliber ammunition, and 2250 rounds of 20MM ammunition. No casualties. 1027 Formed cruising disposition 3AL-1. 1900 Retarded ship's clocks  $\frac{1}{2}$  hour to Zone Minus 10 $\frac{1}{2}$  time.

Position

0800	1200	2000
10-21 S	09-39 S	08-36 S
158-16 E	156-00 E	154-40 E

(Minus 102 Minus 10) 7 May

Proceeding as before. 0900 Commenced exercising at tactical maneuvers. 1052 Completed exercising at tactical maneuvers. 1900 Retarded ship's clocks  $\frac{1}{2}$  hour to Zone Minus 10 time.

Position

0800	1200	2000
07-53 8	07-32 S	07-06 S
152-20 E	151-29 E	149-40 E



#### U. S. S. ALMAACK (AKA 10)

#### WAY DIARY

#### May 1945

(Minus 10) 8 May

Proceeding as before. 0520 Passed Fortification Point, New Guinea, abeam to port, 9 miles. 0745 Passed Rooke Island abeam to starboard, 26 miles. 1030 Passed Long Island, abeam to port, 17 miles, and Tolokiwa Island abeam to starboard, 6 miles. 1315 Went to General Quarters. 1322 Exercised at emergency drills. 1341 Secured from emergency drills. Set Condition III.

Position

-11 S 03-47 S -28 E 147-21 E

(Minus 10) 9 May

Proceeding as before. 0330 Passed Lou Island abeam to starboard. 3 miles. 0330 Commenced forming single column entry disposition. 0618 Completed forming single column entry disposition. AIMAACK fourteenth ship in column. 0707 Commenced maneuvering on various courses and speeds to enter Seeadler Harbor. Captain at the conn, Executive Officer and Navigator on the bridge. O801 Stationed anchor detail. 0805 Passed through harbor entrance nets and entered Seeadler Harbor. Proceeded on various courses and speeds to conform to channel to assigned anchorage. 0847 Anchored in Berth #118, Seeadler Harbor, Manus Island, Admiralty Islands, in 12 fathoms of water with 45 fathors of chain out to the starboard anchor. 0847 Secured anchor detail and set port watch. 1215 Commenced loading supplies and ammunition and taking on fresh water. 1615 Completed loading ammunition aboard, having received 257 rounds of 5"/38 caliber AA common projectiles; 151 rounds of 5"/38 caliber powder cases; and 260 rounds of 3"/50 caliber powder cases. Transferred 107 rounds of 5"/38 caliber AA common projectiles to U.S. Naval Magazine, Manus. 1700 Set Condition III gun watch. 1900 Secured Condition III gun watch.

(Minus 10) 10 May

Anchored as before. 0500 Set Condition III gun watch. 0700 Secured Condition III gun watch. 0905 Pursuant to orders of C.N.B., Manus, 100 U.S. Navy enlisted men reported aboard

#### U. S. S. ALMAACK (AKA 10)

WAR DIARY

May 1945

Cont'd.

(Minus 10) 10 May

for transportation. 1154 Set Condition III. 1200 Made all preparations for getting underway. Stationed anchor detail. 1220 Underway in accordance with Movement Order #4-45 of C.T.G. 11.11 enroute fromSeeadler Harbor, Manus Island, Admiralty Islands, to Leyte Island, Philippine Islands. Proceeding on various courses and speeds to conform to channel. Captain at the conn, Executive Officer and Navigator on the bridge. 1247 Passed through harbor entrance nets and entered Pacific Ocean. Commenced forming cruising disposition 3AL-1. 1252 Secured anchor detail. 1502 Completed forming cruising disposition 3AL-1 in company with T.G. 11.11. 0.T.C. and fleet guide in U.S.S. FREMONT. AIMAACK fourth ship in second column.

Position

2000

00-58 S 1/6-43 E

(Minus 10) 11 May

Proceeding as before. 0320 Crossed equator northbound at 145° 55' E. 1515 Exercised at emergency drills.

Position

0800	1200	2000
00-35 N	01-02 N	01-56 N
145-16 E	144-39 E	143-23 E

(Minus 10) 12 May

Proceeding as before. 1122 Executed emergency maneuvers on receipt of sound contact. 1200 Contact proved false; resumed base course.

Position

0800	1200	2000
03-17 N	03-48 N	04-39 N
141-33 E	140-59 E	139-52 E



#### U. S. S. ALMAACK (AKA 10)

WAR DIARY

#### May 1945

(Minus 10) 13 May

Proceeding as before. 1845 Executed emergency maneuvers on receipt of sound contact. 1900 Contact proved false; resumed base course.

Position

0800	1200	2000
06-03 N	06-26 N	07-19 N
137-55 E	137-12 E	135-48 E

(Minus 10 Minus 92) 14 May

Proceeding as before. 0300 Passed Kayangel Island, Palau Islands, abeam to port, 23 miles. 1900 Retarded ship's clocks 1/2 hour to Zone Minus 9/2 time.

Position

0800	1200	2000
09-15 N	09-35 N	09-51 N
134-38 E	133-53 E	132-08 E

(Minus 92 Minus 9) 15 May

Proceeding as before. 1606 Sound contact and floating mine reported by escort. Executed emergency maneuvers. 1620 Destroyer exploded mine with 40MM gunfire 3 miles off port quarter. 1641 Destroyer fired depth charges off starboard quarter, distance 4 miles. 1700 Destroyer fired depth charges off port beam, distance 3 miles. 1731 One escort vessel remained with contact; disposition resumed base course. 1900 Retarded ship's clocks  $\frac{1}{2}$  hour to Zone Minus 9 time.

Position

0800	1200	2000
10-15 N	10-24 N	10-26 N
129-39 E	128-50 E	127-23 E

#### U. S. S. ALMAACK (AKA 10)

#### WAR DIARY

# May 1945

(Minus 9) 16 May

Proceeding as before. 0412 Passed Suluan Island abeam to starboard, 13 miles. 0540 Passed Homonhon Island abeam to starboard, 7 miles. Passed Desolation Point, Dinagat Island, abeam to port, 10 miles. Entered Leyte Gulf. 0812 Proceeding on various courses and speeds to assigned anchorage. Captain at the conn. Executive Officer and Navigator on the bridge. 0829 Set Condition I-A. 0850 Stationed anchor detail. 0930 Anchored in Leyte Gulf, Philippine Islands, in 17 fathoms of water with 60 fathoms of chain out to the port anchor on the following anchorage bearings: Catmon Hill 323° T, Vigia Point 343° T., and Badungbadung Island 031° T. Lowered all landing craft and made preparations for cargo operations. Secured anchor detail. 1005 Set Condition III. 1310 Stationed anchor detail. 1321 Underway in accordance with orders of C.T.G. 11.11 to shift anchorage. Proceeding on various courses and speeds to conform to harbor. Captain at the conn, Executive Officer and Navigator on the bridge. 1412 Anchored in Berth #864, Leyte Gulf, Philippine Islands, in 17 fathoms of water with 60 fathoms of chain out to the port anchor. 1421 Secured anchor detail. Set port watch and Condition III gun watch. 1620 Pursuant to orders of C.T.G. 11.11 disembarked 100 U.S. Navy enlisted passengers to Receiving Station ComNavStation, Samar. 1850 Secured Condition III gun watch. Smoke and picket boat maintained throughout the day and night.

(Minus 9) 17 May

Anchored as before. 0545 Set Condition I-A. 0610 Commenced cargo unloading operations. Draft forward 18' 9", aft 25' 0". 1945 Secured from Condition I-A. Ceased cargo operations for night. Set port watch. Cargo being unloaded on beaches between Tarraguna and Dulag. Because of low beach gradient LCVP's are only used for a few light vehicles.

(Minus 9) 18 May

Anchored as before. 0600 Set Condition I-A. Commenced cargo unloading operations. Received one LSM and two LCT's alongside during the day to receive cargo.

#### U. S. S. ALMAACK (AKA 10)

#### WAR DIARY

#### May 1945

(Minus 9) 19 May

Anchored as before. Cargo operations continuous. Received one LSM alongside during the day to receive cargo.

(Minus 9) 20 May

Anchored as before. Cargo operations continuous. Received 'two LCT's alongside during the day to receive cargo.

(Minus 9) 21 May

Anchored as before. Cargo operations continuous. 0745 Completed cargo unloading operations. Draft forward 13' 8", aft 23' 5". Secured from Condition I-A. Set port watch. 0852 Made all preparations for getting underway. Stationed anchor detail. 0915 Underway in accordance with orders of ComTransRon 11 to shift anchorage. Proceeding on various courses and speeds to conform to harbor. Captain at the conn, Executive Officer and Navigator on the bridge. 1000 Anchored in Leyte Gulf, Philippine Islands, in 11 fathoms of water with 45 fathoms of chain out to the starboard anchor on the following anchorage bearings: Dulag Church 331° T., Vigia Point 342° T., and Badungbadung Island 034° T. Secured anchor detail.

(Minus 9) 22 May

Anchored as before. 0855 Completed disembarking 10 officers and 206 enlisted men of the 81st Division, USA. 0930 Made all preparations for getting underway. Stationed anchor detail. 0944 Underway in accordance with orders of ComTransRon 11, shifting anchorage to Berth #514. Proceeding independently on various courses and speeds to conform to harbor. Captain at the conn, Executive Officer and Navigator on the bridge. 1106 Anchored in Berth #514, San Pedro Bay, Leyte Island, Philippine Islands, in 12 fathoms of water with 50 fathoms of chain out to the port anchor. 1110 Secured anchor detail. Ship engaged in making necessary repairs, and in preparations for sea. All landing craft except one LCM (salvage), one LCPR, and one LCVP transferred to Samar Boat Pool.

(Minus 9) 23 May through 25 May

Anchored as before.



#### U. S. S. ALMAACK (AKA 10)

#### WAR DIARY

#### May 1945

(Minus 9) 26 May

Anchored as before. 0510 Made all preparations for getting underway. Stationed anchor detail. Set Condition III. 0528 Underway independently in accordance with Port Director, Tacloban, Leyte, Secret Order //048, enroute from Leyte, Philippine Islands, to Pearl Harbor, T.H. Captain at the conn, Executive Officer and Navigator on the bridge. Proceeding on various courses and speeds to conform to channel. 0530 Secured anchor detail. 0548 Passed Mariquitdaquit Light abeam to port, 3 miles. 0712 Emergency stop due to loss of water in boilers. 0737 Engine room reported readiness for getting underway. Proceeded as before. 0910 Passed Hibuson Island abeam to starboard, 7 miles. 0951 Passed Pagbabacnan Point, Homonhon Island, abeam to port, 9.5 miles, and Desolation Foint, Dinagat Island, abeam to starboard, 5 miles. Entered Facific Ocean. Mine watch stationed on ship's bow. 1052 Passed Suluan Island abeam to port, 14.5 miles. 1641 Sighted convoy off port bow, bearing 080° T., distance 20 miles. 1704 Passed convoy to starboard; identified as T.U. 75.2.9. 1815 Passed U.S.S. BUTTE abeam to port, 1 mile.

Position

0800

10-29	N	10-25	N
126-14	E	128-28	Е

2000

(Minus 9) 27 May

Proceeding as before. 0715 Passed U.S.S. FUNSTON and escort abeam to port, 5 miles, at 10° 20' N, 131° 49' E. 0830 Passed ISM convoy abeam to port, 9 miles.

1200

Position

0800	1200	2000
10-21 N	10-15 N	10-08
132-01 E	133-07 E	135-10 E

(Minus 9) 28 May

Proceeding as before. 0605 Passed Yap Island, Caroline Islands, abeam to starboard, 32 miles. 0900 Exercised at emergency drills. 0944 Secured from emergency drills. 1053 Sighted Eau Island, Ulithi Islands, Caroline Islands, bearing 081° T.,



#### U. S. S. ALMAACK (AKA 10)

#### WAR DIARY

#### May 1945

66ht'd.

(Minus 9) 28 May distance 15 Miles. 1142 Passed Pig Island, Ulithi Islands, Caroline Islands, abeam to port, 4.5 miles. 1448 Passed Fais Island, Caroline Islands, abeam to port, 10 miles.

Position

0800	1200	2000
10-04 N	09-42 N	10-18 N
138-41 E	139-43 E	141-43 E

(Minus 10) 29 May

Proceeding as before. 0000 Advanced ship's clocks one hour to Zone Minus 10 time. 0900 Went to General Quarters. Exercised at emergency drills. 0935 Secured from all drills. Set Condition III. 1340 Exercised at fire drill. 1347 Secured from fire drill. 1438 Passed U.S.S. RABY abeam to starboard, 3 miles. 1937 Passed single ship and escort abeam to starboard, 18 miles. 2017 Passed single ship abeam to starboard, 2 miles. 2224 Passed IST abeam to starboard, 2 miles.

Position

0800

0800	1200	2000
11-00 N	11-21 N	11-58 N
144-49 E	145-50 E	147-52 E

(Minus 10¹/₂) 30 May

Proceeding as before. COCO Advanced ship's clocks  $\frac{1}{2}$  hour to Zone Minus 10 $\frac{1}{2}$  time. 1600 Passed U.S.S. FAYETTE abeam to port, one-half mile, at 12° 15' N, 153° 16' E. 2008 Passed single ship abeam to port, 10 miles. 2015 Passed single ship abeam to port, 17 miles, 2053 Passed convoy abeam to port, 14 miles. 2116 Passed single ship abeam to port, 3.5 miles. 2134 Passed single ship abeam to port, 16 miles. 2145 Passed single ship abeam to port, 12 miles.

#### Position

0800	1200	2000
12-12 N	12-16 N	12-13 N
151-09 E	152-15 E	154-22 E

#### U. S. S. ALMAACK (AKA 10)

#### WAR DIARY

#### May 1945

(Minus 11) 31 May

Proceeding as before. 0000 Advanced ship's clocks 2 hour to Zone Minus 11 time. 0558 Passed U.S.S. BLUEJACKET abeam to port, 8 miles. 0718 Passed U.S.S. ACREE and S.S. POELAR LAUT abeam to starboard, 14 miles. 0719 Passed U.S.S. FRINCE WILLIAM abeam to port, 14 miles. 0726 Passed two IST's and tug abeam to starboard, 13 miles. 0740 Passed U.S.S. SAN JUAN HILL abeam to starboard, 1 mile. 0845 Passed single ship abeam to port, 11 miles. 0925 Passed U.S.S. ANDROWEDA abeam to port, 6 miles. 1200 Passed single ship abeam to port, 10 miles. 1253 Passed IST convoy abeam to port, 3 miles. 1740 Passed single ship abeam to starboard, 7.5 miles. 2006 Passed single ship abeam to port, 2 miles.

Position

0000

0000	1200	2000
11-50 N	11-41 N	11-22 N
157-30 E	158-34 E	160-42 E

1000

Submitted:

P. SHIF Lt., (jg), U.S.N.R.

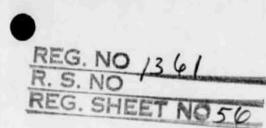
2000

Approved:

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C.O. HICKS Comdr., U.S.N.R. Commanding.





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

WAR DIARY

June 1945.

(Time Zone Minus 111) June 1st.

Proceeding independently enroute from LFYTE ISLAND, PHILIPPINE ISLANDS to PEARL HARBOR, T.H. 0000 Advanced ship's clocks one-half hour to Zone Minus 11½ time. 0147 Sighted ENIVEFOK ATOLL, MARSHALL ISLANDS, bearing 031° T. 0223 Passed ENIVETOK ATOLL, MARSHALL ISLANDS, abeam to port, 12 miles. 0410 Passed large convoy abeam to starboard, 5 miles. 0527 Passed single ship abeam to port, 4 miles. 0835 Passed single ship abeam to port, 17 miles. 1137 Passed single ship abeam to port, 15 miles. 1850 Overtook and passed S.S. FORT CLATSOP abeam to port, 7 miles.

Position

0080		1200	2000	
11-35	N	11-53	12-29	N
163-50	E	164-54	167-05	E

(Minus 12) June 2nd.

Proceeding as before. 0000 Advanced clocks one half hour to Zone Minus 12 time. 1310 Secured all 20MM gun watches. 1322 Test fired Pyrotechnics. 2030 Passed two ships abeam to port, 18 miles.

Position

0800	1200	2000
13-26 N	13-50 N	14-29 N
170-18 E	171-20 E	173-24 E

(Minus 12) June 3rd.

Proceeding as before. 0003 Passed single ship abeam to port, 11.5 miles. 0249 Passed single ship abeam to starboard, 7 miles. 0251 Passed single ship abeam to port, 8 miles. 0535 U.S.S. GENERAL MANN passed abeam to starboard, 4 miles. 1925 Crossed 180th meridian eastbound.

128343

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

WAR DIARY

June 1945.

Cont'd. (Minus 12) June 3rd.

2200 Passed single ship abeam to port, 16 miles.

Position

0030		1200	2000
15-21	N	15-42 N	16-16 N
176-49	E	177-56 E	179-50 W

(Plus 11) June 3rd.

Proceeding as before. 0000 Retarded ship's clocks 23 hours to Zone Plus 11 time. 0243 Overtook and passed single ship, identified as U.S.S. KNOX, abeam to starboard, 7 miles, at 16° 35' N. 178° 05' E.

Position

0800		1200	2000
16-51	N	17-04 N	17-32 N
176-33	W	175-25 W	173-21 W

(Plus 101) June 4th.

Proceeding as before. 0000 Advanced ship's clocks one-half hour to Zone Plus 10½ time. 0908 Commenced test firing 5"/38 calibre AA common special ammunition off starboard beam. 0942 Secured from test firing, having expended 24 rounds of 5"/38 calibre AA common special ammunition. No casualties. 1430 Passed U.S.S. ORMSBY abeam to port, 13.5 miles. 1517 Passed single ship abeam to port, 18 miles.

#### Position

0800	1200	2000
18-14 N	18-25 N	18-48 N
170-02 W	168-59 W	166-56 W

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

WAR DIARY

June 1945.

(Plus 10)

June 5th.

Proceeding as before. 0000 Advanced ship's clocks one-half hour to Zone Plus 10 time. 0140 Passed single ship abeam to port, 18.5 miles. 0315 Passed two ships abeam to port, 20 miles. 0627 Sighted ship identified as U.S.S. LEEDSTOWN, bearing 102° T, distance 10.5 miles. 0910 Took in Patent Log. 1925 Overtook and passed abeam to starboard, 1.5 miles, DD 502 being towed by 2 tugs and escorted by one DE.

2000

Position

0300

19-16 N	19-27 N	19-36 N
163-43 W	162-36 W	19-36 N 160-21 W

1200

(Plus  $9\frac{1}{2}$ ) June 6th.

Proceeding as before. 0000 Advanced ship's clocks one-half hour to Zone Plus 92 time. 0215 Passed two ships abeam to port, 1300 yards. 0300 Passed single ship abeam to port. 2500 yards. 0650 Went to General Quarters. 0717 Commenced anti-aircraft firing exercises. 0820 Sighted island of OAHU, T.H., bearing 000° T, distance 25 miles. 0827 Ceased anti-aircraft firing exercises, having expended 4275 rounds of 20MM ammunition and 179 rounds of 3"/50 calibre ammunition. No casualties. Set Condition III. 0900 Passed U.S.S. LAMAR abeam to starboard, 3 miles. 0932 Passed U.S.S. MOUNT OLYMPUS abeam to port, 800 yards. 1000 Proceeding on various courses and speeds to PEARL MARBOR entrance. 1038 Secured Condition III gun watches. 1115 Pilot, Lt-Comdr., O.T. SWEDSEN, came aboard and took the conn. 1123 Stationed anchor detail. 1136 Stationed special sea detail. Standing in to harbor entrance on various courses and speeds to conform to channel. Pilot at the conn, Captain, Executive Officer, and Navigator on the bridge. 1138 Passed harbor entrance buoys abeam to port and starboard. 1151 Passed through harbor entrance nets and entered PEARL HARBOR. Proceeded on various courses and speeds to assigned berth. 1255 Moored starboard side to U.S.S. ALGOL in Berty X-4, PEARL HARBOR, T.H., with 6 lines, and 2 lines to buoys fore and aft. 1307 Pilot left the ship. 1331 Secured special sea detail. Set port watch.

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

WAR DIARY

June 1945.

# (Plus 91)

June 6th. Position

0800

20-50 N 157-59 W

(Plus 91) June 7th.

Moored as before. 1210 Pursuant to orders of ConServPac, twenty U.S. Naval Officers and 2 enlisted men reported aboard for transportation to the wast coast of the UNITED STATES. 1230 Made all preparations for getting underway. Stationed special sea detail. 1240 Pilot, Lt-Comdr., C.T. SWEDSEN, came aboard. 1307 Underway in accordance with orders of ComHawSeafron, Order #0736, enroute independently from PEARL HARBOR, T.H. to SAN FRANCISCO, CALIFORNIA. Pilot at the conn, Captain, Executive Officer, and Navigator on the bridge. Proceeding on various courses and speeds to conform to channel. 1400 Pilot left the ship, Captain took the conn. 1411 Passed harbor entrance buoys abeam and entered PACIFIC OCHAN. 1412 Secured special sea detail. Set Condition III. 1447 Passed DIAMOND HEAD LIGHT abeam to port, 2 miles. 1547 Passed MAKAFUU POINT LIGHT abeam to port, 4 miles. 1612 Passed MOKAPU PENINSULA abeam to port, 15 miles. 2202 Passed single ship abeam to starboard, 17.5 miles. 2225 Passed single ship abeam to port, 6.5 miles.

Position

2000

22-24 N 157-10 W

(Plus  $9\frac{1}{2}$ ) June 8th.

Proceeding as before. 0200 Passed single ship abeam to starboard, 15 miles. 1020 Passed abeam to port of S.S. ALLEN JOHNSON, distance 6 miles. 1255 Exercised at abandon ship drill. 2015 Passed single ship abeam to starboard, 17 miles. 2145 Passed single ship abeam to starboard, 12 miles.

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

WAR DIARY

June 1945.

Cont'd. (Plus 91) June 8th.

10 51 01 011		
0800	1200	2000
24-23 N	25-06 N	26-23

(Plus 9) June 9th.

Proceeding as before. 0000 Advanced ship's clocks onehalf hour to Zone Plus 9 time. 0215 Overtook and passed single ship abeam to starboard, distance 15 miles. 1120 Passed single ship abeam to starboard, distance 9 miles. 1238 Passed three surface craft abeam to starboard, distance 6 miles. 2250 Overtook and passed U.S.S. EUCKINGHAM abeam to port, distance 3.5 miles.

N W

Position

Position

0800	1200	2000	
28-10 148-28	28-51 147-25	29-58 145-12	

(Plus 81) June 10th.

Proceeding as before. 0000 Advanced ship's clocks onehalf hour to Zone Plus 82 time.

Position

0800	1200	2000
31-25 N	31-56 N	32-51 N
141-58 W	140-47 W	138-30 W

(Plus 8) June llth.

Proceeding as before. 0000 Advam ed ship's clocks onehalf hour to Zone Plus 8 time.

Position

0800	1200	2000
34-15 N 135-12 W	34-41 N 134-12 W	35-35 N 132-00 W

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

WAR DIARY

June 1945.

(Plus 71) June 12th.

Proceeding as before. 0000 Advanced ship's clocks onehalf hour to Zone Plus 72 time. 1040 Passed single ship abeam to starboard, distance 8 miles. 1730 Fog closing in, visibility 300 yards. Cut in electric automatic fog horn. 1815 Fog lifted. Ceased fog signals. 2345 Passed single ship abeam to starboard, distance 4 miles.

Position

0800	1200	2000
36-37	N 36-/	37-11 N
128-39	W 127-0	124-54 W

(Plus 7) June 13th.

Proceeding as before. 0000 Advanced ship's clocks onehalf hour to Zone Plus 7 time. 0250 Passed single ship abeam to starboard, distance 2 miles. 0310 Passed convoy abeam to starboard, distance 7 miles. 0615 Sighted SOUTHEAST FARALLON ISLANDS, bearing 0070 T, distance 10 miles. 0704 Passed SOUTHEAST FARALLON ISLANDS abeam to port, distance 1 mile. Passed Buoy "A" abeam to port, distance 300 yards, and entered SAN FRANCISCO approach channel. 0809 Pilot, Lt-Comdr. TORFEY, came aboard and took the conn. 0821 Entered SAN FRANCISCO BAR main ship channel and proceeded on various courses and speeds to conform to channel to enter SAN FRANCISCO BAY. 0829 Stationed anchor detail. 0921 Passed through harbor entrance buoys and proceeded on various courses and speeds to assigned anchorage. 0930 Anchored in Anchorage #7, SAN FRANCIS CO BAY, SAN FRANCISCO, CALIFORNIA, in 15 fathoms of water with 45 fathoms of chain out to starboard anchor on the following anchorage bearings: TOWER "E", SAN FRANCISCO 117° T; FERRY BUILDING, 175° T; and COIT BAY BRIDGE, TOWER, 2090 T. 0930 Secured anchor detail. 09/5 Pursuant to orders of Port Director, SAN FRANCISCO, CALIFORNIA, the twenty Naval Officers and 2 enlisted men, passengers, were detached from this ship to report to the Port Directors Office. 0945 Agriculture Inspector, S. DALY, inspected ship. 0950 Stationed anchor detail. 1008 Underway in accordance with orders of Port Director, SAN FRANCISCO, enroute from Anchorage #7, SAN FRANCISCO BAY, SAN FRANCISCO, CALIFORNIA, to

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

WAR DIARY

June 1945.

Cont'd (Plus 7) June 13th.

Naval Ammunition Depot, MARE ISLAND, CALIFORNIA. Pilot at the conn, Captain, Executive Officer, and Navigator on the bridge. Froceeding on various courses and speeds to conform to channel. 1042 Passed Buoys #1 abeam to port and entered SAN PABLO BAY. 1128 Stationed special sea detail. 1155 Pilot, F.J. SULMERS, came abourd and took the conn. 1215 Moored port side to Dock #35, MARE ISLAND, CALIFORNIA, with 6 lines. 1217 Pilots, Lt-Comdr. TORPEY and F.J. SUMMERS, left ship. 1220 Secured special sea detail. Set the port watch. 1250 Commenced unloading the ship's ammunition and pyrotechnics in preparation for yard overhaul. 1410 Completed unloading all of the ship's ammunition and pyrotechnics. 1423 Pilot, C. THOMPSON, came aboard. 1425 Stationed special sea detail. 1/32 Underway in accordance with orders of Port Director, SAN FRANCISCO, enroute Naval Ammunition Depot, MARE ISLAND, CALIFORNIA, to AmShip Yards, ALAMEDA, CALIFORNIA. Pilot at the conn, Captain, Executive Officer, and Navigator on the bridge. Proceeding on various courses and speeds to conform to channel. 1512 Passed Buoy "A" abeam to port and entered SAN FRANCISCO BAY. 1625 Entered OAKLAND INNER HARBOR CHANNEL. 1747 Moored port side to S.S. ST. LAWRENCE VICTORY, Berth #5, AmShip Yards, ALAMEDA, CALIFORNIA with 6 lines and 1 line to the dock. 1800 Secured special sea detail. Set port watch. 1801 Secured Gyro. Secured main engine and fires under #2 boiler. 1830 Received emergency fire line from dock. Commenced making necessary preparations for general overhaul to be conducted in this yard.

(Plus 7) June 14th.

Moored as before.

(Plus 7) June 15th.

Moored as before. 0740 Stationed special sea detail. Made all preparations for getting underway. 0900 Pilot, Mr. PHIPPS, came aboard. 0903 Underway in accordance with orders of Superintendent AmShip Yard to shift from Berth #5 to Berth #1, AmShip Yard, ALAMEDA, CALIFORNIA. Pilot at the conn, Captain, Executive Officer, and Navigator on the bridge. Proceeded on various courses and speeds to conform to channel. 0928

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

WAR DIARY

June 1945.

(Plus 7)

June 15th.

Anchored mid-channel, CARLAND HANER HARBOR, in 5 fathoms of water with 30 fathoms of chain out to the starboard anchor. 0938 Pilot left the ship. 1010 Pilot, M. JOHN, came aboard and took the conn. 1025 Underway, proceeding as before to assigned berth. 1105 Moored port side to dock, Berth #1, AmShip Yard, ALAMEDA, CALIFORNIA with 6 lines. Boiler #1 in use for auxiliary purposes. Port and security watch maintained. Pilot left the ship. 1115 Secured special see detail. 1130 3.3. DISTRICT OF COLUMBIA tied up on starboard side with 4 lines. 1455 S.S. DISTRICT OF COLUMBIA cast off and got underway to shift berths.

(Plus 7) June 16th.

Moored as before.

(Plus 7) June 17th.

Moored as before. 0750 Male all preparations to breast out to dolphins from Berth #1 to Berth #4, AmShip Yard, ALAMENA, CALIFORNIA. 0815 Commenced breasting out to dolphins. 0825 Moored starboard side to dolphins opposite Berth #4, AmShip Yard, ALAMEDA, CALIFORNIA with 2 lines. 1100 Commenced breasting in from dolphins to tie up alongside U.S.S. AURICA. 1130 Moored port side to U.S.S. AURIGA in Berth #4, AmShip Yard, ALAMEDA, CALIFORNIA with 6 lines. Boiler #1 in use for auxiliary purposes. Fort and security watch maintained. 1605 Commenced receiving fresh water from dock.

(Plus 7) June 18th, 19th, 20th, & 21st.

lloored as before.

(Flus 7) June 22nd.

Moored as before. 0600 Cast off fresh water line from dock. 0800 Made all preparations to breast out to dolphins on starboard side to allow U.S.S. AURIGA to leave dock. 0850 Commenced breasting out to dolphins. Cast off from U.S.S. AURIGA. 0920 Moored starboard side to dolphins opposite Berth #4, AmShip Yard, ALAMEDA, CALIFORNIA with 3 lines. 0930 U.S.S. AURIGA underway. 0950 Commenced breasting in to dock. 1000 Moored port side to dock, Berth #1, AmShip Yard, ALAMEDA, CALIFORNIA with 6 lines. Boiler

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

WAR DI ARY

June 19/5.

Cont'd (Plus 7) June 22nd.

#1 in use for auxiliary purposes. Port and security watch maintained. 1030 Received fresh water line from dock.

(Plus 7) June 23rd, 24th, 25th, 26th, 27th, & 28th.

Moored as before.

(Plus 7) June 29th.

(Plus 7) June 30th.

Moored as before.

Submitted:

Moored as before. 1434 B.S. WILLIAM DUNBAR tied up on starboard side with 4 lines.

n Hells

S.M. WELLS Lt. (jg), USNR, Asst. Navigator.

Approved:

C.O. HICKS, Commander, USNR., Commanding.

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

WAR DIARY July 1945

ULC.	NO	51		
F	NO			1121
RLC.	SHE	ET	NO	117

(Time Zone Plus 7) July 1st through July 30th

Moored port side to dock, Berth #1, AmShip Yard, Alameda, California, with six lines over to the dock. Receiving power and fresh water from the dock. Ship undergoing necessary repairs and alterations by yard workmen.

(Plus 7) July 31st

Moored as before. 0750 Pilot, Mr. LANGREW, reported aboard. 0800 Made all preparations for getting underway. Stationed special sea detail. 0810 Received three yard tugs alongside for assistance in moving. No power maintained on ship. 0820 Underway in tow from AmShip Yards to dry dock. Pilot at the conn, Captain, Executive Officer and Navigator on the bridge. 0902 Commenced entering dry dock, General Engineering and Dry Dock Co., Alameda, California. 0920 Stern cleared sill. Moored in dry dock, General Engineering and Dry Dock Co., Alameda, California, with five lines over to port and starboard. Pilot left the ship. 0935 Commenced pumping dry dock. 0950 Ship resting on chalks. 1040 Ship dry in dock. Conducted inspection of ship's bottom in preparation for sand blasting, hot plastic painting and necessary repairs.

Submitted AUG 20 14 50 Approved: the CIA'F Comdr., USNR Commanding.

Lt(jg). USNR Navigator.

139429



REG. NO 75

REG. SHEET NO / 80

# U. S. S. ALMAACK (AKA 10) R. S. NO

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

WAR DIARY

August 1945

(Time Zone Plus 7) August 1st through August 4th

Seated in dry dock at General Engineering and Dry Dock Corporation, Alameda, California, general overhaul and repair work being carried on. Ship's bottom undergoing inspection, samiblasting, and hot plastic painting. Receiving steam and fresh water from dock. Ship's emergency generator in use for power and light. Cold iron watch maintained in engine room.

(Plus 7) August 5

Seated in dry dock. 0800 Made all preparations for moving ship under tow to AmShip Dock. 0828 Commenced flooding dry dock. 0852 Water borne. 0857 Stationed special sea details. Emergency generator sea valve in #2 hold found to be leaking. 0923 Stopped flooding and commenced pumping dock. Secured special sea details. 1020 Sea valve repaired. Commenced flooding dry dock. Stationed special sea detail. 1048 Water borne. Draft forward 12', aft 19'4". 1255 Pilot, Mr. LENT, came aboard. 1309 Underway, in tow of three tugs, from General Engineering and Dry Dock Corp., Alameda, California, to Berth #5 AmShip Yard, Alameda California. Pilot at the conn, Captain, Executive Officer, and Navigator on the bridge. 1345 Moored port side to dock, Berth #5, AmShip Yard, Alameda, California with 6 lines to dock. 1346 Pilot left ship. Secured special sea details. 1555 S.S. THEODORE SEDGEWICK moored to starboard side with 6 lines. 1600 Receiving fresh water from dock. Continuing general repairs and alterations.

(Plus 7) August 6 and August 7

Moored as before.

(Plus 7) August 8

Moored as before. 0730 Made all preparations for getting underway. Stationed special sea details. 0740 S.S. THEODORE SEDGEWICK underway from starboard side. 0750 Pilot, H.W. ANDERSON, came aboard. 0826 Underway to shift berth to N.S.D., Oakland, California. Pilot at the conn, Captain, Executive Officer and Navigator on the

142437

<u>C-O-N-F-I-D-E-N-T-I-A-L</u>

### WAR DIARY

August 1945

Cont'd (Plus 7) August 8

bridge. Proceeding on various courses and at various speeds to conform to channel. 0920 Pilot, Mr. JAWLING, came aboard and took the conn. Pilot, H.W. ANDERSON, left ship. 1012 Moored port side to dock, Berth "E", N.S.D., Oakland, California, with 6 lines to dock. 1015 Pilot left ship. Secured special sea details. 1200 Commenced taking on fuel oil from YOG 17. 1500 Commenced taking on stores and provisions. 1600 Completed taking on fuel oil having received 7530 barrels.

(Plus 7) August 9

Moored as before. Stores and provisions loading continuous. 0800 Commenced taking on ammunition from barge on starboard side. 1800 Completed loading ammunition having received aboard the following: 234 5"/38 Projectiles, AA Common, 150 5"/38 Projectiles, AA Special, 384 5"/38 Powder Charges, 1 5"/38 Short Case (dislodging), 348 3"/50 AA Special, 496 3"/50 AA, 100 3"/50 AA, 100 3"/50 AP, 199 3"/50 Ill., 4 3"/50 short rounds (dislodging), 44,460 20MM HEI, 21,960 HET, 720 20MM BL&P, 12,600 .50 Cal. API, 12,600 .50 Cal. Incendary, 7000 .50 Cal. Tracer, 33,000 .30 Cal. AP, 16,500 .30 Cal. Tracer, 1500 .30 Cal. Ball, 1600 .30 Cal. Carbine, 3600 45. Cal. Ball.

(Plus 7) August 10

Moored as before. 0200 Completed loading stores and provisions. 0830 Made all preparations for getting underway. Stationed special sea detail. 0855 Pilots, TJALLDEEN and DOEPHNER, came aboard. 0906 Underway on various courses and at various speeds from N.S.D., Oakland, California, to San Rafael degaussing range. Pilot TJALLDEEN at the conn, Captain, Executive Officer, and Navigator on the bridge. Standard speed 12 knots, 65 R.P.M. 0916 Pilot DOEPHNER took the conn. Pilot TJALLDEEN left ship. 0949 Standard speed changed to 15 knots, 82 R.P.M. 1000 Ran measured mile off Treasure Island. Made 15.0 knots at 80 R.P.M. 1042 Secured special sea detail. Set Condition III watch. Commenced degaussing runs on San Rafael Range. 1300 Completed degaussing runs and proceeded to South San Francisco Bay for compass calibration. 1445 Commenced swinging ship. 1700 Completed compensating compasses and proceeded to anchorage 12. 1737 Anchored in anchorage 12, San Francisco Bay, California, in 10 fathoms of water with 60 fathoms of chain out to the starboard anchor.

# C-Q-N-E-I-D-E-N-T-I-A-L

# WAR DIARY

August 1945

(Plus 7) August 11

Anchored as before. 0710 Made all prepartions for getting underway. Stationed special sea details. 0715 Pilot, Lt.-Comdr. A.J. SHRADER, came aboard. 0818 Underway, enroute from anchorage 12 to Hunters Point, California, for radar calibration. Proceeding on various courses and speeds to conform to channel. Pilot at the conn, Captain, Executive Officer and Navigator on the bridge. Standard speed 15 knots, 82 R.P.M. 0903 Moored starboard side to dock Berth #2, Hunters Point, California with 6 lines to dock. Secured special sea detail. Commenced radar calibration. 1015 Completed radar calibration. Stationed special sea detail. 1103 Underway, enroute from Hunters Point to firing area H-6. Pilot at the conn, Captain, Executive Officer, and Navigator on the bridge. Proceeding on various courses and speeds to conform to channel. Standard speed 15 knots, 82 R.P.M. 1203 Passed through Golden Gate and entered Main Ship Channel. 1230 Crossed San Francisco Channel Bar and entered Pacific Ocean. 1305 Went to General Quarters. 1352 Secured from General Quarters. Set Condition III. 1400 Commenced full power run, 97 R.P.M. 1455 Went to General Quarters. 1510 Commenced structural test firing of all guns. 1527 Completed test firing having expended the following rounds: 439 rounds of 20 MM Ammunition; 4 rounds 5"/38 Cal. Ammunition; 11 rounds 3"/50 Cal. Ammunition, and 4 rounds 3"/50 Cal. Illuminating projectiles. No casualties. Secured from General Quarters. Set Condition III. 1737 Entered Main Ship Channel and crossed San Francisco Bar. 1805 Passed through Golden Gate and entered San Francisco Bay. 1840 Anchored in anchorage 12, San Francisco Bay, California, in 10 fathoms of water with 60 fathoms of chain out to starboard anchor. 1845 Secured Condition III and set port watch. Pilot left ship.

(Plus 7) August 12

Anchored as before. 0914 Pilot, H.C. LENT, came aboard. 0925 Made all preparations for getting underway. Stationed special sea detail. 1023 Underway from anchorage to Pier 90. Pilot at the conn, Executive Officer, and Navigator on the bridge. Proceeding on various courses and speeds to conform to channel. Standard speed 10 knots, 55 R.P.M. 1115 Moored port side to Pier 90, San Francisco, California, with six lines to dock. Secured special sea detail. Set the port watch. Pilot left the ship. 1200 Commenced necessary preparations to receive cargo. 2250 Discharge 1182 barrels of sludge oil to Freese barge.

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

WAR DIARY

August 1945

(Plus 7) August 13

Moored as before. 0430 Completed taking on 460 barrels of fuel oil. 0945 Commenced cargo loading operations. Draft forward 15'10", aft 23'0".

(Plus 7) August 14 through August 20

Moored as before. Cargo loading operations continuous.

(Plus 7) August 21

Moored as before. Cargo loading operations continuous. 2300 Completed loading cargo. Draft forward 25'6", aft 28'1".

(Plus 7) August 22

Moored as before. 1235 Pilot, Lt.-Comdr. B. WESTERBURG, came aboard. 1240 Made all preparations for getting underway. Stationed special sea detail. 1308 Underway in accordance with ComWesSeaFron movement order #680-C&R, enroute independently from San Francisco, California to Samar Island, Philippine Islands. Pilot at the conn, Captain, Executive Officer and Navigator on the bridge. Standard speed set at 15 knots, 85 R.P.M. Proceeding on various courses and speeds to conform to channel. 1350 Changed standard speed to 16 knots, 92 R.P.M. Steaming at standard speed. 1402 Passed through Golden Gate and entered Main Ship Channel. 1435 Crossed San Francisco Bar and entered Pacific Ocean. 1451 Pilot left ship. 1454 Went to General Quarters. 1508 Secured from General Quarters. Set Condition III. 1546 Passed South East Farallon Islands abeam to starboard, 2 miles.

Position

2000

37-44 N 124-24 W

(Plus 7) August 23 Steaming as before. 1125 Passed U.S.S. BIDDLE, APA 8, abeam to starboard, on opposite course, distance 10 miles.

Position 0800	1200	2000
31-53 N	37-51 N	37-45 N
128-12 W	129-45 W	132-31 W

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

WAR DIARY

August 1945

(Plus 7 and  $7\frac{1}{2}$ ) August 24

Steaming as before. 0030 Retarded ship's clocks one-half hour to Zone Plus 7¹/₂ Time. 1000 Went to General Quarters. Exercised at emergency drills. 1104 Secured from all drills. Set Condition III.

Position

0800	1200	2000
37-29 N	37-24 N	37-00 N
136-39 W	137-58 W	140-39 W

(Plus 72 and 8) August 25

Steaming as before. 0030 Retarded ship's clocks one-half hour to Zone Plus 8 Time.

Position

0800	1200	2000
36-28 N	36-10 N	35-43 N
144-35 W	145-48 W	148-15 W

(Plus 8 and 8¹/₂) August 26

Steaming as before. 0030 Retarded ship's clocks one-half hour to Zone Plus  $8\frac{1}{2}$  Time. 0200 Overtaken and passed by single ship abeam to port, 4.5 miles. 0300 Overtaken and passed by single ship abeam to port, 4.5 miles. 1030 Exercised at emergency drills. 1122 Secured from all drills. 1425 Passed S.S. JOHN DRAKE SLOAT, on opposite course, abeam to port,  $2\frac{1}{2}$  miles.

Position

0800	1200	2000
34-54 N	34-40 N	34-01 N
151-54 W	153-06 W	155-22 W

(Plus 8¹/₂ and 9) August 27

Steaming as before. 0030 Retarded ship's clocks one-half hour to Zone Plus 9 Time. 1330 Went to General Quarters. Exercised at emergency drills. 1431 Secured from all drills. Set Condition III.

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

WAR DIARY

August 1945

Cont'd (Plus 8¹/₂ and 9) August 27

0800	1200	2000
32-55 N	32-35 N	31-56 N
158-56 W	160-07 W	162-07 W

(Plus 9 and  $9\frac{1}{2}$ ) August 28

Steaming as before. 0030 Retarded ship's clocks one-half hour to Zone Plus 9¹/₂ Time. 1500 Went to General Quarters. Commenced anti-aircraft firing practice. 1557 Completed firing exercises having expended 9 rounds of 5"/38 Cal. ammunition, 25 rounds 3"/50 Cal. ammunition, 1057 rounds of 20MM ammunition. No casualties. Secured from General Quarters. Set Condition III.

Position

Position

0800	1200	2000
30-59 N	30-35 N	29-40 N
165-10 W	166-12 W	168-17 W

(Plus 9¹/₂ and 10) August 29

Steaming as before. 0030 Retarded ship's clocks one-half hour to Zone Plus 10 Time. 0848 Overtook and passed single ship abeam to starboard, distance 1 mile.

Position		
0800	1200	2000
28-07 N 171-30 W	27-40 N 172-32 W	26-47 N 174-41 W

(Plus 10 and  $10\frac{1}{2}$ ) August 30

Steaming as before. 0030 Retarded ship's clocks one-half hour to Zone Plus  $10\frac{1}{2}$  Time. 0031 Overtook and passed single ship abeam to port, 1 mile. 0500 Passed single ship abeam to starboard, on opposite course, distance  $3\frac{1}{2}$  miles. 1800 Crossed the 180 Meridian, west bound at 23-38 N.

<u>C-O-N-F-I-D-E-N-T-I-A-L</u>

WAR DIARY

August 1945

 $\frac{Cont'd}{(Plus 10 and 10\frac{1}{2})}$ August 30 Position

0800	1200	2000
25-05 N	24-30 N	23-19 N
177-44 W	178-38 W	179-29 E

(Plus  $10\frac{1}{2}$  and 11) August 31

Steaming as before. 0030 Retarded ship's clocks one-half hour to Zone Plus 11 Time. 0410 Overtook and passed single ship abeam to port,  $l_2$  miles. 0936 Overtaken and passed by APA 71 abeam to port, distance 2 miles. 1044 Passed single ship abeam to starboard, on opposite course, distance 7 miles.

Position

0800	1200	2000
21-35 N	21-01 N	19-50 N
176-33 E	175-39 E	173-54 E

Submitted . SHIELDS Lt(jg), USNR Navigator

ich / Approved:

C.O. HICKS Commander, USNR Commanding.

<u>C-O-N-F-I-D-E-N-T-I-A-L</u>

#### WAR DIARY

September 1945

(Time Zone Plus 11 and Plus  $11\frac{1}{2}$ ) September 1st

Proceeding independently enroute from San Francisco, California to Samar Island, Philippine Islands. Ship Darkened at night except for dimmed navigational lights. Condition III and mine lookout watch maintained. 0030 Retarded ship's clocks one-half hour to Plus 11¹/₂ Zone Time.

--- NO 1/1

NO/OR

Position

0800	1200	2000
18-03 171-13	17-31 170-24	16-17 N 168-41 E

(Plus 112 and Minus 12) September 3rd

Proceeding as before. 0030 Advanced ship's clocks  $23\frac{1}{2}$ hours to Minus 12 Zone Time. 0930 Passed single ship on opposite course, abeam to port, 1500 yards. 1710 Passed single ship, on opposite course, abeam to starboard, 7 miles. 1909 Passed single ship, on opposite course abeam to starboard,  $5\frac{1}{2}$  miles. 2020 Passed single ship, on opposite course, abeam to starboard,  $2\frac{1}{2}$  miles.

Position

0800	1200	2000
14-18 N	13-39 N	12-22 N
166-03 E	165-13 E	163-36 E

(Minus 12 and  $11\frac{1}{2}$ ) September 4th

Proceeding as before. 0030 Retarded ship's clocks one half hour to Minus 112 Zone Time. 0136 Passed single ship, on opposite course, abeam to starboard, **3**00 yards. 0156 Passed Eniwetok Atoll, Marshall Islands, abeam to starboard, 6 miles. 1748 Overtook and passed LST 552, abeam to port, 3200 yards.

#### Position

0800	1200	2000	
10-48 N	10-48 N	10-42 N	
160-58 E	159-56 E	157-55 E	

145833

# <u>C-O-N-E-I-D-E-N-T-I-A-L</u>

#### WAR DIARY

September 1945

(Minus 112 and 11) September 5th

Proceeding as before. Navigational lights secured. 0030 Retarded ship's clocks one-half hour to Minus 11 Zone Time. 0445 Passed single ship on opposite course, abeam to starboard, 5 miles. 0625 Fassed single ship, on opposite course, abeam to starboard, 5 miles. 0650 Passed single ship, on opposite course, abeam to starboard, 5 miles. 1031 Passed single ship, on opposite course, abeam to starboard, 7 miles. 1500 Went to General Quarters. Exercised at emergency drills. 1530 Secured from all drills. Set Condition III.

Position

0800	1200	2000
10-33 N	10-28 N	10-20 N
154-42 E	153-41 E	151-42 E

(Minus 11 and  $10\frac{1}{2}$ ) September 6th

Proceeding as before. 0030 Retarded ship's clocks one-half hour to Minus 10½ Zone Time. 0630 Commenced test firing AA special ammunition. 0720 Ceased firing having expended 24 rounds of 3"/50 caliber AA special ammunition and 16 rounds of 5"/38 Caliber AA special ammunition. No casualties. 0830 Passed single ship, on opposite course abeam to starboard, 3 miles. 2313 Passed single ship, on opposite course abeam to port, 1400 yards.

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P	-	~	4	-4	-4	-	-
	0	25	4	а.	634	.03	11

0800	1200	2000
10-14 N 148-28 E	10-12 1 147-31 1	

(Minus 10¹/₂ and 10) September 7th

Proceeding as before. 0030 Retarded ship's clocks one-half hour to Minus 10 Zone Time. 0345 Passed single ship, on opposite course, abeam to starboard 2¹/₂ miles. 0740 Passed single ship, on opposite course, abeam to starboard, 6 miles. 1428 Overtook and passed SS PATRICK HENRY abeam to starboard, 2 miles. 1501 USS LAWS, DD558, passed abeam to port, on opposite course, 1 mile. 1940 Passed column of five ships on opposite course, abeam to

# <u>C-O-N-F-I-D-E-N-T-I-A-L</u>

WAR DIARY September 1945

Cont'd (Minus 10¹/₂ and 10) September 7th

port, 7 miles. 2136 Passed Mogmog Island, Ulithi Atoll, Caroline Islands, abeam to port, 7 miles.

Position

0800	1200	2000
10-23 N	10-23 N	10-12 N
142-49 E	141-55 E	140-05 E

(Minus 10 and  $9^{1}_{2}$ ) September 8th

Proceeding as before. 0030 Retarded ship's clocks one-half hour to Minus  $9\frac{1}{2}$  Zone Time. 1328 Overtook and passed single ship abeam to starboard, 1200 yards. 1538 Passed single ship, on opposite course, abeam to port, 1 mile.

Position

0800	1200	2000
10-26 N	10-27 N	10-29 N
137-17 E	136-22 E	134-38 E

(Minus 92 and 9) September 9th

Proceeding as before. ALPAC #181 cancelled all blackout restrictions. Navigational lights burned at full brilliancy. 0030 Retarded ship's clocks one-half hour to Minus 9 Zone Time. 0545 Overtook and passed single ship abeam to port, 1 mile. 0753 Overtook and passed single ship abeam to port, 3200 yards. 2110 Overtook and passed single ship abeam to port, 2½ miles.

Position

0800	1200	2000
10-33 N	10-34 N	10-36 N
131-55 E	130-59 E	129-06 E

(Minus 9) September 10th

Proceeding as before. 0613 Passed astern of four ship convoy, distance 1 mile. 0710 Sighted Suluan Island, Philippine Islands, at 246°T, 28 miles. 0858 Passed

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

# WAR DIARY

September 1945

<u>Cont'd</u> (Minus 9) September 10th

Suluan Island, Philippine Islands, abeam to starboard, 6 miles. 1022 Passed Homonhon Island fairway bouy abeam to port, 100 yards and entered Leyte Gulf. 1030 Proceeding on various courses and speeds to wait orders of Homonhon Island HECP. 1042 Proceeding on various courses and speeds to Guiuan Roadstead. Captain at the conn, Executive Officer and Navigator on the bridge. 1143 Hove to off Guiuan harbor entrance nets to await pilot. 1231 Pilot, Lieut. W.T. SHEA, came aboard and took the conn. Stationed special sea detail. 1245 Passed through harbor entrance nets and proceeded to anchorage. 1313 Anchored in Guiuan Roadstead, Samar Island, Philippine Islands, in 16 fathoms of water with 60 fathoms of chain out to the starboard anchor on the following anchorage bearings: Beacon "E" 341°T, Beacon "S" 041°T, Beacon "D" 092°T. 1326 Secured special sea detail. Pilot left the ship. Set port watch.

Position

0800

10-48 N 126-13 E

(Minus 9) September 11th through September 14th

Anchored as before. Carrying out necessary maintenence and repair work while awaiting orders to discharge cargo.

(Minus 9) September 15th

Anchored as before. 0630 Made all preparations for getting underway. Stationed special sea detail. 0735 Underway in accordance with orders of Port Director, Guiuan to San Pedro Bay, Philippine Islands for fuel and water. Captain at the conn, Executive Officer and Navigator on the bridge. Proceeding on various courses and speeds to conform to channel. 0758 Passed through Guiuan harbor entrance nets. 0800 Secured special sea detail Set sea watches. 0943 Stationed anchor detail. 0945 Passed channel bouy #3, San Pedro Bay, abeam to port 1000 yards and proceeded to assigned anchorage. 1121 Moored starboard side to IX 129 with six lines. 1137 Secured special sea detail. Set port watch. 1140 Commenced receiving fuel oil from IX 129. 1400

# <u>C-O-N-F-I-D-E-N-T-I-A-L</u>

# WAR DIARY

September 1945

(Minus 9) September 15th

Completed fueling from IX 129 having received 6670 barrels. 1450 Stationed special sea detail. 1502 Underway to shift anchorage to receive fresh water. 1510 Anchored in San Pedro Bay, Philippine Islands, in 12 fathoms of water with 60 fathoms of chain out to the port anchor on the following anchorage bearings: Beacon "E" 046°T, Beacon "G" 132°T, and Mariquitdaquit Island Light 190°T. Secured special sea detail. 1645 WT-90 alongside port side to discharge fresh water. 2230 Completed taking on fresh water from WT-90 having received 57,806 gallons. 2235 Cast off WT-90.

(Minus 9) September 16th

Anchored as before. 0746 Made all preparations for getting underway. Stationed special sea Detail. 0813 Underway in accordance with Port Director, Guiuan, Samar, Philippine Islands to Guiuan Roadstead. Captain at the conn, Executive Officer and Navigator on the bridge. Froceeding on various courses and speeds to conform to harbor. 0828 Secured special sea detail. Set sea watches. 0845 Passed channel bouy #3 abeam to starboard, 200 yards. 1020 Posted anchor detail. 1025 Hove to off Guiuan harbor to await pilot. 1050 Pilot, Lt(jg) R.H. SCHAIRER, came aboard and took the conn. Proceeding on various courses and speeds to enter Guiuan harbor. 1120 Passed through harbor entrance nets and proceeded to anchorage. 1152 Anchored in Guiuan Roadstead, Samar, Philippine Islands, in 15 fathoms of water with 60 fathoms of chain out to the starboard anchor on the following anchorage bearings: Beacon "D" 1020T, Beacon "S" 040°T, Beacon "E" 323°T. 1158 Secured anchor detail. Set port watch. 1300 Pilot left the ship.

(Minus 9) September 17th through September 19th

Anchored as before.

# <u>C-O-N-E-I-D-E-N-T-I-A-L</u>

#### WAR DIARY

September 1945

(Minus 9) September 20th

Anchored as before. 1630 Pilot, Lt(jg) R.H. SCHAIRER, Came aboard. 1650 Made all preparations for getting underway. Stationed special sea detail. 1708 Underway in accordance with orders of Port Director, Guiuan to shift to docks at Calicoan Island. Pilot at the conn, Captain, Executive Officer and Navigator on the bridge. Proceeding on various courses and speeds to conform to channel. 1813 Anchored off docks awaiting further orders to proceed to dock. 1843 Anchors aweigh. Proceeding to dock. 1906 Moored port side to Pier #5, Calicoan Island, Philippine Islands, with 6 lines to dock. 1910 Secured special sea detail. Set port watch. Pilot left the ship. 2027 commenced cargo unloading operations. Draft forward 25'5", aft 27'9".

(Minus 9) September 21st through September 22nd

Moored as before. Cargo operations continuous. On September 22 the Captain held Meritorious Mast and awarded the following Letters of Commendation: Lieut. Raymond D. WILLMOTT, (D), USNR, 188264; BOLINGER, Glenn E., MoMM2c(LC), 652 45 96, V-6, USNR, MANCILL, Floyd E., MoMM2c(LC), 272 85 28, USN; and STOKES, Harry F., Cox(LC) 637 27 18, V-6, USNR.

(Minus 9) September 23rd

Moored as before. Cargo operations continuous. 1100 Received aboard 2 officers and 155 enlisted men from U.S. Naval Receiving Station, Samar, for transportation to U.S. Naval Receiving Station, Subic Bay. 1700 Made all preparations for getting underway. Stationed special sea detail. 1739 Pilot, Lt(jg) R.H. SCHAIRER, came aboard. 1751 Underway in accordance with orders of Port Director, Guiuan, to shift from dock to anchorage in stream. Pilot at the conn, Captain, Executive Officer and Navigator on the bridge. Proceeding on various courses and speeds to conform to channel. 1824 Anchored off Calicoan Island, Philippine Islands, in 7 fathoms of water with 45 fathoms of chain out to the starboard anchor on the following anchorage bearings: Beacon "A" Ol4oT, Beacon "B" 2460T. 1830 Secured special sea detail. Set port watch. Pilot left the ship. 1945 Received barge along port side to receive remainder of cargo for this port.

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

WAR DIARY

September 1945

(Minus 9) September 24th

Anchored as before. Cargo operations continuous. 0545 Completed cargo unloading operations. Draft forward 23'0" aft 27'2". 0725 Cast off cargo barge. 0945 Made all preparations for getting underway. Stationed special sea detail. 1008 Pilot, Lt(jg) R.H. SCHAIRER, came aboard. 1040 Underway in accordance with orders of Port Director, Guiuan, Samar, enroute from Samar to Subic Bay, Luzon. Froceeding on various courses and speeds to conform to channel. Pilot at the conn, Captain, Executive Officer and Navigator on the bridge. 1114 Entered main channel, Guiuan Roadstead. 1134 Fassed through harbor entrance nets. Filot left the ship. 1340 Passed Desolation Foint. Dinagat Island, abeam to starboard, 5 miles, and Fabaconan Point, Homonhon Island, abeam to port, 10 miles. Entered Pacific Ocean. 1638 Passed Suluan Island Light abeam to port, 15 miles.

Position

2000

11-38 N 125-57 E

(Minus 9) September 25th

Proceeding as before. 0518 Sighted San Bernardino Island Light at 213°T, 18 miles. 0607 Entered San Bernardino Straits. 0641 Passed San Bernardino Island Light abeam to port, 3 miles. 0740 Passed Ticlin Island abeam to starboard, 1 mile. 0757 Passed Capul Island Light abeam to port, 2 miles. 0800 Passed Calantas Rock Light abeam to starboard, 2 miles. 0820 Entered Ticao Pass. 0915 Passed San Jacinto Light abeam to port, 6 miles. 0953 Passed Bogatao Island Light abeam to starboard, 8 miles. 1011 Passed San Miguel Island Light abeam to port, 5 miles. 1127 Passed Aguja Point, Burias Island, abeam to starboard, 1 mile. 1152 Passed Bugui Point Light abeam to port, 6 miles and entered Sibuyan Sea. 1332 Passed Guinduganan Point abeam to starboard, 16.5 miles. 1340 Passed Bondoc Foint abeam to starboard, 14 miles. 1635 Fassed Goto Point, Banton Island, abeam to port, 8.5 miles. 1738 Passed Baltasar Island Light abeam to starboard, 2.5 miles. 1818 Passed Dumali Point Light abeam to port, 10 miles. 2017 Passed Malabrigo Point Light abeam to starboard, 3.5 miles, and entered

## <u>C-O-N-F-I-D-E-N-T-I-A-L</u>

## WAR DIARY

September 1945

Cont'd (Minus 9) September 25th

Verde Island North Passage. 2105 Passed Verde Island abeam to port 1.5 miles. 2125 Passed Escarceo Foint Light abeam to port 4 miles. 2140 Passed Maribalban Island abeam to starboard, 2 miles. 2324 Passed Cape Santiago Light abeam to starboard, 4.5 miles. 2352 Entered China Sea.

Position

0800	1200	2000
12-30 124-06	12-43 123-14	13-30 N 121-17 E

(Minus 9) September 26th

Proceeding as before. 0143 Passed Fortune Island Light abeam to port, 2.5 miles. 0318 Passed Corregidor Island Light abeam to starboard, 12 miles. 0616 Proceeding on various courses and speeds to enter Subic Bay. Captain at the conn, Executive Officer and Navigator on the bridge. 0619 Posted anchor detail. 0626 Passed Subic Bay Light abeam to port, 1 mile. 0641 Entered Subic Bay, Grande Island abeam to starboard, 1000 yards. Proceeding on various courses and speeds to assigned anchorage. 0732 Anchored in Subic Bay, Luzon, Philippine Islands, in 19 fathoms of water with 40 fathoms of chain out to the port anchor on the following anchorage bearings: Subic Bay Light 248°T, Agusuhin Point Light 3230T, and Mayanga Island Light 3500T. 0735 Secured anchor detail. 1025 Secured Condition III watch. Set port watch. 1100 Having completed passage 2 officers and 155 enlisted men were transferred to U.S. Naval Receiving Station, Subic Bay.

# <u>C-O-N-E-I-D-E-N-T-I-A-L</u>

## WAR DIARY

September 1945

(Minus 9) September 27th through September

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Anchored as before. Carrying out necessary maintenence and repair work while awating orders to discharge cargo.

Submitted:

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James P. SHIELDS, Lt(jg), USNR Navigator.

Approved:

Hick

C.O. HICKS, Commander, USNR Commanding.

CONFIDENTIA

WAR DIARY October 1945

(Time Zone Minus 9) October 1st through October 9th A LULIVEL 5-6 MILLS 1380111 2055 1011 10 19 DEGI 1945 1 File No (au) A. (2-4-/AKAIO 10 No. 10 No. 10 No. 10 No.

Anchored in Subic Bay, Luzon, Philippine Islands in 20 fathoms of water with 75 fathoms of chain out to the port anchor on the following anchorage bearings: Subic Bay Light 247°T, Agusuhin Point Light 326°T, Mayanga Island Light 354°T. Port and security watch maintained. Carrying out necessary maintenence and repair work while awaiting orders to discharge cargo. Typhoon warnings received frequently. Intermitant rain squalls accompanied by gusts of wind up to 25 knots occuring at frequent intervals throughout the day and night.

(Minus 9) October 10th

Anchored as before. 1645 Made all preparations for getting underway. Stationed special sea detail. 1708 Underway in accordance with orders of Port Director, Subic Bay, to shift anchorage to dock. Proceeding on various courses and speeds to conform to harbor. Captain at the conn, Executive Officer and Navigator on the bridge. 1748 Pilot, Lt(jg) J.L. WHITE, came aboard and took the conn. 1750 Anchored in Subic Bay off Kalaklan Point to await orders to proceed to dock. 1823 Anchor aweigh. Proceeding as before. 1930 Moored starboard side to Olangapo Dock, Subic Bay, Luzon, Philippine Islands, with 6 lines to dock. 1942 Secured special sea detail. Set port watch. 1950 Pilot left the ship. 2050 Commenced cargo unloading operations. Draft forward 22'0", aft 25'10".

(Minus 9) October 11th through October 16th

Moored as before. Cargo unloading operations continuous.

(Minus 9) October 17th

Moored as before. 2340 Completed cargo unloading operations. Draft forward 15'6", aft 23'0".

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

## WAR DIARY October 1945

(Minus 9) October 18th

Moored as before. 0650 Made all preparations for getting underway. Stationed special sea detail. 0652 Pilot, Lt(jg) J.L., WHITE, came aboard. 0710 Underway for Berth #165 to fuel in accordance with orders of Port Director, Subic Bay. Pilot at the conn, Captain, Executive Officer and Navigator on the bridge. Proceeding on various courses and speeds to conform to channel. 0805 Moored port side to YO #144, in Berth #165, Subic Bay, Luzon. Secured special sea detail. Set port watch. Pilot left the ship. 0822 Commenced receiving fuel oil from YO #144. 1130 Stationed special sea detail. 1135 Completed fueling from YO #144 having received 2,187 barrels of fuel oil. 1150 Underway to shift to Berth #126. Captain at the conn. Executive Officer and Navigator on the bridge. Proceeding on various courses and speeds to conform to channel. 1212 Anchored in Berth #126, Subic Bay, Luzon, Philippine Islands, in 22 fathoms of water with 60 fathoms of chain out to the port anchor. Secured special sea detail. Set port watch. 1530 Made all preparations for getting underway. Stationed special sea detail. 1606 Underway in accordance with orders of Port Director, Subic Bay, enroute from Subic Bay, Luzon, to San Fernando, Luzon. Captain at the conn, Executive Officer and Navigator on the bridge. Proceeding on various courses and speeds to conform to channel. 1631 Secured special sea detail. Set steaming watches. 1634 Passed Grande Island abeam to port. 1+ miles. 1642 Passed Subic Bay Light abeam to starboard, 2 miles and entered China Sea.

(Minus 9) October 19th

Proceeding as before. 0005 Passed Hermana Mayor Island abeam to starboard, 8½ miles. 0158 Passed Rena Point abeam to starboard, 5 miles. 0245 Passed Piedra Point abeam to starboard, 5 miles. 0640 Stationed anchor detail. 0700 Anchored off San Fernando Harbor, Lingayen Gulf, Luzon, Philippine Islands, in 40 fathoms of water with 90 fathoms of chain out to the starboard anchor on the following anchorage bearings: Left Tangent San Fernando Point 075°T, San Fernando Light 101°T, Right Tangent Paro Point 110°T. Secured anchor detail.

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

WAR DIARY October 1945

Cont'd (Minus 9) October 19th

0745 Stationed anchor detail. 0800 Underway in accordance with orders of Port Director, San Fernando, to San Fabian, Luzon. Captain at the conn, Executive Officer and Navigator on the bridge. Proceeding on various courses and speeds to conform to channel. 0815 Secured anchor detail. 0828 Went to General Quarters. Exercised at emergency drills. 0943 Secured from all drills. 1002 Anchored off San Fabian, Lingayen Gulf, Luzon, Philippine Islands, in 6 fathoms of water with 45 fathoms of chain out to the port anchor on the following anchorage bearings: Baybay Point 343°T. Mt. Thomas 041°T. Secured anchor detail. Set port watch. 1100 Stationed anchor detail. 1111 Underway to shift anchorage. Captain at the conn. Executive Officer and Navigator on the bridge. 1123 Anchored off San Fabian, Luzon, Philippine Islands, in 5 fathoms of water with 45 fathoms of chain out to the starboard anchor on the following anchorage bearings: Baybay Point 342°T, Mt. Thomas 041°T. Secured anchor detail. 1450 Commenced cargo loading operations. Draft forward 16'6", aft 23'3".

(Minus 9) October 20th

Anchored as before. Cargo loading operations continuous. 1820 Completed cargo loading operations. Draft forward 16'10", aft 24'4". 2000 Completed embarking 14 officers and 279 enlisted men of the 25th Division, U.S.A. and 5 Naval officers for transportation to Nagoya, Japan.

(Minus 9) October 21st

Anchored as before. 0700 Made all preparations for getting underway. Stationed special sea detail. 0706 Underway in accordance with orders of Port Director, San Fernando to proceed from San Fabian area to San Fernando Harbor. Captain at the conn, Executive Officer and Navigator on the bridge. Proceeding on various courses and speeds to conform to channel. 0737 Secured anchor detail. 0905 Posted anchor detail. 0923 Anchored off San Fernando Harbor, Luzon, Philippine Islands, in 14 fathoms of water with 45 fathoms of chain out to the starboard anchor on the following anchorage bearings: Beacon "A" 082°T, Beacon "B" 130°T. Secured anchor detail. Set port watch.

<u>C-O-N-F-I-D-E-N-T-I-A-L</u>

WAR DIARY October 1945

(Minus 9) October 22nd

Anchored as before.

(Minus 9) October 23rd

Anchored as before. 1351 Made all preparations for getting underway. Stationed special sea detail. 1411 Underway in accordance with CTU 54.15.18 serial #C-23, from Lingayen Gulf, Luzon, Philippine Islands, to Nagoya, Japan. Captain at the conn, Executive Officer and Navigator on the bridge. Proceeding on various courses and speeds to form cruising disposition. 1425 Secured special sea detail. Set steaming and mine lookout watches. 1514 Completed forming single column cruising disposition in company with TU 54.15.18. OTC and fleet guide in U.S.S. MARVIN H. MC INTYRE. ALMAACK second ship in column. Position

2000

17-35 N 120-08 E

(Minus 9) Proceeding as before. 1017 Entered Balintang Channel. October 24th 1400 Sighted Sabtang Island bearing 035°T, 30 miles. 1510 Sighted Balintang Island bearing 110°T, 22 miles. 1542 Passed Sabtang Island abeam to port, 82 miles. 1640 Passed Balintang Island abeam to starboard, 13 miles. 1800 Entered Philippine Sea. Position 0800 1200 2000 19-37 N 19-51 N 20-27 N 120-42 E 121-20 E 122-39 E (Minus 9) October 25th Proceeding as before. Position 0800 1200 2000 22-02 N 22-27 N 23-33 N 124-34 E 125-20 E 126-45 E

<u>C-O-N-F-I-D-E-N-T-I-A-L</u>

WAR DIARY October 1945

(Minus 9) October 26th

Proceeding as before.

Position

0800	1200	2000
25-48 N	26-30 N	27-48 N
128-21 E	129-13 E	130-43 E

(Minus 9) October 27th

Proceeding as before.

Position

0800	1200	2000
30-00 N	30-34 N	31-55 N
133-13 E	134-09 E	135-24 E

(Minus 9)

October 28th

Proceeding as before. 0902 Passed Nagoya entrance swept channel bouy #1 abeam to port. Entered swept channel. Proceeding on various courses and at minimum safe maneuvering speed to conform to swept channel. Captain at the conn, Executive Officer and Navigator on the bridge. 1109 Passed Kami Shima Light abeam to port, 1 mile, and Irako Saki Light abeam to starboard, 1 mile. Entered Iseno Umi Harbor. 1448 Posted anchor detail. 1500 Proceeding independently to anchorage. 1522 Anchored in Iseno Umi, Japan, in 10 fathoms of water with 45 fathoms of chain out to the port anchor on the following anchorage bearings: Nagoya Channel Beacon 052°T, Oniga Sake Point Bell Bouy 156°T. 1534 Secured anchor detail Set port watch. 2000 Disembarked five U.S. Navy officer passengers.

Position

0800

34-11 N 137-07 E

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

WAR DIARY October 1945

(Minus 9) October 29th

Anchored as before. Armed picket boat maintained from sunset to sunrise. 1205 Japanese civilian pilot, Captain K. Takumi, came aboard. 1245 Made all preparations for getting underway. Set special sea detail. 1255 Underway to dock #12, Nagoya, Japan. Pilot at the conn, Captain, Executive Officer and Navigator on the bridge. Proceeding on various courses and speeds to conform to channel. 1513 Anchored in Nagoya harbor in 5 fathoms of water with 30 fathoms of chain out to the starboard anchor. Awaiting orders to go alongside the dock. 1637 Anchor aweigh. Underway to dock. 1701 Moored port side to dock #12, Nagoya, Japan, with six lines to dock. Pilot left the ship. Secured special sea detail. Set port watch. 1810 Comminced cargo unloading operations. Draft forward 15'10", aft 23'0".

(Minus 9) October 30th

Moored as before. Cargo operations continuous. 0845 Completed cargo unloading operations. Draft forward 15'6", aft 22'6", 1000 Completed disembarking 14 officers and 279 enlisted men of the 25th Division, U.S.A. 1055 Made all preparations for getting underway. Stationed special sea detail. 1114 Japanese civilian pilot, Asai, came aboard. 1117 Underway in accordance with orders of Port Director, Nagoya, to anchorage in outer harbor. Pilot at the conn, Captain, Executive Officer and Navigator on the bridge. Proceeding on various courses and speeds to conform to channel. 1308 Pilot left the ship. 1335 Anchored in Iseno Umi Harbor, Japan, in 8 fathoms of water with 45 fathoms of chain out to the starboard anchor on the following anchorage bearings: Nagoya Harbor Entrance Light 045°T, Yokkaichi Harbor Entrance Light 252°T. Secured special sea detail. Set port watch.

<u>C-O-N-F-I-D-E-N-T-I-A-L</u>

WAR DIARY October 1945

(Minus 9) October 31st

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Anchored as before. Armed picket boat maintained from sunset to sunrise. Ship engaged in making preparations for sea.

Submitted:

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James P. SHIELDS, Lt(jg), USNR, Navigator.

Approved

ichs

C.O. HICKS, Commander, USNR. Commanding.

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

War Diary

November 1945

(Time Zone Minus 9) November 1st through November 6th

Anchored in Iseno Umi, Japan, in 8 fathoms of water with 60 fathoms of chain out to the starboard anchor on the following anchorage bearings: Nagoya Harbor Entrance Light 045°T, Yokkaichi Harbor Entrance Light 252°T. Port and security watches maintained. Armed picket boat maintained from sunset to sunrise. Ship engaged in necessary maintainence while awaiting orders to embark passengers for transportation to the United States.

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CULIEU J-U HILLS

AUTO DECISE

(Minus 9) November 7th

Anchored as before. 0845 Made all preparations for getting underway. Stationed special sea detail. 0859 Underway in accordance with orders of Port Director, Nagoya, to shift anchorage. Executive Officer at the conn, Navigator on the bridge. Proceeding on various courses and speeds to conform to harbor. 0945 Anchored in Berth #A-9, Iseno Umi, Japan, in 10 fathoms of water with 45 fathoms of chain out to the starboard anchor. Secured anchor detail. Set port watch.

(Minus 9) November 8th through November 12th Anchored as before.

03

(Minus 9) November 13th

Anchored as before. 1445 Embarked 30 officers and 453 enlisted men of the 11th Replacement Depot, U.S. Army, for transportation to San Francisco, California.

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

War Diary

November 1945

(Minus 9) November 14th

Anchored as before. 0600 Made all preparations for getting underway. Stationed special sea detail. 0620 Underway independently in accordance with orders of Port Director, Nagoya, Japan, enroute from Nagoya, to San Francisco, California. Captain at the conn, Executive Officer and Navigator on the bridge. Proceeding on various courses and speeds to conform to swept channel. 0702 Passed Iseno Umi, swept channel bouy #20, abeam to port, and entered swept channel. 1029 Passed Irako Saki Light, abeam to port, one mile, and Kami Shima Light, abeam to starboard, one mile. Entered Pacific Ocean. 1600 Exercised at abandon ship drill. 1622 Secured from drill. 2044 Passed Inanba Shima, Nanpo Shoto, abeam to port, 6 miles. 2134 Passed Milcura Shima, Nanpo Shoto, abeam to port, 19 miles. 2224 Passed Hachyo Shima, Nanpo Shoto, abeam to starboard, 24 miles.

Position

2000

33-32 N 139-03 E

(Minus 9½) November 15th		; as before. Minus 9½ zone		ship's clocks	
	Position				
	0800	1200	2000		

34-11 142-35	34-36 143-46		35-15 145-57	
14~- ))	 147-40	-	-4/-//	-

<u>C-O-N-F-I-D-E-N-T-I-A-L</u>

War Diary

November 1945

(Minus 10) November 16th

Proceeding as before. 0000 Advanced ship's clocks  $\frac{1}{2}$  hour to Minus 10 zone time. 1400 Exercised at abandon ship drill. 1532 Secured from abandon ship drill.

Position

0800	1200	2000
36-00 1	36-25 151-57	37-29 N 154-23 E

(Minus 10¹/₂) November 17th

Proceeding as before. 0000 Advanced ship's clocks  $\frac{1}{2}$  hour to Minus  $10\frac{1}{2}$  zone time.

Position		
0800	1200	2000
38-55 N 158-16 E	39-25 N 159-40 E	40-22 N 162-30 E

(Minus 11) November 18th

Proceeding as before. 0000 Advanced ship's clocks  $\frac{1}{2}$  hour to Minus 11 zone time.

Position		
00800	1200	2000
41-38 N 166-39 E	42-00 N 168-08 E	42-43 N 171-14 E

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

War Diary

November 1945

(Plus 12) November 18th

Proceeding as before. 0000 Retarded ship's clocks 23 hours to Plus 12 zone time. 1655 Crossed 180th meridian eastbound at 44-38 N.

Position

0800		1200	2000	
43-42	N	44-01 177-35	44-45 178-42	N W

(Plus 113) November 19th

Proceeding as before. 0000 Advanced ship's clocks  $\frac{1}{2}$  hour to Plus  $11\frac{1}{2}$  zone time.

1200

2000

45-32 N 168-50 W

Position

0800

45-15 N 174-00 W

(Plus 11) November 20th

Proceeding as before. 0000 Advanced ship's clocks  $\frac{1}{2}$  hour to Plus 11 zone time.

45-19 N 172-16 W

Position

0800	1200 .	2000
45-28 N 163-53 W	45-26 N	45-19 N
163-53 W	162-09 W	158-43 W

# <u>C-O-N-F-I-D-E-N-T-I-A-L</u>

War Diary

November 1945

(Plus 10¹/₂) November 21st

Proceeding as before. 0000 Advanced ship's clocks  $\frac{1}{2}$  hour to Plus  $10\frac{1}{2}$  zone time. 1457 Destination changed from San Francisco, California, to Portland, Oregon, by orders of ComWesSea-Fron.

2000

Position

0800

45-04 N	44-53 N	44-54 N
153-48 W	151-52 W	148-34 W

1200

(Plus 10) November 22nd

Proceeding as before. 0000 Advanced ship's clocks 1/2 hour to Plus 10 zone time.

Position

0800	1200	2000
45-08 143-45	45-13 142-02	45-22 N 138-38 W

(Plus 9) November 23rd

Proceeding as before. 0000 Advanced ship's clocks 1 hour to Plus 9 zone time. 1610 Fire reported in #1 clipping room, due to short circuit in Mark XIV sight power circuit. Pulled fuses in circuit; fire extinguished immediately.

Position

0800	1200	2000
45-35 N	45-45 N	45-52 N
133-55 W	132-15 W	129-15 W

# <u>C-O-N-F-I-D-E-N-T-I-A-L</u>

War Diary

November 1945

(Plus 8) November 24th

Proceeding as before. 0000 Advanced ship's clocks 1 hour to Plus 8 zone time. 0737 Picked up land on radar, 085°T, 36 miles. 0915 Passed Tillamook Light, abeam to starboard, 7 miles. 0950 Passed Columbia River Light ship, abeam to port, 1 mile. 0957 Pilot, Lt-Comdr. HANSEN, came aboard and took the conn. Proceeding on various courses and speeds to enter Columbia River Main ship channel. Pilot at the conn, Captain, Executive Officer, and Navigator on the bridge. 1012 Passed Columbia River Channel Entrance Bouy, abeam to port, and entered Main ship channel. 1030 Crossed Columbia River bar. 1120 Pilot, Lt-Comdr. HANSEN, left the ship and Columbia River pilot, F.S. READER, came aboard and took the conn. Proceeding on various courses and speeds to conform to Columbia River channel, to Portland, Oregon. 1645 Passed Belle Vue Point Light, abeam to starboard, and entered Willamette River. 1650 Stationed special sea detail. 1719 Moored port side to dock, Berth #3, Pier #1, Terminal #4, Portland, Oregon, with six lines to dock. 1745 Secured special sea detail. Set port watch. Pilot left the ship. 1900 Completed disembarking 30 officers and 453 enlisted men of the 11th Replacement Depot. U.S. Army.

(Plus 8) November 25th and November 26th

Moored as before. Awaiting orders to make necessary voyage repairs.

# <u>C-O-N-F-I-D-E-N-T-I-A-L</u>

War Diary

November 1945

(Plus 8) November 27th

Moored as before. 1130 Made all preparations for getting underway. Stationed special sea detail. 1207 Pilot, Lt-Comdr. FIDLER, came aboard. 1232 Underway in accordance with orders of Port Director, Portland, Oregon, to shift berths. Proceeding on various courses and speeds to conform to channel. Pilot at the conn, Captain, and Executive Officer on the bridge. 1307 Moored starboard side to U.S.S. QUEENS (APA 103), Clark Wilson Lumber Co. Docks, Linnton, Oregon, with six lines over. 1323 Secured special sea detail. Set port watch. Pilot left the ship.

(Plus 8) November 28th

Moored as before. 1400 Made all preparations for getting underway. Stationed special sea detail. 1434 Lt-Comdr. FIDLER, pilot, came aboard. 1439 Underway in accordance with orders of Port Director, Portland, Oregon, to shift berths. Proceeding on various courses and speeds to conform to channel. Pilot at the conn, Captain and Navigator on the bridge. 1536 An-chored in Mid-Channel, Willamette River, off Swan Island Light, with 30 fathoms of chain out to the port anchor in 52 fathoms of water, to await orders to proceed to dock. 1627 Anchors aweigh, proceeding as before. 1656 Moored starboard side to Old Deperming Dock, Swan, Island, Portland, Oregon, with 7 lines over to dock. 1803 Secured special sea detail. Set port watch. Pilot left the ship.

(Plus 8) November 29th and November 30th

Moored as before. Ship engaged in necessary repair and maintenance work.

HOLD FOR RELEASE PRESS AND RADIO · UNTIL © A.M. (E.W.T.) AUGUST 14, 1945

# AMMUNITION SHIP USS ALMAACK HAD CLOSEST CALL AT LUZON

The attack cargo ship USS ALMAACK, veteran carrier of vital munitions for the assault troops who go ashore on D-day, had her sternest test in the invasion of Luzon Island January 9, 1945.

The 300 enlisted men and 45 officers of the ALMAACK had a life and death interest in the successful completion of this Lingayen Gulf mission, for the ship carried one million pounds of ammunition--the equivalent of 250 two-ton blockbuster bombs.

The ALMAACK was shaken by bomb near misses, threatened by Kamikaze planes and nicked by friendly antiaircraft fire, but her luck held and the ship discharged her essential cargo on the surf-churned Philippine beaches without serious mishap.

This action climaxed three and one-half years of duty which had taken the ALMAACK 90,000 miles, or nearly four times around the earth, into 39 alien harbors from Casablanca to the Philippines.

In the Pacific, the ALMAACK had already participated in the invasions of Guam, Saipan and Leyte. During the Leyte operation the ship's 20 millimeter gunners shot down a Jap torpedo bomber which had penetrated the convoy screen to launch an ineffective torpedo.

For the Lingayen operation, the ALMAACK loaded the ammunition, stores and vehicles at a rear base and headed for the rehearsal area. Then the ship joined the invasion fleet and steamed into enemy waters. Friendly forces held Leyte and Mindoro but along the route lay many Jap-held islands where midget submarines, airfields and motor torpedo boat bases had been reported.

The passage through Surigao Strait and Mindanao Sea was uneventful, but at sundown of January 6, Jap planes attacked the formation, only to be shot down by the carrier-borne CORSAIRS. There was no further action until the morning of January 8, in the South China Sea, when two twin-engined Jap bombers slipped past the combat air patrol, and one, coming in down-sun, straddled the ALMAACK with two bombs which did not explode.

Again at sundown four Jap VALS bored in toward the formation only to be shot down in order by Navy HELLCATS. Repeated attacks kept the ALMAACK's crew at General Quarters until long after dark, but only one enemy plane got through to crash another ship. One Jap plane was shot down in the center of the formation. Early on the morning of D-day, January 9, the formation entered Lingayen Gulf. Occasionally warnings of floating mines came in over the voice radio from the small escort ships ahead and the huge formation changed course accordingly. Before dawn, in the transport area the ALMAACK lowered her boats. At one time there was heavy antiaircraft fire against three enemy planes--all were destroyed.

By 7:53 A.M. all boats were in the water and away to their assigned ships to carry troops and tanks in the assault waves. At 9 A.M. bombardment of the beach began and, soon after, the first wave hit the beach on time. An hour later the ALMAACK's beach unloading party landed and at 11:20 A.M. the ship moved to an inner berth, two and one-half miles off Lingayen city.

The ALMAACK stayed in the Gulf for three and one-half days for unloading and was delayed by heavy surf conditions. Morning and evening a smcke screen was laid around the anchored fleet and just as regularly the Japanese sent in their planes. Sometimes, because of the smoke curtain, antiaircraft fire passed close to the ship, occasionally some caroming off the lofty booms of the ALMAACK.

The sheltering night proved a false friend for, in it, Japanese torpedo boats were active.

On the morning of January 12, a bomb was dropped alongside the ALMAACK, close enough to shake the heavy ship sharply.

Meanwhile, the ALMAACK's boats had had tough going on the beaches. LCVP's (Landing Craft, Vehicle and Personnel) and LCM's (Landing Craft, Mechanized) broached in the surf. The boat crews worked all night to repair holes stove in the hulls, clearing cargo nets and debris fouled in the propellers.

Both rudders were torn off one LCM, yet the crew made many successful landings, steering by the engines alone. The ALMAACK lost four LCVP's and one LCM in the surf.

Meanwhile, the ALMAACK's beach party reported that their difficulties with the surf were only equalled by their battle with the mosquitoes of the rice paddies. One officer, who claimed he dug the deepest foxhole in the Philippines, emerged in the morning to display 45 swollen bites on his face.

The work of unloading the small boats on the beach was lightened by the assistance of hundreds of Filipinos who had come down from the hills soon after the landing. These people told the ALMAACK's beach party that the Japanese had confiscated their rice crops--which was borne out by their depleted physical condition. Most were able only to carry light loads.

On the afternoon of January 12, the unloading was completed, boats were swung aboard and the last of 14 small ships was fueled and watered alongside--for the AKA's and APA's act as mother ships for the small vessels on the far beaches.

The voyage back to Leyte was accomplished safely despite one determined Kamaikaze attack on the convoy and a threatened night attack by motor torpedo boats which did not mature. The ALMAACK was built by Bethlehem Steel Company, Fore River, Quincy, Massachusetts, and was commissioned June 15, 1941.

The first commanding officer was Captain T.R. Cooley, U.S.N., of 348 East Main Street, Grass Valley, California. In July 1942, he was relieved by Commander Chester L. Nichols, U.S.N., of 512 Broadway, Newport, Rhode Island.

In December 1942, Lieutenant Commander Hugh B. McLean, U.S.N., of 207 Eighth Street, Orange, Texas, took command. He was relieved in May 1944, by Commander John Y. Dannenberg, U.S.N., of 532 North 13th Street, Muskogee, Oklahoma.

In August 1944, the present commanding officer took over. He is Commander Clyde O. Hicks, U.S.N.R., whose wife, Mrs. Elizabeth Hicks, lives at 853 Santa Cruz Street, San Pedro, California.

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(Photographs available in Library Section, Office of Public Information)

# NAVY DEPARTMENT

IMMEDIATE RELEASE PRESS AND RADIO

## JANUARY 20, 1945

### U.S.S. ALMAACK SHOOTS DOWN JAP PLANE DURING PHILIPPINE INVASION

In a routine cargo trip to Leyte during the Philippine Invasion, the USS ALMAACK, loaded with Army personnel, war vehicles, and supplies, proved instrumental in destroying a Japanese torpedo-bomber of the Jill type. The plane swept in low, crossing the convoy without injury from the antiaircraft fire, and dropped its torpedo in the direction of another vessel. The torpedo missed and by this time the withering fire of the ALMAACK's 20 mm guns had shot down the plane.

This action climaxed three and one-half years of duty which has taken the ALMAACK 90,000 miles or nearly four times around the earth, into 39 different harbors or anchorages from Casablanca to the Philippines.

The crew well remembers the tense moments when they were torpedoed off Gibraltar and the time they were the largest ship to enter the Canton Island harbor, whose small size and strong current made the entrance a ticklish navigational feat.

Recent Pacific operations in which this AKA has participated have included the invasion of Guam and the initial invasion of Saipan. She was the first ship to combat-load medium tanks, which she did for the Saipan invasion.

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SHIP'S

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# HISTORY

U.S.S. ALMAACK (AKA 10)

The U.S.S. ALMAACK was formerly the S.S. EXECUTOR, built by the Bethlehem Steel Co. at the Fore River Yard, Quincy. Massachusetts. She was launched September 21, 1940, and taken over by the American Export Lines October 22, 1940. Master E.H. Nelson was placed in command. The Executor was loaded in the New York area and November 16, 1940, got underway on her maiden voyage ---- a nonstop run to Bombay, India via the Cape of Good Hope. She unloaded a total cargo of 7101 tons at Bombay; Karachi; Colombo, Geylon; and Calcutta. January 15, 1941, she began her homeward voyage to Boston, stopping en route at Trinidad, Spain. After another trip to India in the early months of 1941, the S.S. Executor was converte ' to an armed combat cargo vessel at the Tietjen Lang Dry Dock Co., Hoboken. New Jersey.

On June 15, 1941, at the U.S. Army Transport Service Base, Brocklyn, New York, this vessel was placed in full commission as a vessel of the United States Navy. She was commissioned the U.S.S. Almaack (AK-27) ---Commander T.R. Cooley, U.S.N. assuming Command. She immediately began trial runs in and around New York Harbor. In convoy with DesDiv 62 on July 27, 1941, she got underway on her first voyage as a ship of the U.S. Navy. The convoy arrived at Reykjavik, Iceland, August 6, and the Almaack began discharging cargo. She returned to New York where she was again lcaded. This time her cargo was destined for Trinidad, Spain, where she arrived September 20, 1941. On her way, she made a brief stop at San Juan, Puerto Rico. The convoy lanes at the time led down the coast of the United States to gain some protection from the enemy submarine packs that were already on the loose.

The Almaack returned to the "States" with undue trouble and again loaded for her second run to Iceland --- stopping en route at Halifax Harbor, Nova Scotia. After unloading, she again returned to New York. The New Year (1942) found her being loaded at Norfolk, Va. for a trip to Bermuda. Upon returning to New York, she was again loaded. This time she was bound for Ireland and Scotland. For her return trip to America, she was loaded with sand for ballast. She was again loaded in New York. On April 9, 1942, she got underway as part of Task Force 38 --- bound for duty in the Pacific. She passed through the Panama Canal April 19 for her first time and sailed for Tonga Islands where she arrived May 8. When unloading was completed, she reported to CincPac for duty. In company with another AK, she arrived at San Diego June 5, 1942.

Captaim T.R. Cooley was releived June 6, as commanding officer by Commander C.L. Nichols, U.S.N. The Ship was then attached to Amphibious Forces, Pacific Fleet for duty in Transport Division Two. Under this command, the Almaack was sent to Long Beach for repairs and alterations at the Craig Shipbuilding Co. Upon completion of repairs, July 15, she returned to San Diego and began firing and landing exercises off the coast of California. The Almaack became part of Task Unit 3.6.1. and returned to the East Coast.

At Norfolk, Va., the Almaack underwent further alterations and repairs; then loaded cargo at New York. As part of Task Force 38, she got underway for what proved to be her first amphibious operation. The Task Force proceeded to Scotland. At Lock Fyne, the Almaack participated in Amphibious exercises until October 21. Five days later, as part of Task Force "Torch" under control of the Admiralty, the convoy left Britain for the first amphibious landings of the war. Three days out from Algiers, control shifted to a U.S. Naval Commander for the invasion of Africa.

The passage from the British Isles to Africa was one of little excitement. Enemy planes appeared several times in sight of the convoy. But no serious attacks occured. On November 8, the Almaack anchored off "Charlie Red" Beach, Algiers. Her landing craft were in the first assault waves. But very little unloading of cargo was accomplished due to the heavy seas and high winds. All but six of her boats were lost on the beaches the first day. During the first night, the remaining six were also wrecked. The Almaack then pulled into a pier and discharged her remaining cargo. The ship was under enemy air attack several times each day during the unloading. Though other ships were hit, the Almaack was undamaged.

In convoy November 12, she left Algiers for Gibralter. There she joined another convoy of nine transports and five escort vessels bound for the British Isles. At 0315 November 15, (her second day out from Gibraltar) a Torpedo struck the Almaack and exploded in the port side of the engine room. The engine room, fire room, and number five hold flooded immediately to a depth of eighteen feet ---- trapping four men in the fire room. The shaft alley soon commenced to flood but all other bulkheads remained watertight. A British escort vessel came along side and eight officers and one hundred eighty enlisted men were transfered to the H. M. S. Glaisdale for transportation to Gibraltar. Twelve officers and one hundred twelve men remained aboard to work the ship and man the guns. The Almaack was towed back to Gibraltar by the H.M.T. Jaunty. She arrived November 18. Captain C.L. Nichols was detached November 24; Lt. Commander H. B. Mc Lean became the acting Commanding Officer.

The Almaack was placed in dry dock December 2. Her condition was found not to be critical; so she was placed on a waiting list for her temporary repairs. It was while waiting, that, on January 31, 1943, the U.S.S. Almaack (AK-27) became the U.S.S. Almaack (AKA-10). Finally the ship was again drydocked (March 3) and temporary repairs were begun. When the water was pumped from the engine room, the bodies of the four missing men were found. Due to the condition of them, recognition was impossible. A burial at sea was performed the following day.

The temporary repairs having been completed by March 31, the ship was taken under tow and towed to Casa Blanca. On May 3, in tow of the U.S.S. Arapaho, the Almaack began her return to the United States. She arrived at Norfolk, Va. and repairs were begun. Commander J.Y. Dannenburg U.S.N. releived H. B. McLean as commanding officer on June 16 --- the ship still undergoing repairs in Norfolk. Finally on October 18, 1943, the Almaack got underway on her own power after eleven months of disability. She completed the necessary trial runs and reported to Jacksonville Florida where she loaded Florida orange juice to be delivered at San Pedro, California. After discharging her cargo, she sailed to San Diego. Her stay in that area, from November 18 to January 13, 1944, consisted of numerous amphibious exercises with Task Force 53 at San Clemente Island and Oceanside, California.

After loading Marine Combat troops and underwater demolition teams, the Almaack got underway on January 13 for operation "Flintlock".

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She proceeded to Lahaina Roads, Maui, T.H. and from there sailed forth on her first of six amphibious operations in the Facific. In company with Task Force 53, the Almaack arrived in transport area January 31, for assault on Jacob and Iran Islands in the Kwajalein Atoll of the Marshall Islands. The Almaack's boats were dispatched to the APA's to unload the assault troops and equipment. The unloading was accomplished with little difficulty by D plus 4 day. On D plus 6, she loaded aboard 22 L.V.T.s and crews and left in convoy for Funifutti in the Ellice Islands. From Funifutti she sailed to Guadalcanal, Solomon Islands --- arriving February 18. She unloaded the L.V.T.s and crews and proceeced to Noumea, New Caledonia. There the crew was given liberty after a job well done in the invasion of the Marshalls.

In Noumea, it was not all play, however. Firing and landing exercises were conducted several times before the ship left the French Colony March 7. Traveling in convoy, the ship stopped at Gaudaldanal, Tulagi, Funafutti, and Canton Islands, where she loaded. The latter stop providing a bit of ticklish navigating for the entry into the harbor. The Almaack was the largest ship to enter the harbor (April 3, 1944) -- it being a difficult passage due to its extremely narrow entrance and an eight knot current. From Canton, the Almaack proceeded to Honolulu, where she discharged her cargo. She then went to Maui where she loaded combat Marines for the invasion of the Marianna Islands.

With Task Group 52.15, she left Honolulu May 29 ---- Destination Saipan. En route, the convoy stopped at Eniwetok atoll until June 11. The Group arrived in the transport area off Saipan on D day. The Almaack hoisted her landing craft into the water and loaded medium tanks into them. Thus becoming the first ship of her type to combat load medium tanks for any invasion. Due to the extensive coral reefs surrounding the assault beaches, the boats had to pass through a narrow channel in the reef. While proceeding through this channel, one of the Almaack's boats (L.C.M #3) was hit by enemy shell fire. One crew member was killed, the others wounded.

An enemy air attack developed the first day. But the planes were driven off. Due to the limited beach for unloading purposes and the event of more air attacks, the transports retired for the night. They returned to the beaches the next morning, but there was still too much congestion. So the Almaack, with several other ships, retired until the 21 of June. Unloading operations were completed by June 24 and the ship left for Eniwetok. From Eniwetok, the Almaack proceeded independently to Pearl Harbor to load for her third invasion of the Pacific. While she was being loaded at Honolulu, Lt. Comdr. C.O. Hicks, the executive officer, releived Commander J.Y. Dannenberg as commanding officer. Three days later (June 9), in company with Transport Divisions 18 and 28, the ship left for the invasion of Guam --- carrying on board men and equipment of the 77th Infantry Division. At Eniwetok the Almaack became part of Task Group '53.19, and proceeded to Guam.

The morning of D day, the Almaack was in the transport area west of Orote Penninsula. No cargo was discharged the first day and the ships retired for the night. Early the following morning, the ships were back in the transport area. Their boats were hoisted into the water and unloading

commenced. The numerous coral formations jutting out into the water prevented the boats from reaching the beaches. This necessitated the lashing together of life rafts to float cargo over the reefs to the beaches. It was only with these rafts, rubber boats, DUKS, and L.V.T.s that the troops were supplied at Agat. Most of the unloading was done in the day time as the ships retired at night. On July 29, The Almaack left Guam for Eniwetok - then on to Pearl Harbor. There on the 24th of August, she went into dry dock to have her bottom sand-blasted and painted. With this accomplished, men and equipment of the 96th. Infantry Division were loaded for the Almaack's fourth amphibious operation of the Pacific. After the loading, she participated in amphibious maneuvers at Maui. September 1945, she left Hawaii for a redezvous at Eniwetok before proceeding for the landings on Yap Island in the Carolines. However, this operation was canceled and as part of Task Group 33.2 she sailed for Manus Island in the Admiralty Group. On October 2 the Almaack crossed the equator for the fifth time since her commissioning. Many "Polywogs" being on board, King Neptune's men held "field day" ---initiating the fresh water "creatures" into the "noble and ancient" Order of King Neptune. It was indeed a bruised and battered crew that arrived at Manus a day later.

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During her stay at Manus, the Almaack furnished boats for the provisioning of the fleet. Day and night were spent in preparing for the largest of the Pacific invasions to date. Changes were made in operation plans; six of the Almaack's L.C.V.Es were transferred temporarily to L.S.T.s. In return she received aboard, for the first time, 6 L.C.S.s (Rocket Guide Boats) to lead the first waves of L.V.T.s to the beach.

She left Manus October 14, for the "return" to the Philippines. In company with Task Group 79.2, the Almaack maneuvered and exercised at emergency drills past recently taken Pelelieu and on to Leyte Gulf, Philippine Islands. Many an Officer of the Deck lost sleep and hair because of such night maneuvers as the "Golden Gate Plan." It was almost a relief to think about a nice quiet invasion, rather than the dangers of traveling in a closely formed convoy, loaded with high explosives, and completely blacked out.

"A" day was October 22. Early in the morning, the convoy entered the gulf. Mine sweepers and escort vessels were dashing feverishly about exploding mines and investigating sound contacts. The transports passed on to the anchorage area with no trouble — aside from a few tangled paravanes. The boats were hoisted into the water. The Almaack's LCVP's were used as guides for the first waves and her L.C.M.s carried tanks that formed the sixth and seventh waves. One of her LCVP's (#13) was hit twice by enemy shell fire while discharging cargo on the beach. The crew was unhurt except for minor scratches and continued to operate as crew members of other boats.

The weather and location being ideal, a smoke screen proved very effective — enemy aircraft could not see the ships nor could the ship see the planes. It was not uncommon for a boat to become separated from the ship and be hopelessly lost in the dense smoke. Nor was all "rosey" on deck. Many crew members were overcome by the thick smoke and required first aid treatment. By October 22 (A plus 2), the Almaack was completely unloaded — haveing discharged 2450 tons in fifty-four hours forty-eight minutes, for a new record. She left Leyte and arrived at Humboldt Bay, Dutch New Guinea on October 27. After a few days there, the Almaack arrived at Morotai Island in the Molucca Group November 5. The first sight of Morotai was marked by an intense blanket of anti-aircraft fire. This continued sporadically during the entire loading. Everyday the crew was forced to leave their loading stations to man their guns as enemy planes appreared. Much of each night was spent at General Quarters stations. It was with a sigh of relief that Morotai was left behind for Letye. However, the feeling of relief was not long lived One day out from Leyte, enemy aircraft were reported in the vicinity. All hands went to their battle stations. Soon a single plan approached the convoy. It skirted the screen and entire convoy and then began its torpedo run. For a few moments, it appeared as if the attack were directed at the Almaack. But the plane leveled off and headed for the U.S.S. Catskill -the ship directly astern of the Almaack. The plane dropped its torpedo and attempted to suicide into her target. All guns on favorably located ships were brought to bear on the plane. Due to the hail of lead, the wing of the plane disentigrated and the plane crashed into the sea --- a scant few feet astern of the Catskill. Approximately at the same time, the plane's torpedo passed ahead of the Catskill and astern of the Almaack. Nor was that all the excitement for the night. Early in the evening, enemy planes circled overhead dropping flares in a desparate attempt to locate the convoy.

Unloading operations were begun upon arrival at Leyte. Enemy planes appeared frequently throughout the nights to interrupt the unloading. The ship was back at Hollandia, New Guinea by November 19. There, on November 22, the Captain held meritorious mast. Awards were made to three officers and five enlisted men for meritorious service performed at Saipan. On November 26, the Almaack left for the Solomon Islands. She arrived Empress Augusta Eay, Bouganville November 30. Loading began immediately -- this time without docks or piers. The ship was loaded by hauling the cargo from the beach to the ship in landing craft. By the 4th of December, the loading of men and equipment of the 37th Infantry Division was completed. Soon after the Almaack, in company with Task Group 79,1, left Bouganville for two day landing maneuvers at Lae, New Guinea. By December 21, the Almaack was back at Manus. On Christmas Day, meritoricus mast was again held. Six men received Purple Heart awards for wounds received in action against the enemy. After the awards were made, the crew relaxed at a smoker where the Almaack's boxers won a fair share of "wins".

The last day of 1944, the Almaack left Manus for her second major invasion of the Philippines. The route taken led through Surigao Strait into the Mindanao Sea, through the Sulu Sea, and into the China Sea. It was on January 6, in the Mindanao Sea just south of the island Bohol, that the convoy encountered the first enemy aircraft. One "Zeka" streaked across the convoy with four Corsairs in hot pursuit. As soon as they cleared the convoy. the American planes opened fire and the Jap plane crashed into the sea. A good portion of the night was spent at general quarters stations because radar reported enemy planes in the vicinity. On January 8, soon after entering into the South China Sea, the convoy again came under attack of enemy planes. Two Jap twin-engine planes dived out of the sun. The dropped bombs that splashed into the water a few yards from the Almaack. No damage was done the ship as the bombs did not detonate. That evening energy planes returned. Four of the Jap planes were shot down by the planes of the escort screen as they approached the convoy. One broke through the screen and suicided into an escort carrier. A fifth Jap place approached the convoy. All the ships that could bring their guns to bear opened fire. The plane plunged downward and the sea claimed another Kamikaze kid.

The morning of the ninth (S-day), the Task Group entered Lingayen Gulf. Even as the boats were being hoisted into the water, enemy planes appeared. They were soon brought under fire. One suicided into the U.S.S. Columbia and one was shot down by the fighter patrol. The first waves hit the beaches on time. Unloading progressed favorably in spite of the fact that the crew spent considerable time at their battle stations. At night smoke plan was again put into effect. The smoke screen proved equally advantageous to the

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enemy on this occassion. For in the cover of the smoke, Japs sneaked among the ships with P.T. boats, suicide boats, and swimmers carrying dynamite charges. Unloading operations were ceased at night to prevent the mistaking of landing craft for enemy boats. The ship stationed armod picket boats circling the ship to ward off any would-be attacker. Sparadically throughout the night, one could hear the chatter of machine-gun fire as some alert boat crewman fired at a floating object --- a suicide swimmer perhaps. By January 12, the Almaack had finished unloading and left Lingayen. But it vas not all smooth sailing. The first morning out from Lingayen, a Jap plane dived out of the sun into the superstructure of the lead ship in the outboard column. Some of the crew were either blown overboard or they jumped over. The ships in the convoy maneuverd to miss them as one of the ships of the screen came in and picked them up.

From January 15 to 19, the Almaack anchored in Leyte Gulf. Every so often her safety was endangered by the appearance of enemy aircraft. The Almaack arrived at Ulithi Atoll, Caroline Islands on January 23. Much of the time there, her boats were busy provisioning ships of the fleet, The Captain held Meritorious Mast on the last day of January. Letters of commendation were made to four boat coxswain and a bronze star medal to another.

February 6. the Almaack left "The Paradise of the Pacific" for Guam where she loaded elements of the Third Marine Division, She remained at Guam until February 17, when she left in convoy for Iwo Jima. For three days the convoy milled about in area "Porch" --- approximately one hundred and twentyfive miles southeast of Iwo Jima. On February 22 and 23, the convoy pulled into the transport area just off the beaches of Iwo --- only to retire again. Due to the congested condition of the beaches, the Almaack's unloading was delayed until the twenty-fourth. That morning all boats were put into the water and were dispatched to the APA's to unload the assualt troops. Only the L.C.M.s were allowed on the beaches because of the heavy surf. From February 24, until March 3, the Almaack unloaded in the daytime and retired at night. When all priority cargo was unloaded, the took on empty shell cases from the destroyers and cruisers. March 6, she left for Saipan --- leaving three boats stranded on the beaches and the others badly battered by the surf. She stopped one day at Saipan, then sailed on to Guam where the remainder of the cargo was unloaded. From there she headed for Tulagi, Solomon Islands. Upon arrival, new boats were drawn to replace those lost and beyond repair. She remained one day at Guadalcanal, then sailed on to Noumes, New Caledonia as part of Transport Squadron 11. In Noumea, the crew enjoyed its first liberty (such as it was) in seven months.

On April 10, the Almaack began taking on men and equipment of the 81st Infantry Division for the invasion of Okinawa, however, plans were changed and the combat loat was shifted about to become a straight cargo load. After six weeks at New Caledonia, the Almaack again headed for Manus. There was only a one day stop-over at Manus, then on to Leyte where the troops and equipment were disembarked. It was good news to the crew that they did not have to make the trip to Okinawa. Nor was that the only good news that was rumored about the decks of the Almaack. After months of expectant waiting, the message finally arrived --- the ship was to return to Pearl Harbor then on to the United States. She left Leyte on the 26th. of May -- traveling independently. On June 6, she arrived at Pearl Harbor but for a stop of only nineteen hours. After what seemed years of absence, the Almaack finally returned to the United States --- a land she left 17 months previously. The spirits of the crew soared high as the ship passed beneath the Golden Gate Bridge the morning of June 13.

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After discharging all ammunition at Mare Island, the Almaack moored at the AmShip Co., Alameda, California to undergo alterations and repairs. Half the officers and men were given twenty-six days leave commencing June 15. When they returned, the remaining half went on leave.

The time passed all too quickly. The repairs progressed with greater speed then was anticipated. Only three days after the ship came out of dry dock, she moved to the Naval Supply Depot and commenced taking on supplies for another trip to the South Pacific. By August 21, the Almaack was loaded and a day later left for Samar Island in the Philippines. The war's end made little difference to her. For only a few with sufficient points were transfered.

While underway, on September 6, a message was received canceling all blackout restrictions. For the first time in her career as a Navy ship, the Almaack ran with lighted ship --- the navigational lights burning at full brilliancy. September 10, she arrived at Samar. But she waited until ten days later to begin her unloading. On September 22, the Captain again held meritorious mast. He gave letters of commendation to one officer and three boat crewmen for action in the Leyte operation.

After discharging only a small part of her cargo at Samar, the Almaack sailed to Subic Bay. She arrived the 26 of September, but waited until October 9, to commence unloading.

Some pertinent facts about the Almaack are:

Since her commissioning, she has been in 43 different ports from Reykjavik, Iceland to Algiers, North Africa; and from Iwo Jima to Noumea, New Caledonia; her travels in the Pacific as a Navy ship have covered approxiametely 75,000 miles; she has 50,000 miles to her credit in Atlantic waters --- for a total of 125,000 miles or five times around the world; her wanderings have taken her across the equator twelve times and across the international Date Line nine times; she has participated in seven major amphibious invasions --- carrying over one and one half million cubic feet of cargo.

# Corrections and Additions

Page 1 - Paragraph 2 - Line 9, should read as follows: Port of Spain, Trinidad.

#### Former Captains of this ship are as follows:

Captain T.R. COOLEY, USN. 348 East Main St. Grass Valley, California

Commander Chester L. NICHOLS, USN. 512 Broadway Newport, Rhode Island

Commander Hugh B. MC LEAN, USN. 207 Eight St. Orange, Texas

Commander John Y. DANNENBERG, USN. 532 North 13th St. Muskogee, Oklahoma

Present Captain

Commander Clyde O. HICKS, USNR. 853 Santa Cruz St. San Pedro, California

## Dead Heroes of the Torpedoing.

BROWN, G.K. F3c, 620 11 60, USNR, Carrall, Iowa. KEEFE, F.A. Jr., Flc, 405 11 62, USNR, Philadelphia, Pa. KRAMER, H.J., MM2c, 404 86 22, USNR, Philadelphia, Pa. VERGILIO, D., F2c, 406 91 44, USNR, St. Petersburg, Florida.

# Killed in the Saipan Invasion.

CAMERLINCK, Bernard V., 956 88 86, USNR, Independence, Missouri.

Letters of Commendation for Leyte Operation Sept. 22,1945.

Lt. Raymond D. WILLMOTT, USNR, Weehawken, New Jersey. BOLLINGER, Glenn E., MoMM2c, USNR, Altooma, Pa. MANCILL, Floyd E., MoMM2c, USNR, Mobile, Ala. STOKES, Harry F., Cox, USNR, Macon, Ga.

# Meritorious Mast for action at Saipan Nov.22,1944.

It(jg) Raymond D. WILLMOTT. Navy Marine Corp Medal. Weekawken, N.J. It(jg) Salvatore R. PAVIS. Letter of ?Commendation. New York, N.Y. It(jg) Louis J. REED. Letter of Commendation. Long Island, N.Y.

# Letters of Commendation for action at Saipan Nov. 22, 1944.

MC GOWAN, John J., MoMM2c, USNR, Boston, Mass. BROWN, Raymond O., MoMM3c, USNR, St Louis, Mo. ELLIOTT, John W., Slc, USNR, West Haven, Conn. STIMMLER, Harvey J., S2c, USNR, Phoenix, Arizona. BARBERENA, Lucien P., S2c, USNR, Bakersfield, Calif.

# Awarded Furple Heart for action against the enemy Dec. 25, 1944.

STIMMER, Harvey J., S2c, Phoenix, Arizona. MC GOWAN, John J., MoMM2c, Boston, Mass. BOWLEY, Donald J., S2c, Flagstaff, Arizona. HAFEMANN, Harvey L., BM2c, USN, Green Bay, Wis. MC COOL, William A., S1c, Oklahoma City, Okla. SUCKLE, Thomas J., SM3c, USNR, San Francisco, Calif.

# Letters of Commendation for Guam Operation Jan. 31.

DAGLE, Walter S., Cox, USN - Bronze Star Medal, Souix, Iowa. CUSTER, Dean D., Cox, USNR, Norfolk, Neb. NEATHERY, Wildon R., Cox, USNR, Muncie, Ind. SMITH, Shelby R., Cox, USNR, Long Beach, Calif. MORRIS, Glenn H., Cox, USNR, Rome, Ga.



AKA10/A9 Sorial 307

NEADENTIAL

From: To : Via :

Subject:

Enclosure:

U.S.S. ALM.INCK

No. 0M-75 -44 

27 June 1944.

1944

16

OFFI EIVE

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Commanding Officer. Commandor Task Force FIFTY TWO. Commander Transport Division TWENTY SIX. Commandor Transport Group DAKER

U.S.S. ALMAACK (AKAlO) - Report on Participation in Invasion of SAIPAN.

(A) Boat Employment Tables. -P.9 (D) Modical Officer's Report .- P.31 (D) Doat Group Commander's Report.-p.34 (E) Report on Darrol Doar

#### I - Proparation

1. The orders and directives for the operation against Salpan were so well-conceived and complete in all respects, grom the high echolons to the transport divisions, that it would appear neglectful not to apply these principles of advance and thorough planning through the ship to the individuals who actually porform the tasks, the enlisted men in the boats and on the ship. This was done. With such a wealth of information, the ship was enabled to formulate detailed plans well in advance. For example, in this operation the AIMAACK was required to have eight modium tanks loaded in tank lighters and at the line of departure at H / 15 hour, and there was some question as to whother this hour could be not. The fact that it was done is due solely to advance thought and planning whereby at least two hours was saved.

A schedulo for the ship's work and proparations was 2. drawn up commoncing D-7, which included the location of boats, the rigging of boons, the opening of hatdhos, and general ship's work. This schedulo was observed. Unexpectedly, the boats received unusually rough usage during provisioning at Eniwetok, but ropairs were made and all boats were again in excellent condition by D-Day.

The charts and maps furnished with the operation 3. orders, together with a relief map of Saipan obtained in Pearl, were used to construct greatly enlarged sections of the island, Blue beaches and the a proaches. Full dotails were shown, even small models to represent the various control boats, tendors, gas boats, and initial waves of LVT's and LCM's carrying tanks.

CLASSIFICATION THIS CORRESPONDENCE 80752 CHANGED TO .... AUTHORITY ..... 

U.S.S. ALMAACK

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Beginning at D-7, the officers, (all of whom had previously read all directives), were instructed in the topographical features of the landing and then they in turn explained the models to their own divisions, even the butcher and the baker. Finally, the last two days, D-2 and D-1, were devoted to briefing the boat crews. Also, each boat crew was instructed in its own duties, and the coxswains were given general information sheets covering all contingencies.

4. In Mauai, it was reported that the tanks weighed 32 tons, not too great a lift for 30 ton booms tested dynamically to 45 tons and statically to 67 tons. It was surprising then, on D-1 day, that the Commanding Officer was informed by one of the tank officers that in its present serviced and fully equipped condition, each General Sherman weighed almost 38 tons.

5. The tanks were loaded into the square of hatches Nos. 2, 3, and 5. Fractice unloadings to tank lighters in the calm water of Pearl Harbor and again in the choppy sea off Mauai during the training exercises were successfully made. To avoid too much juggling and consequent loss of time, and to enable the tanks to be centered exactly in the tank lighters, (which is absolutely essential), four (4) wedges were constructed for each tank lighter and secured to the sides, two on each side, to act as guides in centering tanks. The idea is 100% correct, and the construction was intentionally fragile so that the wedges would readily carry away but the wedges were made too light for the swell off Saipan so that in the operation they were only 74% effective. The next time the wedges will be constructed of 1" and 2" lumber and strongly secured to the tank lighters.

6. On leaving Eniwetok; the following boats were on board: 1 LCC, 7 LCM(3)'s, 9 LCVP's, 1 LCPL and 1 Bowser boat. As a result of the preparations, on arrival in the transport area on D-Day, the ALMAACK was in the following condition: Hatches Nos. 2, 3, and 5 open; 1 LCVP at the rail on each side of #1 hatch; 1 LCVP at the rail on each side of #2 hatch; 2 LCM(3)'s over #2 hatch; 1 LCVP at the rail starboard side #3 hatch; Bowser boat at the rail port side #3 hatch; 1 LCC and 1 LCM(3) over #3 hatch; 1 LCVP at the rail starboard side #4 hatch; 1 LCVF at the rail each side #5 hatch; 2 LCM(3)'s over #5 hatch; 2 LCVP's at the rail starboard side #6 hatch; 2 LCM(3)'s over #6 hatch. The plan called for five (5) pre-loaded boats to be away immediately. These boats were hung at the strongest booms (1 at a 10-ton and 4 at 30-ton booms), and were loaded the U.S.S. ALMAACK

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evening of D-1.

### 11 - D-Day

Boats were called away on arrival in the trans-7. port area at 0533 (all times KING). The last tank lighter hit the water at 0552 (19 minutes). Due to the slight ground swell which exerted a promounced effect on the tank lighters alongside, the wave of eight (8) tank lighters, each carrying a medium tank (one tank lighter was from the SUMTER), did not leave the ship until 0711, which, of course, enabled the wave to reach the line of departure well before H-Hour. The five (5) pre-loaded boats had already been dispatched and arrived at the CALLAWAY before 0600. The two smoke boats had been previously equipped and were on station at 0545. The two control. boats, the LCPL and 1 LCVP, reported for duty near the line of departure at about 0610, and the LCC arrived about 10 minutes later. An unexpected difficulty arose in connection with the Bowser boat, and that was the length of time required to fill its 550-gallon tank. Gasoline was on deck and the drums in racks designed for that purpose, and two hoses were used alternately to avoid delay in shifting one hose from one drum to another. Nevertheless, over two hours was required to place the bowser tank in the bowser boat (the boat cannot be hoisted with the tank in place), and to run down ten drums of gasoline, even with 5 pounds of air pressure in the drun. As a result, the bowser boat left the ship 0808 and arrived at the LVT area at about 0900.

8. During the balance of the day, only supplies which were called for wore sent in.

9. About noon the first report reached the ship that LCM(3) No. 3, loaded with a medium tank, had been hit by an enemy shell at a point between the two .50 caliber machine guns, where it exploded. CAMERLINCK, Bernard Victor, Sr., 956 88 86, S2c, V.6, USNR (SV), was killed outright, and the following were injured: STIMMLER, Harvey John, 555 55 48, S2c, V-6, USNR; McGOWAN, John James, 607 44 67, MoMM2c, V-6, USNR, ECKER, George Albert, 258 54 69, Cox., USN. Also three (3) marines of the tank crew were reported injured. Of the LCM crew, BARBERENA, Lucien Pete, 565 76 80; S2c, V-6, USNR alone escaped injury. The engines of the LCM, as well as the after structure, were denolished, but it was successfully beached and the tank rolled out and placed in service. The following U.S.S. ALMAACK

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day the tank lighter sank when under tow back to the ship. Account as to the source of the enemy fire disagree, whether it was mortar fire from Saipan, or artillery fire from TINIAN.

10. At 1816 the ship retired for the night in company with CTF 52 and Transport Group "BAKER". During the retirement and before clearing the transport area, an enemy air raid occurred. The ship went to general quarters at 1826. A voice transmission was received from DTF 52 for transports to fire on enemy planes when they came within range. Two rounds each of 5" and 3" ammunition were fired by the ALMAACK with no apparent results. The ship secured from general quarters at 1953.

# III - D/1 DAY

11. Upon return to Saipan the following day, work was immediately started on the "automatic unloading" plan. The first boat was secured alongside and loading commenced at 0801. At 0828 LCT No. 997 secured alongside and unloading to her was begun. Automatic unloading and unloading of supplies called for was continued throughout the day and until 0344 on D/2 at which time an interruption occurred, caused by an enemy air raid and the ship went to general quarters, securing and resuming unloading at 0410, D/2 Day.

# IV - D/2 DAY

12. The unloading on D/2 followed the same general pattern as D/1, except that no LCT was available.

13. At 1400 D/2 the ALMAACK hoisted in all boats in the vicinity and again retired in company with CTF 52 and Transport Group "BAKER", remaining underway until the afternoon of D/6, on which date the ships in company returned to Saipan to resume unloading.

# V - D/7 DAY

14. Upon arrival in Saipan area on D/6 and anchoring, general unloading was resumed at 1757. During the evening desultory enemy artillery fire from Tinian was directed at the transport anchorage. One shell was a near miss; it landed about 800 yards to port and was clearly heard as it passed the ship. At 0117 on D/7 unloading was again stopped by an air raid but was resumed at 0216 and

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continued uninterrupted the remainder of the day. At 2340 general quarters was again sounded, due to the presence of enemy aircraft, and unloading was resumed at 0151, D/8. Executed snoke plan on two occasions when enemy planes were near.

### VI - D/8 DAY

15. General unloading on D/8 until 1813. Also on this date, 45 tons 6" ammunition was unloaded to the ST. LOUIS and to the HONOLULU alongside the port side in succession, and empty powder cases received from them. Due to the excessive surging, some damage to the superstructure on both the ALMAACK and ST. LOUIS was sustained, and the starboard forward 40mm gun sponson of the ST. LOUIS damaged shell plating of ALMAACK and frames Nos. 67 to 70 inclusive. Before the HONOLULU came alongside, ALMAACK had put on a four degree list to starboard, which completely eliminated similar damage.

16. At the ship's request, the CAMBRIA sent an experimental barrel boom to the ALMAACK for trial. The report of the officer in charge is enclosed as enclosure (E). At 1813 all boats at the ship were hoisted and the ALMAACK retired in company with CTF 52 and Transport Group BAKER.

### VII - D/9 DAY

17. The retirement group returned to anchorage and unloading was resumed by ALMAACK at 0809, **D**/9. The remainder of the cargo and troops were unloaded on this day. Also, all excess smoke floats and pots were transferred to LST 275, and all casualties were transferred as follows:

> 6 Red to U.S.S. RELIEF 16 Blue to U.S.S. SAMARITAN 17 White to Morocco ashore 3 Returned to own commands for full duty.

### VIII - PORT COMPLNY

18. On 1 May 1944 at Mauai, two platoons of the 311th Port Company, U.S. Army, were embarked. As the ALMAACK has but two compartments designated as crow's living spaces, and as heretofore troops embarked have been berthed in these compartments with the crew, some approhension was felt concerning the mingling of two races in the same compartment. Happily, such fears were absolutely groundless. Promptly on arrival on

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board the Port Company was assigned to holds and general quarters stations. They were kept as busy as conditions permitted. At the beginning of the unloading phase they turned to with a surprising alacrity and they continued as fine and willing workers until the ship was completely unloaded.

19. It is absolutely essential that ships of the AKA type be provided with labor troops to remain in the ship until unloading is completed, if the AKA is to be ready to sail with the APA's of her division. This has been strossed by the undersigned several times in the past, and it is now most gratifying to be able to report the great increase in unloading efficiency and consequent reduction in time in the transport area thereby occasioned. In Kwajalein more boats were available, unloading at the beach was not so dependent on the tide, and but few marines were available before they were entirely disembarked to assist the ship's company. At Kwajalein, 1232 hours were required. At Saipan, with fewer boats, and with unloading at the beaches possible only at high tides, but with the Port Company on board, unloading was completed in 79 hours. The tennage in each case was about the same. It is strongly recommended that this practice of furnishing ships with labor battalions be continued.

IX - BOATS - LOSSES - TRANSFERS - RECEIPTS.

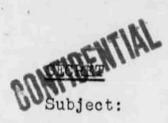
20. Losses. 1 LCM (3) (Ship No. 3) was lost as result of enemy action, as described in paragraph II above. 1 LCVP (Shi, No. 11) was in collision with LCT No. 997 and was badly holed, was promptly beached on the reef, but was broken up by the surf. The boat was not salvageable and is classed as an operational loss. All readily renovable gear, including guns, was salvaged.

21.

EGTENTIAL

blect:

- Transfers. To Boat Pool.
- (a) 1 LCC No. 39046 with 2 officers and 11 enlisted men.
- (b) 2 LCM(3) with 1 officer (Boat Group Commander), 3 enlisted men for administrative Boat Pool duty and 8 enlisted men for crews in Boat Pool.
- To U.S.S. BALLARD
- (a) 1 Bowser Boat, complete.



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22.

Receipts 2 LCM(3)'s and 12 enlisted men for U.S.S. BELLATRIX (AKA3) 1 LCN(3) and 10 enlisted men for U.S.S. WINGED ARROW (AP170)

X - CASUALTIES

23. Casualties sustained by personnel of this vessel are as described in paragraph 11 above, with the exception of one man, a member of the LCC crew, who was wounded by shrapnel.

XI - AWARDS AND COMMENDATIONS

24. Individuals who performed acts meriting awards or commendation are being recommended in separate correspondence.

### XII - DEPARTURE

25. All unloading having been completed, all troops and Boat Pool personnel having been transferred, the ALMAACK sailed at 1754 D/9 with designated units of Transport Group BAKER for Eniwetok. At 1928 during the air raid on the transport area the transport group and esdort ships executed the smoke plan while maneuvering.

### XIII - GENERAL

26. For the general unloading, the ALMAACK was fortunate in being assigned closest to the boat channel. This was perhaps the reason that many boats belonging to ships which had sailed or retired seemed to gravitate to the ALMAACK. Several boats with casualtics called first at the ALMAACK and regretfully had to be sent elsewhere because the ship was filled to capacity. The large number of other ship's boats used in unloading will be noted in enclosure (A). Crews of these boats were given meals on each trip, repairs were made to their boats and their boats were fueled. I have never seen a finer or more willing group of boat crews than in this operation. It was most gratifying to see empty boats come to the ship and ask for a load To my mind, the boat crews cannot be given too much credit for the pap played by them which contributed so tremendously to the success of the operation.

27. Enclosure (A) shows that an average 24 tons of cargo were unloaded per hour as summarized below:

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D-DAY	- 15	Juno -	0533-0710	1625-1816	3	hr.	28 m	1.
D/1	- 16	Juno -	0801-1755		9	hr.	54 m	i.
D/2	- 17	June -	0000-0344	0410-1410	13	hr.	34 m	i.
D/6	- 21	Juno -	1757-0000		6	hr.	03 m	i.
E/7	- 22	Juno -	0000-0117	0216-2340	21	hr.	24 m	i.
D/8	- 23	June -	0151-1813		16	hr.	22 m	i.
D79	- 24	Juno -	0809-1654		8	hr.	45 m	<u>i.</u>

Total time of Cargo Operations 79.5 hrs. spont in discharging 1900 tons. Aver. tons/hour - 24.

XIV - RECOMMENDATIONS

28. The Commanding Officer has no recommendations to submit other than as listed in paragraph 19.

### XV - ENCLOSURES

29. Enclosures as listed in the heading are forwarded herewith.

J Y DANNENBERG

79 hr. 30 mi.

8 450

()

### SHIP'S BOATS

LCM NO. 2 REPORTEE	DEPARTED	DESTINATION	RETURNED
		"D" DAY (3 Hrs. 28	Min.)
0543 1830	0711 1840	(C) LINE OF DEPARTURE LST AREA	1 <b>830</b> 0727 D Plus 1 Day
		<u>"D" Plus 1 Day</u> (9 Hrs.	54 Min.)
0727 1755	0854	PC-581 (C) ABOARD FOR REPAIRS	1755
1755	0-205	"D" Plus 2 Day (13 Hrs	• 34 Min.)
0754 1600	1211 1700	(C) PC-581 (C) PC-581 HOILSTE ABOARD SHIP	0754 1600
		"D" Plus 6 Day (6Hrs.	03 Min.)
1747 1905 2050	1830 1942 2323	(C) PC 1455 (C) PC 1455 (C) LCC 46	1905 2050 0853 D Plus 7 Day
		"D" Plus 7 Day (21 Hrs.	. 24 Min.)
0853	1334	(C) LCC 46	0732 D Plus 8 Day
		"D" Plus 8 Day (16 Hrs.	, 22 Min.)
0732 0935 1134 1244	0828 1000 1212 1337	LEON CALLOWAY (C) LCC 46 (C) LCC 46	0935 1134 1244 0815 D Plus 9 Day
		"D" Plus 9 Day (8Hrs. 4	.5Min.)
0815 0915 0957 1150	0840 0925 1032 1743	<pre>(C) LCC 46 (C) LCC 46 (C) LCC 46 HOISTED ABOARD SHIP</pre>	0915 0957 1150
TOTAL TRIPS BREAKDWWNS-	1		

TOTAL CARGO TRIPS--13--AV. TIME PER TRIP--3 Hrs. 7 Min.

TIMES CARGO WORKED INDICATED EACH DAY (C) DENOTES CARGO TRIP

0

LCM NO. 3

REPORTED	DEPRTED	DESTINTION	RETURNED
		"D" DAY	
0550	0711	(C) LINE OF DEPARTURE	LOST IN ACTION REPORTED AT 1220
TOTAL TRIPS BREAKDOWNS TOTAL CARGO			

TIMES CARGO WORKED INDICATED EACH DAY (C) DENOTES CARGO TRIP

RETURNED

11

DESTINATION

LCM NO. 4

REPORTED

DEPARTED

			"D" DAY	
	0552	0711	(C) LINE OF DEP.RTURE	0855 D Plus 1 Day
			"D" Plus 1 Day	
	0355 1152	1005	(C) PC-581 ABOARD FOR REPAIRS	1152 1440
	1440	1702	(C) PC-581	1853
			"D" Plus 2 Day	
	1853	0646	(C) PC-581	1905 D Plus 6 Day
			"D" Plus 6 Day	
	1905 2045	1930 2045	(C) PC-1455 ABOARD FOR REPAIRS	2045 2235
			"D" Plus 7 Day	
	2235 0741	0117 0741	(C) LCC 46 ABOARD FOR REPAIRS	0741 0807
	0807 2005	1156 2125	(C) LCC 46 ABOARD FOR REPAIRS	2005 0600 D Plus 8 Day
			"D" Plus 8 Day	
	0600 ,	0705	(C) LCC 46	0924
	0924 1017	0927 1019	LEON PIERCE	1017 1148 0756 D Dive 0 Dee
ł.	1148	1355	(C) LCC 46	0756 D Plus 9 Day
	0756	091.0	"D" Plus 9 Day	1015
	0756	0813 1500	(C) ABOARD FOR REPAIRS HOISTED ABOARD SHIP	1015
	TOTAL TRIPS · BREAKDOWNS ·	5		

TOTAL CARGO TRIPS --10 --AV. TIME PER TRIP -- 2 Hrs. 55 Min. --

> TIMES CARGO WORKED INDICATED EACH DAY (C) DENOTES CARGO TRIP

SHIP'S BOATS

REPORTED	DEPARTED	DESTINATION T	RETURNED
		"D" DAY	
0543 1459 1720	0711 1515 1841	<pre>(C) LINE OF DEPARTURE    ABORD FOR REPAIRS (C) BC-581</pre>	1459 1720 0845 D Plus 1 Day
		"D" Plus 1 Day	
0845 0959	0910 1443	ABOARD FOR REPAIRS (C) PC-581	0959 0614 D Plus 2 Day
		"D" Plus 2 Day	
0614 1758	0646 1603	(C) BLUE BEACH 2 HOISTED ABOARD SHIP	1758
		"D"Plus 6 Day	
1747 1857 1050 2250	1831 1918 2027 2305	(C) PC-1455 (C) PC-1455 (C) PC-1455 (C) LCC 46	1857 1950 2250 0936 D Plus 7 Day
		"D" Plus 7 Day	
0936	1500	(C) LCC 46	0739 D Plus 8 Day
		"D" Plus 8 Day	
0739 0934 1128 1218 1246	0825 0958 1157 1220 1430	CALLOWAY CALLOWAY (C) LCC 46 ABOARD FOR REPAIRS (C) LCC 46	0934 1128 1218 1246 1232 D Plus 9 Day
		"D" Plus 9 Day	
1232	1500	HOISTED ABOARD SHIP	

AV. TIME PER TRIP -- 6Hrs. 48 Min. --

TIMES CARGO WORKED INDIC. TED EACH DAY (C) DENOTES CARGO TRIP 12

LCM NO. 6

REPORTED	DEPARTED	DESTINATION	RETURNED
		"D" DAY	
05 <b>51</b> 1450	0711 1510	(C) Line of Departure SUMTER	1450 0725 D Plus 1 Day
		"D" Plus 1 Day	
0725	0912	(C) PC 581	2147
		"D" Plus 2 Day	
2147 0815 1107 1525	0205 0820 1200 1700	<ul> <li>(C) PC 581</li> <li>Aboard for repairs</li> <li>(C) Blue Beach 2</li> <li>Hoisted aboard ship</li> </ul>	0815 1107 1525
		"D" Plus 6 Day	
1747 1930 2116	1835 2002 2308	(C) PC 1455 (C) PC 1455 (C) LCC 46	1930 2116 1057 D Plus 7 Day
		"D" Plus 7 Day	
1057	1438	(C) LCC 46	0906 D Plus 8 Day
		"D" Plus 8 Day	
0906 1102 1218 1305 1342 1810	0958 1129 1235 1309 1353 1818	LEON (C) LCC 46 (C) LCC 46 Repairs CALLOWAY (C) LCC 46	1102 1218 1305 1342 1810 0755 D Plus 9 Day
		"D" Plus 9 Day	
0755 DETACHED T	0845 NO BOAT POO	LCC 46 DL - SAIPAN IS.	0941
	TRIPS	. 11 1p - 5 hrs. 22 min.	

Times Cargo Worked Indicated Each Day (C) Denotes cargo trip

SH	IF	S	BO.	ATS

LCM NO. 7			
REPORTED	DEPARTED	DESTINATION	RETURNED
		"D" DAY	
0551 1506 1743 1830	0711 1514 1745 1840	(C) LINE OF DEPARTURE ABOARD FOR REPAIRS CALLAWAY LST AREA	1506 1743 1830 0725 D Plus 1 Day
		"D" Plus 1 Day	
0725	0809	(C) PC 581	1755
		"D" Plus 2 Day	
1755 1315 1350 1640	0205 1315 1415 1700	<pre>(C) PC 581 ABOARD FOR REPAIRS (C) PC 581 HOISTED ABOARD SHIP</pre>	1315 1350 1640
		"D" Plus 6 Day	
1747 1900 2101	183 <b>1</b> 1943 2322	(C) PC 1455 (C) PC 1455 (C) LCC 46	1900 2101 1037 D Plus 7 Day
		"D" Plus 7 Day	
1037	1438	(C) LCC 46	1252 D Plus 8 Day
		"D" Plus 8 Day	
1252	1448	(C) LSD 2	0838 D Plus 9 Day
		"D" Plus 9 Day	
0838 DETACHED I	0901 0 BOAT POO	(C) LCC 46 L - SAIPAN ISLAND	0926
BREAKDOWNS TOTAL CAR	S 11 GO TRIPS - me Per Tri	10 p 6 hrs. 48 min.	

Times cargo worked indicated each day (C) Denotes cargo trip

REPORTED	DEPARTED	DESTINATION	RETURNED
		"D" DAY	Sec. Parts
0545	0711	(C) LINE OF DEPARTURE LEON	1450 1005 D Plus 1 Day
		"D" Plus 1 Day	
1440 1616	1118 1510 1616	ABOARD FOR REPAIRS CALLAWAY ABOARD FOR REPAIRS	1440 1616 0825 D Plus 2 Day
		"D" Plus 2 Day	
0825	1111	(C) BLUE BEACH 2	1725 D Plus 6 Day
		"D" Plus 6 Day	
1725	1725	(C) PC 1455	0800 D Plus 7 Day
		"D" Plup 7 Day	
0800	1130	(C) LCC 46	0815 D Plus 9 Day
		"D" Plus 9 Day	
0815 1245	0935 1512	(C) LCC 46 HOISTED ABOARD SHIP	1245
TOTAL TRIP BREAKDOWNS TOTAL CARC	1512 PS7	HOISTED ABOARD SHIP	

Average Time Per Trip - 8 hrs. 27 min.

Times Cargo Worked Indicated Each Day (C) Denotes cargo trip

LOVP NO. 9

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REPORTED	DEPARTED	DESTINATION	RETURNED
		"D" DAY	
0537	0538	SUMTER	0730 D Plus 1 Day
		"D" Plus 1 Day?	
0730 1505 1702	0821 1349 1958	PC 581 PC 581 PC 581	1505 1702 0620 D Plus 2 Day
		2D" Plus 2 Day	
0620 0707	0650 0810	CAMBREA PC 581	0707 1725 D Plus 6 Day
		"D" Plus 6 Day	
1725	1812	PC 1455	0827 D Plus 7 Day
	I INC.	"D" Plus 7 Day	
0827	0934	BLUE BEACH 2 ) BLUE BEACH 2	1000 1855
1855 2115	2055 2115	PC 1455 PC 1455	2115 0545 D Plus 8 Day
		"D" Plus 8 Day	
0545 1026 172 <b>2</b>	0545 1034 1730	ABOARD FOR REPARIS PC 1455 PC 1455	1026 1722 0805 D Plus 9 Day
		"D" Plus 9 Day	
0805 1455	0830 1605	PC 1455 HOISTED ABOARD SHIP	1455
Average T	PS 14	6 hrs. 45 min.	

Times Cargo Worked Indicated Each Day (C) Denotes cargo trip

LCVP NO. 10

REPORTED	DELARTE	)	JESTINATION	RETURNED
			YAC "C"	
0537	0711		CALLAWAY	0720 J Flus 1 Jay
			"" Plus 1 Pay	
0720 1557	083 <b>2</b> 1624	(C) (C)	2C 581 2C 581	1557 1725 J Plus 2 Jay
			" Flus 2 Lay	
1725	1748		HOISTED ABOAND SHIP	
			"" Flus 6 Day	
1747 2238	1834 2312	(C) (C)	FC 1455 LCC 46	2238 1015 J Flus 7 Jay
	- 1.1		"D" Plus 7 Day	
1015 2235	1315 2325	( c )	BLUE BEACH 2 LCC 46	2235 0757 J Plus 8 Jay
			"J" Plus 8 Day	
0 <b>757</b> 1319	1240 1850		KA - 4 HOISTEJ ABOARJ SHIP	1319
			"Jus 9 Jay	
0815 1435 1655	1400 1540 1744		CAMBREA RELE F HOISTEJ ABOARD SHIP	1435 1655
POTAL THE				

BREAKDOWNS -- O--TOTAL CARGO TRIPS -6 Average Time For Trip - 15 hrs. 8 min.

Time cargo worked indicated each day (C) Jonotes cargo trip.

SHIP'S BO .. TS

LCVF NO. 11

REIORTED	JEFARTED	DESTINATION	RETURNED
		YAL "נ"	
0533 1527 1552	0711 (0 1535 1840	) LINE OF DEPARTURE CALLAWAY LST AREA	1527 1552 0725 ש Flus 1 שמע
		"D" Plus 1 Day	
0725 1512	0820 (C SMOKE BOAT	) PC 581 JUTY WITH ALMAACK	1512
		"D" Flus 2 Jay	
1512 1143	1125 1700	FC 581 HOISTED ABOARD SHIP	1143
		Plus 6 Jay	
1747 2315	2135 23 <b>1</b> 5	BLUE BEACH 2 ABOARD FOR REPAIRS	2315 0100 J Plus 7 Jay
		"J" Plus 7 Day	
0100 1243 1328	1038 1245 1855	BLUE BEACH 2 ABOARD FOR REFAIRS REPORTED LOST, DAMAG	

TOTAL TRIPS --7--BREAKDOWNS --2--TOTAL CARGO TRIPS -2-Avorago Tim For Trip - 7 hrs. 34 min.

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Time Cargo Worked Indicated Each Day (C) Jond ed Cargo Trip

0

LCVP NO. 12

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REPORTED	DEFARTED	JESTINTION	RETURNED
		<u>۲۸۰ "ر"</u>	
0533	18-10	LST AREA	0720 J Flus 1 Jay
		"J" Plus 1 Jay	
0720 1000	0839 1455	CALLAWAY BLUE BEACH 2	1000 1758
		"_" : luc 2 Jay	
1758 0813	0735 1700	CALVERT HOISTED ABOARD SHIP	0813
		"" Fluo 6 Jay	
1747	1747	SMOKE BOAT DUTY WTH	LMAA.CK
		"" Flue 7 Day	
1725 1803 1850 210 <b>3</b>	1725 1835 2015 2215	BLUE BEACH 2 BLUE BEACH 2 YELLOW BEACH 2 YELLOW BEACH 2	1803 1850 <b>2103</b> 2300
		"_" ilus 8 Jay	
2300 1850	2 <b>3</b> 00 1850	SMOKE BOAT JUTY WIT HOISTEJ ABOANJ SHIP	
		"J" ilus 9 Jay	
0815 1 <b>751</b>	0815 1751	SMOKE BOLT SUTY WITH HOISTES ABOARS SHIP	HLMM.CK
	PS 8 30		
TOTAL CAR	0 THIFS -0-		
Time cargo (C) Jonoto	workod indi os <b>ca</b> rgo tri	egted oach day	

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# LCVP NO. 13

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DEPINTED	DESTINATION	REPORTED
	YAC "L" .	
0538 1845	CALLAWAY LST AREA	1831 0720 J Flus 1 Jay
	"J" Plus 1 Day	
0840	(C) FC 581	0703 J Flus 2 Jay
	"D" Plus 2 Day	
0705 0840 1112 1700	ABOARD FOR REPARES FIERCE (C) BLUE BEACH 2 HOISTED ABOARD SHIP	0830 0945 1405
	"J" ilus 6 Jay	
1840 2130	(C) FC1455 ABOARD FOR REPAIRS	2030 0106 J Plus 7 Jay
	"D" Plus 7 Day	
0612 1338 2205	(C) FC 1455 (C) BLUE BEACH 2 (C) LCC 46	0959 2015 2245
	"D" Plus 8 Day	
0732 1020	(C) BLUE BEACH 2 STORM KING	0808 0809 J Flus 9 Jay
	"_" Flus 9 Day	
0833 1019 1500	(C) LCC 46 ABOARD FOR REPAIRS HOISTED ABOARD SHIP	1019 1220
3 11 2		
	- 3 hrs. 38 min.	
	0538 1845 0840 0705 0840 1112 1700 1840 2130 0612 1338 2205 0732 1020 0833 1019 1500 3 11 2 2	""DAY         0538       CALLAWAY         1845       LST AREA         "" Plus 1 Day         0840       (C) PC 581         "" Plus 2 Day         0705       ABOARD FOR REPARES         0840       (C) PC 581         "" Plus 2 Day         0705       ABOARD FOR REPARES         0840       (C) PC 581         "" Plus 2 Day         0705       ABOARD FOR REPARES         0840       (C) PC 1455         1122       (C) PC 1455         1700       "D" Plus 6 Day         1840       (C) PC 1455         1840       (C) PC 1455         1840       (C) PC 1455         1838       (C) PC 1455         1338       (C) PC 1455         1338       (C) PC 1455         1338       (C) EC 46         "D" Plus 8 Day         0732       (C) BLUE BEACH 2         1020       "D" Plus 9 Day         0833       (C) LCC 46         ABOARD FOR REPAIRS HIP         1500       ABOARD FOR REPAIRS PHIP         3500       ABOARD FOR REPAIRS PHIP         3633       (C) LCC 46         ABOARD FOR REPAIRS PHIP

Tim s Cargo Worked Indicated Each Day (C) Denotes Cargo Trip

# LCFL NO. 14

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REFURTED	JEFARTEJ	JESTINTION	RETURNED
		YAC ""	
0533 1427	0533 1431	PC 581 PC 581	1427 2050 J Plus 1 Jay
		"J" Plus 1 Jay	
2050	2050	NO TRIFS FROM SHIP	
		"J" Flus 2 Day	
2050 0950	0737 1124	LINE OF DEFINITURE FC 581	1950 1725 J Flus 6 Jay
-		"J" Flus 6 Day	
1725	2045	PC 1455	0606 D Flus 7 Day
		"D" Flus 7 Day	
0 <b>6</b> 06 1303 1434 1930	0606 1306 1435 1930	PC 1455 PC 14.55 ABOARD FOR REPAIRS 10 1455	1303 1434 1930 0800 J ilus 8 Day
		"_" Flus 8 Day	
0300 0855 1105 1132 1450	0325 0355 1110 1315 1555	FC 1455 FC 1455 FC 1455 LEONARD WOOD ABOARD FOR REPAIRS	0855 1105 1132 1450 1008
		"J" Flus 9 Day	
1303 1145 1325 1452	0320 1145 1327 1744	PC 1455 LCT 998 BLUE BEACH 2 HOISTED ABOARD SHIP	1145 1325 1452
TOTAL TRIP BREAKJOWNS			
TOTAL CARG	N TH.IS -0-		

Timos Cargo Worlo d Indicated Each Day (C) Denotes Cargo Trip

21

# ICV: NU. 15

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REFORTED	DEFARTED		JESTINATION	RETURNED
			<u>YAC "د"</u>	
0537	0530		CALLAWAY	0744 J Flus 1 Jay
			" ilus 1 Jay	
0 <b>7</b> 44 1618	0316 1628	(c) (c)	20 501 20 501	1618 2113
			"J" Flus 2 Day	
2118 1020 1610	0205 1035 1700	(c) (c)	FC 581 BLUE BEACH 2 HOISTED ABOARD SHIF	1020 1610
			"D" ilus 6 Day	
1747	1912	(0)	20 1455	2325
			"J" Flus 7 Day	
2325 0743 1032 1213 1030	0050 0003 1133 1530 1940	(c) (c) (c)	LCC 46 LCC 46 LCC 46 LCC 46 YELLOW BEACH 2	0743 1032 1213 1830 0555 J Flus 3 Jay
			"J" Plus 8 Day	
0555 0928 1637 1715	0902 1020 1637 1724	(C)	BLUE BEACH 2 STORM KING ABOARD FOR REFAIRS LCC 46	0928 1637 1715 0755 J Flus 9 Jay
			"" Flus 9 Day	
0 <b>7</b> 55 100 <b>7</b>	032 <b>7</b> 1500		CAMBREA HOISTED ABOARD SHIP	1007
FOTAL TREE BREAKLOWNS				
	W TILLIS -1		5 hrs. 50 min.	

Times Cargo World Indicated Each Day (C) Denotes Cargo Trip

LCVP NO. 16

REPORTED	DEPARTED	DESTINATION	RETURNED			
		"D" Day				
0537	0538	CALLAWAY	0720 D Plus 1 Day			
		"D" Plus 1 Day				
0720	0812 1144 (C)	Aboard for repairs PC 581	1112 0754 D Plus 2 Day			
		"D" Plus 2 Day				
0754 1125 1145 1500 1725	0754 1137 (C) 1145 1500 1730	Aboard for repairs PC 581 Aboard for repairs Blue Beach 2 Hoisted aboard ship	1125 1145 1500 1725			
		"D" Plus 6 Day				
1747 2238	1835 (C) 2238	PC 1455 Aboard for repairs "D" Plus 7 Day	2238 0718 D Plus 7 Day			
0718 1035	1752 (C) 1500 (C)	LCC 46 LCC 46	1035 0815 D Plus 9 Day			
		"D" Plus 9 Day				
0815 1500	0815 1500	Aboard for repairs Hoisted aboard ship	1500			
Total Trips Breakdowns						
Total Cargo Average Time	Trips - 5 per Trip	- 6 hrs. 18 min.				

Times Cargo Worked Indicated Each Day (C) Denotes Cargo Trip

LCVP NO. 1	LCVP NO. 17						
REPORTED	DEPARTED		DESTINATION	RETUR	NED		
			"D" DAY				
0537	0538		CALLAWAY	0855	D Plus 1 Day		
			"D" rlus 1 Day				
0855 1624	1520 1652	(0)	ABOARD FOR REFARS PC 581	1624 1737	D Plus 2 Day		
			"D" Flus 2 Day				
1737	1740		HOISTED ABOARD SHIP				
			"D" Flus 6 Day				
1747	1837	(C)	PC 1455	2320			
			"D" Flus 7 Day				
2320 0808	0120 082 <b>3</b>	(0)	LCC 46 LCC 46	0808 1000			
1000 1315	1238 1530	(c) (0)	LCC 46 LCC 46	1315 2245			
			"D" Plus 8 Day				
2245	1020		STORM KING	0756	D Plus 9 Day		
			"D" Plus 9 Day				
0756 1320	0823 1425	(c)	LCC 46 HOISTED ABOARD SHIP	1320			
TOTAL TREPS BREAKDOWNS Total Cargo Average Tim	1 Trips - 7	-	7 hrs. 13 min.				

Times Cargo Worked indicated Each Day (C) Dend os Cargo Trip

0

# LCVF NO. 18

REFORTED	DEFARTED	DESTINATION	RETURNED
		"D" DAY	
0537 0619	0550 1640	CALLAWAY FC 581	0619 0728 D Flus 1 Day
		"D" Plus 1 Day	
0728	0810	(C) PC 581	0720 D Plus 2 Day
		"D" Plus 2 Day	
0720 0905 1015	0830 0930 1145	PC 581 (C) BLUE BEACH 2 (C) PC 581	0905 1015 1725 D Flus 6 Day
		"D" Plus 6 Day	
1725	1940	(C) PC 1455	1049 D Plus 7 Day
		"D" Plus 7 Day	
1049 1537	1438 1630	(C) LCC 46 (C) LCC 46	1537 2120
		"D" Flus 8 Day	
2120 0550	0210 1020	ABOARD FOR REPAIRS STORM KING	0550 0815 D Plus 9 Day
		"D" Flus 9 Day	
0815 1103	0848 1525	(C) LCC-46 HOISTED ABOARD SHI	1103 F
TOTAL TRI BREAKDOWN TOTAL CAR	S 1 GO TRIPS -	· -	

Average Time for Trip -- 8 hrs. 0 min.

Times Cargo Worked Indicated Each Day (C) Denotes Cargo Trip

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REPORTED	DELARTED	DESTINATION	RETURNED
		YAC "C"	
0533 1758	0808 1845	FC 581 LST AREA	1758 1635 D Plus 1 Day
		"D" Plus 1 Day	
1635	1748	FIERCE	0815 D Flus 2 Day
		"D" Flue 2 Day	
0815	0821	FIERCE	1917 J Plus 6 Day
		"D" Flue 6 Day	
1917	1955	DETACHED TO U.S.S. BALLARD	
TOTAL TRIB BREAKDOWNS			

TOTAL CARGO TRIB - 0 -

26

REPORTED	DEPARTED	DESTINATION	REPORTED
		YAC "G"	
0546	0546	LINE OF DEPARTURE	0505 D Flus 2 Day
		"D" Plus 2 Day	
NOT RE	TURN TO SHIP		
		"D" Plus 2 Day	
0505	0512	LINE OF DEFARTURE	DETACHED TO SAIPAN ISLAND
TOTAL TRIA			
Total Carg	o Trips -0-		

# BOATS FROM OTHER VESSELS

SHIP	BOAT	TIME REPORTED	TIME DEPARTED	DESTINA- TION	TIME RETURNED
		<u></u>	DAT NO		
SUMTER	#2	0619	0711	(C) LINE OF DEP-	
CALLOWAY FOTAL TRIPS 2	#16	1710	1840	(C) PC-581	
			lus 1 Day		
LOT TOTAL TRIPS 1		0828	1417	(C) PC <b>-1</b> 455	
		nDu 1	lus 2 Day		
PA 31 MONROVIA PA 2 HARRIS PA 166 COMET ISD 8 WHITE MARSH	#18 #1 #1 ! #4 #16	0505 0505 0634 1115 1249	0554 0554 0724 1245 1311	<ul> <li>(C) PC-581</li> <li>(C) PC-581</li> <li>(C) PC-581</li> <li>(C) PC-581</li> <li>(C) PC-581</li> <li>(C) PC-581</li> </ul>	
	#13 #10 #5 #14	1115 1150 1238 1227	1158 1226 1304 1255	(C) PC-581 (C) PC-581 (C) PC-581 (C) PC-581 (C) PC-581	
TOTAL TRIPS 9				(0) 00000	
		nDa b	lus 7 Day		
Sumter	#1 #3 #6 #20	1825 0718 0721 0655 6735	2120 0806 0755 0724 0802	(C) LCC-46 (C) LCC-46 (C) LCC-46 (C) LCC-46 (C) LCC-46 (C) LCC-46	
DALLOWAY	#13	0655	0732	(C) PC-1455 (C) LCC-46	
-102 LA SALLE	#28 #1 #8	0655 1512 1515	0851 1825 1608	(C) LCC-46	
LVT C-40		1245	1304	(C) BLUE BEACH 2	1341
LVT C-41	" <b>.</b> • €	1341 1160 1211 1314	1350 1150 1243 1322	(C) BLUE BEACH 2 (C) BLUE BEACH 2 (C) BLUE BEACH 2	1211 1314 1530
LVT C-43 DUK-W-59 TOTAL TRIPS 19	#5	1530 1235 1445	1556 1300 1505	(C) ELUE DEACH 2 (C) ELUE DEACH 2 (C) ELUE DEADH 2	

TIME CARGO WORKED INDICATED EACH DAY. (C) DENOTES CARGO TRIP.

# BOATS FROM OTHER VESSELS

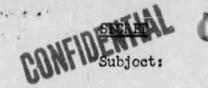
SHIP	BOAT	TIME REPORTED	TIME DEPARTED	DEST TION	INA-	TIME RETURNED
		"D"	Plus 8 Day			
DELL	# <b>1</b> .	0545	0805	(c)	LCC-46	נננ
	110	1111	1305	(C)	GREEN DEACH 2	이야 한 것 같아.
	#2	0812	0943	(0)	LCC-46 LCC-46	
	#3 #4	0943 1050	1045 1217	(C) (C)	LCC-46	
	#8	1337	1354	(c)	LCC-46	
	#11	1119	1550	(c)	LCC-46	
	#19	1142	1206	(c)	LCC-46	
	#23	1223	1240	(c)	LCC-46	
A 2 HARRIS	#15	1605	1630	(C)	LCC-46	
A 44 FREMONT	#13	1726	1810	(C)	LCC-46	
CT 255		0555	1104	(C)	PC-1455	
CT 962 OTAL TRIPS 13		0615	1105	(C)	PC-1455	
		"D"	Plus 9 Day			
ELL	#2	1154	1220	(C)	LCC-46	
	#3	0906	0917	(C)	LCC-46	
	#5	1017	1040	(C)	LCC-46	
	1/12	1040	1109	(C)	LCC-46	
	#13 #14	1220 0902	1305 0922	(C) (C)	LCC-46 LCC-46	1022
	11-14	1022	1028	(c)	LCC-46	1022
		1143	1247	(c)	LST-275	2000
	#21	1014	1022	(c)	LCC-46	
	#23	0833	0850	(c)	LCC-46	
	#24	1133	1139		CAMEREA.	
SD 1 ASHLAND	#13	0930	0948	3	LCC_46	
SD 8 WHITE MARSH		0935	1015	44	LCC-46	
a ber Stand	#16	0935	1010	(C)	LCC_46	
ANTOPA	113.2	1118	1135	(C) (C)	LCC-46	
AMDREA PA-167 JOHN LAND	113	1055 1540	1105 1623	(0)	LCC-46 SMARITAN	
CT 357	#13	1000	1723	(0)	LCC-46	
DARGE D-43		0850	1012	(c) (c)	LCC-46	
TOTAL TRIPS 19		0000		(0)		

TIMES CARGO WORKED INDICATED EACH DAY. (C) DENOTES CARGO TRIP. 29

## RECAPITULATION

		LCVPIS			LCM'S	
SHIP	NO. USED	NO. OF TRIPS	AV. TIME PER TRIP	NO. USED	NO. OF TRIPS	AV. TIME PER TRIP
AIMAACK	1 Lost 6	46	7Hrs. 33 Min.	1 Lost 6	61	5 Hrs. 35 Min.
SUMTER	2	1	Did not return	4	1	Did not return
CVITOMVA	3	3	Did not return	0	0	
MONROVIA	1	1	Did not return	0	0	
HARRIS	1	1	Did not return	1	2	Did not return
COMET	0	0		1	1	Did not return 1 Hr. 2 Min.
WHITE MARSH	0	0		6	9	for one that returned.
LA SALLE	ð	0		2	2	Did not return
DELL	8	11	1 hr. 07 Min. for the two that returned.	6	8	3 Hrs. 6 Min. for one that returned.
FREMONT	1	1	Did not return	0	0	
ASHLAND	1	1	Did not return	0	0	
TOTAL	23	65	4 Hrs. 20 Min.	26	83	3 Hrs. 14 Min.

TOTAL DOATS, ALL TYPES--49--TOTAL TRIPS -148--Av. TIME ALL BOATS -3 Hr. 47 Min.--TOTAL TIME WORKED CARGO--79.5 hours--Av. TONNAGE DISCHARGED-24 tons per hour--



U.S.S. ALMAACK (AKA10) - Report on Participation in Invasion of SAIPAN.

### MEDICAL OFFICERS REPORT

- 1. According to the Medical Plan of this operation, the U.S.S. AIMAACK was to provide for a maximum capacity of twenty (20) serious, and fifty (50) ambulatory casualties.
- 2. The U.S.S. AIMAACK received a total of:

(a) Twenty-three (23) serious.

(b) Twonty-ono(21) ambulatory.

NOTE: All surgical cases have been included within the "Serious" cat-

All "Combat Fatigues", "Plast Concussions", "War Neurosis", and other cases not requiring surgical attention have been included with the "Ambulatory" category.

3. Listed below are the diagnoses, immediate treatment, and course of the twenty-three (23) "Sorious" cases:

DIAGNOSIS	ANESTHES	TREATMENT - IMMEDIATE	COURSE	CONDITION ON TRANS
WOUND-Frag- back of nock	Local			Excollont
WOUND-Frag-	Sodium	Dobridomont-fixation in plaster	"	n
ankle-knec- (comp.fract)	Ponthothol	after reduction of fracture.		
WOUND-Frag-	Sodium		Fossible	
loft log.	Ponthothol		snall a	roa
			gangren	
			Crt&sma.	Colorador ( A line of the line
			toos. No	0
	Nama		gas.	B
WOUND-GS-rt foot	Nono		ful	Excollont
WOUND-GS-	Ethor	Abdominal exploration-closure of		Good
abdoman		multiple (9) gastro-intestinal		
		perforations-ligation homorrhangin		
		vessel-closure without drainage-		
		dobridomont of wounds of abdominal wall.		
WOUND-GS-	Sodium	Dobridomont-uncovering of bullet cour	804	Excollent
left log	Pentbthel	cloaned-dressed.	50-	BYCOTTOIL
WOUND-GS-	Nono	Cloanod-nassivo h.t. wot drossings.	u	
infected rt		fixation by splinting.		
foot.				
WOUND-GS-	Local	Dobridomont-ligation of severed		
right faco		vos osl-closure posterior wound		
		in layors.		
WOUND-GS	Sodiun	Dobridement+reduction of fracture	"	n
Loft foot		fixation in splint		
(conp. Fract)	Pentothel	생활 방법 이 지지 않는 것이 되었다. ㅠ ㅠ	1.546	6. C. C. H.
WOUND-Frag-rt	Sodiun	Dobridomont-removal of some shrapnel		
groin	Pontothol.	fragmonts.		
FRACTURE-Comp. rt patolla	Nono	Cleansed-massive hot, wet dressings-f	1X-"	" 51
Worke-rt	Nono	ation by splinting.		. 51
ESTABLES.	NOTO	Debridomont-cloansod-supportivo		ne se an s
curves the second		drossing.	The Alexandre State	



DIAGNOSIS <u>ANETHES</u> WOUND-GS- left Sodium toes Pentothel WOUND-Frag-rt Local shoulder-rt forearn WOUND-Frag-lt Nono chest(phoumothorax) lt hip. WOUND-GS-rt chest Nono

WOUND-Functure- Spinal abcomen

WOUND-Frag-Nono Mutliple Nono oxtrono WOUNDS-Frag-Sodium partial angutation fingers-left. Pentothel WOUND-GS-rt-None forearm(comp fract?) WOUND-GS-1t thigh Local WOUND-Frag-1t kncc Local WOUND-GS-1t Nono

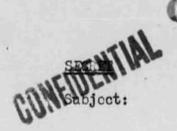
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U.S.S. ALMAACK

U.S.S. AIMAACK (AKA10) - Report on Participation in Invasion of SAIFAN.

TRE.TMENT - IMMEDIATE Dobridomont-fixation with splint		CONDITION ON TRANS Excellent
Debridemont-fixation by splinting- supertive dressings.	ful "	
Expectant troatmont-debridement clornsed-dressings.		"
Expoctant troatmont-debridement- cleansed frossed.		
Abdomiaal explomation-abandened upon discovery of extreme degree of intr- dominal demage	Died-12 ab@ hour post opc tively.	
Patient morilund wher recieive- supporative treatiment only.	Died-7 h after ad ission.	
Cleansed-debridemont-arrest of hemo- rrhage.	Unevent ful	Excollent
Dobridomont-fixation in wire splint	n	"
Debridement-rom val of shrapnel- closure of deep layers.	۳.	
Drossing changed-admitted at time of ovacuation of casualties to hosp ship		
Drossing changes-admitted at time of ovacuation of casualties to hesp, shi		

- 4. The anbulatory cases were treated, for the most part with bed rest, forced fluids, mild sedation, nourishment, and observation. Many of these cases were sedated to the point of unconsciousness on admission. These were all carefully examined, as early as possible, for physical injury. Two (2) men were admitted for acute appendicitis. When they were seen by us they did not appear to have surgical abdomens, and explorations were delayed. The following morning most of their abdominal complaints had disappeared, and their diagnoses were changed to: "Dlast Concussion, abdomen, mild, atmospheric".
- 5. From the above statements, it may be seen that the AIMAACK received slightly more than her quota of serious cases, and that she received considerably less than her quota of ambulatory cases. Her facilities for the adequate medical treatment of all casualties received was taxed to the utnost. This was not because the total casualties were too great, of that our preparations were not satisfactory, but rather thomanner in which they were apportioned to us. Thus, in the early stages of the operation, while it was evident that many casualties were being received aboard other ships, probably taxing their facilities to the limit, the AIMAACK received but one (1) casualty in the first sixty (60)



U.S.S. ALMAACK (AKA10) - Report on Participation in Invasion of SAIPAN.

hours of the operation. Then, a parently, when other ships were loaded to their capacity, this ship received twenty-eight (28) casualties -(two (2) fatelly wounded - many seriously wounded) within the spice of one-half hour. There was an evident lack of an efficient system of distribution here.

- 6. Similorily, in the later stages of the operation, a system of controlled dispatching of casualties from the beach, was conspicious by its absonce - as for as this ship concorned. From D plus 6, to D plus 9, boatloads, "Duck" loads, LVT loads, containing varying numbers of casualties came alongside. Few, if any, of those had instructions from the Feach as to which ships they were to report to for discharge of their casualties. They had cone alongsido the AIMAACK simply because she was anchored closest to the Deach. These casualties were accepted up to the point of saturation of our facilities, after which time, remaining boatloads were directed to other transports in the vicinity. We feel that we could not have found it necessary to turn away any casualties, had they been sont to us in reasonable numbers a t regular intervals, instead of overwhelming numbers, "bunched" together, in a short space of time.
- 7. It is to be noted, that at all times, and in all instances, the patients received aboard had received good first-aid medical care from Medical personnel ashere. Splints were well applied, adequate battle dressings to cover, and protect, the wounds, plasma had been given where indicated, and morphine administered. Only in one instance, was a possible lack of judgement apparent. A casualty was received suffering from multiple gross wounds, in an obviously moribund condition, and who died 7 hours after admission. His condition, probably, should have been apparent to these on the Deach, and his transfer not effected.

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U.S.S. ALMAACK (AKAlO) - Report on Participation in Invasion of SAIPAN.

### Beachmaster's Report

1. The AIMAACK Beach Party was composed of one (k) Officer and seventeen (17) enlisted men, the required complement for an AKA. The organization is as follows:

l = - Boachmaster (Lt., (jg))
l = - BM2c
l = - Cox.
3 = - Slc
3 = - S2c
l = - CM2c
l = - CM2c
l = - SF2c
l = - MoMMlc
l = - Flc (EM)
l = - Flc (MoMM)
l = - RM2c
l = - RM3c
l = - SM3c
l = - PhM3c

2. On arrival at the beach at 1600, June 16, it was found that the Transport Division Beachmaster had not sent for the ALMAACK Beach Party. However, the party was dispatched to relieve the LEON Beach Party on Beach Blue Two, the relief to be effected at 0900 the following morning, June 17.

3. It was immediately evident that the AIMA/CK Beach Party medical section (One Pharmacist's Mate) was totally inadequate, and it was planned to leave the entire LEON Beach Party medical section on the beach. However, the CALVERT Beach Party arrived on Blue Two on the morning of June 17, and its medical section took charge of the evacuation station. The LEON Beach Party returned to its ship at 1200, June 17, leaving the ALMAACK Beachmaster in charge of the beach.

4. Bocause of the nature of the reef offshore, it was deemed inadvisable to land boats at any place on Beach Elue Two except at the extreme loft flank. After DOG plus 2 days, there was no ship-to-shore traffic of any sort on the ALMAACK'S section of the beach, the only traffic previous to then being LVT's and DUKW's which proceeded directly inland to unload at the regimental dumps. About D plus 3 days, unloading operations from boats were commenced on the left flank of Blue Two with the CALLOWAY Beach Party in charge. However, boats could land there only at high water.

5. The Army Shore Parties took over on the Blue Beaches about June 18, and the original shore party on Blue Two neved inland to the airfield. Thereafter there was no shore party personnel on the ALMAACK'S section of the beach, with the exception a security machine-gun unit.

RENTIAL Subject:

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6. On the afternoon of June 19, the CALVERT Beach Party proceeded to Beach Eluc One for duty, and the ALMAACK Party remained on Blue Two to await further order.

On the night of Jun 20, the AIMAACK's Deachmaster and Hydrographic Section (8 mon) assisted the CALLOWAY's Deach Party in the actual unloading of boats because of the shortage of Shore Party personnel on that section of the beach. This was the only time during the entire five-day period that the AIMAACK's Farty was called upon for duty. The remainder of the time was spent inactively in "standing by to give assistance as needed".

8. On the afternoon of June 21, the ALMAACK Leach Party was secured by the TransDiv Beachmaster and given permission to roturn to the ship. As it turned out, the ALMAACK's Beach Party wad not needed on the beach as there was a superflueus number of full beach parties available.

9. Under the present set-up, the AIMAACK Deach Party can best be used only as a complement to another full beach party. It is recommended, therefore, that:

a. A full beach party of especially trained men and Officers be assigned to the ALMLACK, gr, if that is not feasible, that

b. One dector, one PhMle, or PhM2c, two Hospital Apprentices, one SM3c, and two Radionen strikers be assigned to augment the beach party modical and communication sections, and that one commissioned line officer be assigned to act as Asst. Beachmaster.

c. The AIMAACK be allowed at least two (2) SCR536 portable radios for use by the Beachmaster. In the operation just past it was necessary for the AIMAACK's Deachmaster to borrow an SCR536 in order to maintain communication with the other beaches and the TransDiv Deachmaster.

Subject:

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U.S.S. ALMAACK (AKALO) - Report on Participation in Invasion of SAIFAN.

#### DOAT GROUP COMMANDER'S REPORT

### D-DAY

On "D" day all boats word dispetched from the ship quickly and without difficulty. The LCM's carried out the plan, reported to the control vessel on time and were sent to the beach on call. One of the tank lighters from one of the LSD's that was to go in with our group was sunk in voing launched and so only thirteen tanks went in. three of our boats were directed through the channel at Blue I and the others to beach on the roof and discharge their tanks there. while waiting in formation to go into the channel boat #3 was hit by mortar fire in the engine room and there was a brief fire. This occurred at about 1000. When hit, the crew were thrown or jumped into the water. They were picked up by out LCFL and taken to the LEONARD WOOL. They were: ECKER, G.A., Cox, USN: MCGOWAN, J.J., MOMM2c (LC), V-6, USNR; STIMMLER, H.J., S2c (LC), V-6, USNR; BARPERENA, L.P., S2c (LC), V-6, USNR; and four mon from the tank crew. CAMERLINCK, B.V., S2c, V-6, USNR SV; was killed. An LCPL from the SUMTER took boot #3 in tow and towed it to t e beach alongside the Jap Pier at Dlue I. It's tank was later discharged and put into action. All of our other LCM(s discharged their tanks successfully. Some of the boats had trouble in retracting. In the cases of the boats that had gone into the beach, the trouble was caused by swamp grass clogging the salt water pumps and on the reef, there were bent screws and rudders. Two of our boats had to be repaired before they could be used again. (#5 and #7) The other four carried out their orders #2 and #4 reporting to the CALLOWAY and carrying in Light Tanks; #6 being directed to return to the AIMAACK; and #8 standing by PC-581 which was hit at the time, to evacuate personnel. When it was decided that PC-581 would not be evacuated, #8 was directed to roturn to the ALMAACK ... Our damaged boats reported to LSD's as they had been instructed, but were unalbe to got repairs. They returned to the ALMA CK, where they were repaired in time to take a second load on "D" day.

Our five balance loaded boats shoved off and reported to the CALLOWAY on time. They were joined by three from the SUMTER, and two from the CALLOWAY and were shoved off without waiting for the other four boats of the wave. They stood by at the FC-581, and were sent into the beach at about 1715. They discharged their loads successfully and returned their working parties to the CALLOWAY. Boat #13 brought a casualty from the beach back to the AIMA CK. Again boats were damaged on the beach. Boats #15 and #16 had to use their emergency tillers and #17 had to be taken in tow with a burnt out salt water pump. Doats #9 and #11 were wave leaders and they reported for other duties, #11 as resorve smoke boat at AIMAACK, and #9 as tender for PC-581. Boat #18 was a resorve gas boat, and was sent to the Transfer area early, but was not used to its full capacity. It emptied only two gas druns. Boat #14 was primary tendor at the PC-581, Poat #12 stood by at the ship.



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From the bare record, it does not appear that our boats made many trips to the beach on "D" day. If this is actually true, it is because a large percentage of them were used for other than carrying purposes; (There we as six beats used for tenders, smoke beats, and gas beats) and because of the considerable amount of time due to the tadtical situation, that was spent in standing by. (About eight hears for our balance loaded beats). Damages seems to have been few, the first day, and the repairs rapid.

Boat Officers have observed that the LCM's had to standby too close to the beach for too long, before being sent into the beach. They were in easy mortar range for more than one hour.

All boats spont the first night tied up alongside LST's but since the LST's had not been instructed to take them, many had difficulty in finding a ship.

END OF "D" DAY

### "D" Plus One Day 16 June 1944

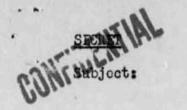
On the morning of "D" plus One, all beats returned to the ALMAACK, and the beat crews went into condition I-D. This condition worked well for the crows during the rest of the operation giving them all a fair amount of rest and keeping them chiefly in their own beats.

It was impossible to set up a similar system for Officer's, however since six Officers were generally needed in special capacity as tenders, gas, and snoke boats, and there were only eight Officers to draw from. The situation was later eased when the gas boats were secured.

On this day the ship proceeded with it's general unleading. The tactical situation on the beach and the state of the tide prevented our beats from being used to their full capacity. Most of them were loaded in the morning with high priority loads; water and amunition. Many of them were not unleaded until late afterneon, and some not until the next morning. The tie up was caused by mortar fire on the channel and by reserve troops being sent in ahead of cargo beats.

#### "D" Plus Two Day 17 June 1944

General unloading continued. Beach and shore parties seemed better organized than on any previous operation. By this time they had their bull-dozers and tractors, and boats carrying sledded or p allated loads, or loads in slings, had little difficulty in being unloaded. Loads that had to be nan-handled had some trouble because they would only be taken when they were empty sleds on the beach to pile them on. It occasionally happened that there were no empty sleds there and then there were delays which resulted in the beats being left on the beach when the tide ran out. Why not have a sled



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for every load?

The use of #6 hatch he lost especially in getting repairs done culckly. The evening of the day, the ship retired; leaving six bents (LCM's #4 and #8, LCP #44, LCVP's #9 and #18, and the Dowser Bort) in the operation area.

### "D' Plus Two to "D" Flus Six Day

During these four days, the boats remaining in the operation area carried out their orders. The two LCM's and LCVF #18 carried cargo for other ships, and the LCFL and boat #9 acted as tenders for the Group Control vessel for Dlue beaches.

There were also improvements on the beach which increased the speed and officiency of unloading. The Jap Pier which had been previously damaged was repaired, and a ponteon causway with a crane was put into operation at Dlue I. This made it possible to unload beats directly into the trucks. It also helped in the evacuation of casualties.

On board ship, this period provided a chance to check and repair boats, and g vo all hands a rest. The evening of "D" plus Six, the ship returned to the operational area. Our boats were there in running condition. All boats were lowered, and we again commenced unloading. Fowser boat was transferred to BALLARD.

### "D" Plus Seven Day

General unloading continued. Two cruisers took annunition from the ship which tied up #2 and #5 hatches but the ship was still able to keep the boats full. On this evening, boat #11 was hung up on the reef. Equipment was stripped from the boat, but attempts to salvage the boat itself wore unsuccessful. The night of "D" plus seven there was an air attack and the ship and boat #12 executed the smoke plan.

### "D" Plus Eight Day

Goneral unloading continued. The ship's boats were helped by boats from other ships and LCT's, Ship retired for the night.

### "D" Flus Nine Day

General unloading contluded. Boats #6 and #7 and the LCC were detected to the boat pool. All other boats, plus 3 LCM's from ather show and their crows were taken aboard. Ship withdrew from the operation area its mission completed.

U.S.S. ALMAACK



U.S.S. ALMAACK (AKA10) - Report on Participation in Invasion of SAIPAN.

8 450

Report of use of Derrel Boon Submitted by Doat Officer in Charge

1. "The barrel berrish and out in eight (8) sections, each revelop being constructed of 5" x 16" timber to which is secured a 1" pipe. Each on or the pipe is bent at right angles to the timber and is attached to it at each end by pipe flanges. The pipe runs parallel to the timber with a space of about twenty (20) inches between. The sections are joined by two lengths of chain, each about 14" long; shackled to pad eyes on the timber and the pipe.

2. One end of the been was secured by a 4" line to a bellard on whether while, and the other end was similarly secured to an LOVP lying (1.) from the ship about twenty yards. The been thus formed a somicircle in the water, and druns were swung out from the hold and dumped directly inside this semicircle.

3 3. When 72 druns were thus leaded, the LCVP took the boom in tow, but was unable to maneuver in either direction. After losing about 15 druns in an attempt to turn toward the beach, soveral methods of securing the lines were tried as follows:

c. Securing the stb'd. line to the stb'd. stern cleat, and the port line to the port stern cleat, then securing the bitter ends of both lines to the stern post.

b. Securing both lines to the stern post without taking turns around the storn cleats.

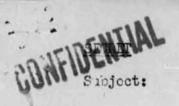
c. Socuring the stb'd. line to the stb'd. midship cleat, and the port line to the port midship cleat.

d. Securing both lines to either (1) the stb'd. midship and fwd. o on's, or (2) the port midship midship and fwd. cleats.

4. Under nothods <u>**B**</u>, <u>**b**</u>, and <u>**c**</u> above the boat could turn in neither direction. Under nothod <u>**d**</u> the boat could turn in one direction, but could not maneuver to remain on course.

5. An attempt was then made to turn the beat by holding both lines from and alternately going ahead and astern and shifting the rudder. This experiment failed because of the limited space for movement, and the attempt ended up with one of the lines in the screw.

6. It was then evident that assistance was needed, so on the arritul of the round boat, the beat on the stbid, hand secured the stbid. Line to her port midship cleat, and the other beat secured ide port that to her stbid, midship cleat. Even then the beat had difficulty an maneuvoluting, and it was seen found that the beats had



U.S.S. AIMAACK (AKAIO) - Report on Participation in Invasion of SAIPAN.

to keep at least 50 feet apart because the propeller backwash piled the druns upon each other and forced them out beneath the boon. About 25 druns alone were is in the process of getting the beats finally headed toward the bound

7. Pourte a druck meaped from the boom when the boats had the speed up to obtain a sand for about 50 yards off the beach, but all of these were retrieved by the Shore Party by the simple expedient of symmetry out after them.

8. It is recommended that:

as loss four (1) feet, and so weighed on the bottom that of an loss four (1) feet, and so weighed on the bottom that of my weak or the wakes of passing boats will not raise it and they druns to escape underneath. This might be accomplished by welding another and similar section of pipe onto the one new dn use.

b. Not less than two (2) boats he used for towing, to be spaced for enough apart that the screw current does not interfore with the tow. The optimum speed, it is believed, will depend upon the number of drums in the tow, the amount of boat tradicle in the vicinity, the condition of the surf, and the depth to which the been reaches. In the instance under discussion, it was found that the boats could not proceed at a speed greater than 350 R.P.M. without losing drums continuously. Even then, a few drums dscaped when another beat p soid of see aboard at high speed.

a, is possible, each towing boat be provided with a kingpost cut on the center of the boat amidships, and extending bigs enough above the gunwhales to clear any obstacles on the start gan mounts, etc.), so that the storn will be allowed to start free in either direction in answer to changes of ruddee.

the darger of other beats running between the towing beats, especially in narrow channels and congested areas.

AEA10/A16 Serial: 323

CONFIDENTIAL

Dan No.	C.H.	
1108. 190	01 - 75-44	5
R. S. No		
	8 01131	-1

1 August 1944.

Commander in Chief, United States Fleet. (1) Commander Transport Division 28. Front To : Via : (2) Commander Task Group 53.19. (3) Commander Task Group 53.2. (4) Commander Task Force 53. (5) Commander Task Force 51. (6) Commander in Chief, Pacific Ocean Areas.

Subject: Action Report - CUAM.

(A) Boat Employment Tables. - P.6 Enclosure: (B) Comments of Ship's Transport Quartermaster .. p.27

Upon completion of duties assigned in the initial assault phase on SAIPAR, this vessel proceeded to Eniwetok to await orders. These orders were received on 29 June 1944, directing the ALMAACK to proceed to Honolulu at best speed and upon arrival load units and material of the 77th Infantry Division which had been designated as the Reserve for the assault on Guan.

The ALMAACK arrived in Honolulu at 1258, 5 July 1944 2. and commenced loading a combat load at 0200, 6 July, which upon completion, turned out to be a convoy load. Loading was completed at 0950, 8 July and ship was reported to CTD 28 and CTG 51.11 (later redesignated as CTO 53.19) as ready to get underway.

Task Group 51.11 got underway at 1101 on 9 July 1944 3. for Eniwetok for provisioning and fueling prior to proceeding to assigned duties in the assault on Guam. The task group arrived in Eniwetok the early morning of 17 July, provisioned and fueled, and departed for Guam at 1551, 18 July as Task Group 53.19.

4. Preparation.

CTF 53 Operation Plans and CTG 53.19 Attack Landing Order were received while at Eniwetok. Not enough time was left to have each officer read the entire file of material available so pertinent sections were passed on to the officers immediately concerned for dissemination to personnel. A gridded chart and pictorial obliques of Guam and the landing beaches were posted in the upper tween deck of No. 2 hold for study by all hands. The landing craft crews were briefed in beaches assigned to the Reserve Group and were given adequate information to enable tham to perform their duties in a creditable manner. It is considered that in the brief time available after receipt of plans, information was disseminated as thoroughly as possible and all necessary preparations were made.

Subject: Action Report - GUAM.

5. 7 4 1 Day.

T.G. 53.19 arrived in the assigned Transport Area at 0730. # / 1. No troops nor materials were landed. Reconnaissance parties from APA's were sent to the assigned beaches to make necessary observations for landing troops and supplies. The T.G. retired for the night at 1738. W / 1.

6.

Chronological Data on Unloading, W#2 to W#8 Days.

# 142

- 0515 General Quarters.
- 0534 Condition 1A.
- 0700 Arrived in Transport Area.
- 0745 Set Condition III.
- OSAl Set Condition 1A.
- 0918 Lowered all boats to water and dispatched them as assigned by Boat Assignment Tables of C.T.D.28.
- 0918 Lashed together 8 life rafts in pairs, loaded them with cargo, and dispatched them to the beach to be used in constructing a causeway. (See General Comments) 0940 Set Condition III.
- 1443 Commenced unloading cargo.
- 1700 Ceased cargo operations and hoisted in available boats.
- 1729 Retired for night in company with T.G. 53.19.

# W#3

- 0620 General Quarters.
- 0625 Set Condition LA.
- 0650 Arrived in transport area, put all boats in water and commenced cargo operations.
- OE12 USS ZANE (DMS14) came along port side to fuel.
- 1057 USS ZANE cast off, fueling completed.
- 1718 Ceased cargo operations and hoisted aboard available boats. Retired for night in company with units of TG 53.19.

- 0630 General Quarters.
- 0637 Set Condition 1A.
- 0645 Arrived in transport area and hoisted out boats.
- 0737 LST 731 secured alongside starboard side.
- 0752 Commenced cargo operations.
- 1310 Geased cargo operations and cast off LST. Hoisted aboard available boats.
- 1720 Proceeded on night retirement with units of TG 53.2.

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W45

0630 General Quarters. 0639 Set Condition LA. 0643 Hoisted out all landing craft. 0702 Commenced cargo operations. 1700 Moved to berth #19 for night. 1807 Received LST #731 alongside starboard side. 1810 Commenced loading cargo on LST. Continued cargo operations throughout the night.

146

Unloading cargo as before with LST 731 alongside starboard side. 1837 LCT #962 secured alongside port side. 1840 Unloading into LCT. Continued unloading throughout the night.

147

Unloading cargo as before. 0705 LGT #962 loaded and cast off. 1020 LST #986 secured alongside port side to receive cargo. 1119 Completed loading to and cast off LST 731. Continued discharging cargo during night.

W/8

0625 Completed discharging cargo.

0640 LST 986 cast off.

0700 Completed debarking 16 officers and 306 enlisted men of U.S. Army. Commenced preparations for getting underway.

1800 Underway for Eniwetok Atoll in company with T.U. 53.14.5, CTU in USS MONROVIA.

7. Landing Craft Operations.

(a) It is again noted that all landing boat crews did a definitely good job at a beach that was far more inaccessible than those at Saipan. All boats were loaded at the ship promytly upon return from discharging their previous loads. The great difficulty in unloading the boats was the lack of LVT's and DUKW's at the beach. Boats frequently had waits at the beach of 24 hours, and one boat, loaded with 105 mm howitzer anno was delayed at the beach almost 40 hours, waiting to be unloaded. Another unfavorable report from the boat officers was that of loading the boats with mixed loads. A boat loaded with rations and ammo would have only t he rations unloaded and have to wait around with a half load until someone decided they had been there too long and proceeded to unload them.

## U. S. S. ALMAACK

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(b) The use of cargo tickets seems to be inadvisable. The tickets were taken by some control officers and not by others. The cargo tickets are handy to keep a check on board ship on supplies discharged, but are hardly ever collected from the boats at the beach.

(c) It was decided to use ship's life rafts lashed together and covered with dunnage, to form a causeway over the reef. The rafts were lashed together in pairs, loaded with cargo and sent to the beach for this purpose. However, the idea was never put into affect. The rafts were instead used as a pier alongside of which boats tied up while waiting to be unloaded.

(d) It was also reported to the commanding officer that the control officers seemed partial to boats from their ship. For instance, boats from two ships would be lying off with the same cargo and the boat from the ship to which the control officer was attached would, in many cases, be called in even tho the other boat had been on hand a much longer time. Also, in some instances, at night these boats would be stationed in the inside of the reef in the calm waters of the lagoon while the remainder would be compelled to remain outside in th e rougher water. It is not believed that in operations of this nature, partiality to own boats should be shown by control officers, but rather the thoughts uppermost in their minds should be the rapid unloading of all boats.

(e) On nights this vessel was directed to remain in transport area and continue cargo operations, boats of retiring ships were ordered to report to the ALMAACK for duty. However, no boats would report, but on return of parent ships in the morning they would appear in numbers from the beach, where they had evidently spent the night.

8. The assignment, at various times, of 3 LST's and 1 LCT, was a vital factor in the unloading of the ALMAACK. Without them, the ship would not have been unloaded nearly as expeditiously as was done. However, with the eassignment of the above craft, the lack of boats the first two days, and the difficulties encountered in unloading at the beach, did create an additional problem that can be corrected in future operations. Had there been more boats available to the ALMAACK on the first two days, and had there been a more expeditious method of unloading at the beach, the ALMAACK would have been unloaded in much less time. Despite the above difficulties, and with the assignment of the LST's and LCT, total unloading time was only 95 hours, an average of 23 tons/hour.

### 9. Medical comments.

Although it is recognized that the chief function of an AKA, in an amphibious operation, is to expeditiously discharge her cargo at the combat scene, it is strongly felt that the medical facilities aboard these ships were unnecessarily ignored. Expecting a repetition

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of our experience at Saipan, the main Sick Bay spaces were completely rennovated, reorganized, and resupplied. However, despite the fact that we were within easy access of the beach, but one (1) casualty was dispatched to the ship during the 8 days that we were in the transport area. During this period, boat loads of casualties frequently came alongside for information regarding the location of various APA's, to which they had been dispatched from the beach. At least one of these APA's (USS FELAND) was hard pressed enough to send out a call for additional M.O.'s. It is strongly felt that some of these casualties would have received more prompt medical attention if the idle facilities of the AKA's had been utilized.

It is further suggested that the use of the MIKE flag be extended to include AKA's who are in readiness to provide medical care. The employment of this visual means of locating medical facilities will answer, quite adequately, the question of apportionment.

#### Recommendations. 10.

(A) Pontcon cranes are the answer to quick and efficient transfer of cargo from boats to LVT's and DUKW's for transportation over the reef to supply dumps. It is recommended that (1) the number of pontoon cranes, for future operations with such extensive reefs. be increased so that they may operate continuously at intervals of 100-150 yards on the outer edge of the shelf parallel to the beach: (2) each pontoon crane be assigned a minimum of 6 LVF's or DUKW's to shuttle cargo to the supply dumps, and (3) that cranes and amphibious vehicles be assigned relief crews to keep them operating on a 24-hour basis. It is also believed that a closer ligison between Navy control officers and officers in charge of vehicles could be had, thus enabling such vehicles to be spotted where most needed.

(B) Transports and/or cargo vessels scheduled to unload to large landing craft such as LST's, are recommended to have large log fenders or camels available to prevent damage to either vessel. The fenders available for use in this operation did not cover enough surface and as a result several seams on this vessel were sprung causing leaks in the hull. Most demage was obtained the last day of unloading when much surging was caused by the heavy swells.

#### 11. Conclusion.

Even with the difficulties encountered, due largely to the inacessibility of the beach, unloading of the ships proceeded smoothly and efficiently, thus contributing materially to the success of the operations.

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BOAT EMPLOYMENT TABLE SHIP'S BOATS

LCM NO. 2 REPORTED	DEPARTED	DESTINATION R	RETURNED
		"W" Plus 2 Day	
0853	0917	SHERIDAN	700 W Plus 3 Day
		"W" Plus 3 Day	
0700 1305 1345	0719 1320 1345	DOYAN ABOARD FOR REPAIR DOYAN	1305 1345 0703 W Plus 4 Da
		"W" Plus 4 Day	
0703 0837 1135	0758 0927 1135	(C) WHITE BTACH CLAREMONT VICTORY	1135
		"W" Plus 5 Day	
0640 0839 1035	0715 0850 1159	(C) WHITE BEACH (C) WHITE BEACH (C) WHITE BEACH	0839 1035 1535 W Plus 6 Da
		"W" Plus 6 Day	
1535	1555	(C) WHITE BFACH	1625 W Plus 7 Da
		"W" Plus 7 Day	
1625	1937	(C) WHITE BEACH	1205 W Plus 8 Da
		"W" Plus 8 Day	
1205	1230	HOISTED ABOARD SH	IIP

TIMES CARGO WORKED INDICATED FACH DAY (C) DENOTES CARGO TRIP.

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SHIP'S BOATS

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LCM NO. 3 REPORTED	DEPARTED	DESTINATION	RETURNED
		"W" Plus 2 Day	
0853 1501 1646	0909 1510 1646	BOLIVAR BOLIVAR SHERIDAN	1501 1646 1720
		"W" Phus 13 Day	
052.8	0831	CLAREMONT VICTORY	0708 W Plus 4 Day
		"W" Plus 4 Day	
0708 1358 1538 1700	0738 1358 1540 1715	DOYAN ABOARD FOR REPARTS (C) WHITE BEACH HOISTED ABOARD SHIP	1358 1538 1700
		"W" Plus 5 Day	
0715 0850 1057 1240	0728 0800 1125 1455	(C) WHITE BEACH (C) WHITE BEACH (C) WHITE BEACH (C) WHITE BEACH	0850 1057 1240 1535 W Plus 6 Day
		"W" Plus 6 Day	
1535	1643	(C) WHITE BFACH	2020 W Plus 7 Day
		"W" Plus 7 Day	
2020	2040	BOLIVAR	2124
		"W" Plus 8 Day	
2124	0715	HOISTED ABOARD SHIP	
BREAKDOWNS	PS 13 3 1 10 TRIPS	6	

AV. TIME BER TRIP -- 9 Hrs. 42 Min.

SHIP'S BOATS

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REPORTED	DEPARTED	DESTINATION	RETURNTD	
		"W" Plus 2 Day		
085 <b>3</b> 1512	0859 1512	BOLIVAR BOLIVAR	1512 0956 W Plus 3 D	ay
		"W" Plus 3 Day		
0956 1040	1010 1041	ABOARD FOR REPAIRS CLAREMONT VICTORY	1040 0700 W Plus 4 D	ay
		"W" Plus 4 Day		
0700 1045 1413	0715 1045 1413	DOYAN CLAREMONT VICTORY DOYAN	1045 1413 1018 W Plus 5 D	ay
		"W" Plus 5 Day		
1018 1227 1358 1615 1725 1940	1047 1230 1415 1625 1740 2100	(C) WHITE BFACH (C) ABOARD FOR REPAIRS (C) WHITE BEACH (C) WHITE BEACH (C) WHITE BFACH ABOARD FOR REPAIRS	1227 1358 1615 1725 1940 0215 W Plus 6 D	ay
		"W" Plus 6 Day		
0215 1627	0555 1647	(C) WHITE BEACH (C) WHITE BEACH	1527 1815 W Plus 7 D	ay
		"W" Plus 7 Day		
1815	1823	WARHAWK	1005 W Plus 8 D	ay
		"W" Plus 8 Day		

AV. TIME PER TRIP - 6 Hrs. 56 Min.

# SHIP'S BOATS

LCM NC, 5 NEPOLIED	DEPARTED	DINSTINATION	RETURNED
		"W" Plus 2 Day	
0853 1445	0909 1458	BOLIVAR BOLIVAR	1443 0825 W Plus 3 Day
		"W" Plus 3 Day	
0825	0836	CLAREMONT VICTORY	0705 W Plus 4 Day
		WW Plus 4 Day	
0705 1344 3431	1155 1344 1431	(C) WHITE BEACH ABCARD FOR REPAIRS DOYAN	1344 1431 1220 W Plus 6 Day
		"W" Plus 6 Day	
1220 1525 1600	1225 1525 1600	CLAREMONT VICTORY ABOARD FOR REPAIRS CLAREMONT VICTORY	1525 1600 1440 W Plus 7 Day
		WW Plus 7 Day	
1.44.0 1.755	1440 1755	ABOARD FOR REPAIRS CLAREMONT VICTORY	1755 1229 W Plus 8 Day
		"W" Plus 8 Day	
1229	1235	HOISTED ABOARD SHIP	
TOTAL TRIP BREAKDOWNS TOTAL CARG AV TIME PR	3	1 Hr. 49 Min.	

# SHIP'S BOATS

LCM NO. 6	DEPARTED	DESTINATION	I. T. IRNED
		WW Flus 2 Day	
085 <b>3</b> 1355 1727	0917 1612 1727	SHERIDAN (C) WHITE BFACH Bolivar	1355 1727 0942 W Plus 3 Day
		"W" Plus 3 Day	
0.242	C955	CLAREMONT VICTORY	0722 W Plus 4 Day
		"W" Flus 4 Day	
0722 0837 1222 1255	0743 0908 1226 1255	CLAREMONT VICTORY (C) WHITE BEACH ABOARD FOR REPAIRS CLAREMONT VICTORY	0837 1222 1255 0640 W Plus 5 Day
		"W" lus 5 Day	
0640	0825	(C) WHITE BEACH	1055 W Plus 6 Day
		"W" Plus 6 Day	
1035	1257	(C* WHITE BEACH	2155 W Plus 7 Day
		"W" Plus 7 Day	
2155	2300	HOISTED ABOARD SHIP	
		"W" Plus 8 Day	
0800 1005	0824 1103	WHITE BFACH HOISTED ABOARD SHIP	1055
TOTAL TRI	PS 10		

-EREAKDOWNS -- 1 ++ TOTAL CARGO TRIPS -- 4 --AF. TIME PER TRIP - 15 Hrs.

SHIP'S BOATS

REAL (130	DEPARTED	DESTIMATION	RETIRMED
		"7" Fina 2 Day	
0853	0912	COMET	0655 W Plus 3 Day
		"W" Plus 3 Day	
069 <b>5</b>	0719	DOYAN	0657 W Plus 4 Day
		WW Plus 4 Day	
0557 0340 1151 1519 1706	0710 0917 1151 1519 1718	ABOARD FOR REPAIRS (C) WRITE BWACH CLAFFMONT VICTORY ABOARD FOR REPAIRS (C) WHITE BWACH	0840 1151 1519 1706 0640 W Plus 5 Day
		""" Flus 5 Day	
0540 0840 1030 1057 1.20 1.571 1.712	0716 0850 1040 1107 1442 1603 1725	(C) WHITE BEACH (C) WHITE BEACH ABOARD FOR REPAIRS (C) WHITE BEACH (C) WHITE BEACH (C) WHITE BEACH (C) WHITE BEACH	0840 1030 1057 1420 1551 1712 0922 W Plus 6 Day.
		"W" Plus 6 Day	
922	1100	(C) WHITE BEACH	1550 W Plus 7 Day
		"W" Plus 7 Day	
1550 2115	1757 2200 2300	(C) WHITE BEACH ABOARD FOR REPAIRS HOISTED ABOARD SHIP	2115 2300

AV. TIME PER TRIP - 7 Hrs. 16 Min.

# SHIP'S BOATS

REPORTED	DEPARTED	DESTINATION	RETURI	1ED	_	
		"W" Plus 2 Day				
0853	0906	COMET	0655 V	/ Plus	3	Day
		"W" Plus 3 Day				
C655	0709	CLAREMONT VICTORY	0712 V	/ Plus	4	Day
		"W" Plus 4 Day				
0712 0838 1155 1555	0742 1017 1155 1610	CLAREMONT VICTORY (C) WHITE BEACH CLAREMONT VICTORY (C) WHITE BFACH	0838 1155 1555 0640 W	/ Plus	5	Day
		"W" Plus 5 Day				
034 <b>0</b> 0835 1635 1800 2050	0715 0920 1705 1830 2347	<ul> <li>(C) WHITE BEACH</li> <li>(C) WHITE BEACH</li> <li>(C) WHITE BEACH</li> <li>ABOARD FOR REPAIRS</li> <li>(C) WHITE BEACH</li> </ul>	0835 1635 1800 2050 1830 W	/ Plus	6	Da <b>y</b>
		"W" Plus 6 Day				
1830	2020	(C) WHITE BEACH	1440 W	l Plus	7	Day
		"W" Plus 7 Day				
L440	1640	(C) WHITE BEACH	1417 V	l Plus	8	Day
		"W" Plus 8 Day				
1417	1417	HOISTED ABOARD SHIP				

TOTAL TRIPS -- 12 --BREAKDOWNS -- 1 --TOTAL CARGO TRIPS -- 8 --AV. TIME PER TRIP -- 10 Hrs. 30 Min.

# SHIP'S BOATS

LCVP NO. 9	)		
REPORTED	DEPARTED	DESTINATION	RFTURNED
	46.474	"W" Plus 2 Day	
085 <b>3</b> 1315	0904 1315	COMET BOLIVAR	1315 1725
		"W" Plus B Day	
J.725	0654	COMET	0650 W Plus 4 Day
		"W" Plus 4 Day	
0650 1425 1613	0915 1455 1630	(C) WHITE BEACH (C) WHITE BEACH (C) WHITE BEACH	1425 1613 0645 W Plus 5 Day
		"W" Plus 5 Day	
0645 1006 1609 1743 2025	0748 1027 1625 1800 2105	<ul> <li>(C) WHITE BEACH</li> <li>(C) WHITE BEACH</li> <li>(C) WHITE BEACH</li> <li>ABOARD FOR REPAIRS</li> <li>(C) WHITE BEACH</li> </ul>	1006 1609 1743 2025 0715 W Plus 6 Day
		"W" Plus 6 Day	
0715 0914	0752 0927	(C) WHITE BEACH (C) WHITE BEACH	0914 1407 W Plus 7 Day
		"W" Plus 7 Day	
1407 1035 2120	1650 1837 2257	(C) WHITE BFACH BOLIVAR - WARHAWK (C) WHITE BFACH	1835 2120 0625 W Plus & Day
		"W" Plus 8 Day	
0625	0805	HOISTED ABOARD SHIP	
BREAKDOWNS TOTAL CARG	O TRIPS	11 Hrs. 2 Min.	

SHIP'S BOATS

LCVP NO. : REPORTED	DEPARTED	DESTINATION	RETURNED
		"W" Plus 2 Day	
085 <b>3</b> 140 <b>0</b>	0904 1400	COMET BOLIVAR	1400 1723
		"W" Plus 3 Day	
1723 5740 1310 1414	0654 1203 1330 1650	COMET (C) WHITE BEACH ABOARD FOR REPAIRS (C) MONROVIA	0740 1310 1414 0650 W Plus 4 Day
		"W" Plus 4 Day	
0650 1348 1558	1016 1410 1618	(C) WHITE BEACH (C) WHITE BEACH (C) WHITE BEACH	1348 1558 0640
		"W" Plus 5 Day	
0640	0732	(C) WHITE BTACH	0652 W Plus 6 Day
		"W" Plus 6 Day	
0652 0840	0727	(C) WHITE BEACH (C) WHITE BEACH	0840 1002 W Plus 7 Day
		"W" Plus 7 Day	
1002 1028 1450 1531 1955	1003 1126 1450 1711 2257	WHITE BEACH (C) WHITE BEACH BOLIVAR (C) WHITE BEACH (C) WHITE BEACH	1028 1450 1531 1955 0630 W Plus 8 Day
		"W" Plus 8 Day	
0630	0757	HOISTED ABOARD SHIP	
BREAKDOWN	P 16 S 1 GO TRIPS	11	

TOTAL CARGO TRIPS -- 11 --AV. TIME PER TRIP - 8 Hrs. 54 Min.

# SHIP'S BOATS

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REPORTED	DEPARTED	DESTINATION	RFTURNED
		"W" Plus 2 Day	
0853 1415 1649	0904 1509 1800	COMET (C) WHITE BEACH ABOARD FOR REPAIRS	1415 1649 0650 W Flus 3 Day
		"W" Plus 3 Day	
0650 0.102	0658	COMET (C) WHITE BEACH	1102 1657
		"W" Plus 4 Day	
1657 0807 1514	0710 0904 1605	ABOARD FOR REPAIRS (C) WHITE BEACH (C) WHITE BEACH	0807 1514 0645 W Plus 5 Day
		"W" Plus 5 Day	
0645 11.38 1417	0755 1203 1445	(C) WHITE BFACH (C) WHITE BTACH (C) WHITE BEACH	1138 1417 1000 W Plus 7 Day
		"W" Plus 7 Day	and the second sec
1000	1108	(C) WHITE BEACH	0900 W Plus 8 Day
		"W" Plus 8 Day	
0900	1050	HOISTED ABOARD SHIP	

TOTAL TRIPS -- 10 --BREAKDOWNS -- 2 --TOTAL CARGO TRIPS -- 8 --AV. TIME PER TRIP - 9 Hrs. 24 Min.

SHIP'S BOATS

LCVP NO. REPORTED	DEPARTED	DESTINATION	RETURNED
		"W" Plus 2 Day	
085 <b>3</b> 1500	0853 1627	SMOKE BOAT DUTY WIT (C) WHITE BEACH	TH ALMAACK 0709 W Plus 3 Dey
		"W" Plus 3 Day	
0709 .010	0750 1010	SMOKE BOAT DUTY WIT BOLIVAR	TH ALMACK 1225 W Plus 3 Day
		"W" Plus 4 Day	
1225 	0642 1320 1510	SMOKE BOAT WITH ALM (C) WHITE BTACH (C) WHITE BEACH	MACK 1507 0645 W Plus 5 Day
		"W" Plus 5 Day	
0645	0838 1405	(C) WHITE BEACH SMOKE BOAT WITH ALM	1405
437	1500 2347	(C) WHITE BEACH (C) WHITE BEACH	2305 0740 W Plus 6 Day
		"W" Plus 6 Day	
0740 1047 1527 2014	0810 1100 1545 2155	<ul> <li>(C) WHITE BEACH</li> <li>(C) WHITE BEACH</li> <li>(C) WHITE BEACH</li> <li>(C) WHITE BEACH</li> </ul>	1047 1527 2014 0550 W Flus 7 Day
		"W" Plus 7 Day	
0550 L300	0618 1325	(C) WHITE BEACH (C) WHITE BEACH	1300 0855 W Plus 8 Day
		"W" Plus 8 Day	
0855 L010 L425	0942 1308 1650	WHITE BEACH WHITE BEACH HOISTED ABOARD SHIF	1010 1425
	PS 15		

TOTAL CARGO TRIPS -- 12 --AV. TIME PER TRIP 8 Hrs. 18 Min.

SHIP'S :BOATS

LCVP NO.	DEPARTED	DESTINATION	RETURNED	· ·
1.1.11		"W" Plus 2 Day		
0 <b>853</b> 1500	0853 1500	SMOKE BOAT DUTY WITH (C) WHITE BEACH	ALMAACK 0709 W Plus	3 Day
		"W" Plus 3 Day		
0709 0750 0059 • 0010 0031	0709 0750 0906 1012 1315	SMOKE BOAT DUTY WITH BOLIVAR BOLIVAR CLAREMONT VICTORY (C) WHITE BEACH	ALMAACK 0859 1010 1031 0750 W Plus	7 L Dav
		"W" Plus 4 Day		
0750 .303	0850 1330	(C) WHITE BEACH (C) WHITE BEACH	1303 0645 W Plus	5 Day
		"W" Plus 5 Day		
64 <b>,5</b> 104 <b>4</b>	0745	(C) WHITE BFACH (C) WHITE:BFACH	2044 0915 W Plus	6 Day
		"W" Plus 6 Day		
915 503 722	1007 1525 1732	(C) WHITE BEACH (C) WHITE BEACH (C) WHITE BEACH	1503 1722 0658 W Plus	7 Day
		"W" Plus 7 Day		
0658 .022 .440 .747 .050	0712 1140 1718 1747 1050	(C) WHITE BEACH (C) WHITE BEACH GEORGE CLYMER SMOKE BOAT DUTY WITH HOISTED ABOARD SHIP	1022 1440 1747 Almaadk	
REAKDOWNS	PS 15 8 0 90 TRIPS			

AV. TIME PER TRIP - 9 Hrs. 48 Min.

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REPORTED	DEPARTED	DESTINATION		RETURNED	
		"W" Plus 2 Day			
0853	0853	DUTY BOAT WITH	ALMAACK	- to 1350 W #	6 Day
		"W" Plus 6 Day			
1350 1445 1055	1350 1655 1655	GEORGE CLYMER DUTY BOAT WITH HOISTED ABOARD	Contraction of the party of the second s	1445	

TOTAL TRIPS -- 1 --

1.

SHIP'S BOATS

LCVP NO. REPORTED	15 DEPARTED	DESTINATION	RTURNED
		"W" Plus 2 Day	
0853 1315 1612	0904 1315 1613	COMET BOLIVAR ABOARD FOR REPAIRS	1315 1612 1735
		"W" Plus 3 Day	
1735 1140	0724 1207	COMET (C) WHITE BEACH	1140 0700 W Plus 4 Day
		"W" Plus 4 Day	
0700 1440	0927 1530	(C) WHITE BEACH . (C) WHITE BEACH .	1440 0640 W Plus 5 Dey
		"W" Plus 5 Day	
0640 0900 2010	0733 0912 1155	(C) WHITE BEACH (C) WHITE BEACH ABCARD FOR REPAIRS	0900 2010 0030 W Plus 6 Day
		"W" Plus 6 Day	
00 <b>30</b> 1714 1930	0040 1645 2230	(C) WHITE BEACH Aboard for repairs (C) white beach	1715 1930 1137 W Plus:7 Day
		"W" Plus 7 Day	
1137	1159	(C) WHITE BEACH	1125 W Plus 8 Day
		"W" Plus 8 Day	
1125	1252	HOISTED ABOARD SHIP	

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TOTAL CARGO TRIPS -- 8 --AV. TIME PER TRIP 13 Hrs. 12 Min. SHIP'S BOATS

LCVP NO. REPORTED	DEPARTED	DESTINATION	RETURNED
	а. 1913 г.	"W" Plus 2 Day	
0853 1340 1537	0903 1340 1538	SHERIDAN BOLIVAR (C) WHITE BEACH	1340 1537 1715
		"W" Flus 3 Day	
1715 0740 1230	0722 0905 1650	SHERIDAN (C) WHITE BTACH (C) MONROVIA	0740 1230 0735 W Plus 4 Day
		"W" Plus 4 Day	
0735 1355	0929 1635	(C) WHITE BEACH (C) WHITE BEACH	1355 0645 W Plus 5 Day
		"W" Plus 5 Day	
0645 1007 1247 1820 2300	0716 1040 1313 1854 2355	(C) WHITE BEACH (C) WHITE BEACH (C) WHITE BEACH (C) WHITE BEACH (C) WHITE BEACH	1007 1247 1820 2300 0802 W Plus 6 Day
		"W" Plus 6 Day	oool " 1145 0 Day
0802 1450	0831 1503	(C) WHITE BEACH (C) WHITE BEACH	1450 0612 W Plus 7 Day
		"W" Plus 7 Day	
0612 .620	0637 1855	(C) WHITE BEACH WARHAWK	1620 2155
		"W" Plus 8 Day	
2155 0810 0932	0725 0830 1055	WHITE BEACH BOLIVAR HOISTED ABOARD SHIP	0010 0952
ToraL CAR	PS 19 s 0 GO TRIPS PFR TRIP - 7	13 Hrs 6 Min.	

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SHIP'S BOATS -

REPORTE	D DEPARTED	DESTIMATION	RETURNED
		"W" Plus 2 Day	
0853 1.340 1.537	0903 1340 1538	SHFRIDAN BOLIVAR (C) WHITE BEACH	1340 1537 1715
		"W" Plus 3 Day	
1715 0740 1010	0722 0808 1035	SHERIDAN (C) WHITE BEACH (C) WHITE BEACH	0740 1010 0707 W Plus 4 Day
		"W" Plus 4 Day	
0707 14 <b>37</b>	0835 1310	(C) WHITE BEACH (C) WHITE BEACH	1437 0640
		"W" Plus 5 Day	
0640 1620 1915	0740 1635 2003	(C) WHITE BEACH (C) WHITE BEACH (C) WHITE BEACH	1620 1915 2307
		"W" Plus 6 Day	
2307 1105 1716 2005	005 1132 1742 2107	(C) WHITE BEACH (C) WHITE BEACH (C) WHITE BEACH MONROVIA	1105 1716 2005 0807 W Plus 7 Day
		"W" Plus 7 Day	
0807 1053	0824 1348	(C) WHITE BEACH (C) WHITE BEACH	1053 1121 W Plus 8 Day
		WWW Plus 8 Day	
1121	1436	HOISTED ABOARD SHIP	

AV. TIME PER TRIP - 7 Hrs. 30 Min.

SHIP'S BOATS

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REPORTED	DEPARTED	DESTINATION	RFUURNED
		"W" Plus 2 Day	
0853 1340 1538	0903 1340 1540	SHURIDAN BOLIVAR (C) WHITE BEACH	1340 1538 1704
170 <b>4</b> 0740	0722 0817	SHERIDAN (C) WHITE BEACH "W" Plus 4 Day	0740 0752 W Plus 4 Day
0752 1200 1434	0845 1225 1505	ABOARD FOR REPAIRS (C) WHITE BEACH (C) WHITE BEACH "W" Plus 5 Day	1200 1434 0640 W Plus 5 Day
0640 1.025	0802 1057	"W" Plus 5 Day (C) WHITE BEACH (C) WHITE BEACH "W" Plus 7 Day	1025 0937 W Plus 7 Day
0937 1212	1000 1324	(C) WHITE BEACH (C) WHITE BEACH "W" Plus 8 Day	1312 0956 W Plus 8 Day
0956 TOTAL TRIF BREAKDOWNS		HOISTED ABOARD SHIP	

BREAKDOWNS -- 1 --TOTAL CARGO TRIPS -- 6 --AV. TIME PER TRIP - 11 Hrs. 24 Min. . SHIP'S BOATS

8 01131

C

REPORTE	D DEPARTED	DESTINATION	RETURNED
		"W" Plus 2 Day	
0853 1.425 16 <b>46</b>	0903 1518 1722	SHERIDAN (C' WHITE BEACH (C) WHITE BEACH	1425 1646 0810 W Plus 3 Dej
		"W" Plus 3 Day	
08 <b>1</b> 0 11 <b>45</b>	0830 1318	(C) WHITE BEACH (C) WHITE BEACH	1145 0652 W Plus 4 Day
		"W" Plus 4 Day	
0652	0852	(C) WHITE BEACH	0843 W Plus 5 Day
		"W" Plus 5 Day	
990 843	0914 1605 2100	(C) WHITE BEACH (C) WHITE BEACH ABOARD FOR REPAIRS	1543 1930 2355
		"W" Plus 6 Day	
055 938 430 018	052 0958 1505 2107	(C) WHITE BEACH (C) WHITE BEACH (C) WHITE BEACH MONROVIA	0938 1430 2018 0840 W Plus 7 Day
		"W" Plus 7 Day	
840 245	0910 1312	ABOARD FOR REPAIRS (C) WHITE BEACH	1245 0935 W Plus 8 Day
		"W" Plus 8 Day	
935	1245	HOISTED ABOARD SHIP	

AV. TIME PER TRIP. 9 Hrs. 58 Min.

TATT

SHIP'S BOATS

0

8 07733

REPORTED	DEPARTED	DESTINATION	RETURNED
		"W" Plus 2 Day	
0353/	0853	SHFRIDAN	1544 W Plus 4 Day
		"W" Plus 4 Day	
1.544	1606	WHITE BEACH	1206 W Plus 7 Day
		"W" Plus 7 Day	
1206	1445	WHITE BRACH	1625 W Plus 8 Day
	1.15	"W" Plus 8 Day	
1.625	1625	HOISTED ABOARD SHIP	
COTAL TRI			

1

UARGO TRIPS -- 0 --

-

# BOATS FROM OTHER VESSELS

0

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SHIP	BOAT NO.	TYPE	TIME REPORTED	DESTI NATION	DE PARTED	TIME RETURNED
			"W" Plus	2 Day		
COMET COMET	12	LCM LCM	1520 1536	WHITE BEACH WHITE BEACH	H 1536 H 1539	
			"W" Plus	4 Day		
IST 731			0755	WHITE BEACH	H 1310	1820 W / 5 Dey
			"W" Plus	5 Day		
BOLIVAR BOLIVAR BOLIVAR	1-1 1-1 1-1	LCM LCM LCM	0919 1132 1720	WHITE BEACH WHITE BEACH	H 0926 H 1140 H 1750	1132 1720
LST 731	13 13	LCVP "	1440 1830 1820	WHITE BEACH	H 1457 H 1845 H 1107	1830 W <b>/</b> 7 Day
			"W" Plus	6 Day		
POLIVAR " " " SHERIDAN VINDSOR		LCVP " " " "	1800 2101 1810 2022 1757 1800 2128 0140	WHITE BEACH WHITE BEACH WHITE BEACH WHITE BEACH WHITE BEACH WHITE BEACH	I 1847 I 2100 I 1810 I 1810	
LCT 962		5 35	1835		0712 W	Plus 7 Day
			"W" Plus 7	Day		
LST 986			1010	WHITE BEACH	0640 W	Plus 8 Day

# RECAPITULATION

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	CVP				ECM	1-1
Contractory and a second	USFD	NO.OF TRIPS	AV.TIME PER TRIP	NO. USED	NO.OF TRIPS	AV.TIME PER TRIP
ALMAACK	10	106	9 Hrs. 3 Min.	7	41	9 Hrs.2Min.
COMET	0	0		2	2	Did not return
BOLIVAR	7	7	Did not return	1 1	43	4 Hrs. 6 Min.
DOYAN	1	1	Did not return	10	0	
HERIDAN	1	1	Did not return	0	0	
VINDSOR	l	*1	Did not return	. 0	0	
이 나는 다	Total	bosts,	all types - 30			

Total trips - 163 Av. time per trip, all boats - 8 Hrs. 18 Min. Total time worked cargo - 98 hrs 23 Min. Av. tonnage discharge - 23 tons per hour.

26

#### CONFIDENTIAL

### COMMENTS OF SHIP'S T.Q.M.

1. This ship arrived in Honolulu with orders to be loaded in less than four days. The troop T.Q.M. brought the plans aboard, in which the total tonnage was 1950 tons. There were a few changes that had to be made because the troop T.Q.M. had never seen the ship. I feel that if I, as Ship's T.Q.M., could have arrived a few days or even one day prior to the arrival of the ship, I could have avoided these last minute changes.

2. The major comment concerning the loading and unloading of this ship for this operation was that we were not combat loaded and could not expect to be with 2250 tons (the final loading tonnage plans). With this number of tons we had to use all available hold space. I was informed that the 306th Combat Team was a reserve of the assault combat teams and would not be expected to combat load. But during the unloading phase we were called upon to deliver cargo as though we were combat loaded and could reach any type of supplies or vehicles throughout the ship. This was an impossibility with 2250 tons.

3. During the loading there were entirely too many changes. with less than four days to load, the loading plans should have been approved by the C.C. Troops and never changed, but even after L-Day and right up until the last day there were changes being made. The original ammunition allocated to this ship was changed entirely. There should be a regulation made that 72 or even 24 hours prior to L-Day (Loading Day) should be the dead line for changes. Then a T.Q.M. can be sure that he has the correct material going aboard the ship. The original loading plans called for 1950 tons. Before we were completely loaded the plans called for 2250 tons. A day or so after the ship started to take on cargo, there was a request to add one 3/4 ton truck and one 2 1/2 ton truck. The original plans called for 93 vehicles. All the available space for trucks of this size was taken. One less essential 2 1/2 ton truck was cancelled to add two more trucks and time was spent to make room for them. The changes in ammunition were numerous. A certain type of ammunition was depleted and another supposedly priority ammunition added. The major changes resulted when ordnance officers realized that a certain type of ammunition was not originally allocated to any ship, and this being a KA, took the extra armunition. An example of this was when the troop T.Q.M. was ordered to put 27 tons of 155 powder aboard the last day, because the 155 projectiles aboard had no powder. I don't feel that this was the responsibility of the Troop T.Q.M. When a final checkup was made I found we had twice as much powder as there were 155 projectiles. The only explanation I have is that some other ship had the extra projectiles.

CONFIDENTIAL

### U. S. S. ALMAACK

Subject: Comments of Ship's T.Q.M.

4. One of the biggest mistakes made by different units is that they take too much organizational equipment (combat, supplementary, commaissary supplies, etc.) Then the different units try to over load this equipment. This can be done easily because there is no uniformity to the type, size and weights of the boxes. This is a grave error and may sometime prove disastrous. An example of this, is that when this ship receives an emergency call for a certain type of supplies, say medical supplies, if there was an overload it may mean the difference between minutes or hours before we can get these much needed medical supplies to the beach, and then it may be too late.

5. Palletized supplies are very important to a combat team and especially at the beaches, if and when the pallets can be unloaded on the beaches. The supplies aboard this ship were over palletized. We carried 600 pallets. The stowing of pallets aboard a ship is a difficult job and adds to the broken stowage problem. The advantage of finger lifts aboard this ship is decreased because there is not enough room to maneuver with it in the hold. If the steel deck is wet the wheels slip, and the finger lift is too heavy for the hatch boards. Pallets are very easy and can be handled very quickly if the number for each hold is limited to those that can be stowed on the square of the hatch and within reach of the hook along the side of the hatch.

6. The advantage of pallets is defeated at the beach when they cannot be pulled out of a boat directly upon the beach. There must be bulldozers, cranes, or some other form of primemover. In this operation pallets proved to be somewhat of a disadvan tage. Because of the reef all boats could not get into the beach, therefore, our boats were held up for several hours. Then we received the order to break all pallets except 155 mm Now. mamunition. If the pallets were broken in the ship there was no place to stow the empty pallets. If we broke the pallets in the boat, the beach would not take the empty pallets and the boats had to bring the empty pallets back to the ship. One of our ICM's came back to the ship with an empty pallet caught in it's screw. Some boat crews had thrown the empty pallets over the side. I still feel pallets are very important but advanced information must be positive that the beach facilities can accoumodate pallets.

7. This ship completed unloading in 98 hours. This does not include time underway. This included only when the condition was set for unloading. We had boats available and alongside the ship approximately 30 hours as an average for 6 holds of this ship. This includes three (3) LET's, one (1) LCT, 113 LCVP's and 49 LCM's.

COMPTOENTIAL

Subject: Comments of Ship's T.Q.M.

8. Our No. #2 hold was the longest hold and two LST's completely unloaded this hold in 55 hours. Our No. #6 hold had gasoline drums only and took eight LOM's or 16 hours to unload. This difference is positive proof that with 2250 tons we cannot combat load so each hold can be unloaded at the same time.

9. This ship was very fortunate that we received three LST's and one LCT to unload us. The first day, 22 July, on arriving in the transport area, our boats never left the ship to unload our cargo. The 23 July all our seven LCM's and eight LCVP's were sent to other ships to unload priority supplies. This should have been corrected when we were loading. The USS DOYAN carried the 155 mm howitzers, yet she had no LCM's. The S.S. CLAREMONT VICTORY carried the tanks, yet she had no boats. As an assault cargo ship we should have carried some high priority vehicles. That is our greatest advantage because we carry more LCM's than any other ship in the transport division.

10. In planning the unloading of this ship, I estimated that there were 374 LOVP loads and 76 LOM loads. The actual number of LOVP loads was 113 and LOM loads was 49. The first LST took 51 of our 94 vehicles. In looking back we possibly would have had to spend another 24 to 48 hours to unload the ship if it were not for the help of the LST's and the LCT.

11. The demand for troop working parties was much more than over expected. We had to furnish 40 men for boats and ten to fifteen for each LET or LET. The original understanding was that we would have 100 quartermaster men and 20 Engineers. That was sufficient but its depletion by 40 men and possibly 50 more of the men raised a difficult problem.

EUGENE R. HALDEMAN

AKAlo/Al6 Berial: 355

SECRET

From: To :

Via :

25 October 1944.

R. S. No ....

Rep. No. 932

11 0748

Action Report - LEYTE ISLAND, Philippine Islands.

Subject:

Enclosure:

/(A) Boat Employment Table .- p.9

#### PART I - Preliminaries

1. The U.S.S. ALMAACK was a unit of Transport Group Baker, Southern Attack Force during the initial assault phase in the invasion of LEYTE ISLAND, Philippine Islands. The Southern Attack Force landed assault troops, equipment, and supplies of the 96th. Infantry Division on the eastern side of LEYTE ISLAND in the portion running from DULAG north to SAN JOSE.

2. Upon returning to Pearl Harbor, T.H., from the successful recepture of Guam, orders were received to commence loading troops, equipment and supplies of the 96th. Infantry Division on or about 28 August 1944 for the invasion of the Yap Group in the Caroline Islands.

3. All cargo loading was completed expeditiously and the ship was underway on 1 September for Maui, T.H. to conduct Amphibicus Training Operations during the period 2-6 September. These training exercises were scheduled and held simulating conditions to be found in the Yap Group.

4. The ship returned to Pearl Harbor, T.H. on September 7th and completed preparations for the pending operation. Ship departed Peard Warbor for the staging point, Eniwetok Atoll, Marshall Islands, on 15 September 1944. While enroute, daily fleet maneuvers, signal drills, emergency drills and scheduled anti-aircraft firing provider were conducted.

5. On'ON Hortshoer, 1944, receipt of Commander Task Force 33 dispatch 160243 revealed that the scheduled operation in the Yap Group had been cancelled. A later message revealed that

-1-

LEYTE ISLAND was our next objective.

11.

6. The Task Group arrived at Eniwetok for logistic repleniahment on September 25, took on fuel and supplies and departed for Manus Island, Admiralty Islands, which was designated as the staging point for the LETTE operations, arriving at that port on 3 October 1944. At 00012, 1 October 1944, Task Force 31 reported to Commander 7th. Fleet for operational control.

Action Report - LEYTE ISLAND, Philippine Islands

7. During the period 3-13 October the Task Group remained at anchor, in Secadler Marbor, Manus, provisioning, fueling and exercising troops. On 13 October three wave guide officers, 21 men and 6 LOVP's were transferred to various LST's for temporary duty in connection with forthcoming operations. On the same day six boat officers, 36 men and six LOS's reported to the ALMAACK for transportation to LEYTE.

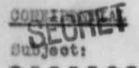
8. The primary mission of this vessel was to land 13 light tanks in the seventh wave at Orange Beach 2. The remainder of the cargo load was "call" and "general unloading" cargo.

9. Our forces employed were as listed in Commander Seventh Fleet's Operation Plan 13-44. Other than occasional enemy air attacks while unloading, this vessel encountered no enemy forces. No shots were fired from the ALMAACE at the enemy during the operation.

10. The wind was prevailing northerly and northeasterly; moderate except for a period on A/1 from about 1400 to 1730 when it blew up to about force 10 at 1500. The sea was moderate throughout except for the period noted above, then a few waves and many whitecaps were attendant. Visibility was excellent except for intermittent rain squalls.

PART II - Chronological History

1600 Commenced forming approach disposition. 1635 Streamed paravanes. A-DAY	
0440 Entered SURIGAD STRAIT enroute to LEYTE GU 0531 Went to General Quarters. 0719 Set Condition 1-A.	I.F.
0746 Commanced forming entry disposition to Transport Areas.	



0

Actio	n Report - LEYTE ISLAND, Philippine Islands
0820 0830	
0841	hoisting out landing craft. Anchored in Berth 61, Transport Area #2. All boats in the water. Commenced un-
0940	loading tanks into tank lighters.
0940	departure.
0945	All tanks unloaded. Second wave left
1045	Commenced discharging cargo.
1140	LOVP #13 received direct shell hit at beach, damaging boat beyond repair and
1535	elightly wounding one man. Underway for Transport Area No. 3.
1600	Went to General Quarters - single plane air attack. U.S.S. HONOLULU torpedoed.
1615 1637	
1830	Went to General Quarters and commanded
	laying smoke screen - Air attack.
1924	Set Condition 1-A and resumed unloading. Ceased making smoke. A/1 DAY
0500	Laid smoke screen.
0525	
0632	Ceased making moke.
0919	Went to General Quarters.
0932	Set Condition 1-A. Resumed cargo operations.
1420	APD #13 came alongside port side to receive fuel.
1715	
1810	DES #18 came alongside port side to receive fuel.
1901	
1929	Set Condition 1-A and resumed working
2215	Cargo. Cast off DMS #18 from elongside. A#2 DAY
0557	Went to General Quarters. Commenced lay- ing smoke screep. Air attack.
0630	
1224	LOI #472 came alongside port side to 2

-3-



Action Report - LEYTE ISLAND, Philippine Islands

receive fuel and stores.

- 1547 Completed discharging cargo.
- 1637 Cast off LCI #472.
- 1655 Completed debarking troops.
  - 1753 All boats aboard. Underway with Task Unit 79.14.2 enroute to HOLLANDIA, DUTCH NEW GUINEA.
- 1839 Went to General Quarters. Air attack,
- 1913 Set Condition III.
- 2225 Passed through SURIGAO STRAITS and entered FRILIPPINE SEA.

PART III - Performance of ordnance material and equipment.

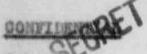
12. The ALMAACK fired no shots during the operation. When enemy planes were reported the transport area was immediately placed under a protective anoke screen and but one enemy plane was seen by the AUMAACK. This plane was not placed under fire because of its position relative to other vessels of own force and its distance from ALMAACK.

FART IV - Own battle damage.

13. The ALMAAGE itself suffered no battle damage. One 20MM shell fired by own forces, landed on the bridge deck, plowing a 4 inch furrow in the wooden deck covering. One ALMAAGE LOVF No. 13, received a direct enemy shell hit when landing on the beach. The boat was damaged beyond repair but the 2 ton truck loaded therein was landed undemaged. One man was slightly wounded in the left shoulder by a fragment and the others were unharmed.

#### PART V - Special Commants.

14. Use of smoke. The value of a protective smoke screen during enemy air attacks can not be over-emphasized. In the LEYTE operations, the transport area was blanketed by a smoke screen laid down by using the fog generators, smoke boats, smoke floats and funnel smoke, each time an air attack was expected or in effect. These screens were the most effective the Commanding Officer has ever seen. One plane passed over this ship at a height estimated to be from 150 to 200 feet above the booms and was not seen, nor is it believed was the ship seen by the pilot, due to the density of the smoke blanket.



Subject: Action Report - LEYTE ISLAND, Philippine Islands

15. Prior to entering SURIGAO STRAITS, on A-1 Day, the vessels of Transport Group Baker were directed to stream paravanes for the passage through the straits and entry to LEYTE GULF. After a successful passage, on the morning of A-Day, their recovery was ordered. The formation was then steaming at 12 knots and above. The ALMAACK found it impossible to recover its paravanes at this speed and the recovery was delayed until speed was reduced on the approach to the Transport Area. It is therefore recommended that the speed for recovery of paravanes be not in excess of 10 knots.

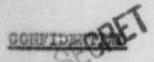
## 16. Medical.

(a) Routine preparations of medical facilities were made during the stay in Pearl Harbor, and enroute to the ares of operation. In accordance with instructions received from OTO 79.2, all hands were incoulated against Cholera and Smallpox. Tetanus, Typhoid was given where indicated. Troops, boat crows, and beach party members received, in addition, typhus prophylaxis. As there was no plague vaccine available, none was given. Upon arrival at Manus Island all hands were put upon a closely supervised regime of anti-malarial suppressive therapy, using as a daily dose one (1) tablet of atabrine. Five (5) units (500cc to unit) of whole fresh blood were drawn and refrigerated. Three (3) of these were for use aboard, and two (2) to be sent to the beach if needed. The problem of gas warfare was again reviewed and the organization for gas decontamination refreshed. From the standpoint of the availability of abundant storile goods, instruments, and other operating room equipment, this ship was far better prepared for this operation than for any previous one.

(b) Casualties received aboard numbered only three (3), all being minor. One of these casualties was a Philippine guerrille fighter who had been injured in the American neval bombardment. His wound consisted of a softtissue shrapnel laceration of the right elbow. Under pentothal sodium anesthesia the wound was debrided, calarged, and the blooding vescels tied off. The second case was one of combat fatigue. These two men were returned to the beach on the following day (A/1). Third casualty was a member of this ship's personnel (boat erew). He received a superfical shoulder laceration when enemy shell fire made a direct hit on his boat. He was restored to duty immediately.

(c) The Medical Department was given most of its work in caring for ship's personnel suffering, in varying degrees, from the effects of chemical smoke. The more common symptoms consisted of cheking, coughing, inability to breathe, nausea, vomiting, headache, and collapse. Five or six of these patients suffered from chills and fever, up to 103 degrees, 11 0748

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Subject: Action Report - LEYTE ISLAND, Philippine Islands

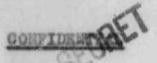
which in one case was treated with intravenous saline. Heat exhaustion probably played a part in these latter cases. The men who suffered most from the smoke, were in most cases, men who had chronic bronchial trouble, history of asthma, etc. One chief petty officer had such respiratory distress that he had to be kept in oxygen (BLB mask) most of two nights. Others resorted to the use of their gas masks, but the majority found that a damp cloth held in front of the nose and mouth provided sufficient protection.

17. <u>Navigation</u>. The charts, grids, photographs, etc., furnished this vessel, although very helpful, were too numerous for this type of ship. It is suggested that a single H.O. Chart, reproduced with the beaches, transport areas, line of departure, etc. laid out on it, would reduce the volume of grids and charts, It is further believed that this procedure would enhance the security of the operation.

18. Landing Graft. On arrival at the transport area, the six LOS's were dispatched to the U.S.S. BOLIVAR for orders and from there dispatched to join the Tare wave. The LCC picked up the Sheridan Boat Group Commander, led in the assault troops and then acted as traffic control boat for Grange Beach II. Three LCVP's were dispatched to the BOLIVAR and the last one was retained as a smoke boat. Our LOM's, augmented by 3 from the BAXTER, 1 each from CAPRICORNUS, GRORGE F. ELLIOT and ARTHUR MIDDLETON, were loaded with light tanks and dispatched to the line of departure. There they were lined up abreast and landed on the assigned beach within one minute of scheduled time. At about 1140 our LOVP No. 13 received a direct shell hit at the beach (see paragraph 13 above). During the afternoon of A-day unloading proceeded so rapidly that LOVP No. 18 designated as smoke boat, was released by an LCS, which had returned to the ship, and used for cargo work. Our LCPL and the above LCS were used as smoke boats during the night. Several of our LCVP's suffered rudder and propeller casualties on the beach, but were repaired rapidly and efficiently by the boat repair erew. The boats, generally, functioned excellently.

19. <u>Conclusions</u>. The LEYTE operation was excellently plauned and excellently executed. It was a highly successful operation. 11 0748

20. <u>Recommendations</u>. During the operation eight (8) LOVP's were inoperative at various times, due to twisted rudder shafts. Although casualties of this sort are to be expected, the following simple rules would reduce the number of such casualties. if followed when retracting from the beaches:



Subject:

Action Report - LEYTE ISLAND, Philippine Islands

- (a) Have rudder anidships while beached and while retracting.
- (b) Back off slowly. When boat is felt to free the beach, cut engine to idling speed. (On a shallow beach, such as was attendant on beaches of this operation, running the engines at high speed throws all water from beneath the boat, thus lesing power, while the low speeds keeps water under the boat and gives the screw a good pulling base).

21. The use of bulldozers to pull pallets from the boats, caused considerable damage to the ramps. All LCVP ramps were sprung and each LCM ramp was gutted and padeye strength impaired. It is recommended that a longer tow rope be used by the bulldozers as a preventative.

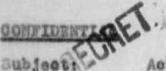
22. Many bilgs pump casualties also occurred due to the tremendous amount of sand picked up while ramps were down. This could be prevented by retiring to a safe distance from the beach after unloading, lowering the ramp and cleaning the send from the boats.

23. <u>Special items of interest during unloading.</u> The unloading phase was completed with a rapidly and efficiency that was very gratifying to the Commanding Officer. This was directly attributable to three factors: (1) the unloading conditions at the beach; (2) the continual availability of landing craft; and (3) the hard work of personnel, especially the army unloading personnel in the holds of the ship. The boats were unloaded rapidly at the beach, thus allowing them to make numerous trips. A total of 4 LOT's made one trip each; 2 Quonset barges and one pontoon barge carried one load each; 35 LOM's of other ships made 50 trips and 10 LOVP's made 12 trips. The army working parties did excellent work in the holds and on the beach.

24.	The following figures will be Total cargo carried Total unloading time Tons per hour unloaded Time at General Quarters and	of especial interest: 2580 tons 54 hrs. 48 min. 45.6
	not unloading due to anoke screen. Net unloading time	20 hrs. 01 min. 34 hrs. 47 min.

Net unloading time Net tons per hour unloaded Tons per hour unloaded last 8 hrs. 47 min. 72 72 72

105



Action Report - LEYTE ISLAND, Philippine Islands

Tons per hour unloaded last 4 hrs. 47 min. 156

#### PART VI

25. <u>Personnel performance</u>. The Commanding Officer is very satisfied and very proud of the performance of duty of the personnel of the ship during the LEYTE operation. To attempt to single out any one man or any group of men would be impossible. Every officer and man aboard ship gave his utmost effort in the unloading of the ship. The spirit in which the work was accomplished was magnificent.

26. The single personnel casualty suffered by the ALMAACK was a minor one occurring when LCVP No. 13 was hit by shell fire. BOWLEY, Doneld J., S2c, V-6, 555-99-17, USNR, was alightly wounded in the left shoulder by a fragment. He was treated aboard ship and immediately returned to duty.

C.O. HICKS

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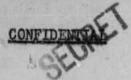
#### BOAT EMPLOYMENT TABLE SHIP'S BOATS

ICM NO. 2 TIME LEFT SHIP	DESTINATION	TIME RETURNED
VA.	"A" DAY	
0942 1630 1740	P.C. 1601 Y.M.S. 389 Aboard for repairs	1119 1735 0145 A/1 Day Ready for use.
	TAT I DAY	
0445 0827 1020 1428 1550 1745 2240	Y.M.S. 389 Y.M.S. 389 Y.M.S. 389 Y.M.S. 389 Y.M.S. 389 Y.M.S. 389 Y.M.S. 389 Took in causeway	0800 0905 1403 1523 1626 2220 0800 A/2 Day
	"A" #2 DAY	
0907 1330	Y.M.S. 389 Y.M.S. 389	1102 1615
loisted aboard 1710		

10 Cargo trips for AIMAACK 1 Trip to beach empty with pontson causeway, 1 Breakdowns,

2 hrs. 42 min. Ave. Time Per Trip.

11 0748



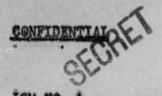
SHIP'S BOATS

TIME LEFT SHIP	DESTINATION	TIME RETURNS
	"A" DAY	
0940 1350 1712 2300	P.C. 1601 Y.M.S. 389 Y.M.S. 389 Y.M.S. 389 Y.M.S. 389	1130 1425 1740 2350
	<u>"A"≠1 DAY</u>	
0110 0345 0707 1.121 1.550 1/12 2240	Y.M.S. 389 Y.M.S. 389 Y.M.S. 389 Y.M.S. 389 Y.M.S. 389 Y.M.S. 389 To AURIGA Took in causeway.	0310 0507 1030 1423 1641 2135 0800
	"A" Z DAY	
0955 1530	Y.M.S. 389 Y.M.S. 389	1237 1632
Hoisted aboard 1655		

11 Cargo trips for AIMAACK

2. Cargo trip for AURIGA 1. Trip to beach with pontoon causeway. 0 Breakdowns.

2 hrs. 27 min. Ave. Time Per Trip.



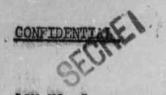
SHIP'S BOATS

TIME LEFT SHIP	DESTINATION	TIME REQUITION
	MAN DAY	
0940 1125	P.C. 1601 Aboard for repairs.	1120 1240 Ready f
1630 1745	Y.M.S. 369 Y.M.S. 389	1705 0815 "A"/1 Da
-142	ALL AL DAY	
0912	T.M.S. 389	1245
1325	Y.M.S. 389 Y.M.S. 369	1437 1748
91.50	Y.M.S. 389	0200 "A"/2 Day.
	<u>"A" 2 DAY</u>	
0,00	Y.M.S. 389 Alongside for repairs	0932 1040 Ready for use.
1400	¥.M.S. 389	1625
Noisted abeard 1630		
a house the first the second		

11

9 Cargo trips for ALMAACK. 2.Broakdowns.

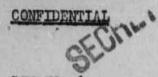
3 hrs. 54 min. Ave. Time Por Trip.



SHIP'S BOATS

DESTINATION	TIME RETUR
"A" DAY	
P.C. 1601 DOYEN	2224 0408 "A"/2 Dry
State State State State	And the second
Y.M.S. 176 Y.M.S. 389 Y.M.S. 389 Y.M.S. 389 Y.M.S. 389 Y.M.S. 389	0750 Ready for 05 0855 1000 1423 1616 1012 "A"/2 Day.
	1655
and the second	17 M
	<u>"A" DAY</u> P.C. 1601 DOXEN <u>"A"/1 DAY</u> Alongsido for repairs. Y.M.S. 176 Y.M.S. 389 Y.M.S. 389 Y.M.S. 389 Y.M.S. 389

- sreakdowns.
- 3 hrs. 18 min. Ave. Time Por Trip.



SHIP'S BOATS

LCM NO. 6 TIME LEFT SHIP	DESTINATION	THAE RETURNED
	"A" DAY	
0942 3707 3821 2910 2050	P.C. 1601 Y.M.S. 389 Y.M.S. 389 Y.M.S. 389 Y.M.S. 389 Y.M.S. 389	1114 1755 1855 2025 2335
	TAN IT DAY	
0025 050 0732 0320 1010 1245 1345 1345 1345 1300	Y.M.S. 389 Y.M.S. 389 T.M.S. 389 Y.M.S. 389 Y.M.S. 389 Y.M.S. 389 Y.M.S. 339 Y.M.S. 339 Y.M.S. 389 Y.M.S. 389 Y.M.S. 389 Y.M.S. 389	0315 0455 0700 0805 0855 1215 1325 1405 1814 2300
	<u>"∧"⊀2 DAY</u>	
0055 0920 1440	Y.M.S. 389 Y.M.S. 389 Y.M.S. 389	0422 1155 1720
Hoisted aboard 1735		

18 Cargo trips for AIMAACK O Breakdowns.

1 hr. 41 min. Ave. Time For Trip.



SHIP'S BOATS

IOM NO. 7 TIME LEFT SHIP	DESTINATION	TIMATIN
	<u>hVn DVA</u>	
0942 1133 1655 1308 2305	P.C. 1601 P.J. 1601 Y.M.S. 389 Y.M.S. 369 Y.M.S. 389	1127 1247 1740 1913 2350
	YAD EX "A"	
2725 220 1.29 1.30 1.48 2.50	Y.M.S. 309 T.M.S. 389 I.M.S. 389 Y.M.S. 389 Y.M.S. 309 Y.M.S. 309 Y.M.S. 309	0450 0955 1406 1735 2120 0200 "A"#2 Day.
	"A" 2 DAY	
0,335	Y.M.S. 309	1503

inisted aboard 1602.

12 Cargo trips for ALMAACK O Broakdowns.

2 hrs. 57 min. Avc. Time Por Trip.

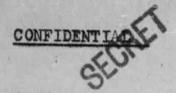
-				~
CONI	FIDE	NT.		5
		5	3	
LCM	No.	e		

U.S.S. ALMAACK SHIP'S BOATS

TIME LEFT SHIP	DESTINATION	TIME RETURNED
	"A" DAY	
0940 1123 1620 1751 2030	PC 1601 PC 1601 YMS 389 """	1109 1300 1739 1945 2340
	A/1-DAY	
0025 0310 0430 0820 1207 1725	YMS 389 """ """ """ """	0147 0350 0630 1100 1550 0200 A/2 Day
	A/2 DAY	
0325 1445 1720	YMS 389 "" Hoisted Aboard	1120 1715

15

O Breakdowns Av. Time Per Trip 2 hrs. 59 min.



TOTO

U.S.S. ALMAACK

SHIP'S BOATS

TIME LEFT SHIP	DESTINATION	RETURNED
Detached Oct. 8	137.564 <u>"A" DAY</u>	1107 A-Day
1128 1630 1820 1940 2345	PC 1601 YMS 389	1245 1723 1912 2250 0715 A/1 Day
0745 0955 1325 1458 1650	<u>A41 DAY</u> YMS 389	0915 1300 1440 1630 2345
0037 0843 1005 1645	MAS 389 "" Hoisted Aboard	0446 0935 1106

16

13 Cargo Trips For ALMAACK 1 Trip for LET 564 0 Breakdowns Av. Time Per Trip 2 hrs. 36 min.

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U.S.S. ALMAACK

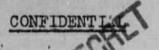
SHIP'S BOATS

# LCVP No. 10

TIME LEFT SHIP DESTINATION REPORTED Detached Oct. 8 LST 564 1040 A-Day "A" DAY 1104 PC 1601 1227 1310 1337 Ready for 1. 1720 Aboard For Repairs 1630 YMS 389 1802 # Rt 1855 2120 Aboard for Repairs 0510 Af Day+Ready For use. A/1 DAY YMS 389 0727 0915 S 120 0920 Alongside for Repairs1000 Ready for .use YMS 389 1015 1223 17 . 1411 1237 11 11 1437 1553 2040 Ready for use. 1612 Aboard For Repairs A/2 DAY

0110 1555 YMS 389 Hoisted Aboard 1135

8 Cargo Trips for ALMAACK 4 Breakdowns 1 Trip for LST 564 Av. Time Per Trip 2hrs. 24 min.



SHIP'S BOATS

-	-	.2.	14.2	
LC	VP	No.	11	
		The second		-

DESTINATION REPORTED TIME LEFT SHIP HAP DAY 0855 BOLIVAR 1200 1625 YMS 389 1715 2140 2330 1755 2320 0040 A/10Day 1 n at AT DAY YMS 389 0415 " " 0750 " " 1403 Alongside for Repairs2245 Ready for use 0110 0545 1403 AZ DAY

0100	YMS 389 112	0			
1120	Alongside for Repairs124	0 Ready	for	use	
1650	YMS 389 173	5			
1120 1650 1745	Alongside for Repairs121 YMS 389 173 Hoisted Abcard				

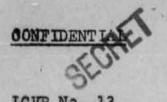
18

9 Cargo Trips for ALM.ACK 2 Trip for BOLIVAR 2 Breakdown. 4.7. Time Per Trip 3hrs. 06 min.

LEVP No. 12	SHIP'S BOATS	
TIME LEFT SHIP	DESTINATION	REPORTED
Detached Oct. 8	LST 669	1109 A-Day
	"A" DAY	
1159 1420 1709	BOLIVAR ( did no YMS 389	1/1625 1740
1855 2340	, . , .	2040 0730 A/1 Day
	A/1 DAY	
0730 1000 1459	Alongside for Re YMS 389 Alongside for Re	pairs 0955 Ready for use 1455
1737	& fitting as smo To CAMBRIA for S Boat	ke boat1700 Ready for use
	AZ DAY	
1115 1655 1745	YMS 389 " " Hoisted Aboard	1225 1735

19

Av. Time Per Trip 3hrs. 38 min.

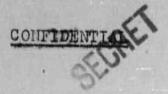


SHIP'S BOATS

LCVP No. 13 TIME LEFT SHIP	DESTINATION	REPORTED
Detached Oct, 8	LST 669	1058
	"A" DAY	
1116	PC 1601	

20

1 Trip for LST 669 Destroyed by enemy shell fire.



U.S.S. ALMAACK SHIP'S BOATS

ICPL #14 TIME LEFT SHIP	DESTINATION	RETURNED
	A DAY	
0942 1019	PC1601 Duty Boat	1019
	A Plus 2 Day	
1646	Hoisted Abeard	

DUTY BOAT AND SMOKE BOAT.

***

CONFIDENTIA

U.S.S. ALMAACK

SHIP'S BOATS

LCVP #15 TILE DEFT SHIP	DESTINATION	RETURNED
Detached 10/8/44 1349 1658 2230	LST#672 YI4S#389 """"	1202 1600 1740 0040 A/1 Dag
	A Plus 1 Day	
0145 0355 0716 0915 1245 1411 1955	YAS#389 11 11 11 11 11 11 11 11 11 11 11 11 11 11	0300 0459 0855 1230 1357 1542 2140
	A Plus 2 Day	
0120 0852 1458 1735 Høisted Aboard.	YA:15#389 """""	0815 1013 1730

1 Trip for LST #672. 0 Breakdowns. 2 hrs. 07 min. Average time per trip.

22

	SECT	SHIP'S BOATS	
LCVP TILE	EFT SHIF	DESTINATION	RETURNED
		A Day	
0655 1630 1725	Alongside for re	BOLIVAR YMS#389 spairs	1200 1725 0700 Ready use.
		A Plus 1 Day	
0857 1215 1420 1557 1950		YMS#389 " " " " " " " " " " " "	1121 1405 1537 1745 1005 A/2Day
		A Plus 2 Day	
1005	Aboard for repair	28	1235 Ready 1
1620	Hoisted aboard.	YIIS#389	1647 use.

7 Cargo trips for ALMAACK 1 Trip for BOLIVAR 2 Breakdowns. 3 hrs. 16 min. Average time per trip.

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U.S.S. ALMAACK

SHIP'S BOATS

DESTINATION	RETURNED
A Day	·
LST#672 YMS#389	1113 1720 0340 A/1 D.
A Plus 1 Day	
YMS#389 Lirs	0708 1125 Ready for
YMS#389	use. 1310 1407
epairs	1610 1005 A/2 Day Ready for use.
	<u>A Day</u> LST#672 YMS#389 " " " <u>A Plus 1 Day</u> YMS#389 Lirs YMS#389 " " "

#### A Plus 2 Day

1005	YMS#389	1105
1105	Alongside for repairs	1300 Ready for
1628 1657	" " " " Hoisted aboard.	1655 use.

7 Cargo trips for ALLIAACK
1 Trip for LST#672.
3 Breakdowns.
4 hrs. 36 min. Average time per trip.



SHIP'S BOATS

LCVP	#18	
	LEFT	SHIF

# DESTINATION

Duty smoke boat YNS#389 RETURMED

### A Day

0855 2300

2200 0107 A/1 Day

use.

#### A Plus 1 Day

0115		YM	Si 3	89	0400	
0429		6	11	tt	0515	
0732		11	11	51	0957	
1025		8		. 17	1518	
1540		17	- 11	T	1710	
1710	Alongside for	repairs			0815	A/2 Day
						Ready for

# A Plus 2 Day

0843	YMS#389	0949
1350	ส ที่ยั	0949 1625
1350 1650	0 U U	1735

1750 Hoisted aboard.

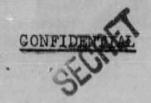
9 Cargo trips for ALMAACK Smoke boat for 13 hrs. 1 Breakdown. 2 hrs. 05 Min. Average time per trip.

Lang Street	IDENTIAL PER	U.S.S. ALMAACK SHIP'S BOATS	
LCVP TILE	#19 LEFT SMIP	DESTINATION	RETURNED
		A Day	
0855 1159 1630 1855		BOLIVAR BOLIVAR(điđ not use) YMS#389 " " "	1157 1226 1723 0040 A/1 Day
		A Plus 1 Day	
0045	Aboard for repai	rs,	0155 Ready for
0330 0515 0730	Aboard for repai	YMS#389	use. 0445 0710 1115 Ready for
1126 1255 1443	Alongside for re	YMS#389 " " "	use. 1247 1412 1310 A/2 Day
		A Plus 2 Day	
1409 1640	Hoisted aboard.	YMS#389	1440
1 Tr 3 Br	rgo trips for ALM ip for BOLIVAR. eakdowns.		

1 hr. 51 min. Average time per trip.

## 11 0748

26



### RECAPITULATION

SHIP	LCVP NO. USED	NO. OF TRIPS	AV. THE PER TRIPS	NO.LCM'S USED	NO. OF TRIPS	AV. TIE PE TRIP
ALMAAGK	9	80	2hrs. 51min.	. 7	80	21: 5. ill'
BAXTER	0	0		3	3	
CAPRICORNUS	0	0		1	1	
LIDDELTON	0	0		1	1	
ELLIOT	0	0		1	1	
BELLE GROVE	0	0		14	29	2hr s . 4,214
GASA GRANDE	0	0		6	6	
RUSIMORE	0	0		7	8	
MOTETON	5	6	관습하는	0	0	
GALIBRIA	5	6		1	1	
4 LCT's - One	trip each	•				
2 Quonset Bar	ges - One	trip eac	h.			
I Pontoon cau	iseway - On	e trip.				
	TOTAL BOAT	TS ALL T	YPES	67		
	TOTAL TRI	PS		230		
	AVERÀGE T	DE PER	TRIP ALL BOAT	S 2 hrs.	47 min	
	TOTAL TEL	e worked	CARGO	54 hrs.	48 mi	n
	NET TILE	WORKED C	ARGO	34 hrs.	47 mi.	n.
	AVERAGE T	onnage D	Ischarge	45.6 gr hour on worked	total	s per time eargo

£.

A16-3 (1) (2)

COMMANDER TRANSFORT DIVISION 28 , AMPHIBIOUS FORCES, U. S. PACIFIC FLEET

FIRST ENDORSEMENT to CO, USS AIMAACK Itr. AKAl0/AL6, Serial: 355, dated 25 October 1944. c/o Fleet Post Office San Francisco, California.

27 October 1944.

# CONFIDENTIAL

Subject:
Commander Transport Division 28.
Commander in Chief, United States Fleet.
Commander Transport Division EIGHTEEN.
Commander Group SIX, Amphibious Forces, Facific Fleet.
Commander THIND Amphibious Force.
Commander SEVENTY Amphibicus Force.
Commander SEVENTY Fleet.
Commander in Chief, United States Pacific Fleet and Pacific Ocean Areas.

1.

Forwarded.

27 lang

OF6-12/APA36/A16-3 Serial No. 06

COMMANDER TRANSPORT SQUADRON TWELVE

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

ALMAACK 1tr. AKA10/A16, Serial NOV1944 355 dated 25 October 1944. ComGroupSix

4 November 1944.

From: To :	Commander Transport Squadron TWELVE. A16-3 Commander-in-Chief, U. S. Fleet.
Via :	<ol> <li>Commander Task Group 79.2 (Commander Amphibious Group SIX).</li> <li>Commander Task Force 79 (Commander THIRD Amphibious Force).</li> <li>Commander Task Force 77 (Commander SEVENTH Fleet).</li> </ol>
Subject:	Action Report - LEYTE ISLAND, Philippine Islands.

1. Forwarded.

Copy to: CinCPac (2) (direct) USS ALMAACK

KNOWLES

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FILE NO.16-3

SERIAL

0129

COMMANDER GROUP SIX AMPHIBIOUS FORCES, PACIFIC FLEET c/o FLEET POST OFFICE BAN FRANCISCO, CALIFORNIA

DEC 1944

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13 1944

CONFIDENTIAL

THIRD Endorsement on CO, USS ALMAACK Conf. ltr. AKAlO/AL6, Serial 355, dated 25 October 1944.

From:	Commander Amphibious Group SIX, U. S. Pacific Fleet (CTG 79.2).
To:	Commander in Chief, United States Fleet.
Via:	(1) Commander THIRD Amphibious Force, U. S. Pacific Fleet (CTF 79).
	(2) Commander SEVENTH Fleet (CTF 77).

Subject: Action Report - LEYTE ISLAND, PHILIPPINE ISLANDS.

1. Forwarded.

2. The ALMAACK did an excellent job at LEYTE. Her unloading was carried out in an outstanding manner.

FORREST B. ROYAL

Copy to: CO, USS ALMAACK (AKALO) ComTransDiv 28 (Temp) ComTransRon 12

1 02594

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File No. FE25/A16-3(3)

#### THIRD AMPHIBIOUS FORCE OFFICE OF THE COMMANDER

Ol/cpw

A16-3(1)

Serial

- 1 - 0450

CONFIDENTIAL

30 DEC 1944

FOURTH ENDORSEMENT to CO, USS ALMAACK Conf. ltr. AKAlO/Al6, Serial 355, of 25 Oct. 1944.

From: Commander Third Amphibious Force. To : Commander Seventh Fleet.

11

Subject: Action Report - LEYTE ISLAND, FHILIPPINE ISLANDS.

1. Forwarded.

2. The performance of ALMAACK in unloading an overall average of 72 tons per hour and maintaining an average of 105 tons per hour for nearly nine hours was outstanding and in close accord with estimates made during planning.

T. S. WILKINSON.

Copy to: ComPhibGrp 6 ComTransRon 12 ComTransDiv 28 CO, USS ALMAACK

1 0259

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#### UNITED STATES FLEET COMMANDER SEVENTH FLEET

A16-3(F-3-4/wmw)

Serial: 0150

1 02594

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8 JAN TOAT

CONFIDENTIAL

FIFTH ENDORSEMENT to: / CO USS ALMAACK conf. ltr. AKA10/A16, serial 355 of 25 October 1944.

From: Commander SEVENTH Fleet. To : Commander in Chief, United States Fleet.

Subject: Action Report - LEYTE ISLAND, PHILIPPINE ISLANDS.

1. Forwarded, concurring in the remarks expressed in the Fourth Endorsement.

C E. TAN HOOK, Deputy.

Copy to: ComPhibGrpSIX ComTransRonTWELVE ComTHIRDPhib CO USS ALMAACK AEA10/A16 Serial: 365

OORFIDENTIAL.

19 November 1944.

Reg. No. -

P S No.

965 11 04401

From:	Commanding Officer.
To :	Commander in Chier, United States Fleet.
Via :	<ol> <li>Commander Transport Division TEN.</li> <li>Commander Transport Division EIGHT.</li> <li>Commander THIRD Amphibious Force.</li> <li>Commander SEVENTH Amphibious Force.</li> <li>Commander SEVENTH Fleet.</li> <li>Commander in Chief, United States Pacific Fleet and Pacific Ocean Areas.</li> </ol>

Subject: Action Report - LEYTE ISLAND, Philippine Islands, 14-15 November 1944.

PART I - Preliminaries

1. The U.S.S. ALMAACE was assigned to operate with Transport Division TEM, the mission of which was to lift certain lith. Corps Headquarters Units, and Units of the 310th. Bomb Ming at MONOTAI, to be landed at LEYTE. The landing was on beaches which were held by our forces, and was non-tactical. The cargo carried was not combat loaded.

2. Upon leaving LETTE on A/2 Hay, the ALMAACK and other assigned vessels were routed to HollANDIA, DUTCH NEW GUINEA, arriving there on 27 October. Subsequently orders covering prospective movements were received, and the MOROTAI detachment departed HOLLANDIA on 2 November, arriving at MOROTAI after daylight 5 Nevember. Loading was commenced at Ammy Fier #3 the following day and was completed in 24 hours. During the entire stay at MOROTAI, until departure on 10 November, the ship went to General Quarters 13 times as a result of the presence of enemy aircraft. Upon two occasions Jap planes were seen in the beam of our anti-aircraft searchlights ashore, and on one of these occasions the ALMAACK fired 8 rounds of 5"/38 Caliber anti-aircraft ammunition and 4 rounds of 3"/56 Galiber anti-aircraft ammunition. The bursts appeared to be very close to the plane, and there is a possibility that some damage was inflicted upon it, although it disappeared from the searchlight beam and could no longer be observed.

3. The MOROTAL detachment joined Transport Divisions MIGHT and THENTY-FOUR enroute and proceeded in company to LEYTH. A Japanese Torpedo Bomber attack was made on the formation on the afternoon of 13 November, the day before arrival. Several bogies were reported and tracked by the air search radar guardahip, and one Jill closed to visual range.

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#### COMFIDENTIAL.

Subject: Action Report - LEYTE ISLAND, Philippine Islands, 14-15 November 1944.

soming in on a bearing of about 1000 relative to the formation axis. A torpedo was launched at the CATSKILL, the last ship in the left flank column, directly astern of the ALMAACK. The plane was taken under fire by our three inch and five inch batteries at 3500 yards, and by our 20MM batteries at about 500 yards. Bursts from the automatic weapons were definitely seen to score hits on the right wing and on the tail of the Jap plane, and as those parts disintegrated the plane went out of control about 100 yards from the CATEMILL, and after passing slightly astern plunged into the sea. There were as survivors. The CATEMILL skillfully maneuvered to avoid the torpedo, and it spent itself without inflicting denage.

#### PART II - Unloading Phase

Upon arrival in the Transport Area, the ALMAACK had 7 LOVP's and its LOPL at the rail for immediate lowering. All boats were in the water 23 minutes after the order to lower boats was given, and, in accordance with previous instructions. our LIC and all seven of our LCM's were despatched to other ships. Unloading commenced at 0730, and continued without interruption, as boats were available, until completion at 0900 the following morning, a total elepsed time of 25% hours. No priorities were assigned, and the cargo was taken from the holds in a manner most calculated to expedite the unloading. On a number of occasions enemy planes were reported in the vicinity, but unloading was continued in accordance with the policy of which all shipe were advised by the SOPA. Although the ship did not go to General Cuarters at those times, gun crows were alerted, and omoke missions were carried out by the two smoke boats which had been equipped. Smoke was also made by the ship's fog generators.

#### PART III - Chronological

#### 13 Hovember

1540	Went to General Quarters.
1546	Commenced evasive maneuvers.
1703	Commenced firing - enemy plane shot down.
1803	Set Gondition III.
1836	Gommanoed forming approach disposition.
2235	Went to General Quarters.
2325	Set Condition III.

14 November

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#### DOWNIDENT IAL

Subject: Action Report - LETTE ISLAND, Philippine Islands, 14-15 November 1944.

14 November

0036	Estored SURIGAO STRAIT.
0600	Want to General Quarters.
	Set Condition IA.
	Entered Transport Area and commanced
	hoisting out landing eraft.
0713	Anchorod off Yellow Beach.
0715	All landing oraft water borne.
0933	Underway to shift anchorage.
1040	Anchored off Blue Beach.
1739	Underway to shift anohorage.
1835	Anchored off Catmon Hill Beach.
2215	Commonoed making smoke.
2225	Cossed making smoke.

15 November 0543 Commaneed making smoke. 0632 Ceased making smoke. 0730 Underway to shift anchorage. 0756 Anchored off Blue Beach. 0900 Completed unloading.

PART IV - Performance of Ordnance Material and Nguipment.

6. The ALMAAGE fired on the two occasions previously mentioned, one at MOMOTAI and one just east of LEYTE GULF. On the first, the results could not be clearly observed, while on the second, the Jap plane was shot down, either by the ALMAAGE's batteries alone, or by them in conjunction with those of other ships firing at the same time. At that time three personnel casualties were suffered from flying fragments of 2000 projectiles which exploded against a ship's guy wire in the line of fire, from other vessels. There were no material nor ammunition casualties. No battle damage was suffered by the ALMAAGE, not by any of her boats during the operation.

PART V - Special Comments

7. There was some confusion concerning the beach at which the material carried by the ALMAACK was to be unloaded, and shifts in anchorage were required three times. Unloading continued underway, however, and no substantial amount of time was lost.

#### COMFIDENTIAL.

Subject: Action Report - LEYTE ISLARD, Fhilippine Islands, 14-15 Ecvember 1944.

6. As soon as the ALMAACK's seven LCM's were in the water, they were sent as directed to other ships. This was done to insure the completion of unloading by nightfall of the 14th. of all APA's, AP's, and LSV's in the group. Although it is felt that assuming no delays for lack of boats the ALMAACH could have completed unloading in one day, such a policy no coubt would have deprived the other types of unloading media, and thus would have delayed the departure of a greater number of vessels.

9. During the unloading, the ALMAACK provisioned the four LCT's and one LSM which carried loads for us, as well as one other LCT which had not been successful in securing provisions from the ships for which she was working. Clothing end small stores were made available to the personnel of these oraft. While at MONOTAI, the ALMAACK fueled to capacity the six destroyers which constituted the serven of the MONOTAI detachment. Percentage of fuel capacity on hand was thus reduced to about 36%, but a safe margin still remained for expected operations.

10. Total cargo carried was 1372 tons, consisting of 163 vehicles, most of them fully loaded, 169 drums of 80 octane gasoline, and organizational equipment. Elapsed unloading time was 25g hours, or an average of 53.8 tons per hour. Material assistance was rendered by one LSM, and by three LST's, which made a total of mine trips.

11. The following boat trips were made: one LSM; nine LOT; 36 LOM; and 44 LOVP. All of the LCM's and LOVP's employed were ALMAACK boats; no boats of other ships were used.

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### CONFIDENTIAL

ANTI-AIRCRAFT ACTION BY SURFACE SHIPS

LOCATION OF SHIP

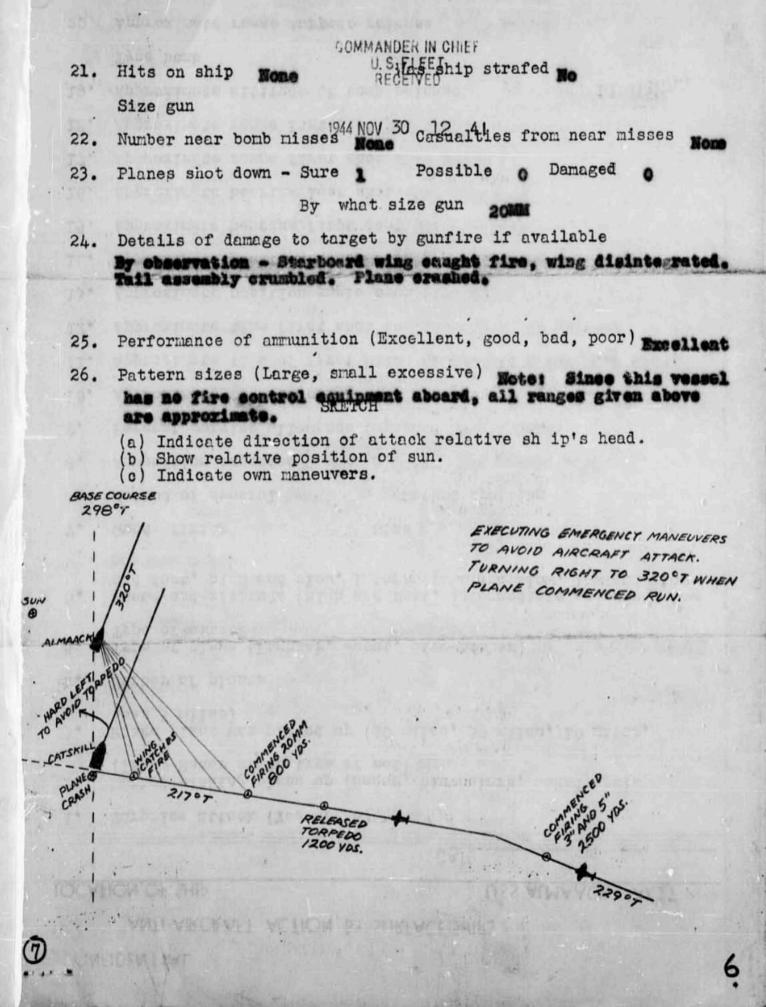
(6)

# USS ALMAACK -

5

*****	DATE 13 Movember 1944
1.	Surprise attack (Yes or No) No
2.	Method picking plane up (Radar, binoculars, naked eye) (If by Radar state type of set) <b>Naked eye</b>
3.	Range plane was picked up (50 miles, 30 miles, 10 miles, less 5 miles) Loss 5 miles.
4.	Number of planes One.
5.	Type of plane (Fighter, scout, dive-bomber) 7111-Torpedo Bomber Type of attack Torpedo.
6.	Speed and altitude (high and fast, intermediate and fast, low and fast, high and slow, intermediate and slow, low and slow
	Low and fust. 1 - 5"/38
7.	Guns firing Size 2 - 3"/50 Number
	Method of control Local Method spotting
8.	Ammunition expended 5 rounds 5"/38 500 rounds 20MM
9.	Percent service allowance expended Negligible.
10.	Approximate time tracking to first shot 30 seconds for 5" & 3"
11.	Approximate time of first hits 15 seconds after open fire.
12.	Approximate time first shot to last shot 25 seconds
13.	Approximate position angle open fire
14.	Approximate position cease fire 🕶
15.	Approximate bearing first shot 95° Relative
16.	Approximate bearing last shot 160° Relative
17.	Approximate range first shot 2500 yards
18.	Approximate range last shot 500 yards
19.	Approximate altitude of bomb release 11 04683
37 *	Type bomb
20	Approximate range torpedo release 1200 parts

Size of torpedo Aurial Torpedo - probably 18"



05/wcb

FB7-10/A16-3 Serial:

COMMANDER TRANSPORT DIVISION TEN %Fleet Post Office, San Francisco, California.

CONFIDENTIAL :

23 November 1944

FIRST ENDORSEMENT to: USS ALMAACK 1tr AKA10/A16 Ser 365 of 19 Nov. 1944.

Commander Transport Division TEN (CTU 79.15.2). Commander in Chief, U. S. Fleet. (1) Commander Task Unit 79.15.6 (CTD 8). (2) Commander Task Force 79. (3) Commander SEVENTH Amphibious Force. (4) Commander SEVENTH Fleet. (5) Commander in Chief, U.S. Pacific Fleet From: To : Via :

- - and Pacific Ocean Areas.

Action Report - LEYTE ISLAND, Philippine Islands, Subject: 14-15 November 1944.

Reference:

(a) PacFltConfLtr 2CL-44.

1. Forwarded.

Commander Task Unit 79.15.2 and Commander Task Unit 79.15.6 have covered these operations reported herein in their group reports. A good bit of the sub-stance of this letter might well be recorded in the War Diary, but as it is now written it will be forwarded with no other comment except that the Commanding Officer's attention is invited to reference (a), covering action reports and war diaries.

M. HAIGHT.

Copy to: CO USS ALMAACK

1 02037

FB7-8/A16-3 SECOND ENDORSEMENT: on AKA10/A16, serial 365 of 19 November 1944

TRANSPORT DIVISION EIGHT U.S. PACIFIC FLEET

26 November 1944

105144

J 1944.

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

From:	Commander Transport Division EIGHT (CTU 79.15.6).
To:	Commander-in-Chief, U.S. Fleet.
Via:	<ol> <li>Commander Task Force 79.</li> <li>Commander SEVENTH Amphibious Force.</li> </ol>
	(3) Commander SEVENTH Fleet.
Subject:	Action Report - LEYTE ISLAND, Philippine Islands, 14-15 November 1944.

1. Forwarded.

A.P. Deuslius s. P. JENKINS.

1 02037

13202

File No. FE25/A16-3(3)

THIRD AMPHIBIOUS FORCE OFFICE OF THE COMMANDER 01/ad

A16-3(D)

Serial

#### CONFIDENTIAL

1.

0437

29 DEC 1944

THIRD ENDORSEMENT to CO, USS ALMAACK conf. ltr. AKAlO/Al6, ser. 365 of 19 November 1944.

From: Commander Third Amphibious Force. To : Commander Seventh Fleet.

Subject: Action Report - LEYTE ISLAND, Philippine Islands, 14-15 November 1944.

Forwarded.

T. 'S. WILKINSON.

1 02037

6

UNITED STATES FLEET COMMANDER SEVENTH FLEET

A16-3(F-3-4/wmw)

Serial: 095

CONFIDENTIAL

FOURTH ENDORSEMENT to: CO USS AIMAACK conf. ltr. AKAlO/Al6, ser. 365 of 19 November, 1944.

From:Commander SEVENTH Fleet.To :Commander in Chief, United States Fleet.

Subject: Action Report - LEYTE ISLAND, Philippine Islands, 14-15 November 1944.

1. Forwarded.

Copy to: CO USS ALMAACK ComTransDiv 10 ComTransDiv 8 Com3rdPhibFor

J. H. LONG

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JAN 1945

02037

By direction.

MA10/A16 Serial: 01

Front

To t

Floot Post Office 14 January 1945. San Francisco. A16-3 2096 California

CORFIDENTIAL.

Commanding Officer. Commander in Chief, United States Fleet.

- (1) Commander Transport Division 28.
- (2) Commander Amphibious Group SEVEN, Amphibious Forces, Pacific Fleet.
- (3) Commander THIRD Amphibious Force.
- (4) Commander SEVENTH Amphibious Force.
- (5) Commander SEVENTH Floet. (6) Commander in Chief, Pacific Ocean Areas.

Action Report, Lingayon Operation, Philippine

#### Sabject:

Islands.

Enclosures: (A) Drawings of suggested change in LGH(3) lifting pads. (B) Boat Employment Tables. P. 28

#### PART I - Brief Summary

The U.S.S. ALMAACE was a unit of Transport Group A. Lingayon Attack Force, during the assault on Lingayon. The pariod covered by this report is from 30 November 1944 to 15 January 1945.

This ship loaded 1478.22 tons of cargo of RCT 148 at Empress Augusta Bay, Bougainville Island, Solomon Islands, and unloaded this cargo at the objective, during the period of 9 January 1945 and 12 January 1945.

The ALMAACE departed from the objective at 1700, 12 January in company with Task Group 79.14.6.

#### PART 2 - Proliminaries

During the subject operation, this ship was attached to Transport Division 28, in Task Unit 79.3.1. This task unit was a part of Task Force 79, the Lingayen Attack Force.

The ALMAAGE sailed from Empress Auguste Bay. Rougainville, in company with Task Unit 79.3.1 on 16 December 1944. and proceeded to Huon Gulf, New Guinea, where a rehearsal of the operation was conducted. General ship drill, tactical exercises and paravane drills were held enroute. During the movement from staging area to objective, recognition classes were held for all hands. As in all past operations, a large scale plaster model of our beaches and transport areas was constructed in the upper tween deck of No. 2 hold, plus maps and gridded charts of the area 145046

#### **QONFIDENTIAL**

Subject: Action Report, Lingayen Operation, Philippine Islands.

for study by all hands. Officers were selected to give instruction to all hands on all phases of the operation, and the landing craft erows were thoroughly briefed in their dutics. It is believed that the preliminary training and instruction was as thorough as possible. Following the manauvers in Huon Gulf, the ship proceeded to Manus Island, Admiralty Islands, and left Manus Island on 31 December 1944 enroute to Lingayon Gulf, Philippine Islands, arriving at the Transport Area at dawn of 9 January 1945. All boats were in the water at 0750, and cargo unloading operations commenced at 0625.

3. The mission of this ship was to load, transport, protect, and on S Day when directed, boat and land troops and equipment of 148th RGT on our designated beach; to furnish boats and wave guide officers for the landing of the assault troops; to provide a beach party to establish the beach and unload cargo as directed; to provide a division salvage IGH, to provide smoke boats; and to furnish one LGG for control of transport division 38 beach.

4. Enemy forces which this ship encountered consisted of Japanese aircraft of the reconnaisance, twin engine bomber, and fighter types including suicide divers. While in the Transport Area the ship was in the vicinity of attacks made by Japanese meter boats and swismers carrying explosive charges, but no such attacks were made on this ship.

PART 3 - Chronological Account of the Action

#### S-3 Day

1705 A Japanese reconnaisance plane passed directly overhead, chased by four Corsairs. It was shot down and crashed into the sea about 2500 yards on the port beam.

#### S-1 Day

0907 Two Japanese twin engine bombers, identified as "Bettys" made a glide bombing run from out of the sun, straddled the ship with three bombs, released at about 5000 feet altitude and missing the ship by fifty yards, no damage done.

0908 General Quarters.

#### CONFIDENTIAL

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Subject: Action Report, Lingayen Operation, Philippine Islands.

- 1008 Set Condition III.
- 1800 General Quarters.
- 1818 Combat air patrol shot down four Japanese planes, identified as "Vals", off port quarter, distance four miles.
- 1825 Set Condition III.
- 1843 General Quarters.
- 1856 A Japanese plane made a suicide dive into a GVE off the port bow, distance eight miles, hitting her on port quarter.
- 1982 Commanded firing all port guns on Japanese plane which attempted suicide dive on ship in next column. Plane identified as a "Judy" or "Val" erashed into water off port bow, distance 1500 yards.
- 1904 Ceased firing port guns, having expended two rounds of 5"/38 Cal, mineteen rounds of 3"/50 Cal and 540 rounds of 200MM. No casualties, hits undetermined.

S Day

- 0539 General Quarters.
- 0545 Set Condition III.
- 0618 General Quarters.
- 6625 Set Condition I-A.
- 0640 Recovered paravases.
- 0653 Executed deployment for approach disposition.
- 0657 Hoisted all boats to the rail.
- 0726 Commenced lowering all landing ereft.
- 0733 Anchored in Transport Area "C", Lingayen Gulf.
- 0745 Three Japanese planes off starboard bow, distance eight miles, taken under fire by ships in area. One plane made suicide dive into Fire Control Bridge of the U.S.S. COLUMBIA.

#### CONFIDENTIAL

Subject: Action Report, Lingayen Operation, Philippine Islands.
6750 Commenced opening all hatches, made all preparations for working cargo. All boats allocated to other ships for the assault phase showed off.
0615 Beach party left ship for our beach.
0625 Commenced initial unloading.
0649 Set Condition I-B, continued working cargo.
1030 Underway to Transport Area "N", Lingayan Gulf.

- 1108 Commenced cargo operations in Transport Area "M".
- 1120 Anchored in Transport Area "H".
- 1305 Enemy plane under fire by anti-aircraft batteries of ships off port bow, distance eight miles. U.S.S. MISSISSIPPI damaged by bomb hit and plane made suicide dive into HMAS AUSTRALIA, plane identified as a "Tony".
- 1615 Received LCT 1070 on port side, Nos. 2 and 3 hatches.
- 1823 Commenced making amoke.
- 1903 Heavy AA fire in transport area, poor visibility due to moke screen, no target visible.
- 1905 General Quarters.
- 1911 Set Condition T-B, continued working cargo.
- 1925 AA fire off our port bow, no target visible.
- 1926 General Quarters.
- 1935 Set Condition I-B, continued working cargo, stopped making smoke.

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2028 LOT 1070 cast off from port side.

#### GONFIDENTIAL.

Subject: Action Report, Lingayen Operation, Philippine Islands.

Sfl Day

- 0210 U.S.S. BARTON (DD 722) came alongside to port for fuel and supplies.
- 0225 Commenced fueling U.B.S. BARTON.
- 0332 While hoisting our 10M No. 5 from No. 5 hetch, starboard side, the roll of the ship caused the boat to swing into the guy, sampping it. The boat was lowered to check the swing; it struck the deck, damaging the serew and rudder.
- 0353 LST No. 925 reported being attacked and terpedoed by enemy P-T boat near beach in area X-I at approximately 0320. P-T boat destroyed.
- 0A13 U.S.S. ROBINSON (DD 562) was attacked and torpedoed by enemy P-T bout approximately 5 miles north of our position.
- 0425 U.S.S. WARRAWE hit by suicide demolition boat and reparted to be abandoning ship.
- 0457 Extinguished lights in holds and ceased cargo operations and boat movements on order of Task Force Commander.
- 0530 A small boat, apparently P-T boat destroyed by gunfire from destroyers three miles off port beam.
- 0605 Finished fueling U.S.S. BARTON.
- 0635 Commenced making smoke.
- 0640 U.S.S. RARTON cast off from port side.
- 0659 Heavy AA fire in our area.
- 0700 General Quarters.
- 0702 Japaness plane, identified as "Zeks" reported shot down in our area.
- 0712 Japanese plane "Val" reported overhead, Commenced firing sterboard 3" gun.

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## GONFIDENTIAL.

WHER ALS	ANTA AND
Subjec	t: Action Report, Lingayen Operation, Philippine Islands.
0713	Commenced firing port 3" gun.
0734	Censed firing, having expended 14 rounds of 3" AA common. No casualties. Hits undetermined.
0731	Set Condition I-B.
0734	Ceased making smoke.
0735	Commenced cargo operations.
0947.	Received bargs BO-3 port side No. 6 hold.
0950	Set Condition I-A. Continued working cargo.
1000	LCT 719 came alongside No. 4 and 5 hatch, starboard side.
1022	Barge B0-3 cast off temporarily.
3.030	Barge B0-3 tied up port side No. 6 hold.
1313	Commenced swinging ship's head into sea.
1425	Barge B0-3 cast off.
1530	LOT 719 cast off. Discontinued cargo operations.
1630	Set Condition III.
1635	Commenced taking abbard beats in proparation for retire- ment.
1729	Underway to anchorage in San Fabian Area in accordance with orders of 0.T.O. 79.1.
1822	Reversed course on orders of C.T.C. 79.1, toward anchorage in Transport Area "N" previously occupied.
1900	AA fire on starboard quarter. General quarters.
1907	Anchored in Transport Area "M", Lingayon Gulf.
1908	Set Condition I-B.
2010	formanal unbing make

1910 Commanced making smoke.

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Subjee	t: Action Report, Lingayan Operation, Philippine Islands.	
1913	Heavy AA fire in our area.	
1914	Japanese torpedo bomber reported to have been shot down in our area.	
1946	Ceased making smoke.	
1.947	Commenced unloading operations at No. 1 hold.	
2000	Set a picket boat watch as well as armed deck sentries fore and aft to search water for swinning Japanese.	
2045	While hoisting LGM-M25, belonging to Army, on board for repairs, one of the lifting pads broke causing the beat to fall on deck. A large hole was smashed in the boat's bottom. No casualties.	
	S#2 Day	
0545	General Quarters, commanded making smoke.	
0555	Ships astern fired on plans 3 miles astern.	
0611	Censed making moles.	
0612	Set Condition III.	
0657	Set Condition I-B gun watches.	
0658	Commenced making smoke.	
0705	Ceased making smoke.	
0710	Set Condition I-B. Commenced eargo unloading operations.	
0920	LOI No. 1020 made fast to starboard side No. 4 hold for supplies and water.	
1005	Commenced discharging fresh water to LOI No. 1020.	
1155	Completed discharging fresh water to LCI No. 1020.	
11.07	Gast off 101 No. 1020.	

1208 LOI No. 451 made fast to starboard side of No. 4 hold for supplies and water.

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## GONFIDENTIAL

Subjee	t: Action Report, Lingayen Operation, Philippine Islands.
1215	Commenced discharging fresh water to LGI No. 451.
1.303	Completed discharging fresh water to LCI No. 451.
1,305	Cast off LGI No. 451 from starboard side.
1306	Set Condition I-A, continued cargo unloading operations.
1330	LSE No. 137 pulled alongside to port to receive our stream anchor to replace one she had lost.
1405	Law No. 137 phoved off from port side.
1420	LOI No. 567 made fast to starboard side to take on cas and stores.
1,500	Finished unloading No. 5 hold.
1.605	LEM No. 31 moored alongside to port to receive sargo.
1614	LGI No. 567 cast off from starboard side.
1819	LEM No. 11 moored alongside to starboard, No. 4 hatch.
1628	Commenced making smoke.
1.830	Set Condition 1-3. Continued cargo unloading operations.
1054	Heavy AA fire in our area. No target visible in snoke soreen.
1913	As fire in our area.
1.934	As fire in our area.
1930	Completed unloading No. 3 hold.
2000	Consed making sacks.
2105	Cast off LSN No. 11 from starboard side.
2110	AA fire in our area.
2115	Completed unloading of No. 4 hold.
2145	Completed unloading of No. 2 hold.

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## COMPIDENTIAL.

Subjec	t: Action Report, Lingayen Operation, Philippine Islands
	sf3 Day
0617	Commenced making moke.
0617	AA fire off starboard beam at 5 miles.
0742	Ceased making smoke.
0755	AA fire in our sector, no targets visible in smoke screen.
0800	Commenced making smoke.
0601	Bombs landed 30 fest off our port bow and port quarter. No damage.
0805	Commenced firing on enemy planes off port side identified as Japanese "Vals".
0806	Geased firing, having expended 500 rounds of 2000. No casualties, hits undetermined.
0815	Two DE's and one APD reported to have been hit by bombs during the last raid with little structural damage and few casualties.
0038	Ceased making smoke.
0955	Received THE 319 on port side No. 4 hatch to receive supplies and water.
1020	Cast off LEM No. 31 from port side forward.
1015	Commenced discharging fresh water to YMS 319.
10 50	Completed discharging fresh water to YMS 319.
1100	Cast off YES 319.
1129	Received 101 975 alongside port side forward, for water and supplies.
1145	Received LCI 373 alongside port side aft for water and supplies.
1145	Commenced discharging fresh water to LGI 975.

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## CONFIDENTIAL

Subjee	t: Action Report, Lingsyon Operation, Philippine Islands.
1223	Cast off LCI 373.
1300	All Army passenger personnel disembarked.
1405	LOI 366 moored alongside port side No. 6 hatch.
1420	Secured No. 1 hold.
1425	Completed discharging fresh water to LGI 975.
1432	Cast off LOI 975.
1435	Cast off 101 366.
1441	Completed cargo unloading operations No. 6 hold secured.
1450	LOI 751 moored alongside port side No. 2 and 3 hatch for water.
1455	101 567 meered alongside port side No. 5 and 6 hatches for gas and fog oil.
1.508	LOI 462 moored elengaide starboard side for stores and gas.
1510	Commensed discharging fresh water to LGI's 567 and 751.
1515	Commenced hoisting boats aboard.
1540	LOI 462 cast off.
1620	Gast off LGI 567; secured from discharging fresh water to LCI's 567 and 751.
1635	LOI 751 east off.
1706	All boats hoisted aboard.
1710	Underway in accordance with orders of C.T.F. 79 enroute Lingayen to Leyte, P.I.
THE REAL	edt Day

0823 Japanese plane identified as "Judy" made a suicide dive on the U.S.S. INILIN from out of the sun, about two thousand yards off the starboard how.

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#### COMPILENTIAL

Subject: Action Heport, Lingayen Operation, Philippine Islands.

1. Cenerally speaking the weather in Lingayen Gulf, Luzon, P.I. from January 9, 1945 to January 12, 1945 was not adverse to amphibious operations, although at various times weather conditions made unloading more difficult than usual.

2. There was a constant north to north-easterly moderate swell, varying from 1 to 5 which was a handicap in loading small eraft. The surf at the beach varied in intensity with the amount of swell also causing hardships in the unloading. The surf began about 150 yards off the beach and broke almost continually, at many times reaching a height of six feet.

3. The prevailing winds were from north to north-cast and varied in intensity from 1 to 10 knots. The wind was strongest in the mid-afternoon from 1500 to 2000. The evenings were calm with the wind dropping down to an average of one knot. The wind plowly shifted during the night to the south-cast and around 0500 would swing back to the north.

4. The barometer was constant throughout the operation, averaging 29.50 inches. The temperature varied from 76 degrees to 88 degrees, the low coming just before dawn and the high in mid-afternoon.

5. Each morning the gulf was covered with a low lying fog which was probably mostly caused by moke screens and which dispersed soon after sunrise.

#### PART 4 - Ordoance

In the period covered by this report , 640 rounds of 20104, 33 rounds of 3"/50 Cal and two rounds of 5"/38 Cal. ammunition were expanded at energy aircraft. Fire discipline and gunnery communications were satisfactory. Effectiveness of AA gunnery could not be accurately determined because of the concentrated AA fire of this vescel and that of surrounding ships. In considering the fact that this ship has no fire control equipment, performance of gunnery personnel was good. Half the guns were manned at all times in Condition Blue, except when energy planes were reported in the vicinity, then all guns were manned. Three times we were surprised by energy planes slipping through our air coverage probably due to our aircraft recognition algonia blending with the aneny in the visinity. Armed sentries and plotes beats were maintained throughout the stay in the Frenzyort Area.

#### CONFIDENTIAL .

Subject: Action Report, Lingayon Operation, Philippine Islands.

FART 5 - Damage

1. This vessel received no battle damage as a result of enony action.

2. Possible damage to enamy aircraft may have resulted from the ships AA fire, but no certain evidence could be given on this subject.

Comments on troops and cargo:

The ALMAACK embarked 362 troops, including units of the 37th Division. Troops were embarked at Empress Augusta Bay, BOUGAIN-VILLE, SOLGMON ISLANDS on the 30th of November 1944, and days following. They were disambarked at Lingayen Gulf, Philippine Islands, during the days of 9 January 1945 through 12 January 1945. The ALMAACK carried vehicles, ammunition, petroleum products, engineering supplies, and signal equipment. The load was 1478.22 short tons.

On the evening the ship arrived at the staging area, the troop T. .. M. come aboard with his loading plans for approval. There were few changes to be made. The major correction was decreasing the tonnage. Original orders called for AEA's to carry as a maximum 1200 tons. The original loading plans had tonnage as high as 1400 long tons. Later the order came to increase the maximum tennage to 1500 short tens. It was agreed that loading would not be started until the following day, since this would give time to correct the loading plans, have them approved, and prepare to have all cargo down to the beach or dump. However, the Troop T. Q.M. was ordered to commence loading. It is folt that so long as we had several days, if we had held off until the next day we would have saved time, boats, and accomplished better loading job. As it was, we commenced at dusk and the ship was 45 minutes from the beach. The boat crews did a very good job, but the beach was bad and boats came back for repairs that delayed the loading. The second night no boats ware held up because of repairs.

The ship was loaded according to the approved loading plans, with a few exceptions. The one major exception was that the dimensions for 21 ton trucks did not include the gun mount over the cab. Because of the added height these trucks were unable to be run under the hatch coaming and had to be placed on the square of the hatch at the cost of placing vehicles with higher priority in the wings. Vehicles should be measured prior to loading on

#### CONFIDENTIAL.

Subject: Action Report, Lingayon Operation, Philippine Islands.

ships to make sure they come up to the correct measurements given to the Troop T.Q.M.

The ship was loaded so each hold would complete unloading at the same time with the exception of No. 6 hold. This hold carried only 750 drums of gasoline. The ship had 1042 lifts that would mean on average of 173 per hatch. Hold numbers 1 and 6 had only bulk cargo. The total amount of lifts was spread throughout the ship evenly according to the unloading capacity of the ship, type of cargo, and type of boat needed.

Late in the morning of 5 plus 2 day the call came to the ship for the bridge material that the army urgently needed. This material was stowed in the lower hold in No. 1 hold, in which the lover tween had (88) tons of small arms, rations, and organization equipment. The ship and the Army working party spent the afternoon cleaning the lower tween hatch, by piling aside as best they could cargo designated as higher priority cargo. Most always small arms and emergency rations will have a higher priority, but if this bridge material that was so urgently needed in the unloading area had been given a higher priority, the ship would have stowed it in the upper tween decks so it could have been reached at any time. As it was, it was given a lower hold priority, and when called for it was out of reach for several hours. When this bridge material was brought out to the ship to be loaded it was brought in an LCT. In the LCT there was no definite emphasis put on its importance. The complete load of the LCT included all the cargo of the engineering unit of the 117th Engineers. The bridge material was mixed up with sand bags, barbed wire stakes, and equipment in boxes of all types including high explosives. There was no one with the material to advise whether this was to be separated and stowed according to priority. Because of the nature of the hold, sand bags and beres were stowed around the bridge beens and frames to prevent damage to them by the shifting of cargo while earoute.

The Troop Transport Quartermaster should see to it that he mixed enrge destined for a particular hold is sent to the ship. That is if rations, ammunition, and engineering supplies are to be loaded in the same hold level, all carge of each type shall be loaded before any of the other is sent out. In all operations, steps have been taken to insure that this will be done, but it has never worked out satisfactorily, as they always manage to get mixed up. If the ship had been notified of the probable importance of this bridging, it would have been stowed on a higher deck level.

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Subject: Action Report, Lingayen Operation, Philippine Islands.

With the priority given, it was considered reserve material. When the call came to the ship we had no boats available. Late in the afternoon we had one LGM that was immediately loaded when the bridge material was dug out. All of our boats were either in at the beach, loaded, or receiving repairs. These LCH's that came back to the ship were given to other ships to holp than unload because of the nature of the cargo we could not send much in any one LCVF. One LCT would have taken all the bridge material and the rest of the engineering equipment (bolts and parts in boxes). We finished loading all the bridging on an LSM.

It took the ALMAAOK 78 hours to discharge 1478.22 tons of cargo. This is an average of 19 tons per hour. This ship averaged an unleading rate of 75 tons per hour during the initial landing operations at Leyte. The main reasons for the low average during this operation were lack of boats and the bad beach that damaged several boats. The possible rate of discharging cargo from the ALMAACK was shown during the Leyte Operation when this ship averaged 104 tons per hour for the last nine hours. During the last five hours at Leyte the ALMAACK averaged 154 tons per hour to completely unload the ship in time to get underway that evening. This was made possible by the ample supply of houts which hept all hotehes working at the same time.

On 5 plus 2 day, at 2200, an LOM manned by an army erew reported to this ship for duty. It was badly in need of repairs and was hoisted at No. 6 hold. Just as the beat was swung over the ship, the after port lifting pad gave way and the LOM dropped onto the deck, causing two large dents in the deck, knocking an 12° by 30° hole in its bottom, and two small holes in the side on the part quarter. Ship's force completed repairs by 1500. S plus 4 day, but the best did not take on cargo because it was shipping water. The port guy winch at No. 6 hold was put out of commission when the LOM ormshed into it, but the hold was kept in operation by shifting the guy to the port guy which at No. 5 hold. Nortunately there were no injuries to personnel. Examination of the best disclosed that the after port lifting pad had a crack in it several weeks old, and the metal had rusted away until there was not enough strength in it to hold the weight of the beat.

On S plus 3 day cargo unloading operations were completed at 1441, and the last boat was brought aboard at 1710 as the ships was preparing to get underway. Considerable difficulty was encountered at No. 1 hatch while hoisting an LOVP with its bilges full of water, because the boan would not top up until enough water had drained out to lighten the load on the winch. Replacing

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#### COMPIDENTIAL

Subject: Action Report, Lingayen Operation, Philippine Islands.

one of the double blocks on the topping lift with a triple block will probably prevent future trouble of this sort. No. 6 hold, which should have been the first hold to be unloaded, was the last, because it was necessary, time and time again, to secure the hold to bring damaged boats aboard for repair. Of course, this condition was largely unavoidable.

Experience in the past on this ship has shown that the lifting pads on LCM(3)'s as manufactured are <u>definitely</u> unreliable and unsafe. If the lifting pads are not bent over to the proper angle in line with the direction of strain of the slings, the weight of the boat when hoisted tends to erack the metal. Ordinarily, on new beats, the lifting pads are bent over correctly, but within a short time they are bent out of line when the boats beat against the ship while in the water alongside. Continual bending and straightening of the pad weakens the metal very quickly. The lifting pads on all LON(3) 's on this ship have been reinforced by welding a metal plate over the pad, backed up by a small triangular shaped plate welfed to the pad inboard and at right angles to the deck and the pad. Even more safety could be insured by using a 14" or 15" shackle between the pad and the mechanical splice of each leg of the sling, thus allowing the boat to roll to either side without putting unnecessary strain on the lifting pads. However, the use of the present bent-over lifting pads should be discontinued altogether as being unsafe and thoroughly unreliable, especially in view of the fact that ships remaining in forward areas for any length of time must make their boats serve for a much longer period of time than they were intended to do. The following substitution is recommended for consideration: .

(a) Take a h" or 5/8" steel plate, approximately 31" by 17 3/4", band it to a 90 degree angle so that one side will measure about 14 3/4", and weld it to a h" steel plate, approximately 17 3/4" by 22", thereby forming a triangular shaped affair.

(b) Gut out a section of the deck (catwalk) where the present pads are located, large enough to allow the insertion of the welded plates described in (a), and weld the plates to the inside of the best and around the edges flush with the deck. Examination of an LCH(3) showed that at this spot on the inside bulkhead, there were two vartical frames or T-beams of 1" or 3/8" stock extending from the deck to the bilges, about 18" apart. Enough space could be left between the inserted plate and these frames to allow the plate to be welded to the frames as well as to the bulkhead. Therefore the weight of the beat when lifted would be sustained not only by the deck and the sides of the beat, but

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#### GOMPINESTIAL.

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part of the strain would be transferred through the frames all the way from the top deck to the bottom of the boat.

(c) weld a padays of 3/4" or 1" steel to the horizontal section at an angle with the direction of strain, and attach the slings to the padays by means of a heavy shackle (about 12") with a 23" pin and cotter key. It is believed that this, or a similar construction, will last indefinitely because the shackle will allow for the roll of the boat and the diagonal bracing plate inside will do much to prevent denting the side and deck when the boat beats against the side of a ship.

(d) This plan is illustrated by the sketches. Enclosure (A).

Commonts on Operation of Landing Craft

S Day

On arrival in target area, boats were lowered and dispatched as follows:

> 7 LOVP to U.S.S. HARMIS for 14th wave of assault troops. 3 LON to U.S.S. DOYEN for 9th wave. 1 LOM to U.S.S. BOLIVAR for 9th wave. 1 LOVP to LET 576 as standby wave guide, 5th wave. 1 LOVP to U.S.S. SARASOTA for division smoke boat. 1 LOWP to U.S.S. SARASOTA for division smoke boat. 1 LOW to beach as division salvage boat. 2 LOM remained at ship to take priority cargo. 1 LOVP remained as ship's smoke boat. 1 LOVP remained as ship's smoke boat. 1 LOVP remained as ship's smoke boat. 1 LOVP to beach to control ALMAAGE beach. LOU to U.S.S. LAMAR to control Transport Division 28 beaches.

The beach party was landed with the 14th wave and was set up to receive cargo shortly after. As boats returned to ship after their initial assignment, they were loaded and sent to the beach where they were unloaded as fast as possible. Beach conditions for the first seven unloading hours of S Day were good. Our loads were mostely vehicles, and the shore party was fresh. There were no serious casualties to boats.

At sunset of 3 Day the surf increased and the combination of Garkmess and surf made approach to the beach difficult. However we continued sending boats in and they were unloaded all right. LGVP No. 15 broached on a sand bar about 30 feet from the shore line. The LCPL tried to pull No. 15 off, but could not be

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controlled in the surf, and got a line in the sorew. By the time another salvage bost arrived and pulled off No. 14, No. 15 was swamped. There was no way to get a pump to No. 15 as a boat couldn't get close to it and a man couldn't carry a pump through the surf. There was no point in pulling No. 15 off until it was pumped out, because it was so full of water it would have sunk immediately. By morning the surf had pounded a large hole in the port side and the engine had soaked all night in salt water, so all the gear was taken out of the boat and further attempts at salvage abandoned.

#### 3 f 1 Day

On the second day of unloading, the surf continued high and the salvage boat was busy all day pulling boats off the beach. Transport Division 28 had pulled out, so that the division salvage and smoke boats were released to the ALMAACK, and the LOG released to control our beach.

At sunset our LCVP No. 9 was loaded with cargo from the USS ALPINE. The beaches were declared closed, so the ALPINE beach party refused to unload No. 9. The boat anchored off the LCC. It's anchor broke, so it tied up astern of an LST. At about 2200 a large swell caught it and banged it into the anchor guards of the LST. This tore the ramp open and as the boat was still loaded, it sank immediately.

## 5 / 2 Day

This was substantially a repetition of 5 4 1 Day. Beach conditions were difficult and many boats ware damaged. The ship was going to pull out in late afternoon, so that few repairs were made and boats were loaded as they were and dispatched. The ship got underway for San Fabian as directed, and was later directed to return and another in the same location. The shore party, however, was sent to another position so that the beach was secured for the night and there was no unloading. LOVP No. 16, LOM's Nos. 2 and 6 were broached on the beach at sunset. LOM No. 8 made several attempts to pull them off, but each time it got a line out, it's starboard engine would stop due to a defective salt water pump. There were no other LOM's available for salvage since No. 5 and No. 7 were loaded (No. 5 had one engine, No. 7 had no rudders), and No. 3 and No. 4 were being held to turn over to another ship in the morning. LOVP No. 13 was lying alongside the LGC with a load and ware ordered to beach the boat to prevent it from sinking.

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B + 3 Day

By morning of S # 3 Day, No. 16, broached the night before, was pounded full of holes in the same way No. 15 was previously. ICM No. 1 was broadside on the beach, about 15 feet from the waterline with a cargo net in it's screws. ICM No. 6 had a broken ramp mechanism, was about 10 feet up on the beach, and was about half full of water. No. 13 had been successfully beached the night before, it's engine could run, and it was reasonably clear of water. The corswain patched a hole near the water line and we got a bulldozer to push the boat off to where a salvage boat could get it effectively. The bulldozer dug a trough astern of the beat for 20 feet out to see. The bulldozer then pushed the beat out, but since this was one of our oldest boats and it's wood was fairly rotten, the whole rudder buckled and the rudder shaft came out. The crew plugged the hole and tried to back off, but the engine knocked the plug out each time, and with no rudder the beat turned sideways and the surf scon filled it. All removable gear was salvaged.

The crew's of LGM's 2 and 6 pumped all the water out of their beats and on No. 2 they cut the cargo net out of their screws. By afternoon we got a bulldower and the boat engineering officer came into the basch to look at the boats. He decided that ICM No. 6 was not worth salvaging as both it's engines were shot, it's whole ramp mechanism gone, several holes in the hull, and any attempt to salvage it would probably take about three hours, and not only would the malvage erew miss the ship as it sailed, but another LGM would have to remain to take it in tow.

We put the bulldeser to work on No. 2. They dug a trench all around the boat, then with one bulldeser on the port bow and another on the starboard quarter, they pushed together and straightened it out on the beach. Then together they pushed it stam first into the water, the conswain started the engine, and the boat was able to make it back to the ship.

So far as boats were concerned, this was the most costly operation we have had in the Facific. Our position is made emberrassin by the fact that the whole first day the beach was incomparably easier to work that it ever was thereafter. Since all other ships of our division pulled out after this first day, our boat losses will not stand comparison with theirs.

This report cannot cover the many cases of boat arews bailing water out of their boats for hours, patching their own boats, cutting

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lines out of the sorews at night, and in the surf, operating the boats without rudders, turning to and unloading their own boats when shore parties were not available, or were working too slowly. I honestly feel that our losses would have been considerably greater if the orews generally had not worked so hard to save their boats, and keep them running. I am also satisfied that we never gave up a boat until extremely vigorous attempts had been made to save it, and until it was clear that further attempts were a waste of men and boats urgently needed for other things. Gensidering further that most of our boats were old, repaired, patched, going into the operation, and that a number of our boats were usually occupied working for other ships, and that the crews worked their boats for four days and three nights without relief, living on dry sandwitches and warm fruit juice, our losses and the days spont in unloading are not excessive.

We carry one LCC which cannot be used for cargo or any other purpose than as control boat or wave guide. It seems it would be of more use to an APA than to us, since the APA's usually handle the type of work that an LCC does. On this operation the LCC was assigned wery little although it was a help to us at the beach. An LCPL could have done the same work she did and also have acted as salwage boat. If we could get rid of the LCC, Its space would give us another ICM and another LCVF, which we need.

#### Commants on the ALMACE Beach Party.

Upon arrival in the transport area on S-Day the nucleus beach party, consisting of one boatswain's mate, two radiomen, two signalmen, one pharmacist's mate, and two officers, debarked from the ship and landed on our assigned beach at Jig # 1 hour. The army working party arrived shortly thereafter.

The condition of the beach was inadequate for the amount of cargo carried by an AKA. Our assigned beach of 125 yards was fronted the entire length by a 15 foot bank with an 80 degree grade. At low water, the width of our beach, from the bank to the water's edge, was 15 feet. At high water , the beach was non-existent, as the sea washed up to the bank. The surf broke 150 yards out and there were approximately five lines of breakers from there to the beach. The boats grounded 30 yards off the beach. The surf usually worked the boats into about 15 yards from the beach. Under these conditions, it was exceedingly difficult for the working party to unload the boats. There were no bulldezers or trucks assigned to our beach to expedite ramoval of cargo from the beach. This was a serious handicap, because of the limited area for stowage of cargo on the beach. The limited number of beach labor was inadequate to unload boats, and also carry

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cargo from the beach over the 15 foot bank to a safe place of stowage. At high water the cargo on the beach was washed out to see before it could be placed on the bank.

We temporarily presured a bulldozer to out a road from each flank of our beach. We placed beach mats over the roads for the vehicles we unloaded. Hoats that had trailers without primemovors could not be unloaded because we had no caterpillars. Vehicles whose motors failed could not be removed for the same reason. Time was lost in obtaining bulldozars and trucks for this purpose.

Sight unloading was hazardous without lights and high running surf. Furthermore it was difficult to direct boats to proper landing points. We unloaded very little earge during the night.

On S plus 1 day conditions remained the same. The working party was not relieved at midnight, as previously scheduled, but were relieved at 0600. We did not receive additional working parties after the PA*s were unloaded. Our own working party was indifferent, hard to round up, and constantly complained of overwork. At 1800 unloading was secured for the night.

On 5 plus 2 day we received trucks and bulldozers to clear up the beach. This delayed unloading for three hours. To compensate for our had labor situation we utilized the natives passing through. After the beach was cleared up, conditions were improved for unloading. We extended our right flank to get more space for cargo. Unloading was secured for the night.

On S plus 3 day we received ample numbers of bulldozers and trucks to expedite unloading. We completed unloading at 1500.

The beach party was insufficient to cope with their many problems and duties. The ship's complement does not permit a inrge enough beach party, and yet do the ship's work. Gur nucleus beach party couldn't handle communications, aid boats broached on the beach, contact labor details and guide in boats.

No aids such as sleds, punts, causeways, could be used because of the running surf. The only workable method was a chain of men from boat to beach. More men in labor details and better relief for them would have facilitated unloading.

Individual transport beaches are much inferior to a centralized unloading beach where labor is concentrated, comunications

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are no problem, trucks and bulldozers are on hand to meet the meeds as they arise. Due to the requests of each beach party for these facilities, it was impossible to comply with all their meeds.

The Army was very uncooperative as beach working parties, and the Army Officers did little to assist in the situation.

Boat Employment Tables are included as Enclosure (B). Comments on Communications.

The staging plan called for radio guards to be maintained on 5 different channels. With limited complement it is felt that this places a strain on personnel at a time when the men should be given a chance to rest up for coming operations when long hours are required.

The Commander of Transport Squadron 13 modified this basis plan so that ships of each division normally guarded only 3 channels. Briefly, this plan set up division guard ships on the force Fox (33.2 MOS) and THS, the guard relaying to all other division ships on transport group common. Under this system a 4 channel guard was necessary only at staggered intervals. Since it is felt a continuous guard on as many as 5 channels is unnecessary, this plan was more practical and recommend further use of similar plans in staging areas.

Visual responsibility in the staging area was never definitely established and should have been clearly defined. Ships were not anchored together by divisions and relay was delayed. A more systematic grouping of ships would have been the solution. There was a great deal of visual traffic which could have been handled more efficiently by Officer Messenger or Guard Mail. Lengthly dispatches slowed transmission and in several cases these dispatches had already been received encoded over Manus Fox.

Performance of SCR 610 radios in boats and on beach was especially outstanding, as was the SCR 608 on board ship. In this connection the SCR equipment was considered to be superior to the TBX for beach party use because of greater compactness and ease of operation. This is an important factor when a ship of this type furnishes a beach party and available personnel is a limiting factor.

Increased use of authentication on voice circuits was noted, using the shackle cipher, although no enemy attempts at deception

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The volume of visual traffic was small, radio serving as primary means of communication.

There were no material failures during the four days at the target area, all equipment giving good to superior results.

Commonts on Supply.

During the operation, the ALMAACK furnished 92,000 gallons of fuel oil to the DD 722; 22,764 gallons of fresh water to 101 451, 101 567, 101 751, YMS 319, 101 975, and 101 1056; 43 drums of fog oil to YMS 319, 101 975, 101 373, 101 366, 101 462, and 101 1056; one spare baldt stream anchor to LSM 137; 9724 pounds of dry stores and 4650 pounds of fresh stores to 107 1070, 187 267, 108 31, 19M 11, YMM 319, 101 567, and 101 1056.

Insulated food containers were used to provide water and hot food for the beach party and salvage group. We intend to procure two lister water bags for use of the beach party in the future.

Comments on Medical Action.

In preparation for this operation the usual measures were taken to bring to a state of complete readiness all the facilities of the medical department. All preparations were completed by 3 minus 3 day, in anticipation of possible ensualties while approaching the objective. This condition of readiness was maintained throughout the operation. Bue to the extremely light casualties suffered by the assault twoops, up to the time of our departure, no casualties were embarked. A few minor injuries, such as lacerations and bruises were sustained by members of the ship's personnel, but no hospitalization was indicated in any case. In constrast to the Layte Operation, the disconfort of chemical smoke was minimal, due chiefly to the availability of "Half-Mask Respirators" to all these men who had been previously affected. This type of mask was very beneficial.

#### PARE 7 - Fersonnel Performance

All personnel aboard the ALMAACE performed their duties in a highly creditable manner. The boat crews deserve special mention for their efforts in meeting the very adverse conditions at the beach due to the swell, the surf and the nature of the beach. The ship's dock force and beat repair force worked hard to keep

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unloading to a maximum, and the beach party, although undermanned and without necessary prime movers, did their job well.

PART 8 - Lessons learned, Conclusions, and Recommendations

In loading the ship, special care must be exercised to keep all cargo belonging to a special unit together, so it will be accessible when called for. To this end, close cooperation between the ship's and the troops should result in agreement as to the exact priority, or expected priority of each type of cargo.

The beach selected in this operation was very unsatisfactory for unloading purposes due to the slope of the bank, and the nature of the surf in the area. The width of the beach was much to small to care for the proper stowage of the unloaded cargo, resulting in cargo lost.

It is recommended that individual unloading beaches be discontinued as imprectical and inefficient. A central beach to which all the necessary equipment can be moved, labor parties concentrated and where extensive communications can be made easier, would be far preferable. With individual beaches, there was not enough equipment such as trucks, buildozers and other prime movers to satisfy the modes of each beach. In a central beach more facilities could be available to salvage of boats.

The size of the beach party furnished by an AEA is not sufficient to do the job on the beach properly. To increase the size of the beach party with the present salp's complement would decrease the personnel on board drasticelly, and seriously interfere with unloading operations. It is therefore recommended that the beach party for this type ship be discontinued, and a control division beach party be beaches with enough men and equipment to do the job properly.

The Army working parties at the beach were inadequate and showed an indifference, at times, to do the work at hand. This resulted in a slow-up of unloading. More slort supervision on the part of Army Officers in charge of such labor details would be very beneficial.

It is believed that the use of snoke in the Transport Area afforded the ships as much protection against enery air attack, if not more, than our guns. The results of the operation of the smoke boats was satisfactory. It is urged that the "Malf Mask

#### COMPTOENTIAL.

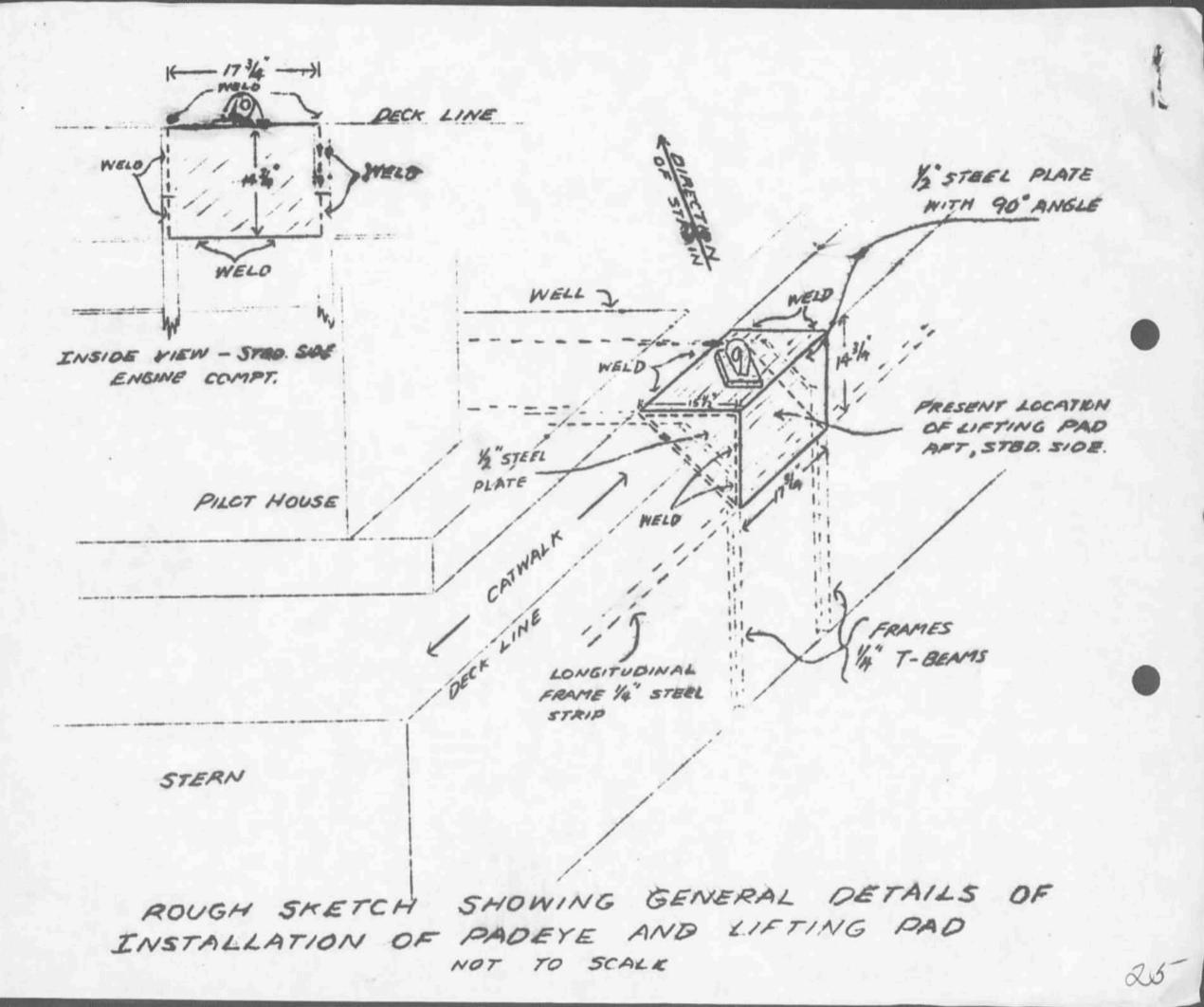
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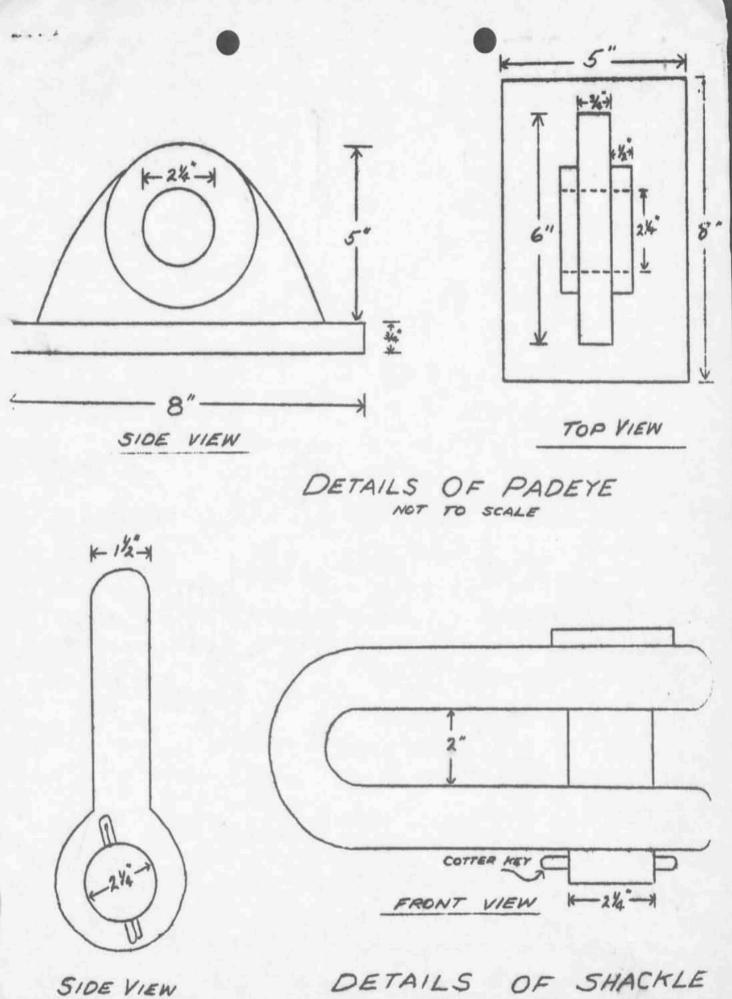
Respirator" be given a wider distribution, since it results in increased efficiency of all hands, especially those seriously affected by the amoks.

It is strongly recommended that the suggestions regarding the lifting pade of LCM(3)'s be applied, or similar methods used to render these pade safe. Experience in the past and failure during this operation of such a lifting pad of an Army LCM(3) has proved this. Such accidents could prove costly in lives and squipment, as well as time lost in unloading.

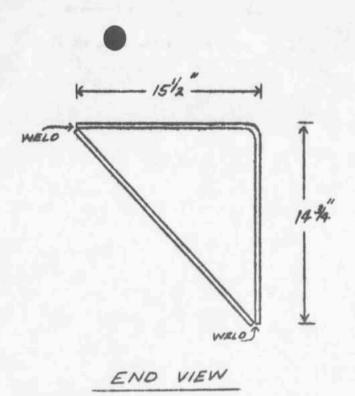
It is concluded that in spite of the delays, and handloaps under which we worked, that this ship performed her mission as well as could be expected. It is hoped that the experience gained in this operation will be put into good use to make the next one run more smoothly.

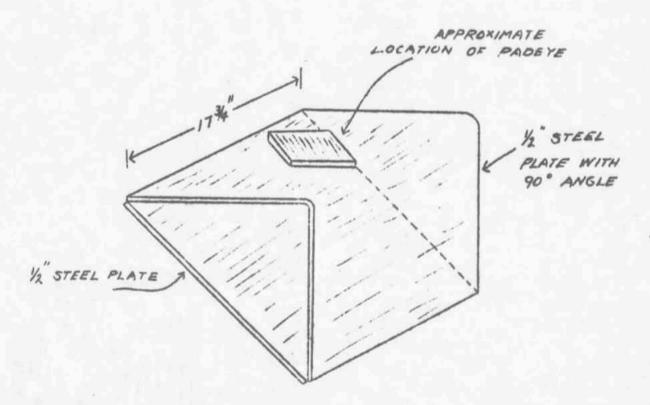
C.O. HICES





NOT TO SCALE





PERSPECTIVE VIEW

GENERAL DETAILS OF LIFTING PAD NOT TO SCALE

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## U.S.S. ALMAACK BOAT ÉMPLOYMENT TABLE SHIP'S BOATS

ICM NO. 2 TIME LEFT SHIP	DESTINATION	TIME FETURNED
	"S" DAY	
0735	U.S.S. DOYEN	1040
1117	Y.M.S. 389	1204
1223	Y.M.S. 389	1300
1.327	Y.M.S. 389	1348
1404	Y.M.S. 389	1448
1.500	Y.M.S. 389	1540
1558	H.M.A.S. KANIMBLA	1615
1625	Y.M.S. 389	1657
1718	Y.M.S. 389	1800
1810	Y.M.S. 389	2235
2245	Y.M.S. 389	0030 S / 1 Day.
	• •	
	"S"/1 DAY	
0139	Y.M.S. 389	0241
0338	Y.M.S. 389	0922
0947	Y.M.S. 389	1045
1105	Y.M.S. 389	1205
1240	Y.M.S. 389	1453
1453	Aboard for repairs.	1140 S/2 Day.
		Ready for use.
	"S"/2 DAY	
1202	Y.M.S. 389	1555 S/3 Day.
1600 S/3 Day Hoi	sted aboard.	
17 Congo tatas f		

28

17 Cargo trips for ALMAACK. 2 Trips other ships. 1 Breakdown.

3 hrs. 15 min. Ave. Time Per Trip.

NOTE: YMS 389 was the control boat for our beach.

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# EOAT EMPLOYMENT TAPLE SHIP'S BOATS

LCM NO. 3 TIME LEFT SHIP	DESTINATION	TIME RETURNED
	"S" DAY	
0750	U.S.S. DOYEN	1035
1130	Y.M.S. 389	1220
L228	Y.M.S. 389	1310
1315	Y.M.S. 389	1405
423	Y.M.S. 389	14.58
.525	Y.M.S. 389	1608
.653	Y.M.S. 389	1812
838	Y.M.S. 389	2000
2045	Y.M.S. 389	2145
2155	Y.M.S. 389	2245
2305	Y.M.S. 389	2355
	Temene 241	~~~~
	"S"/1 DAY	
0045	Y.M.S. 389	0148
)225	Y.M.S. 389	0750
825	Y.M.S. 389	0955
115	Y.M.S. 389	1453
.645	Y.M.S. 389	1315 "S"/2 Day.
1320	U.C. C. AT PINE	1666
1555	U.S.S. ALPINE	1555 1635
1650	U.S.S. TARLIGHT	
.0,0	Y.M.S. 389	2240
	"S"+3 DAY	
725	Y.M.S. 389	1155
L300	Y.M.S. 389	1600
600 Heletel		
.600 Hoisted abo	ard.	

18 Cargo Trips for AIMAACK. 3 Trips for other ships. 0 Breakdowns.

2 hrs. 58 min. Ave. Time Per Trip.

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# BOAT EMPLOYMENT TABLE SHIP'S BOATS

IME LEFT SHIP	DESTINATION	TIME RETURNED
	"S" DAY	
959	Y.M.S. 389	1237
443	Y.M.S. 389	1526
L550	Y.M.S. 389	1630
1700	Y.M.S. 389	1755
1948	Y.M.S. 339	2240
	USUAL DAY	
2350	Y.M.S. 389	0300
)335	Y.M.S. 389	0800
0818	Y.M.S. 389	0933
L100	Y.M.S. 389	1240
1440	Y.M.S. 389	1930
	"S" \$2 DAY	
0700	Y.M.S. 389	1200
1252	Y.M.S. 389	1610
1645	Y.M.S. 389	2240
2240	Hoisted aboard for repairs.	0750 "S"/3 Day Ready for use.

. 1- -

	"S"#3 DAY	
U.S.S.	MOUNT OLYMPUS	1415

1500 Hoisted aboard.

13 Cargo Trips for AIMAACK 1 Trip for other ships. 1 Breakdown.

0800

2 hrs. 43 min. Ave. Time Per Trip.

CONFIDENTIAL	BOAT	EMPL	YMENT	TABLE
	SI	HIP'S	BOATS	

LCM NO. 5 TIME LEFT SHIP	DESTINATION	TIME RETURNED
	"S" DAY	
0959 1324 1410 1458 1556 1627 1710 1853 2005 2045 2240	YMS 389 YMS 389 YMS 389 YMS 389 YMS 389 HMAS K_NIMBLA YMS 389 YMS 389 YMS 389 YMS 389 YMS 389 YMS 389 YMS 389 YMS 389 YMS 389	1310 1358 1453 1556 1615 1703 1838 1950 2035 2205 2340

## "S" /1 DAY

"S" 42 DAY

0002 HOISTED ABOARD FOR RAPAIRS 0700 S/2 DAY READY FOR USE

0700		YMS 389	1110
1205 1445 1500	S/3 Day	YMS 389 U.S.S. ALPINE Hoisted Aboard.	1445 1150 S/3 Day

12 Cargo trips for ALMAACK 2 Trips for other ships 1 Breakdown

1 hr. 35 min. Ave. time per trip.

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## BOAT EMPLOYMENT TABLE EHIP'S BOATE

LCM NO. 6 TILE LEFT EHIP	DESTINATION	TIME RETURNED
	<u>s</u> - day	
0750 1129 1302 1401 1537 1703 1755 1946	U.S.E. BOLIVAR YMS 389 YMS 389 Aboard for Repairs YMS 389 YMS 389 YMS 389 YMS 389 YMS 389	1043 1235 1401 1515 Ready for use 1638 1735 1920 0055 S Plus 1 Day
	S Plus 1 Day	
0137 0243 0750 1115 1612	YMS 389 Aboard for Repairs YMS 389 YMS 389 YMS 389 YMS 389	0243 0740 Ready for Use 1025 1459 1310 & Plus 2 Day
	S Plus 2 Day	
1310 1740	U.S.E. STARLIGHT YMS 389	1645 Lost on Beach

2 Breakdowns Average Time Per Trip 3ebrs. 36 min.

CONFIDENTIAL	BOAT EMPLOYMENT TABLE SHIP'S BOATE	
LCM NO. 7 TIME LEFT SHIP	DESTINATION	TIME RETURNED
	S - DAY	
0815 2050 2140 2210	YMS 389 Div. Salvage YMS 389 YMS 389 YMS 389 YMS 389 Returned to 5	Boat 2010 2130 2155 Salvage Duty 1045 SPlus2Der
	S Plus 1 DAY SALVAGE DUTY	
	S Plus 2 DAY	
1045 1840	Hoisted Aboard for R YMS 389 Returned to Salvage	epairs 1750 Ready for Use Duty 1020 S Plus 3 Day
	S Plus 3 DAY	
1145 1357 1500 Hoisted Abe	YMS 389 YMS 389 ard	1245 1455
6 Commo Thins fo	* ATMAACK	

6 Cargo Trips for ALMAACK 1 Breakdown Average Time Per Trip 1 hr. 13 min.

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# BOAT EMPLOYMENT TABLE SHIP'S BOATS

LCM NO. 8 TIME LEFT SHIP	DESTINATION	TIME RETURNED
	<u>s - day</u>	
1744 1141 1240 1330 1414 1450 1525 1607 1640 1720 1808 2120	U.E.E. DOYEN YMS 389 YMS 389 YMS 389 YMS 389 YMS 389 YMS 389 H.M.A.E. KANIMBLA YMS 389 YMS 389 YMS 389 YMS 389 YMS 389 YMS 389	1052 1230 1325 1410 1430 1510 1607 1635 1710 1800 2052 2205
	S Plus 1 DAY	
0005 0120 0725 0900 1255 1930	YMS 389 YMS 389 YMS 389 YMS 389 YMS 389 YMS 389 Hoist aboard for repairs	0040 0406 0840 1125 1930 1030 S Plus 2 Day Ready for use
	S Plus 2 DAY	
1405	YMS 389	0905 5 Plus 3 Day
	S Plus 3 DAY	
0908 1427 1630 Hoist aboard	U.S.S. TITANIA YMS 389	1352 1615
17 Cargo Trips for 3 Trips for other 1 Breakdown		

1 Breakdown Average Time PerTrip 2 hrs. 30 min.

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BOAT	EMPLOYMEN	T TABLE
	SHIP'S	BOATS

LCVP NO. 9. TIME LEFT SHIP	DESTINATION	TIME RETURNED
	"S" DAY	
0733	U.S.S. HARRIS	1055
1132	Y.M.S. 389	1241
1245	Y.M.S. 389	1325
1330	Y.M.S. 389	1404
1440	Y.M.S. 389	1607
1630	Y.M.S. 389	1800
1847	Y.M.S. 389	2100
2130	Y.M.S. 389	0230 "S"/1 Day.
	"S"/1 DAY	
0244	Y.M.S. 389	0335
0400	Y.M.S. 389	0745
0803	Y.M.S. 389	0913
933	Y.M.S. 389	1055
1152	Y.M.S. 389	1437
1504	Y.M.S. 389	1615
1620	U.S.S. ALPINE	Lost on beach.
13 Cargo trips f		
2 Trips for oth	er snips.	

0 Breakdowns.

1 hr. 47 min. Ave. Time Per Trip.

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#### BOAT EMPLOYMENT TABLE SHIP'S BOATS

LCVP NO. 10 TIME LEFT SHIP

TIME LEFT SHIP	DESTINATION	TIME RETURNED
	"S" DAY	
0733	U.S.S. HARRIS	1055
1132	Y.M.S. 389	1241
1245	Y.M.S. 389	1325
1330	Y.M.S. 389	1404
3440	Y.M.S. 389	1607
1630	Y.M.S. 389	1800
1836	Y.M.S. 389	2230
2230	Hoisted aboard for repairs.	2340 Ready for use.
	"S"/I DAY	
0115	Y.M.S. 389	0405
0430	Y.M.S. 389	0742
0755	Y.M.S. 389	0933
0947	Y.M.S. 389	1115
1140	Y.M.S. 389	1345
1430	Y.M.S. 389	1615
1620	U.S.S. ALPINE	1210 "S"/2 Day.
	SUA DAY	
1230	Y.M.S. 389	1500
1540	Y.M.S. 389	1735
1755	Y.M.S. 389	1105 "S"#3 Day.
	"S"+3 DAY	
1105	Hoisted aboard for repairs.	1145 Ready for use.
1205	Y.M.S. 389	1350
1450	Y.M.S. 389	1615

1630 Hoisted aboard.

17 Cargo Trips for AIMAACK 2 Trips for other ships. 2 Breakdowns.

2 hrs. 54 min. Ave. Time Per Trip.

CONFIDENTI L	BOAT LAPLOYMENT TABI	E Lin.
LCVP #11 TIME LEFT SH	IP DESTINATION	TIME RETURNED
	"S" DAY	
0750	U.S.S. SARASOTA-DIV. SMOR	TE BOAT 0710 S# 2 Day
	"S" #2 DAY	
0815 2130	DIV. SMOKE LINE Hoisted aboard for repai	2130 Lrs 0600 S≠3 Day Ready for Use
	"S" / 3 DAY	
0700 1435	DIV. SMOKE LINE YMS 389	1200 1600
1600 Hoisted	aboard.	
1 Breakdown	for ALMAACK	

1 hr. 25 min. Time For Trip.

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## BOAT EMPLOYMENT TABLE SHIP'S BOATS

LCVP NO. 12

TIME LEFT SHIP	DESTINATION	TIME RETURNED
	"S" DAY	
0735	U.S.S. HARRIS	1055
1147	Y.M.S. 389	1342
1401	Y.M.S. 389	14.58
1525	Y.M.S. 389	1626
1646	Y.M.S. 389	1735
1750	To Beach.	2020
2100	Y.M.S. 389	0050 "S"/1 Day.
	-emete 307	coso "S"FI Day.
	"S"/1 DAY	
0110	To Beach.	0237
0325	Y.M.S. 389	0745
0809	Y.M.S. 389	0920
0940	Y.M.S. 389	1105
1140	Y.M.S. 389	1250
1305	Y.M.S. 389	1412
1456	Y.M.S. 389	1557
1557	U.S.S. ALPINE	0740 "S"/2 Day.
	"S"/2 DAY	
0740	Hoisted aboard for repairs.	1015 Ready for use.
1100	Y.M.S. 389	1250
1310	Y.M.S. 389	1431
1447	Y.M.S. 389	1630
1630	Hoisted aboard for repairs.	
14 Cargo trips for	AIMAACK	
2 Trips for other		
2 Trips to Beach.		
2 Breakdowns.		

38

1 hr. 41 min. Ave. Time Per Trip.

#### CONFIDENTIAL

A. 11

#### BO/T EMPLOYMENT TABLE SHIP'S BOATS

DESTINATION	TIME RETURNED
"S" DAY	
	1055
	1218
	1304
	1404 Ready for use.
	1501
	1558
	1710
	1800
Y.M.S. 389	0840 "S"/1 Day.
USUAL DAY	
and the second	1200 "S"/2 Day.
Torrect Ground Tox soluring	Ready for use.
1151142 DAY	
B AND THE OWNER AND	1438
Y.M.S. 389	Lost on Beache
	<u>"S" DAY</u> U.S.S. HARRIS Y.M.S. 389 Y.M.S. 389 Hoisted aboard for repairs. Y.M.S. 389 Y.M.S. 389 Y.M.S. 389 Y.M.S. 389 Y.M.S. 389

39

2 hrs. 24 min. Ave. Time Per Trip.

#### CONFIDENTIAL BOAT EMPLOYMENT TABLE SHIP'S BOATS

CPL #14 TIME LEFT	OTTEN	DISCOUTE DITAL	ALL TO DEPARTMENT
TWE LEFT	SHIP	DESTIN. TION	TIME RETURNED

## "S" DAY

0800

YMS 389-Salvage & Control Boat 1615 on ALMLACK Beach S/3 Day

"S" + 3 DAY

1630 Hoisted Aboard

Duty Control & Salvage Boat

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BOAT EMPLOYMENT TABLE EHIP'S BOATE

LCVP NO. 15 TIME LEFT SHIP	DESTINATION	TIME RETURNED
	<u>S-DAY</u>	
0731 1137 1309 1412 1513 1620 1750 1900	U.S.S. HARRIS YMS 389 YMS 389 YMS 389 YMS 389 YMS 389 To Beach YMS 389 YMS 389 YMS 389	1055 1251 1358 1455 1607 1707 1845 Lost on Beach

41

6 Cargo Trips for ALMAACK 1 Trip for other ship 1 Trip to Beach 0 Breakdowns Average Time Per Trip 46 min.

#### CONFIDENTIAL

#### BOAT TMPLOYMENT TABLE EHIP'S BOATE

LCVP NO. 16 TIME LEFT SHIP	DESTINATION:	TIME RETURNED
	S- DAY	
0731 1139 1400 1440 1556 1736 1936 2342	U.S.S. HARRIS YMS 389 U.S.E. SARASOTA YMS 389 YMS 389 YMS 389 YMS 389 YMS 389 Hoisted aboard for Repairs	1055 1335 1421 1537 1708 1832 2342 0250- S Plus 1 Day Read, for
	S Plus 1 DAY	
0302 0912	YMS 389 Hoisted aboard for Repairs	0912 0837 & Plus 2 Day Ready for use
	S Plus 2 DAY	
0903 1312 1530	YMS 389 YMS 389 YMS 389	1305 1515 Lost on Beach
9 Cargo Trips for 2 Trips for other 2 Breakdowns		

42

2 Breakdowns Average Time Per Trips 2 hrs. 40 min.

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## BOAT EMPLOYMENT TABLE SHIP'S BOATS

LCVP NO. 17 TIMI LIFT SHI	IP DESTINATION	TIME	RETURNED
	<u>S- DAY</u>		
0734 1140 1358 1500 1620 2015	U.S.S. HARRIS YMS 389 YMS 389 YMS 389 YMS 389 YMS 389 Hoisted aboard for Repairs	1055 1255 1448 1558 2015 1600 S Plus	
	S Plus 1 DAY		
1600	U.S.S. ALPINE	1000	S Plus 2 Day
	S Plus 2 Day		
: 1100	Hoisted aboard	for Repairs	

2 Breakdowns Average Time Per Trip 1 hr. 55 min.

CONFID TNTIAL	BOAT EMPLOYMENT TABLE SHIP'S BOATS	
LCVP NO. 18 TIME LEFT SHIP	DESTINATION	TIME RETURNED
	S- DAY	
0730	Duty smoke boat at ship	
	S Plus 3 Day	
1240 1500 Hoisted aboard	YMS 389	1425

44

l Cargo Trip for ALMAACK Average Time Per Trip 1 hr. 55 min.

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BOAT	EMPLO	YMENT	TABLE
S	HIPVS	BOATE	

LCVP NO. 19 TIME LEFT SHIP	DESTRINATION	TIME RETURNED
	S-DAY	
0731 1034 1212 1320 1413 1535 1621 2250	LET 576 YMS 389 YMS 389 YMS 389 YMS 389 YMS 389 Hoisted aboard for Repairs YMS 389	1015 1203 1255 1359 1515 1621 2145 Ready for use 0406 S Plus 1 Day
0406 0820 1008 1140 1500 1622	S Plus 1 DAY Heisted abcerd for Repairs YMS 389 YMS 389 YMS 389 YMS 389 U.S.E. ALPINE	0740 Ready for use 0955 1122 1402 1622 1100 S Plus 2 Day
	S Plus 2 DAY	
4.8		

1100

Hoisted aboard for Repairs

45

10 Cargo Trips for ALMAACK 2 Trips for other ships 3 Breakdowns Average Time Per Trip 1 Hr. 39 min,

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SHIP	LOVP #	# of TRIPS	<u>TULTION</u> Ave. Time Per Trip	No. of LCM's Used		Ave. Time Per Trip.
ALMAACK STARLIGHT LAMAR ARMY ICM #25 2 ISM's 2 ICT's 1 Barge	8 5 0 1 Trip each. 1 Trip each. 1 Trip.	83 5 0 0	1 hr. 58 min.	6 0 1 1	85 0 1 1	2 hrs. 45 min.

Total Boats all Types	26
Total Trips	186
Ave. Time Per Trip = All Boats	2 hrs. 20 min.
Total Time Cargo Worked	78 hrs. 26 min.
Net Time Cargo Worked Average Tonnage Dishcarge	39 19 Gross tone per hour on total time cargo worked basis.

The U.S.S. AIMAACK had 14 boats of her own with which to work cargo during the total time of 78 hrs. 26 min. or a total of 1098 boat hours. We also had the use of 12 other craft (1 Trip each) for an additional 36 boat hours, making a grand total of 1134 boat hours. Of that time, (1134 hrs.) our boats were not available to us for working cargo for a total of 568 boat hours. In other words, the AIMAACK had boats available for working cargo 50% of the total possible boat hours!

The U.S.S. AIMAACK furnished boats for 26 trips for other ships.

Al6-3 Serial: 022

#### 25 January 1945.

CONFIDENTIAL

FIRST ENDORSEMENT to CO ALMAACK Ltr. A16-3 Serial Ol of 14 January 1945.

Fromt	Commander Transport Squadron THIRTEN.
20 1	Commander in Chief, United States Fleet.
Via :	<ol> <li>The Commander Task Group 79.1 (ComPhibsGroup 7).</li> <li>The Commander Task Force 79 (ComPhibFor).</li> <li>The Commander Task Force 77 (ComSEVENTHFLeet).</li> <li>The Commander in Chief, Southwest Pacific Area).</li> </ol>

Subject: Action Report, Lingayon Operation, Philippine Islands.

le Forwarded.

2. The ship's force of the AIMAACK performed very well under most trying circumstances. They are to be commanded for their energy and perseverance.

3. Damage to boats seems excessive in comparison with former operations but the beach conditions were propartionally adverse. The lack of adequate labor on shore has been a glaring fault which has been present in most operations. Plans were formulated in this operation to avercome this deficiency but they were not carried out in all instances. This is one of these instances. Reports have come to this command of materials and stores on the beach being floated away by the incoming tide because it was left piled on the marrow beach. The plans also provided for the use of tractor service and bulldozers on the beach but, again, these were withdrawn from the beach for use inland.

4. Plans for loading and unloading are of no avail unless adhered to by both Army and Havy. Changing plans at the last minute may be advantageous on occasion but the disadvantages are too numerous, as observation has shown up to date. A wider beach for AKA and AK unloading then that assigned to APA's or AP's is necessary of the much greater amount of cargo to be landed.

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because

CONFIDENTIAL

25 January 1945.

From: Commander Transport Squadron THIRTEEN. To : The Commander in Chief, United States Fleet.

Subject: "Action Report, Lingagen Operation, Philippine Islands.

5. Regarding comments on Lifting Fad:

(a) The recommondations from the Commanding Officer of the U.S.S. AIMA CK regarding the lifting pads on the L.C.M.'s should be given serious consideration.

(b) From information obtained from other sources it is found that nearly all ships have experienced bad results caused by weakening of the lifting pad. All concerned are agreed that the trouble is caused by the lifting pad being bent as a result of hitting against the sides of the ship while alongside. There is no way to provent this except by the full use of Manila Fenders large enough to cover the area around the lifting pad.

(c) Until changes can be effected it is recommanded that. Manila fenders be utilized to the fullest extent.

(d) The lifting pad designed and recommended by the ALMAACH seems to be an effort in the right direction. The only added recommendation apparent at this time is that the pad-eye should be of 1" steel instead of 3/4" steel.

(c) It is recommended that all ships be instructed to carefully inspect all lifting pads on receipt of boats and strengthen any found to be in a damaged condition. This is especially true of L.C.M.'s being carried for the Army as these have not had the care usually given to boats operated by the Navy.

M. Q. CARLSON.

48

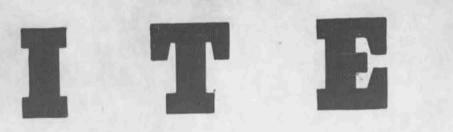
Copy to: CO ALMAACK

1/9-12/45

LINGAYEN GULF, LUZON ISLAND, PHILIPPINES,

REPORT OF OPERATIONS IN THE INVASION OF

ALMAACK







145047

## COMDESRON 5

SUPPLEMENTARY REPORT OF OPERATIONS IN THE ASSAULT LANDINGS ON MINDANAO ISLAND, PHILIP-PINES, 6/1-5/45

FF 9969

DESTROYER SQUADRON FIVE, 11 August 1945.

FC4-5/A16-3 Serial 0254 CONFIDENTIAL

From: To: Via: Commander Destroyer Squadron FIVE. Commander-in-Chief, United States Fleet. (1) Commander Amphibious Group NINE. (2) Commander SEVENTH Amphibious Force.

(3) Commander SEVENTH Fleet.

Subject: Supplementary Report to Commander Destroyer Squadron FIVE's serial 0170 of 7 June 1945.

Reference:

(a) CDS-5's serial 0170 of 7 June 1945. 6-05308

1. In paragraph 2, Part VI "Personnel Performance" of reference (a) it was reported that certain Filipinos were of great assistance in the Cape San Agustin landing and that Commander Destroyer Squadron FIVE would endeavor to obtain their names.

2. In reply to an inquiry, Commander Destroyer Squadron FIVE has been informed by Commander Motor Torpedo Boat Squadron 24 that:

- a. Edward Roscum and Manuel Fernandz were the two Filipinos who assisted the Army at the Cape San Agustin landing.
- b. The pilot for the Balut Island assault was procured by the 24th Division, U.S. Army at Glan, Sarangani Bay.

3. Commander Destroyer Squadron FIVE assumes that the pilot obtained by the 24th Division will be reported in official Army correspondence on this subject providing his actions were considered sufficiently important.

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F. D. MCCORKLE.

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File: FE25/A16-3 Ser.: 01400

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COMMANDER AMPHIBIOUS GROUP NINE Care of Fleet Post Office San Francisco, California

Sn

## 25 AUG 1945

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FIRST ENDORSEMENT to ComDesRon 5 Conf. ltr. A16-3, Serial 0254, dated 11 August 1945.

From:	Commander Amphibious Group NINE.
To :	Commander in Chief, United States Fleet.
	<ol> <li>Commander SEVENTH Amphibious Force.</li> <li>Commander SEVENTH Fleet.</li> </ol>

Subject: Supplementary Report to Commander Destroyer Squadron FIVE's serial 0170 of 7 June 1945.

Forwarded.

ECKHOFF Chief of Staff

cc: ComDesRon 5

1.

11 0228

A16-3

File No. FE25/A16-3 Serial No. 1=F-6704

SEVENTH AMPHIBIOUS FORCE Fleet Post Office San Francisco, California

#### CONFIDENTIAL

SEP 1 2 1945

SECOND ENDORSEMENT to: ComDesRon 5 conf. ltr., serial 0254 of 11 August 1945.

From: To:

Via:

Commander Task Force SEVENTY-EIGHT. (Commander SEVENTH Amphibious Force) Commander-in-Chief, U.S. Fleet. Commander SEVENTH Fleet.

Subject: Supplementary Report to Commander Destroyer Squadron FIVE's serial 0170 of 7 June 1945.

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1. Forwarded.

D. E. BARBEY

CONMANDER

# 11 0228 1

9 001 1945

#### UNITED STATES FLEET COMMANDER SEVENTH FLEET

A16-3(F-3-2/egw)

Serial: 0339

CONFIDENTIAL

THIRD ENDORSMANNT to: ComDesRon FIVE conf. ltr. serial 0254 of 11 August 1945.

To: Commander SEVENTH Fleet. To: Commander-in-Chief, U.S. Fleet.

Subject: Supplementary Report to Commander Destroyer Squadron FIVE's serial 0170 of 7 June 1945.

1. Forwarded.

no

AKAl0/Al6 Serial: 09

8 March 1945.

6 05630

CONFIDENTIAL

From: To :	Commanding Officer. Commander in Chief, United States Fleet.		
Via :	<ol> <li>Commander Task Unit 51.1.1 (CTS 11).</li> <li>Commander Task Force FIFTY-ONE (ComPhibs Pac)</li> <li>Commander FIFTH Fleet.</li> <li>Commander in Chief, U.S. Pacific Fleet.</li> </ol>		
Subject:	Action Report - IWO JIMA, Volcano Islands.		

PART I - Brief Summary

1. The AIMAACK arrived at GUAM ISLAND, Marianas Islands, on 8 February 1945, and commenced loading troops and cargo of the 3rd Marine Division at 1349 the same day. The loading of cargo was carried out expeditiously with a minimum of delay, indicating efficient planning on the part of the ship and troop transport quartermasters. Cargo loading operations were completed at 0700, 9 February 1945, after embarking troops and cargo as follows:

Elements of 3rd Engr. Replacement Co.(Ship' Elements of 3rd Pioned Total	s Platoon) 2 Officers	127 enlisted men 75 enlisted men <u>6 enlisted men</u> 208 enlisted men
Vehicles Ammunition, all types Petroleum products Rations and water Other cargo Total cargo	478.35 short tons. 116.0 short tons. 100.0 short tons. 94.75 short tons. 88.45 short tons. 877.55 short tons.	

2. The ALMAACK departed from Guam at 1006, 17 February 1945 enroute to IWO JIMA, VOLCANO ISLANDS, arriving in the maneuvering area 125 miles southeast of IWO JIMA at 2200, 19 February 1945, where the ALMAACK, in company with the other ships in its Task Group remained awaiting further orders.

3. The ALMAACK arrived in the Transport Area, 10 miles off IWO JIMA at 0745, 22 February 1945, but no cargo was unloaded that day or the next. The ALMAACK retired from the Transport Area during the nights of 22 February and 23 February.

4. The ALMAACK arrived in the Transport Area at 0710, 24 February 1945, unloaded one vehicle at 1639, and retired during the night, arriving in the Transport Area at 0710, 25 February 1945.

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Subject: Action Report - TWO JIMA, Volcano Islands.

5. We commenced unloading into boats at 1205, 25 February and at 1858, received LCT #1300 at #2 hold. LCT #1300 shifted to #4 hold at 2130, 25 February and shoved off at 0558, 26 February, after emptying #4 hold.

6. We received LCT #1245 at #2 hold at 0055, 26 February, and commenced unloading at 0135. We shifted LCT #1245 to #1 hold at 0520, 26 February, and completed unloading that hold at 0122, 26 February, after which LCT #1245 shoved off. The ship retired during the night of 26 February, arriving in the Transport Area at 0708 the following morning.

7. Cargo unloading was commenced at 1015, 27 February, and the ALMAACK retired during the night, arriving in Transport Area at 0813, 28 February. We commenced unloading cargo immediately, and retired during the night. We arrived in the Transport Area at 0741, 1 March, but no cargo was unloaded. We received shell cases from cruisers and destroyers and the ship retired during the night.

8. We arrived in Transport Area at 0816, 2 March, but no cargo was unloaded during the day, and the ship remained at anchor overnight. We commenced unloading cargo into boats at 1120, 3 March and received LSM #238 at #3 hold at 1912. We loaded one vehicle into the LSM and shoved it off at 2009. The load was the last of the priority cargo to be unloaded, and the holds were closed up.

9. The ALMAACK remained in the Transport Area during the night of 3 March and retired the following night, arriving in the Transport Area at 0740, 5 March 1945. We unloaded all remaining vehicles and "B" rations in accordance with orders received the previous night, commencing at 0800, 5 March, and completed unloading at 1730 the same day. On 6th March we received empty shell cases from cruisers and destroyers: 5"-7056; 8"-1850; 40MM-485; 6"-937 and 56 boxes fuze caps.

10. The ALMAACK departed IWO JIMA enroute to Guam at 1630, 6 March 1945, with approximately fifty-four tons of Quartermaster supplies and organizational equipment, and one hundred tons of petroleum products on board. The troop Transport Quartermaster remained aboard for the return trip to Guam. Cargo operations were not continuous at any time as all cargo was unloaded on call only.

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Subject: Action Report - IWO JIMA, Volcano Islands.

#### Weather Synopsis

1. Weather conditions during this operation were generally unfavorable for cargo operations with small craft. The prevailing winds were from the north to northeast, occasionally shifting for a few hours through the east to the south, and varied in strength from 5 to 15 knots. Heavy swells varying in intensity from 2 to 6 caused many hardships in unloading both at the ship and at the beach. Because of the constant swell, the smallest craft that could be used for unloading was the LCM(3), and every morning, almost without exception, the heavy swells prevented even this type of craft from hitting the beach.

2. The temperature varied between 65 degrees F and 76 degrees F; the high coming in the middle of the day, and the low during the early morning hours. The barometer remained steady at an average of 30.15 inches until 3 March when it dropped to an average of 29.85 inches; where it remained until our departure on 6 March.

#### Comments on Cargo Operations

The condition of the surf was such that LCVP's 1. could not be used at all for unloading purposes, and at times the swells prevented beaching LCM's and LCT's. This, plus the fact that the beach was congested, and that cargo was unloaded only on call, made the unloading rate exceedingly slow. As a rule, only a few boatloads of cargo were despatched from the ship during any one day, the only exception being during the night of 25 February and the morning of 26 February, when the two LCT's were alongside. Since there was no general unloading, it was often necessary to unload vehicles from the lower holds before all the vehicles from the lower tween decks were taken out, priority numbers not being considered. It is realized, however, that this state of affairs was largely unavoidable, not only for the reasons already stated, but because the immediate needs of the combat troops ashore had to be met. Nevertheless, much time and effort could have been saved had all the vehicles remaining aboard and the "B" rations been unloaded onto the LSM on the night of 3 March instead of just the one last priority vehicle.

2. The LCM's of the ALMAACK took a terrific beating during this operation. Three (3) were lost - one was damaged by a bulldozer and sunk at the beach; the second was struck by

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Subject: Action Report - IWO JIMA, Volcano Islands.

an LSM while anchored for the night and sank with a full load of cargo aboard; and the third was swamped on the beach. All the remaining LCM's suffered considerable damage while loading alongside various ships. We were continually hoisting boats aboard in order to cut line, wire, boat slings, ammunition belts, rags, and similar trash out of the screws. The heavy swells caused one LCM to swing sharply against the side of the ship while it was being hoisted out, and two (2) lefting pads gave way, dropping the boat about ten (10) feet into the water. No one was injured, although one member of the boat crew was thrown overboard. The continual heavy swells made it very difficult to hoist LCM's aboard, and the steadying lines parted often although eight (8) and sometimes more lines were used on each boat. It was necessary to make up several steadying lines from 4",  $4\frac{1}{2}$ " and 5" manila in order to keep the boats under a fair degree of control while they were being hoisted. It is recommended that AKA's be granted a high priority on 4" and 42" manila line to be used for this purpose, since ships of this type usually carry about eight (8) LCM's, and experience on the ALMAACK has shown that 33" line is often of insufficient strength, and that 3" line is entirely inadequate in a choppy sea or during ground swells. A not inconsiderable amount of damage to LCM's and ship's hull fittings with the resultant repair work involved and attendant danger to personnel could be avoided if an adequate supply of steadying lines of 4" manila and larger could be kept on hand at all times.

Comments of Landing Craft Operation and Beaches

1. We began boat operations on D plus 4, 23 February. Beaches were already marked and existing control parties were relieved by parties from Transport Squadron 11 and, for us, from Transport Division 31. We used beaches Red 2 and Yellow 1 which we called simply black beach. The slope of the beach was steep, about 15 degrees. The sand was soft and most vehicles had to be dragged to mat roads by bulldozer. The surf varied from 2 feet on good days to 7 feet on bad ones. By the time we began operations, the landing of LCVP's was stopped by the Commander of the Joint Expeditionary Force. For the rest of the operation, LCVP's and LCPL's were used only as tenders, salvage boats, smoke boats, running boats, or for the functions that didn't require landing. During most of the nights, and several days, unloading of LCM's was secured because of the surf.

2. The chief cause of boat casualties was the SURE swiftness with which a boat would be swamped by the high if it slipped from its position at right angles to the surf line.

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Subject: Action Report - IWO JIMA, Volcano Islands.

Even when a boat was in correct position, the steepness of the beach slope made it common for waves to break over a boat's stern so fast that if the load was hard to handle and unloading took a long time, the water usually came in faster than the bilge pumps could get it out. Water breaking over the stern also drained into the ramp cable outlet, wetting the friction plates and making the ramp inoperable. It is strongly recommended that ICM's be provided with either a gland or a housing over this outlet to prevent this draining. It is also recommended that LCM's be provided with a strong hand winch to be used in case of ramp failure which can arise from a variety of causes other than the wetting of friction plates.

Most ships observed the instructions in the 3. operation order to load the boats lightly, and load pallets so that they could be unloaded quickly on the beach. However, there were complaints from coxswains about early loads received from some of the ships. Two of our LCM's were tied up for 3 days loaded with non priority cargo which were eventually unloaded at the ship that loaded them. We unloaded two boats and reloaded them for the reason the beach party refused to take them the way they were loaded. Our No. 7 boat was tied up with a load of barbed wire and stakes for 36 hours. If ships would use more caution in loading boats it would save boats and time. The main cause of us losing 2 LCM's was that they were improperly loaded. Some ships at first seemed to be more anxious to get their ships unloaded than to send cargo that the marines wanted, when they wanted it.

The control system at the beach was very satis-4. factory. There were no cases of control boats discriminating in favor of their own ship's boats. The Squadron Control Officer handled all problems quickly and intelligently. was observed, however, that the number of control boats and salvage boats lying off the beach sometimes blocked the approach, and that it was often confusing as to just which of the control boats to clear with. As in the past, cargo tickets didn't work out after leaving the ship. They were not taken by control vessels or beachmaster. Also, at considerable effort, each boat was equipped with 17 cargo signs which turned out to be utterly useless. For the first few days the coxswains posted their own signs hopefully. It seemed they were never noticed, the control boat always asking what they were carrying verbally, so the coxswains stopped posting them. Asking seems to be so much more simple and satisfactory a way of finding out what's in a boat that we herewith recommend elimination of

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The squadron salvage organization was good. In 5. most cases, when a boat beached on black beach, there was a salvage boat standing off close by on the alert to heave a line if the boat was in danger of broaching. In many cases, if the boat coxswain informed the salvage boat of some difficulty such as having only one engine, the salvage boat would keep a line on him the whole time he was unloading. Most corswains complained that the beach and shore parties were showing some of their customary indifference to getting boats unloaded after they had beached. The situation actually was better than it has ever been before. There were for once, sufficient unloading aids such as cranes and bulldozers and if the beachmasters didn't pay too much attention to every LCM that beached it was because they were occupied with getting the LCT's, LSM's, and LST's unloaded.

6. On 3 March, purple beach on the western side of the island started receiving boats. It was reported that the beach organization there was good, but that there was no boat control or salvage organization working off the beach.

On 24 February our LCM No. 1 with a load of 7. 100 drums of water broached on black beach when its port engine failed. The combination of water breaking over the side, and its load made the boat too heavy for salvage boats to handle. One salvage boat pulled its towing post out of the stern sheets. Another salvage boat got its own line in its screw, and so the third salvage boat had to tow it out of the surf. The beach party unloaded the boat and the salvage boats tried again, but by then the boat was full of water. It was useless to try pumping it out, because the surf was throwing water in faster than any combination of pumps then available could pump it out. Two bulldozers tried to straighten the boat, but couldn't move it. The Squadron Salvage Officer had a tarp-covered frame made to put over the after end of the well deck. It was hoped that this would prevent the surf from adding water to the boat and to make pumping practical. It didn't stop enough of the water. After four days of successive tries to get the boat off the beach, it was abandoned.

8. On the night of 3 March they secured unloading on the beach and two of our LCM's tied up astern of an LST until they could be unloaded in the morning. At about 2230, with the moon out, the watch saw an LSM bearing down on them.

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#### CONFIDENTIAL

Subject: Action Report - IWO JIMA, Volcano Islands.

He shouted and thought he heard the conning officer give left rudder. The watch in No. 5 boat succeeded in starting his starboard engine and backed down very close to the counter of the LST. The LSM continued ahead and rammed the boats, bending the bulkheads and breaking the ramp cables, so that both ramps dropped. No. 3 boat was able to get its ramp up and made it back to the ship where it had to be unloaded and hoisted for repairs. No. 2 boat couldn't get its ramp up. A man from one of the salvage boats was injured trying to put a wire on it by diving. Eventually the boat filled with water and sank.

9. On 4 March we transferred two (2) LCM's to the U.S.S. BELLEGROVE.

10. On 5 March at about 2200 LCM No. 6 was being unloaded on purple beach, started to broach, and was pushed straight by a bulldozer. Evidently the bulldozer pushed it with a running start instead of easing up to it. It was very dark and the dozer must have cut some holes in the after compartments, because the boat sank immediately after retracting. The coxswain tried to beach the boat again but water came into the engine room so fast it drowned the engine.

11. It was a 12 day operation, and was taxing on the LCM's who did all of the unloading that was done by our boat. Most of their loads were palletized, so that bulldozers came in to drag it out. Bulldozer blades poked holes in the bulkheads and their tracks tore up the boat ramps.

#### Comments on Navigation

1. The issuing of HO-6101 anchorage chart of IWO JIMA greatly simplified the navigation for a ship of this type. Excellent fixes were obtained from various landmarks and from beacons set up on the beach. The shelf on the eastern side of the island proved to be good holding ground even during the severest weather encountered.

2. While the supply of charts for this operation was not as voluminous as in the past, the charts and hydrographic information held by this ship were entirely adequate.

#### Comments on Supply

1.

During the operation, the ALMAACK furnished

#### CONFIDENTIAL

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provisions, ship's store stock, clothing, and small stores to the LSM 92 and the LCI 345. The AM 307 purchased 250 pounds of laundry soap. The ALMAACK also delivered 44,500 gallons of fuel oil to the ART 52.

Comments on Medical Action

1. In preparation for this operation the usual measures were taken to bring to a state of readiness all the facilities of the medical department. All preparations were completed before D plus 1 Day, in view of the fact that this vessel was a member of the support force.

2. While still loading at Guam, one of the embarked marine personnel developed appendicitis. The appendix perforated before a transfer could be effected, and an appendectomy performed immediately. The patient was transferred to a base hospital at Guam three days after the operation.

3. In the Transport Area at IWO JIMA another of the embarked marine personnel developed appendicitis, and an appendectomy was performed. Five days later, while still in the Transport Area, a member of the ship's company developed acute appendicitis and an appendectomy was performed. Both these patients have had uneventful postoperative courses.

On D plus 13 Day we received our first casualties. They totaled twelve (9bed cases and 3 ambulatory) and arrived from the beach in "DUCKS". Hoisting was done by means of the mills-harris litter sling at No. 4 hatch, and excepting for the heavy swell which made lifting precarious, the lifts were un-eventful. One of the casualties, arriving in the second (DUCK) was an eye injury. The left eye was very extensively damaged by shrapnel and obviously required enucleation. Because of this it was thought best to transfer him to the FREMONT which had been designated, in the operation plan, to receive serious eye cases. His general condition was fair, but because of the possibility of shock increasing during the transfer, he was given a unit of plasma. No hospital corpsman could be sent with this patient, although it would have been desirable in view of his condition, because we knew that all of our facilities would be employed in the treatment of the remaining cases. The boat coxswain reported, on his return, that he had considerable difficulty in disposing of the patient, no doubt to the detriment of the latter. Upon arrival at the FREMONT he was told by the bridge, that the FREMONT was receiving only Prisoner of War

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casualties, and he was directed to take the patient to the DOYEN. On arrival at the DOYEN the patient was immediately taken aboard. We had received no notification that the designation of the FREMONT had been changed with respect to serious eye cases.

The remaining casualties consisted of the following: compound fractures: 4; intra-cranial injury: 1; soft tissue wounds: 3; phosphorus burns: 1; abcess (dental): 1; tonsillitis: 1. The compound fractures were treated by the usual supportive measures, and the wounds treated by cleansing, debridement, and immobilization in plaster of paris. The head injury was in the nature of a contusion with subarachnoid hemorrhage. There was a large laceration of the scalp in the left occipital temporal region. The wound was sutured and general measures were taken to reduce the intra-cranial pressure. These consisted of repeated spinal punctures, and hypertonic intravenous glucose injections. The soft tissue wounds were treated by cleansing, debridement, and dressings. The remainder of the cases were treated along accepted and indicated lines. Subsequent courses of all patients has been uneventful. Tetanus toxiod was given to all cases, and whole blood, plasma, intravenous saline, gas gangrene (therapeutic), and sedation given where need was demonstrated.

6. No casualties were suffered among out own personnel. Transfer of six ambulatory patients to the DOYEN was accomplished the afternoon of the day of departure.

7. In all respects the management of casualties embarked during this operation was carried out in a more efficient and much more satisfactory manner than in any previous operation. The number of casualties received was disappointingly small in view of the over-all number of casualties suffered. As in all of our previous operations we feel that our facilities for the treatment and handling of casualties were not used to their full extent, although it is realized that the prompt and expeditious service rendered by the hospital ships did much to lessen congestion among all the ships.

#### Conclusions and Recommendations

1. Because of the possible damage to the boats, to the ship's hull and fittings, and considering the danger

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to personnel involved when hoisting out LCM's in a choppy sea or ground swell, it is recommended that AKA's be granted a high priority of 4" and  $4\frac{1}{2}$ " manila line. Experience has shown  $3\frac{1}{2}$ " line is often of insufficient strength, and that 3" line in entirely inadequate for this work.

2. In view of our experience with water draining into the ramp cable outlet on LCM's, wetting the friction plates, and rendering the ramp inoperable, it is strongly recommended that LCM's be provided with a gland or housing over this outlet to prevent this draining. It is also recommended that LCM's be provided with a strong hand winch to be used in case of ramp failure.

3. Since verbal inquiry by control vessels concerning the nature of cargo carried seems so much more practical, and since it is the system they actually use, it is recommended that the use of cargo signs be discontinued.

4. In conclusion, it is recommended that cognizance be taken of the very adequate facilities for the treatment of the designated number of casualties to be received by this type of ship, and that these facilities be utilized when the situation becomes acute, as it did in this operation.

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