

AKA89/A12-1
Serial #37

WAR DIARY
U. S. S. WARRICK (AKA-89)

1 September 1944

CONFIDENTIAL

From: The Commanding Officer, U.S.S. WARRICK(AKA-89).
To: The Commander in Chief, United States Fleet.

The following data composed the war diary for the U.S.S. WARRICK(AKA-89) commencing on 30 August 1944.

AUGUST

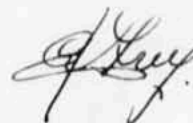
30 August 1944.

(Zone +7)

At 1403, ship placed in full commission and accepted into the United States Naval Service at Moore Dry Dock Company, West Yard, Oakland, California by Commander CHARLES G. MC CORD, USN(RET), in accordance with Commandant Twelfth Naval District's letter 14B/Vg-A4-1 serial no. 23781 of 29 August 1944. The U.S.S. WARRICK, ex S. S. BLACK PRINCE, was acquired for use under U. S. Maritime contract No. MCC-7693. Lt.-Comdr. ERNEST J. GREY, D-M, USNR., assumed command and accepted the ship in accordance with Commandant Twelfth Naval District's letter ND12-14/B/Vg-D4-1 serial no. 23782 of 29 August 1944. At 1626 shifted berths to Naval Supply Depot, Oakland, California. At 1720 moored port side to Berth "E", Pier 4, Naval Supply Depot, Oakland, California. At 2010 commenced loading naval commissioning stores.

31 August 1944.

Continued loading stores.



E. J. GREY

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R. S. No. _____

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Serial 89

U. S. S. WARRICK (AKA-89)
c/o Fleet Post Office
San Francisco, California

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

1 October 1944

From: The Commanding Officer.
To: The Commander in Chief, United States Fleet.
Subject: War Diary.

The following data comprises the War Diary for the U.S.S. WARRICK (AKA-89) commencing 1 September 1944.

1 September 1944 (Zone plus 7).
Moored at Naval Supply Depot, Oakland, California, loading commissioning stores.

4 September 1944.
In the morning, moved to Pier 31, San Francisco, California, for deperming operations. From 1220 to 1630 underwent deperming and degaussing calibration.

5 September 1944.
Calibrated magnetic compasses during the morning in upper San Francisco Bay. At 1227 anchored in upper San Francisco Bay, California.

6 September 1944.
Calibrated SG and SA Radars in the morning at Hunter's Point, California. At 1531 anchored in upper San Francisco Bay, California.

10 September 1944.
Anchored in San Francisco Bay. At 0759 underway to calibrate Radio Direction Finder. Completed calibration at 0950 and set course for sea. At 1152 entered swept channel. At 1255 cleared swept channel and with Buoy "A" abeam set course for San Pedro, California. The ship was assigned to duty under Task Group 14.4 this date to undergo a two-week shakedown around San Pedro, California.

Position: 2000 36 - 00.5 N
122 - 58.0 W

T.G. 14.4
11 September 1944.
Arrived off San Pedro Bay station vessel at 1825 and picked up pilot. Proceeded up swept channel through west breakwater to assigned anchorage.

Positions: 0800 33 - 28.0 N
120 - 52.0 W
89329 1200 33 - 40.0 N
119 - 56.0 W

T.G. 14.4
12 September 1944
Anchored in San Pedro Bay, California. At 0855 an inspection party from San

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1 October 1944

Pedro Shakedown Group came on board and held an informal inspection of all departments, leaving the ship at 1040.

T.G. 14.4
13 September 1944.

Underway at 0843 for exercise area KK2 to carry out day's schedule of general drills as prescribed by San Pedro Shakedown Group. Anchored in San Pedro Bay about 1721.

T.G. 14.4
14 September 1944.

Underway at 0830 for exercise area KK2. Exercised at ship handling and general emergency drills. At 1721 anchored in San Pedro Bay, California.

T.G. 14.4
15 September 1944.

Underway at 0833 for exercise area KK2 for structural firing test on all guns. From 1330 to 1510 held structural firing test. Results were very satisfactory and no casualties were suffered. Ammunition expended: 4 rounds 5/38 cal. target; 128 rounds 40 mm.; 540 rounds of 20 mm. Held general drills when not firing. Anchored in San Pedro Bay, California at 1814.

T.G. 14.4
16 September 1944.

Underway at 0820 for exercise area PPl1 to run measured mile. Commenced running measured mile at 0950. Completed running measured mile at 1610 having made three runs at the following RPMs: 30, 45, 60, 96, and one run on one boiler at 84 RPM. Held general drills all day. Anchored in San Pedro Bay, California at 1735.

T.G. 14.4
17 September 1944.

Anchored all day. Held general drills and made preparations for surface and AA target practices which will take place on 19 September 1944.

T.G. 14.4
18 September 1944.

Underway at 0823 for exercise area MML to carry out fueling at sea exercise with AM-161 and PCE-872. Commenced exercises at 1130 and completed them at 1245. Results were very satisfactory. At 1325 lowered boat over the side to obtain tactical data on turning circle. Completed tactical data at 1600 having made turns at 10° right rudder, 10° left rudder, 20° right rudder, 20° left rudder, 30° degrees right rudder, and 30° left rudder. Held general drills, and anchored in San Pedro Bay, California at 1821.

T.G. 14.4
19 September 1944.

Underway at 0800 for exercise areas JJ23 and 24 to conduct surface and AA target practice. From 1215 to 1340 held surface target practice with 5/38, using 55-

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1 October 1944

gallon oil drums as target. Ammunition expended: 10 rounds of 5/38 cal. AA Common. Results very satisfactory. From 1340 to 1548 held AA target practice with 5/38, target being a towed sleeve. Ammunition expended: 40 rounds of 5/38 cal. AA Common; 256 rounds of 40 mm.; 2,160 rounds of 20 mm. Results very satisfactory. During day's practice the crew of the 5/38 conducted themselves very well considering that it was the first practice they fired. Anchored in San Pedro Bay, California at 1840.

T.G. 14.4

20 September 1944.

Underway at 0905 for exercise areas JJ23 and 24 to complete AA target practice, target being a towed sleeve. From 1328 to 1730 held AA target practice. The gun crews, although inexperienced, handled themselves very well. Fire discipline was excellent. Ammunition expended: 15 rounds of 5/38 cal. AA Common; 960 rounds of 40 mm.; 6,480 rounds of 20 mm. No casualties. Anchored in San Pedro Bay, California at 2150.

T.G. 14.4

21 September 1944.

Anchored all day. Held general drills and landing craft operations.

T.G. 14.4

22 September 1944.

Underway at 0817 to hold ship handling and general drills. Anchored in San Pedro Bay, California at 1627.

T.G. 14.4

23 September 1944.

Underway at 0900 to hold ship handling and general drills. Anchored at 1540 in San Pedro Bay, California and exercised at landing craft operations.

T.G. 14.4

24 September 1944

At anchor preparing for final inspection by San Pedro Shakedown Group.

T.G. 14.4

25 September 1944.

At anchor. San Pedro Shakedown Group held Admiral's inspection and conducted a simulated battle problem from 0835 to 1240. The senior inspecting officer was pleased with the progress the ship has made during the two week shakedown just undergone. The ship was transferred to duty under T.G. 13.19, U.S. Pacific Fleet Training Command and Amphibious Forces for training in amphibious warfare. Underway for San Diego, California at 1852.

T.G. 13.19

26 September 1944.

Underway as before. At 0545 arrived off San Diego, California swept channel,

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1 October 1944

Buoy "A". Entered swept channel and anchored to the east of San Diego Bay channel because of heavy fog at 0810. Underway again at 0941, the fog having cleared. Moored to mooring buoys #44 and #45, San Diego Bay, California, at 1109.

T.G. 13.19

27 September 1944.

Moored as before. Underway for anchorage in berth X15 off Coronado, California, and anchored at 1918.

T.G. 13.19

28 September 1944.

Anchored all day exercising at launching landing craft and hoisting them aboard.

T.G. 13.19

29 September 1944.

Exercised the same as yesterday. At 1940 underway for amphibious operating area northwest of Oceanside, California, in company with the U.S.S. AUDRAIN (APA-59). Held ship maneuvers during the night.

Assigned to Task Group 13.19.2.

T.G. 13.19.2

30 September 1944.

Anchored in berth X9 northwest of Oceanside, California at 0809. The U.S.S. AUDRAIN occupied berth X10. Held beaching operations with all landing craft during the morning.


E. J. GREY

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e/e Fleet Post Office
San Francisco, California

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

1 November 1944

From: The Commanding Officer.
To : The Commander-in-Chief, United States Fleet.
Subj: War Diary.

The following data comprises the War Diary for the U.S.S. WARRICK (AKA-89) commencing 1 September 1944.

T.U. 13.19.2

1 October 1944 (Zone plus 7).

Operating under U. S. Pacific Fleet Training Command and Amphibious Forces for training in amphibious warfare. Anchored in Berth "X9", northwest of Ocean-side, California. Exercising at general drills, cargo handling, and ship to shore movement during days and evenings.

4 October 1944.

Underway at 0244 to practice ship to shore maneuver. Anchored again in Berth "X9" at 0404.

5 October 1944.

Underway at 0353, moving south to anchor in Berth "X9", and hoisting out landing craft en route for a practice ship to shore movement. Returned to anchorage in Berth "X9" at 1700.

6 October 1944.

Underway at 1355 to join Task Unit 13.19.2 off Coronado, California. Joined task unit at 1755 and took station 600 yards astern of the U.S.S. LA PORTE, as the fourth ship in column. The other ships in the unit were the U.S.S. AUDRAIN and the U.S.S. LATIMER, OTC. Course was set in the general direction of San Clemente Island and various tactical maneuvers were executed.

7 October 1944.

At 0100, tactical maneuvers being completed with satisfactory results, course was set independently for Coronado, California. Anchor was dropped in Berth "X15", and at 0445, the first landing craft was hoisted out for a practice dawn landing, which was completed satisfactorily despite heavy fog.

8 October 1944.

Exercised landing craft during the day and at 1907 got underway for Pyramid Cove, San Clemente Island.

9 October 1944.

Not wishing to anchor until dawn, steamed on a rectangular course during the early morning and anchored in Berth "A2", Pyramid Cove, San Clemente Island at 0702. During both morning and afternoon, boat machine gun exercises were held with results satisfactory.

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c/o Fleet Post Office
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1 November 1944

10 October 1944.

At 0645, the U.S.S. LSM-55 moored alongside and thirty minutes later the U.S.S. LSM-57 did likewise. The practice cargo, which had been taken aboard from the U.S.S. AUDRAIN off Oceanside, California, was transferred to the LSM's. Got underway in obedience to Operational Order 111-44 for Oceanside, California at 1832.

11 October 1944.

Anchored in Berth "X9", northwest of Oceanside, California at 0630. At 1157 got underway for San Pedro, California in accordance with ComPhibTraPac dispatch 07334, and anchored in Berth "A6", San Pedro, at 1618.

12 October 1944.

Underway at 0945 for U. S. Naval Drydocks, Terminal Island, San Pedro, California and moored portside to Pier I, Berth 13, at 1035 for repairs and alterations.

13 October 1944.

Moored to Pier I, Berth 13, undergoing alterations and repairs.

20 October 1944.

Loaded ammunition at 0730. Underway with pilot aboard for speed trial at 1045. At 1120, passed through east breakwater entrance. Held trial and returned through east breakwater entrance at 1318. The performance was unsatisfactory and it was decided that the ship should enter drydock to have propellor replaced. At 1406, moored in drydock #3, U. S. Naval Drydocks, San Pedro, California.

23 October 1944.

Propellor replacement being complete, flooding of drydock commenced at 0905. At 1135, with pilot aboard, ship was underway for speed trial. At 1150, backed into dredge marker cable. Anchored temporarily to remove dredge marker cable from screw and at 1315 report was received that five double turns of 1 $\frac{1}{4}$ " wire cable were around hub of screw. At 1812, with YTM-240 on starboard bow, YTM-239 on starboard quarter, and tug "D. M. RENTON" made fast to YTM-240, got underway for U. S. Naval Drydocks, San Pedro, California and at 1846 made fast to Pier 4, Berth 42. Divers went to work to clear screw of cable.

24 October 1944.

At 1030 diving operations were complete, wire cable having been removed from screw. At 1227, with pilot aboard, got underway for speed trial. Passed out of harbor through east breakwater entrance, held speed trial with satisfactory results, and re-entered harbor through west breakwater entrance at 1340. Moored portside to Berth 145, Wilmington, California, to receive cargo at 1449. During the night, received 46,098 gallons of fuel oil.

25 October 1944.

Completed loading cargo at 1130. Received 8,966 additional gallons of fuel oil. At 1430 got underway in obedience to Com Twelve dispatch 170052 October 1944, for

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1 November 1944

Manus Island, Admiralty Islands. Passed San Pedro Station Vessel at 1620 on bearing 156 degrees true, distance one mile. Set course of 246 degrees p.g.c.

26 October (Zone plus 8).

0800: 30° 36' N - 122° 00' W
1200: 30° 05' N - 123° 12' W
2000: 29° 26' N - 125° 32' W

27 October 1944.

0800: 28° 38' N - 129° 04' 30" W
1200: 28° 14' N - 130° 13' W
2000: 27° 30' N - 132° 48' W

28 October 1944 (Zone plus 9).

0800: 26° 35' N - 136° 11' W
1200: 26° 14' N - 137° 19' W
2000: 25° 16' N - 139° 22' W

29 October 1944.

0800: 24° 03' N - 142° 35' W
1200: 23° 36' 30" N - 143° 48' 30" W
2000: 22° 36' N - 146° 12' W

30 October 1944 (Zone plus 10).

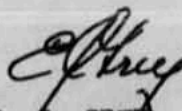
0800: 21° 12' N - 149° 23' W
1200: 20° 51' N - 150° 25' W
2000: 19° 45' N - 152° 34' W

In afternoon held target practice for all AA guns, firing at bursts from 5"/38 gun, with commendable results. Expended 2 rounds 5"/38 caliber common ammunition, 932 rounds of 20mm ammunition, and 89 rounds of 40mm ammunition.

31 October 1944.

At 0300 commenced zig-zagging and continued throughout the day.

0800: 18° 20' N - 155° 20' 30" W
1200: 17° 54' N - 156° 24' W
2000: 16° 47' N - 158° 40' W


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

1 December 1944

From: The Commanding Officer.
To : The Commander in Chief, United States Fleet.
Subj: War Diary.

The following data comprises the War Diary for the U.S.S. WARRICK (AKA-89) commencing 1 November 1944.

1 November 1944 (Zone plus 11).

Steaming independently on various courses enroute Wilmington, California to Manus Island, Admiralty Island, carrying a cargo of 333 tons of army equipment.

0800: 16° 03' N - 162° 00' W
1200: 15° 35' N - 162° 58' W
2000: 14° 35' N - 165° 00' W

2 November 1944.

0800: 13° 22' N - 167° 59' W
1200: 12° 54' N - 168° 44' W
2000: 12° 05' N - 170° 04' W

3 November 1944.

0800: 11° 09' N - 173° 06' W
1200: 10° 30' N - 174° 29' W
2000: 09° 22' N - 176° 40' W

5 November 1944 (Zone plus 12).

At 1030 crossed 180th meridian. In the afternoon, held target practice for 40mm and 20mm guns, firing at balloons, with a good performance turned in.

0800: 8° 14' N - 179° 08' W
1200: 7° 40' N - 179° 41' W
2000: 6° 46' N - 177° 54' E

6 November 1944. (Zone minus 12).

0800: 5° 10' N - 175° 17' E
1200: 5° 00' N - 174° 14' E
2000: 4° 29' N - 172° 29' E

7 November 1944.

0800: 3° 47' N - 169° 31' E
1200: 3° 32' N - 168° 30' E
2000: 3° 01' N - 166° 12' E

8 November 1944 (Zone minus 11).

0800: 2° 20' N - 163° 08' E
1200: 2° 1' 30" N - 162° 05' E
2000: 1° 32' N - 160° 02' E

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

1 December 1944

9 November 1944.

0800: $0^{\circ} 42' N - 157^{\circ} 03' E$

1200: $0^{\circ} 33' N - 156^{\circ} 10' E$

2000: $0^{\circ} 01' N - 154^{\circ} 14' E$

10 November 1944 (Zone minus 10).

0800: $0^{\circ} 25' S - 151^{\circ} 36' E$

1200: $0^{\circ} 37' S - 150^{\circ} 43' E$

2000: $0^{\circ} 51' S - 149^{\circ} 04' E$

11 November 1944.

Arrived off Manus Island at 0615, with Ndrilo Beacon "B" bearing 181 degrees true, distance 4 miles. Anchored at 0700 in Berth 359, Seadler Harbor, Manus Island.

12 November 1944 (Zone minus 9).

Underway at 0530 for Hollandia, New Guinea.

0800: $01^{\circ} 40' S - 146^{\circ} 50' 30'' E$

1200: $01^{\circ} 40' S - 145^{\circ} 53' E$

2000: $01^{\circ} 59' S - 143^{\circ} 56' E$

13 November 1944.

Arrived Hollandia, New Guinea at 0850, with Socadja Hill bearing 249 degrees true, distance $3\frac{1}{2}$ miles. Anchored one hour later in Hollandia Bay.

14 November 1944.

Got underway at 0524 for Finsch Harbor, New Guinea.

0800: $02^{\circ} 34' S - 141^{\circ} 20' E$

1200: $02^{\circ} 49' S - 142^{\circ} 22' 30'' E$

2000: $03^{\circ} 01' S - 144^{\circ} 32' E$

15 November 1944.

Arrived at Finsch Harbor at 1520, with Nussing Island Light bearing 201 degrees true, distance 8 miles, and lay outside the harbor awaiting orders from the Port Director. At 1720, orders were received to lay off for the night, and a seaward course was set in obedience to these orders.

0800: $05^{\circ} 32' 30'' S - 146^{\circ} 41' E$

1200: $06^{\circ} 00' 30'' S - 147^{\circ} 38' 30'' E$

16 November 1944.

At 0515, again arrived at Finsch Harbor to await orders from the Port Director, and having received them, anchored in Langemak Bay, New Guinea at 1030.

18 November 1944.

Got underway at 1440 for Manus Island, Admiralty Islands.

2000: $05^{\circ} 31' S - 147^{\circ} 29' 30'' E$

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1 December 1944

19 November 1944.

Arrived at Manus Island at 1110 with Ndrilo Island Beacon bearing 200 degrees true, distance 4 miles. Anchored in Berth 363, Seeadler Harbor, Manus Island, Admiralty Islands, at 1200.

22 November 1944.

Got underway at 0955 for Hollandia, New Guinea.

1200: 1° 40' S - 147° 01' E

2000: 1° 48' S - 145° 05' E

23 November 1944.

At 1225, arrived at Hollandia, New Guinea, with Socadja Hill bearing 254 degrees true, distance 4.5 miles, and anchored in Hollandia Bay, New Guinea at 1337. At 1730, got underway to shift anchorage. Anchored again at 1800.

0800: 2° 14' S - 141° 56' E

1200: 2° 30'30" S - 140° 56' E

24 November 1944.

Got underway at 0600 to complete shifting of anchorage, and at 0645 anchored in Berth M42, Hollandia, New Guinea. Commenced unloading army cargo at 1100, having placed all landing craft in the water. Ceased unloading cargo at 1730.

25 November 1944.

Resumed unloading army cargo at 1100 and ceased again at 1600.

26 November 1944.

Resumed unloading of army cargo at 0800 and completed discharge of the cargo at 1100, having discharged 333 tons of equipment.

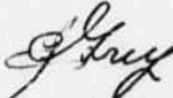
30 November 1944.

Got underway for Finsch Harbor, New Guinea, at 0515.

0800: 2° 34' S - 141° 22'30" E

1200: 2° 46'30" S - 142° 21' E

2000: 3° 05'30" S - 144° 17' E


E. J. GREY

None

U. S. S. WARRICK (AKA-89)

AKA89/A12-1
Serial: 02

c/o Fleet Post Office
San Francisco, California

C-O-N-F-I-D-E-N-T-I-A-L **CONFIDENTIAL** 1 January 1945

From: The Commanding Officer.
To : The Commander in Chief, United States Fleet.
Subj: War Diary.

The following data comprises the War Diary for the U.S.S. WARRICK (AKA-89) commencing 1 December 1944:

1 December 1944 (Zone minus 9).

Steaming enroute Hollandia, New Guinea to Finsch Harbor, New Guinea. Position at 0800: 05° 08' S; 146° 21' E. At 1635, arrived Finsch Harbor with Cape Bredow bearing 199 degrees true, distant 2 miles, and at 1745 anchored in the harbor.

7 December 1944.

At 1135 got underway to shift anchorage, and at 1245, weather being unfavorable for anchoring, stood out of Finsch Harbor. As weather continued unfavorable, stood off throughout the night.

8 December 1944.

Waited off Finsch Harbor for a berth assignment during the morning, and at 1520 moored port side to Pier II, Finsch Harbor, to receive cargo of army equipment. At 2005 commenced loading of army equipment.

10 December 1944.

Loading of army cargo was completed at 2030. The load amounted to 1,137 tons and consisted mainly of vehicles.

11 December 1944.

Got underway for Dreger Harbor, New Guinea, at 0527, and anchored southwest of Megin Island, New Guinea two hours later.

25 December 1944.

Got underway for Langemak Bay at 1455 and at 1640 moored port side to Pier #7 in Langemak Bay, New Guinea.

26 December 1944.

Loaded 210 army troops and 17 army officers for transportation to target areas, and also took aboard 97 tons of miscellaneous army cargo.

27 December 1944.

At 0557, got underway and moored port side to the SS BRAJARA to receive fuel oil. At 1245, having received 105,751 gallons of fuel oil, got underway to move to an anchorage, and at 1325 anchored northwest of Hussing Island.

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

1 January 1945

28 December 1944.

Underway at 0551 for Langemak Bay to join with the U.S.S. TRYON. At 0830, in company with the U.S.S. TRYON, took departure for Manus Island, Admiralty Islands, with Nussing Island light bearing 200 degrees true, distant 5 miles. Started maneuvering to join Task Group 77.9 at 1030. Twenty minutes later took position and commenced zig-zagging in accordance with Zig-Zag Plan #6.

TG 77.9

29 December 1944. (Zone minus 10).

At 0910, exercised crew at General Quarters in obedience to order from the U.S.S. APPALACHIAN, CTG 77.9, and at 0930 commenced practice anti-aircraft firing at sleeves towed by aircraft. Secured from practice firing at 1045, having expended 547 rounds of 40mm common ammunition and 4,122 rounds of 20mm ammunition. During the firing, both the tracking and fire discipline were very good. At 1440, arrived Seeadler Harbor, Manus Island, Admiralty Islands with Narilo Island bearing 241 degrees true, distant 3 miles. At 1711 anchored in Berth W-37, in the western end of the harbor.

TG 77.9

30 December 1944.

At 0856, got underway for the eastern end of Seeadler Harbor, and at 1100 moored port side to the U.S.S. YO-164 to receive fuel oil. Having received 12,291 gallons of fuel oil, got underway for the western end of Seeadler Harbor at 1335. Anchored again in Berth W-37 at 1547.

E. J. Grey
E. J. GREY

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R. S. No.

U. S. S. WARRICK (AKA-89)
c/o Fleet Post Office
San Francisco, California

AKA89/A12-1
Serial #29-45

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

1 February 1945

From: The Commanding Officer.
To : The Commander in Chief, United States Fleet.
Subj: War Diary.

1. The following data comprises the War Diary for the U.S.S. WARRICK (AKA-89) commencing 1 January 1945:

T.G. 77.9.

1 January 1945 (Zone minus 10).

Anchored in Berth W-37, Seeadler Harbor, Manus Island, Admiralty Islands.

T.G. 77.9.

2 January 1945.

At 0800 got underway for Lingayen Gulf, Luzon Island, P.I. Took departure at 0910 with Hauwei Island Beacon "A" bearing 201 degrees true, and maneuvered to join T.G. 77.9. At 0950 took station in disposition. O.T.C., Rear Admiral Connelly, was in U.S.S. APPALACHIAN (AGC-1).

1200: 01° 37' S
146° 50' E
2000: 00° 32' S
145° 40' E

3 January 1945 (Zone minus 9½).

Exercised at fleet emergency drills from 0930 until 1130. In afternoon, A/A firing practice was held from 1530 to 1700, firing at sleeves towed by planes from the CVE's of the screen. 380 rounds of 40mm and 1,312 rounds of 20mm ammunition were expended. Firing was good.

0800: 00° 42' N
143° 43' E
1200: 01° 18' N
143° 06' E
2000: 01° 52' N
141° 37' E

4 January 1945 (Zone minus 9).

From 1100 to 1145 exercised at emergency turns. At 1500 commenced A/A target practice. At 1555 the destroyer U.S.S. MELVIN made a sound contact on the starboard of the convoy. The formation executed a 40 degree turn to port, while the destroyer dropped a pattern of depth charges. Soon after, the contact was lost and the formation resumed base course. A/A firing was secured at 1650, 1,084 rounds of 40mm and 3,240 rounds of 20mm ammunition having been expended. Again the firing was good, with the 40mm tracking being particularly praiseworthy.

0800: 02° 44' N 139° 23' E
1200: 03° 08' N 134° 35' E
2000: 03° 50' N 133° 09' E

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Serial #29-45

U. S. S. WARRICK (AKA-89)
c/o Fleet Post Office
San Francisco, California

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

1 February 1945

5 January 1945.

At 1430 T.U. 77.9.8 joined the disposition, having been contacted by Radar and voice radio in the morning.

0800: 04° 54' N
136° 03' E
1200: 05° 17' N
134° 35' E
2000: 05° 58' N
133° 09' E

6 January 1945.

0800: 07° 15' N
131° 04' E
1200: 07° 40' N
130° 23' E
2000: 08° 31' N
128° 53' E

7 January 1945.

At 1025 sighted Sughuan Point, Siargao Island, P.I. bearing 267 degrees true, distance 18 miles. During the day, air raid condition "Red" was set several times and in each case the Radar contact eventually proved friendly. At 2225 the destroyer U.S.S. FRAZIER had a sound contact on the port quarter of the convoy. The convoy turned 40 degrees to starboard while the FRAZIER dropped depth charges. Twenty minutes later, contact having disappeared, convoy resumed base course. Convoy received land-based air cover day and night.

0800: 09° 54' N
126° 40' E
1200: 10° 18' N
126° 12' E
2000: 09° 47' N
125° 11' E

8 January 1945.

There were several "Flash Reds" during the day with all air contacts being eventually identified as friendly. At 1915, while at General Quarters, numerous "bogies" were contacted. The port screening vessels commenced making smoke and continued until 2005, at which time all "bogies" had disappeared.

0800: 08° 55' N
123° 15' E
1200: 08° 58' N
122° 43' E
2000: 09° 50' N
122° 02' E

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San Francisco, California

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

1 February 1945

9 January 1945

At 0620 four Fleet Oilers joined convoy to fuel the screen. The U.S.S. PRESIDENT JACKSON reported a "bogie" at 0915, and while "Flash Red" was in effect for that contact, the destroyer U.S.S. MC NAIR, on the starboard beam of the convoy, reported a floating mine to her starboard. At 0930, "Flash Red" had been secured when the PRESIDENT JACKSON's contact was identified as friendly. At 1020, the destroyer U.S.S. FRAZIER, on the port beam of the convoy reported that a torpedo from her port quarter had crossed her bow on a course 23 degrees to the right of the fleet course. The convoy executed at turn 5 and, 15 minutes later, a 5 turn. In the meantime the FRAZIER turned and dropped depth charges. A TBF was despatched to assist the FRAZIER in hunting the submarine which was, however, not contacted again. At 1145, Radar contact was made with T.U. 77.9.12 on bearing 321 degrees true, distance 24 miles.

0800: 11° 37' N
121° 11' E
1200: 12° 06' N
120° 00' E
2000: 13° 02' N
120° 12' E

10 January 1945.

At 0350 went to General Quarters when "Flash Red" was called. "Bogies" were reported on bearings from 080 degrees true to 100 degrees true at ranges from 20 to 55 miles, by both T.G. 77.9 and T.U. 77.9.12, which was still ahead. At 0500 no planes had been sighted and all contacts had disappeared, so "Flash Red" was secured. During the day T.U. 77.9.12 moved to a position astern of T.G. 77.9, while the CVE's and their escort took station astern of the whole disposition.

0800: 14° 45' N
119° 26' E
1200: 15° 35' 30" N
119° 14' E
2000: 16° 18' N
119° 15' E

11 January 1945.

Entered Lingayen Gulf, Luzon Island, P.I., at 0500 and at 0830 dropped anchor with Calarvan Spit bearing 039 degrees true, distance five miles. All boats were lowered and unloading of army cargo commenced at 0930. Smoke boats made smoke from 1830 to approximately 1930.

12 January 1945.

Unloading of army cargo continued, except for period from 0200 to 0600, when no boats were getting back from the beach. At 0700, smoke boats made smoke and enemy bombers were reported over the anchorage. Our guns did not fire as no visual contact with planes was made. From 1100 to 1430 LCV(P)s and LCMs, from the U.S.S. WARREN (APA-53), assisted in unloading. At 2200, with cargo 96% unloaded, unloading was secured since contact with the beach party had been lost and beach was reported to be under shell fire.

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1 February 1945

13 January 1945.

Commenced unloading again at 0800 and at 1015, the unloading plus debarkation of army personnel was complete. Commenced taking boats aboard at 1040. Two LCV(P)s had been left on the beach in an unsalvageable condition. At 1745, got underway for Leyte Island, P.I. Joined T.U. 78.11.3, which had OTC in the U.S.S. MT. MC KINLEY, at 1900, and took departure with Calarvan Spit bearing 083 degrees true, distance 8 1/4 miles.

2000: 16° 25' 30" N
128° 10' E

T.U. 78.11.3.

14 January 1945.

0800: 15° 26' N
119° 04' 30" E
1200: 14° 35' 30" N
119° 14' E
2000: 13° 06' 30" N
119° 47' E

15 January 1945.

0800: 10° 58' N
121° 32' E
1200: 10° 07' 30" N
121° 48' E
2000: 08° 49' 30" N
122° 43' 30" E

16 January 1945.

Arrived at Leyte Island, P.I., with Taytay Point bearing 284 degrees true, distance 8 miles, at 1305. At 1320, detached from T.U. 78.11.3 and proceeded independently to anchor in Berth #41, Abuyog, Leyte Island, P.I., at 1545.

0800: 09° 45' 30" N
125° 13' E
1200: 10° 32' N
125° 20' 30" E

T.G. 78.9.

17 January 1945.

Received two LCV(P)s from U.S.S. OCONTO(APA-187) to replace boats lost at Lingayen Gulf.

19 January 1945.

Underway at 1400 for Ulithi Island, Caroline Islands. At 1445, with Taytay Point bearing 240 degrees true, distance 4 miles, took departure and joined T.G. 78.9, which had OTC, Commodore Loomis, in the U.S.S. FREMONT(APA-44).

2000: 10° 21' 30" N
126° 09' 30" E

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

1 February 1945

20 January 1945.

0800: 09° 09' N
128° 23' E
1200: 09° 03' N
129° 11' E
2000: 09° 04' N
130° 48' E

21 January 1945.

0800: 09° 10' N
133° 03' E
1200: 09° 08' N
133° 45' E
2000: 09° 00' N
135° 17' E

22 January 1945.

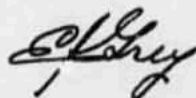
0800: 08° 53' N
136° 59' E
1200: 08° 49' 30" N
137° 35' E
2000: 08° 52' N
138° 47' E

T.G. 51.1.

23 January 1945.

Arrived Ulithi Islands, Caroline Islands with Fig Island off port beam 6 1/4 miles, at 1045. Detached from T.G. 78.9 at 1325 and proceeded independently to anchor at 1425 in Berth #228, Southern Anchorage, Ulithi Island.

0800: 09° 14' N
139° 45' E



E. J. GREY

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Reg. No. 160²⁹
R. S. No. _____

U. S. S. WARRICK (AKA-89)
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AKA89/AL2-1
Serial #011-45

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

1 March 1945

From: The Commanding Officer.
To : The Commander in Chief, United States Fleet.
Subj: War Diary.

1. The following data comprises the War Diary for the U.S.S. WARRICK (AKA-89) commencing 1 February 1945:

T.G. 51.1

1 February 1945 (Zone minus 10).

Anchored in Berth 228, southern anchorage, Ulithi Islands, Caroline Islands. In afternoon, moored alongside U.S.S. MERRIMAC (AO-37) in southern anchorage. Received diesel and fuel oil and then returned to anchor in Berth 228.

6 February 1945.

At 1550, got underway for Guam, Marianas Islands. At 1645, took departure from Ulithi Islands with Beacon "A" bearing 253 degrees true, distant 5 miles; took station in formation of T.G. 51.1. O.T.C. was Commodore Loomis in U.S.S. FREMONT (APA-44).

2000: 10° 18' N

140° 10'30" E

7 February 1945.

0800: 11° 34' N

141° 53' E

1200: 11° 44' N

142° 06'30" E

2000: 12° 27'30" N

143° 53' E

8 February 1945.

At 0600, arrived at Apra Harbor, Guam, Marianas Islands, with Harbor Entrance Control Tower bearing 116 degrees true, distant 5½ miles. Proceeded independently and picked up pilot when 1/2 mile from harbor entrance. At 0820, moored starboard side to Pier "G", Naval Operating Base, Apra Harbor. Commenced loading troops and cargo of the 3rd Marine Division.

10 February 1945.

At 0030, "Flash Red" was set by Harbor Command and 30 minutes later was secured when planes were established as friendly. Completed loading troops and cargo at 0830, having taken aboard a varied load comprised of a Transportation Company, a Tractor-Trailer Platoon, Engineer Companies, a War Dog Platoon, Medical Companies, Ordnance Repair Units, Replacement Drafts, plus water, fuel, rations and other supplies. Got underway to shift berth at 1120 and moved to anchor about 1,000 yards inside the breakwater with Beacon "C" bearing 045 degrees true.

17 February 1945.

At 1000, got underway for target area, Iwo Jima, and at 1020 took departure from

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

1 March 1945

Guam with the Harbor Entrance Control Tower bearing 137 degrees true, distant 1 mile. Took position in T.U. 51.1.1, which had O.T.C., Commodore Loomis, in U.S.S. FREMONT (APA-44). T.U. 51.1.1 (TransRon 11) was composed of 20 transports divided among TransDivs 31, 32, and 33. The Task Unit was a part of T.G. 51.1, which comprised the Joint Expeditionary Force Reserve, also under command of Commodore Loomis. TransDiv 32 had left for the target area on 16 February, so, at the time of departure, T.U. 51.1.1 consisted of TransDivs 31 and 33. Screen consisted of 4 DD's and 2 DE's under command of Captain Tedder in the U.S.S. ANTHONY (DD-515).

1200: 13° 31' N
144° 30' E
2000: 14° 51' N
144° 48' E

18 February 1945.

0800: 17° 15' N
144° 11' E
1200: 17° 54' N
143° 52' E
2000: 19° 15' N
143° 18' E

19 February 1945.

Arrived at Point EQUITY, 84 miles on bearing 124 degrees true from Iwo Jima at 2125, and changed course to the right to maneuver in cruising area PORCH, of which Point EQUITY marked the southwest corner. No alerts, either for enemy planes or for sonar contacts, had occurred since leaving Guam.

0800: 21° 21' N
142° 33' E
1200: 22° 08' N
142° 26' E
2000: 23° 50' N
142° 38' E

20 February 1945.

0800: 24° 03' N
143° 35' E
1200: 23° 48' N
144° 26' E
2000: 23° 49' 30" N
143° 22' E

21 February 1945.

0800: 23° 55' N
143° 48' E
1200: 23° 36' N
144° 10' E
2000: 23° 51' 30" N
143° 31' E

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1 March 1945

22 February 1945.

Arrived at Iwo Jima in company with TransDiv 31 at 0800, with Tobiishi Point bearing 285 degrees true, distant 8 miles, having received orders during the previous night to leave cruising area PORCH and proceed to target area. TransDiv 33 had remained in area PORCH. During the day, maneuvered off the east coast of Iwo Jima about 8 miles out and at 1800 retired with Transdiv 31 from the target area.

0800: 24° 41' N
141° 25' E
1200: 24° 40' N
141° 25' E
2000: 24° 52' N
141° 35' E

23 February 1945.

Returned to transport area, 4 miles southeast of Iwo Jima, and lay to awaiting orders. Since no orders materialized during the day, TransDiv 31 again retired for the night.

0800: 24° 43' N
141° 37' E
1200: 24° 37' N
141° 22' E
2000: 24° 35' N
141° 36' E

24 February 1945.

Arrived in transport area, 4 miles southeast of Iwo Jima at 0730 and at 0750 commenced hoisting out all boats. All LCM's were dispatched to assist in unloading the APA's of the division. Over the voice radio it was learned that LCV(P)'s were not being landed as they were too prone to broach and break up on the steep beaches; so this ship did not start unloading as it had no lighterage. The LCM's were employed throughout the day by the APA's and at 1630, when the ship was made ready to retire, operable LCM's were left to continue to assist in unloading. Three LCM's, which were in need of repair, plus all the LCV(P)'s, were hoisted aboard. Joined ships of TransDiv 31 that were not unloading to retire for the night.

0800: 24° 42' N
141° 22' E
1200: 24° 42' N
141° 27' E
2000: 24° 33' N
141° 29' E

25 February 1945.

At 0700 arrived at transport area southeast of Iwo Jima. Stayed underway and moved in closer to the beach, and at 0820 commenced hoisting out all boats. At 1245, the U.S.S. LST-731 came alongside to land cargo from this ship. A fairly strong sea was running, and on the first attempt to come alongside, the LST carried away two debarkation ladders and damaged the side at Frames 85 and 125; not enough, however, to endanger the ship or hinder

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1 March 1945

cargo handling. At 1315, on the second attempt, the LST moored alongside to port and unloading of cargo was commenced. Way was kept on until 1915, at which time the ship anchored 700 yards southeast of Suribachi on the southwest end of Iwo Jima, with the U.S.S. LST-731 still alongside. Continued to unload cargo throughout the night.

0800: 24° 44' N
141° 20' E
1200: 24° 44' N
141° 20' E

26 February 1945.

At 0030, LCT-692 moored alongside to starboard and unloading into her was commenced. At 1130 commenced fueling LCT-692 and delivered 2,400 gallons to her. At 1315 the LST-731 cast off, having received orders to make the beach. Continued unloading into LCT-692 throughout the afternoon and night. Discharge of cargo was at no time rapid, as only specified parts of the load were authorized for landing and these had to be located and made accessible.

27 February 1945.

At 0030 stopped discharging cargo and shoved off LCT-692, which was fully loaded, to the beach. No further LCT's, LSM's, or LST's were available, and as no smaller landing craft were being accepted on the beach, the ship had no lighterage; therefore, discharge of cargo was not resumed. At 0930 word was received that LCM's would be accepted on our beaches and unloading was resumed. It was continued until 1615, at which time boats were hoisted aboard preparatory to getting underway. All operable LCM's, of which this ship had five, were left in custody of the U.S.S. FREMONT (APA-44), to assist in landing cargo during the night. Got underway at 1750 and joined T.G. 53.2 at 1900 for night retirement.

2000: 24° 33' N
141° 29' E

28 February 1945.

Arrived at transport area 4 miles southeast of Iwo Jima at 0700, and continued in toward beach independently. Maneuvered approximately 2 miles off the east coast of Iwo Jima during the day. Conditions on the beaches did not permit the unloading of LCM's, and as no larger craft were available, no cargo was discharged during the day. At 1930 joined TransDiv 31 for night retirement.

0800: 24° 43' N
141° 18' E
1200: 24° 44' N
141° 20' E
2000: 24° 56' N
141° 36' E

E. J. Grey
E. J. GREY

Reg. No.	181
R. S. No.	

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 c/o Fleet Post Office
 San Francisco, California

AKA89/A12-1
 Serial: #012-45

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

1 April 1945

From: The Commanding Officer.
 To: The Commander in Chief, United States Fleet.
 Subject: War Diary.

1. The following data comprises the War Diary for the U.S.S. WARRICK (AKA-89) commencing 1 March 1945:

T. G. 51.1
 1 March 1945 (Zone Minus 10).

In company with TransDiv 31 on night retirement from target area, Iwo Jima. In morning again returned to target area and at 0810 anchored 3000 yards south of Tachiiwa Point. Commenced discharging cargo at 1200 after waiting to discover whether LCM would be handled on beaches. Ceased unloading at 1630 and at 1730 got underway to retire again with TransDiv 31.

0800: 24° 54' N
 141° 21' E
 2000: 24° 49' N
 141° 41' 5" E

2 March 1945.

Returned to Iwo Jima and at 0830 anchored 2900 yards south of Tachiiwa Point and commenced to unload cargo. Three LCM's were despatched to the S. S. COLUMBIA VICTORY to unload ammunition. Unloading continued until 1500. At this time surf conditions made the beaches unusable for smaller landing craft. During the day one of the LCM's sent to the S.S. COLUMBIA VICTORY was swamped and broached on Green Beach #2 and was given up as unsalvageable. At 2130, enemy planes were discovered in the area and a "Flash Red" was received over voice radio. Ships and smoke boats in the anchorage commenced making smoke immediately and continued to do so for 15 minutes. At approximately 2145 the area was free of enemy planes and the "Flash Red" was secured.

0800: 24° 45' N
 141° 22' E

3 March 1945.

At 0415 U.S.S. LSM-242 moored alongside to port and the discharge of cargo was commenced. Unloading continued throughout the day until 1750, when LSM cast off. At 1820 got underway and at 1900 joined T.U. 51.1.1 for night retirement.

2000: 24° 36' N
 141° 41' E

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1 April 1945

4 March

At 0820 reached position 4000 yards from east beach of Iwo Jima and lay to during the day in that area. At 0915 U.S.S. LSM-238 moored alongside to starboard. She was repairing an engine and needed fresh water and diesel fuel, both of which were delivered to her. The LSM had some space for cargo so unloading was carried on until approximately 1245, when she cast off. No further unloading was accomplished since LCM's were not being accepted on the beaches and no other landing craft were available. At 1900 joined T.U. 51.1.1 again for night retirement.

0800:	24° 44' N
	141° 22' E
1200:	24° 44' N
	141° 21' E
2000:	24° 35' N
	141° 40' E

5 March 1945.

Returned to transport area and at 0810 anchored 3200 yards southwest of Tachiiwa Point. At 0950 U.S.S. LSM-266 moored alongside to starboard and at 1030 unloading of cargo into the LSM commenced. At 1040 twenty-three casualties were received aboard from Beach Clearing Station, Iwo Jima. Transferred one (1) LCM to U.S.S. BELLE GROVE LSD-2. Continued unloading throughout day and until 2345 at which time unloading was complete. Fresh water was supplied to LCM-266 to the amount of 2000 gallons.

0800:	24° 45' N
	141° 20' E

6 March 1945.

At 0150 U.S.S. LSM-266 cast off taking remainder of 3rd Marine Troops Division from the ship with her. At 0650 got underway and moved to position, 3500 yards bearing 140°T from Mount Suribachi and lay to in that area during the day. The move to this area was for the purpose of receiving empty brass from the destroyers and three LCM's were detailed to collect the brass. At 1210 the twenty-three Marine casualties who had been received aboard were transferred to the U.S.S. DOYEN (APA-1). At 1300 all smoke pots and fog oil were sent to the U.S.S. LST-646, lying off Mount Suribachi, on orders from Com TransRon 11. At 1800 started maneuvering to join T.U. 51.29.10 which was leaving target area for Apra Harbor, Guam. Took station with T.U. 51.29.10 at 1915. O.T.C. was Commodore LOOMIS aboard the U.S.S. FREMONT (APA-44).

0800:	24° 44' N
	141° 18' E
1200:	24° 43' N
	141° 18' E
2000:	24° 25' N
	141° 14' E

7 March 1945.

0800:	21° 56' N
	142° 00' E

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1 April 1945

1200: 21° 05' N
142° 07' E
2000: 19° 29' N
142° 38' E

8 March 1945.

At approximately 0830 a B-29 landed in the water off starboard quarter. A destroyer was despatched to it's assistance and the U.S.S. FREMONT (APA-44) left station presumably to take aboard casualties. The Task Unit slowed to six knots and remained at that speed until the FREMONT rejoined formation at 1130.

0800: 17° 24' N
143° 24' E
1200: 17° 02' N
143° 35' 5" E
2000: 15° 55' 5" N
143° 57' E

9 March 1945.

At 0830 arrived at Saipan Harbor with Mutcho Point bearing 086°T distant 7 miles. At 0920 proceeded independently and at 1040 anchored in berth L-60 Saipan Harbor, Saipan Island.

0800: 15° 12' N
145° 33' E

10 March 1945.

At 1700 got underway for Apra Harbor, Guam and at 1750 took departure from Saipan Harbor with Harbor Entrance lighted buoy abeam to starboard 50 yards. Joined T.U. 51.29.10 again at 1830.

2000: 15° 03' N
145° 23' E

11 March 1945.

At 0635 arrived at Apra Harbor, Guam with Harbor Entrance Control Tower bearing 135°T, distant 6 miles. At 0910, pilot came aboard and ship proceeded independently to moor in berth #9 at 1030. Lowered boats at 1300 and commenced discharging all cargo which had not been unloaded at Iwo Jima, with the exception of gasoline in #4 hold. U.S.S. LCT-995 moored alongside to starboard at 1410, also U.S.S. LCT-989 moored alongside to starboard at 1600. At 2030 unloading was completed and both LCT's had cast off.

0800: 13° 29' N
144° 35' E

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

1 April 1945.

12 March 1945.

Got underway at 0850 for Tulagi, Florida Islands and took departure at 0910 with channel entrance buoy #1 abeam to starboard 100 yards. At 0950 took station with T.U. 51.29.10.

1200: 12° 55' N
144° 16' E
2000: 11° 33' N
143° 37' E

13 March 1945.

0800: 08° 45' N
143° 39' E
1200: 07° 56' N
143° 26' E
2000: 06° 22' N
143° 28' E

14 March 1945.

0800: 03° 55' N
144° 05' E
1200: 03° 58' N
144° 38' E
2000: 02° 43' N
146° 09' E

15 March 1945.

0800: 00° 54' N
148° 24' E
1200: 00° 29' N
148° 39' 5" E
2000: 00° 36' N
150° 28' E

16 March 1945. Time Zone -11

0800: 1° 55' S
152° 27' E
1200: 2° 14' S
152° 48' E
2000: 3° 25' S
154° 11' E

17 March 1945.

0800: 4° 29' S
156° 44' E
1200: 5° 14' 5" S
157° 15' E

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

1 April 1945.

2000: 6° 29' S
158° 48' E

18 March 1945.

At 1350, arrived at Tulagi, Florida Island with Songonangona Island bearing 070°T distant 3 miles and started maneuvering independently to enter Gavutu Harbor. A heavy rain made visibility very limited so the going was slow. Anchored in berth #31 Gavutu Harbor at 1620. On authority of ComTransRon 11 Radio Despatch 181937L, at 2030 transferred 1 LCM and 12 LCVP's to ATC Gavutu Island.

0800: 08° 13' S
160° 31' E
1200: 08° 50' S
159° 57' E

19 March 1945.

At 0700 received 3 LCM's and 12 LCVP's from ATC Gavutu Island.

20 March 1945.

Got underway at 0730 for Port Noumea, New Caledonia and took departure from Gavutu Harbor at 0810 with Bangana Island light bearing 103°T distant 1 mile. Joined T.U. 51.29.10 and took station at 1000.

0800: 09° 09' S
160° 11' E
1200: 09° 26' 5" S
160° 42' E
2000: 11° 14' S
161° 14' E

21 March 1945.

0800: 14° 13' S
161° 45' E
1200: 14° 58' S
161° 50' E
2000: 16° 57' S
161° 58' E

22 March 1945.

At 1340 U.S.S. SANDS (APD-13) had sound contact and formation executed a 60° turn to the left, and a 30° turn to the left. After ten minutes contact was evaluated as no submarine and formation executed a 90° turn to the right to regain course.

0800: 19° 38' S
162° 24' E
1200: 20° 19' S
162° 44' 5" E
2000: 21° 21' S
164° 19' E

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U. S. S. WARRICK (AKA-89)

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Serial #012-45

c/o Fleet Post Office
San Francisco, California

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

1 April 1945.

23 March 1945.

At 0730 arrived Noumea, New Caledonia with Amadee Light bearing 051^{OT} distant 8.5 miles. Passed Amadee Light abeam to port 1200 yards at 0845 and anchored in berth #33 Dumbea Bay at 1050.

25 March 1945.

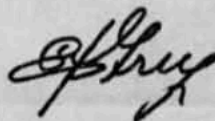
At 0830 U.S.S. KANGAROO (IX-121) moored alongside to port and at 0900 commenced delivering fuel oil. Diesel lighter #3 came alongside to starboard at 0940 to deliver diesel oil. At 1000 two barges, P100 and P105, moored along starboard side to receive empty brass which had been taken aboard at Iwo Jima. At 1115 Diesel Lighter #3 cast off having delivered 18,400 gallons of diesel oil. At 1500, discharge of empty brass having been completed, barges P100 and P105 cast off.

28 March 1945.

Got underway to shift berth at 1400 with pilot aboard. At 1510 moored starboard side to dock #3 Port Noumea and at 1630, 2 officers and 17 men of the Service Battery 318th Field Artillery Battalion reported aboard.

29 March 1945.

Commenced discharging gasoline from #4 hold to the dock at 1045 and completed discharging 45 minutes later. Commenced loading Army cargo at 1345.



E. J. GREY.

cc: Cincpac

243

Reg. No.	216
R. S. No.	

U. S. S. WARRICK (AKA-89)

AKA89/A12-1
Serial #015-45

c/o Fleet Post Office
San Francisco, California

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

1 May 1945.

From: The Commanding Officer
To : The Commander in Chief, United States Fleet.
Subj: War Diary.

1. The following data comprises the War Diary for the U.S.S. WARRICK (AKA-89) commencing 1 April 1945:

Transron 11

1 April. (Zone Time Minus 11)

Moored Starboard side to Dock #3, Port Noumea, New Caledonia, commenced loading 81st Division Army equipment.

4 April.

Completed loading Army cargo at 0220, having taken on board 3493 tons of vehicles and supplies. At 1115 got underway to shift berth and at 1157 anchored in berth #50, Dumbea Bay, New Caledonia.

17 April.

Got underway at 0650 to participate in practice maneuvers with TransDiv 31. Passed through northern passage of Bulari Passages at 0820 and at 0840 took station with TransDiv 31, of which OTC was Commodore LOOMIS in the U.S.S. FREMONT APA-44. At 0945 went to General Quarters for firing practice but was cancelled before this ship fired. At 1600, formation had reached position $2\frac{1}{2}$ miles to the west of Isie Passage, New Caledonia and was laying to with the intention of hoisting out boats to practice disembarking troops. However, since a heavy sea was running, it was decided that the risk of breaking up boats made the operation inadvisable and, consequently, at 1640, the formation got underway to retire for the night.

0800: 22-26S, 166-28E

1200: 21-58S, 165-42E

2000: 22-14S, 165-13E

18 April.

Arrived again at transport area 3 miles to the west of Isie Passage, New Caledonia at 0740 and hove to. Condition 1-A was set and boats were hoisted out. Since only personnel were to be disembarked in the operation, this ship's boats were all despatched to the APA's of the division. The operation was carried out satisfactorily and by 1700 all ships had their boats back aboard. This ship having damaged one boat during hoisting left it and one boat to tow it, at Engineers Docks, Uanvo, New Caledonia. At 1740, division got underway for night retirement.

U. S. S. WARRICK (AKA-89)

AKA89/A12-1
Serial #015-45

c/o Fleet Post Office
San Francisco, California

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

1 May 1945.

0800: 21-57S, 165-41E
1200: 21-58S, 165-42E
2000: 22-07.5S, 165-24E

19 April.

At 0830 Anti-Aircraft firing practice was held, sleeves being towed by two B-26 Marauders. Target practice was secured at 0930 with the 20MM guns having expended 1387 rounds and the 40MM guns 240 rounds. The firing was not particularly good at first, but was improving toward the end of the period. At 1025, while formation was making 13 knots, suffered casualty to main generator and fell behind. At 1040 casualty was repaired and speed was worked up slowly to 16.5 knots to rejoin formation. Arrived at Noumea, New Caledonia at 1330 with Amedee light bearing 054°T distant 7 miles and proceeded in to anchor in berth 50 Dumbea Bay, New Caledonia, at 1540.

0800: 22-58S, 165-20E
1200: 22-38S, 166-03E

23 April

Got underway at 1100 to shift berth and at 1200 moored port side to dock #2 Port Noumea, New Caledonia. Commenced shifting cargo from #4 hold, and taking on additional cargo in accordance with Army plans.

26 April.

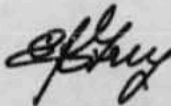
At 0630 commenced shifting berth by use of mooring lines and at 0655 were moored to dock #1, Port Noumea.

28 April

2230 completed loading cargo, having removed 613 tons, reloaded 110 tons and an additional 333 tons for a net total of 3323 tons.

29 April

Having completed loading Army cargo at 2230 the previous night, got underway at 0830 to shift berth and, at 0933, anchored in berth #44 Dumbea Bay, New Caledonia.


E. J. GREY

AKA89/AL2-1:jhc
Serial: 015-45

U. S. S. WARRICK (AKA-89)
c/o Fleet Post Office
San Francisco, California

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Reg. No.	240
R. S. No.	

1 June 1945

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

From: The Commanding Officer.
To: The Commander in Chief, United States Fleet.
Subject: War Diary.

1. The following data comprises the War Diary for the U.S.S. WARRICK (AKA-89), commencing 1 May 1945.

T. U. 11.11.1.

1 May (Time Zone Minus 11)

At anchor in berth #44, Dumbea Bay, New Caledonia. At 2300, eighty-two (82) troops and eight (8) officers of the 81st Division came aboard for transportation.

2 May

U.S.S. YW-11 moored alongside to port at 1100, delivered 32,143 gallons of water and cast off at 1315.

3 May

Got underway at 0705 for Seadler Harbor, Manus Island, Admiralty Islands. Took departure at 0920 passing through the northern channel of Bulari Passage and at 1040, took station with T. U. 11.11.1. Task Unit was made up of 22 APAs and AKAs with O.T.C., Commodore LOOMIS, in the U.S.S. FREMONT (APA-44).

0800: 22-19.5S, 166-26E

1200: 22-26S, 165-54E

2000: 21-30S, 164-10E

4 May

0800: 19-37S, 162-07E

1200: 19-05S, 161-16E

2000: 17-50.5S, 159-52E

5 May

0800: 15-28S, 158-32E

1200: 14-35S, 158-19E

2000: 12-53S, 157-34E

6 May

At 0910, task unit commenced anti-aircraft practice, using star shells and 5" bursts as targets. Secured from firing practice at 0945 having expended 397 rounds of 40MM, 2325 rounds of 20MM and 10 rounds of 5"/38 ammunition.

0800: 10-22S, 156-18E

1200: 9-32S, 156-03E

2000: 9-35.5S, 154-35E

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AKA89/A12-1:jhc
Serial:015-45

U. S. S. WARRICK (AKA-89)
c/o Fleet Post Office
San Francisco, California

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

1 June 1945

7 May (Zone Time Minus 10 $\frac{1}{2}$)

0800: 7-51S, 152-18E
1200: 7-30S, 151-23E
2000:

8 May (Zone Time Minus 10)

0800: 5-49S, 147-40E
1200: 5-11S, 147-27.5E
2000: 3-48S, 147-20E

9 May

Arrived at Seeadler Harbor, Manus Island at 0735 with beacon "B" Ndrilo Island bearing 221° T distant 4 miles, and at 0845 anchored in berth #115.

0800: 1-56S, 147-18E

T. G. 11.11

10 May

Got underway at 1240 for Leyte Gulf, P. I. Took departure with Beacon "B", Ndrilo Island bearing 140° T distant 4.5 miles at 1315, and at 1400 took assigned station with T. U. 11.11.1 which had been joined by T. U. 11.11.2, comprising 15 LSMs in formation astern. T. U. 11.11.3. (Screen) consisted of two (2) destroyers and two (2) destroyer escorts. The three task units made up T. G. 11.11, of which Commodore LOOMIS in USS FREMONT (APA-44) was O.T.C.

2000: 00-48S, 146-49E

11 May

0800: 00-31N, 145-06 E
1200: 1-2N, 144-37 E
2000: 1-58N, 143-22.5 E

12 May

0800: 3-19N, 141-30 E
1200: 3-45N, 140-48 E
2000: 4-41N, 139-41 E

13 May

0800: 5-58N, 137-54 E
1200: 6-26N, 137-15 E
2000: 7-15N, 135-53 E

14 May

0800: 9-05N, 134-36 E
9-35N, 133-52 E
9-49.5N, 132-11 E

AKA89/A12-1:vc
Serial:015-45

U. S. S. WARRICK (AKA-89)
c/o Fleet Post Office
San Francisco, California

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

1 June 1945

15 May (Zone Time Minus 9 $\frac{1}{2}$)

At 1540, the U.S.S. CONNOR, (DD-582) screening to starboard, sighted a floating object and convoy executed an emergency turn to avoid it. Object turned out to be a net buoy which the screening vessel sank with gunfire. At 1605, the U.S.S. WILLIAMS (DE-372) screening to port, sighted a floating object, and formation executed an emergency turn to avoid the object. This turned out to be a horned mine which the screening vessel exploded by gunfire. Then in succession floating objects were sighted at 1630, 1650 and 1720 and all were avoided by the formation. These objects turned out to be two buoys and an oil drum, all of which were sunk by the screening vessels. At 1632 the U.S.S. KILLEA (DD-593) reported a sound contact to the starboard of the formation and laid a depth charge pattern, losing the contact thereafter.

0800: 10-15N, 129-40 E

1200: 10-20N, 128-51 E

2000: 10-20N, 127-26 E

16 May (Zone Time Minus 9)

Arrived at San Pedro Bay, Leyte Island at 0810 with Mariquitdaquit Island Light bearing 329° T distant 8.5 miles and 0943 anchored off Dulag in 18 fathoms of water. At 1335 got underway to shift anchorage, and anchored in berth 735 San Pedro Bay at 1420.

0800: 10-55.5N, 125-15 E

17 May

Commenced unloading Army cargo and debarking troops at 0700. Cargo and troops were landed on Red, White and Black beaches, in the vicinity of Rizal.

18 May

Continued unloading Army cargo into LCVPs, LSMs, LCTs and LCMs. The beaches were being worked only during daylight, so unloading at night was confined to filling the available lighterage so as to have it ready to shove off at daybreak.

24 May

Task Group 76.6

Completed unloading cargo at 0300. At 0635 got underway to shift berth and at 0904 anchored in berth #87 San Pedro Bay. Completed disembarking Army troops at 1000.

25 May

At 0615 got underway to go alongside fueling ship, and at 0720, tied up port side to the U.S.S. BIG HORN (IX-207). Completed fueling at 1135 having received 7,118 gallons of diesel oil and 118,557 gallons of fuel oil. Got underway at 1215 and anchored again in berth #87 at 1245.

27 May

In accordance with C.T. G76.6, dispatch 261424, May 1945, eight LCMs and six LCVPs were transferred to commandant N.O.B., Navy #3964 for safe keeping. On authority of the same dispatch one officer and eleven (11) enlisted men were transferred to the same base for temporary duty as a boat guard.

AKA89/A12-1:vcn
Serial: 015-45

U. S. S. WARRICK (AKA-89)

c/o Fleet Post Office
San Francisco, California

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

1 June 1945

28 May

At 0700, 50 men from U.S. Naval Receiving Station Navy #3694 were received aboard for transportation. Got underway at 0930 for Seeadler Harbor, Manus Island, Admiralty Island, steaming independently. At 1030 took departure from San Pedro Bay with Mariquitdaquit Island Light bearing 250° distant 3 miles.

1200: 10-44N, 125-25 E
2000: 10-00N, 127-19 E

29 May

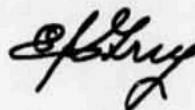
0800: 8-32N, 129-59 E
1200: 8-12N, 130-24 E
2000: 7-20N, 132-03 E

30 May (Zone Time Minus 10)

0800: 6-00N, 134-24 E
1200: 5-34N, 135-10 E
2000: 4-40N, 136-48 E

31 May

0800: 3-16N, 139-20 E
1200: 2-42.5N, 140-39 E
2000: 1-58N, 142-04 E.



E. J. GREY.

REG. NO 173
R. S. NO
REG. SHEET NO 187

AKA89/AL2-1:vc
Serial: 017-45

U. S. S. WARRICK (AKA-89)
c/o Fleet Post Office
San Francisco, California

1 July 1945.

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

From: The Commanding Officer.
To: The Commander in Chief, United States Fleet.
Subject: War Diary.

1. The following data comprises the War Diary for the U.S.S. WARRICK (AKA-89), commencing 1 June 1945.

T.G. 76.6

1 June (Time Zone Minus 10)

Steaming singly enroute San Pedro Bay, Leyte P.I. to Manus Island, Admiralty Island.

0800: 00-22N, 144-38.5 E

1200: 00-02S, 144-45 E

2000: 00-45S, 146-05 E

2 June.

Arrived at Manus Island at 0625 with Beacon "A" Hauwer Island bearing 174° distant 2 miles. 0745: Anchored in berth C-27 in Seadler Harbor. During the morning received seven (7) LCM(6)s and six (6) PRB boats from the Boat Pool for transportation to Manila, P.I., and disembarked the 54 passengers from Leyte. Got underway again at 1335 for Finschhafen, New Guinea and took departure with Koruniat Island abeam to starboard at 1430.

2000: 3-11 S, 147-12 E

3 June.

At 1100 arrived at Finschhafen, New Guinea and at 1210 moored portside to dock #3. Commenced loading Army cargo at 1845.

0800: 06-03S, 147-43.5 E

4 June.

At 2330 an Army fingerlift being used in the forward section, port side of the lower deck of number four hold caught fire from a short circuit in the engine. The fire was extinguished with no damage to the ship, although the engine of the fingerlift was burned out.

5 June.

Embarked 73 men and 10 Officers of the 692nd Engineer Special Shop Battalion, U.S. Army for transportation to Manila, P.I. during the afternoon.

131043

U. S. S. WARRICK (AKA-89)

AKA89/AL2-1:vc
Serial: 017-45

c/o Fleet Post Office
San Francisco, California

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

1 July 1945.

6 June.

M.S. BRAJARA moored alongside to starboard at 0740, delivered 96,974 gallons of fuel oil and cast off at 1315.

9 June.

Completed loading Army cargo in morning and left dock at 1610, underway for Hollandia, New Guinea. Took departure at 1630 with Cape Bredow Signal Station bearing 281°T distant 1,000 yards.

2000: 5-48 S, 147-46 E

10 June

0800: 04-07.5, 145-26 E

1200: 03-15, 144-54 E

2000: 02-33, 142-50 E

11 June. (Time Zone Minus 9)

Arrived at Hollandia, New Guinea at 0545 with HECP bearing 264°T distant 4 miles and anchored in berth N5 at 0630. Got underway again at 1200 headed for Manila, P.I. and took departure with HECP bearing 275°T distant 2 3/4 miles 1220.

2000: 00-56.5 S, 139-42.5 E

12 June.

0800: 01-17 N

1200: 01-58 N

2000: 03-22 N

13 June.

0800: 05-34 N, 133-38 E

1200: 06-12 N, 132-54.5 E

2000: 06-39 N, 131-39 E

14 June.

0800: 08-50 N, 129-27 E

1200: 09-29.5 N, 128-37 E

2000: 10-40 N, 127-11 E

15 June.

0800: 12-52, 125-18 E

1200: 12-48, 124-16 E

2000: 12-56, 122-37 E

16 June.

Arrived at Manila, P.I. at 0755 with Corrigedor Island light bearing 002° T distant 4 miles. Proceeded in to anchor in berth "O" Manila Bay, P.I. at 1115. At 1200 got underway again to shift anchorage and anchored in berth 96 at 1255.

U. S. S. WARRICK (AKA-89)

AKA89/Al2-1: vcm
Serial: 017-45

c/o Fleet Post Office
San Francisco, California

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

1 July 1945.

19 June.

At 1310 got underway to shift berth and at 1420 moored portside to berth #7, Pier #7, Manila Harbor. Commenced discharging Army cargo at 1640.

23 June.

The Officers and men of the 692nd Engineer Special Shop Battalion were disembarked during the morning. Completed discharging Army cargo at 1600. At 1730 left the dock and proceeded out to anchor in Manila Bay at 1830 on the following true bearings: South Breakwater light 085° , Sangley Point 162° .

24 June.

Got underway at 0755 for San Pedro Bay, Leyte, P.I. and at 0810 took departure with Sangley Point Light bearing 127° T distant 5 miles.

0800: 14-34 N, 120-52 E

1200: 13-51 N, 120-26 E

2000: 13-02 N, 122-04 E

25 June.

0800: 12-42 N, 124-18 E

1200: 12-47 N, 125-02 E

2000: 11-32 N, 125-51 E

26 June.

At 0625 arrived at San Pedro Bay, Leyte, P.I. with buoy #1 abeam to port distant 200 yards. Anchored in Berth 313 at 0750. During the afternoon nine (9) LCVPs and eight (8) LCMs which had been left for safekeeping with N.O.B. Navy #3964 were returned to the ship and hoisted aboard. The Officer and 10 men who had been on temporary additional duty as boat guards under Commandant N.O.B. Navy #3964 returned aboard at the same time.

27 June.

At 0815 a draft of 51 men from Receiving Station, Navy 3964 reported aboard for transportation. Got underway for Milne Bay, New Guinea at 1210.

2000: 10-01 N, 126-25 E

28 June.

0800: 08-11 N, 128-35 E

1200: 07-46 N, 129-21 E

29 June.

0800: 5-11 N, 133-17 E

1200: 4-31 N, 133-59 E

2000: 3-24 N, 135-06 E

AKA/A12-1: vcm
Serial: 017-45

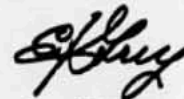
U. S. S. WARRICK (AKA-89)
c/o Fleet Post Office
San Francisco, California

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

1 July 1945.

30 June.

0800: 1-16 N, 137-05 E
1200: 0-30 N, 137-50 E
2000: 1-01 S, 138-53 E



E. J. GREY

AKA89/A12-1:jhc
Serial: #025-45

U. S. S. WARRICK (AKA-89)
c/o Fleet Post Office
San Francisco, California

REG. NO 396
REG. SHEET NO 177

1 August 1945.

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

From: The Commanding Officer.
To: The Commander in Chief, United States Fleet.
Subject: War Diary.

1. The following data comprises the War Diary for the U.S.S. WARRICK, AKA-89, commencing 1 July 1945.

T. G. 76.6

1 July - Zone Time: Minus 10

Steaming singly enroute Leyte, P. I. to Milne Bay, New Guinea.

0800: 2-08 S, 141-00 E

1200: 2-27 S, 141-43 E

2000: 2-47 S, 143-07 E

2 July

0800: 3-20 S, 144-43 E

1200: 3-50 S, 145-08 E

2000: 4-51 S, 145-53 E

3 July

0800: 5-51 S, 147-19 E

1200: 6-03 S, 147-49 E

2000: 6-50 S, 148-04 E

4 July

0800: 8-23 S, 148-19 E

1200: 8-51 S, 148-49 E

2000: 9-26 S, 149-49 E

5 July

Arrived at Milne Bay at 0915 with Koloi Bay Signal Station bearing 341° T distant 2.5 miles; pilot came aboard at 0945, and at 1112 moored starboard side to dock #4 Koloi Bay. The fifty (50) enlisted men on draft #516-45 were put ashore at 1330, and at 1420 loading of army cargo was commenced.

0800: 10-23 S, 150-46 E

139933

AKA89/A12-1:jhc
Serial: #025-45

U. S. S. WARRICK (AKA-89)
c/o Fleet Post Office
San Francisco, California

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

Subject: War Diary

7 July

While topping the 10 ton boom at #1 hatch with brake, the friction brake failed to hold and the boom was bent when it fell to the deck. This occurred at 1330. The boom was unriggered and taken down, and was transferred to the Naval Repair Base.

8 July

10 ton boom for #1 hatch was returned from Naval Repair Base, having been straightened and strengthened, and was replaced and re-riggered.

9 July

Loading of army cargo was completed at 2115, twenty-one hundred (2100) tons having been taken aboard. 10 U.S. Army Officers and 70 army troops came aboard for transportation during the day.

10 July

At 0600 got underway to shift berth and at 0740 moored starboard side to fuel dock at Hilimai Mission. Commenced receiving fuel oil at 0830. Completed receiving fuel at 1310 having received 5,212 barrels. At 1400 left dock and got underway for Hollandia, New Guinea, taking departure at 1445 with Koloi Bay Signal Station bearing 035° T distant 5 miles.

2000: 9-58 S, 150-36 E

11 July

0800: 8-57 S, 149-05 E

1200: 8-25 S, 148-20 E

2000: 6-35 S, 148-07 E

12 July

0800: 4-42 S, 145-48 E

1200: 3-52 S, 145-16 E

2000: 2-43 S, 143-30 E

13 July, Time Zone: Minus 9

Arrived at Hollandia, New Guinea at 0700 with Harbor Entrance Control Station bearing 270° T distant 3.5 miles, and anchored in berth N-5 Hollandia Bay at 0730.

14 July

Got underway for Manila, Luzon, P. I. at 0550 and at 0610, with Harbor Entrance Control Station bearing 291° T distant 2.7 miles, took departure.

0800: 2-09 S, 140-47 E

1200: 1-26 S, 140-15 E

2000: 0-02 S, 138-54 E

AKA89/A12-1:jhc
Serial: #025-45

U. S. S. WARRICK (AKA-89)
c/o Fleet Post Office
San Francisco, California.

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

Subject: War Diary.

15 July

Held gunnery exercises at 1000 for 30 minutes, securing because of rain squalls, 920 rounds of 20mm, 192 rounds of 40mm and 7 rounds of 5"/38 caliber ammunition were expended.

0800: 2-05 N, 136-52 E

1200: 2-50 N, 136-23 E

2000: 4-08 N, 135-00 E

16 July

0800: 5-36 N, 133-41 E

1200: 6-22 N, 132-58 E

2000: 7-20 N, 131-30 E

17 July

0800: 8-54 N, 128-57 E

1200: 9-20 N, 128-16 E

2000: 10-42 N, 126-57 E

18 July

0800: 12-51 N, 125-18 E

1200: 12-50 N, 124-19 E

2000: 12-51 N, 122-52 E

19 July

Arrived at Manila Bay, P.I. at 1000 with Corregidor Island Lighthouse bearing 302° T distant 4.2 miles; anchored in berth #75 Manila Bay at 1225.

0800: 13-57.5 N, 120-32 E

1200: 14-33 N, 120-54 E

20 July

At 1450, 10 U.S. Army Officers and 70 Army Troops were disembarked, transportation being completed.

24 July

Got underway at 1600 to move to a dock and at 1800 moored port side to pier #1 Manila, P.I. Some difficulty was experienced in tying up since the depth of water, alongside the pier was 19 feet which was approximately 3 feet less than the draft aft. Mooring was possible since the bottom was soft mud. Commenced discharging cargo at 2000.

28 July

Commenced taking on mail for transportation at 1330 and completed loading at 1610. Completed discharging army cargo at 1500. At 1630 got underway to move to

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U. S. S. WARRICK (AKA-89)
c/o Fleet Post Office
San Francisco, California

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

Subject: War Diary

an anchorage and at 1840 anchored in berth #70 Manila Bay, P.I.

29 July

Got underway at 0830 for San Pedro Bay, Leyte Island, P.I., and took departure at 0850 with Sangley Point Light bearing 128° T distant 5 miles.

1200: 14-04 N, 120-25 E

2000: 13-08 N, 121-44 E

30 July

0800: 12-40 N, 123-44 E

1200: 12-37 N, 124-15 E

2000: 12-25 N, 125-35 E

31 July

At 0745 arrived at San Pedro Bay, Leyte Island, P.I., with #1 buoy abeam distant 1 mile and at 0920 anchored in berth #9 San Pedro Bay.

H. Teller
H. TELLER.

AKA89/A12-1
Serial: #026-45

U. S. S. WARRICK (AKA-89)
c/o Fleet Post Office,
San Francisco, California.

1 September 1945.

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

From: The Commanding Officer.
To: The Commander in Chief, United States Fleet.
Subject: War Diary.

1. The following data comprises the war diary for the U.S.S. WARRICK, AKA-89, Commencing 1 August 1945.

T. G. 76.6

1 August - Zone Time: Minus nine.

Anchored in berth #9, San Pedro Bay, Leyte Island, Philippine Islands.
0845: Pursuant to Commanding Officer, U.S.S. WARRICK, AKA-89 letter AKA-89/Pl6-4/00(68995) dated 1 August 1945, Lieutenant Commander Ernest J. GREY, DM, USNR, 68995, was detached from this vessel as Commanding Officer and ordered to Fleet Hospital #114. Lieutenant Henry deP. TELLER, DM, USNR, 66240, assumed command; Lieutenant James G. BRADY, DM, USNR, 88210, assumed duties of Executive Officer; Lieutenant John P. LILLIS, D, USNR, 163154, assumed duties of Navigator; Lieutenant Walter E. REID, D, USNR, 184649, assumed duties of Gunnery Officer.

2 August

0733: Got underway to shift to berth 58, San Pedro Bay, Leyte Island, Philippine Islands.

0842: Anchored in berth 58, San Pedro Bay, Leyte Island, Philippine Islands.

0905: Got underway to shift to berth 75, San Pedro Bay, Leyte Island, Philippine Islands.

0934: Anchored in berth 75, San Pedro Bay, Leyte Island, Philippine Islands.

4 August

1600: Received from U.S.S. RAINIER; 26 projectiles 5"/38 cal. illuminating, 17 projectiles 5"/38 cal. AAC, 42 cartridges 5"/38 cal. service, 640 rounds HEITSD 40MM, 640 rounds APT 40MM, 2800 rounds HEI(DI)SD 40MM, 6120 rounds HEI 20MM, 3060 rounds HET 20MM and 200 MK.4A2 smoke pots.

7 August

0626: Got underway for Seeadler Harbor, Manus Island. 0719: With Mariquitdaquit Island light bearing 298°T, distance 7 miles, took departure.

0800: 10-54N 125-23E

1200: 10-28N 126-11E

2000: 9-41N 127-46E

AKA89/A12-1
Serial: #026-45

U. S. S. WARRICK (AKA-89)
c/o Fleet Post Office,
San Francisco, California.

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

Subject: War Diary.

8 August

0800: 8-02N 130-22E
1200: 7-32N 131-11E
2000: 6-39N 132-54E

9 August

0656: Held gunnery exercises and expended the following ammunition: 2 rounds 5"/38 cal. illuminating, 104 rounds 40MM, 119 rounds 20MM.
0800: 5-14N 135-13E
1200: 4-47N 136-05E 1300: Exercised general drills.
2000: 3-45N 137-54E

10 August

0800: 2-19N 140-38E
1200: 1-39N 141-38E 1325: Held gunnery exercises and expended the following ammunition: 4 rounds 5"/38 cal. illuminating, 304 rounds 40MM, and 2445 rounds 20MM.
2000: 0-40N 142-32E

11 August

0800: 0-43S 145-36E
1200: 1-15S 146-20E
1710: Arrived Seeadler Harbor, Manus Island, with Beacon "A" bearing 262°T, distance 1 mile. 1741: Anchored in berth 218, Seeadler Harbor, Manus Island. 2300: Started taking on fuel oil from U.S.S. Y024.

12 August

1125: Completed taking on fuel oil from U.S.S. Y024, having received 200,704 gallons of fuel oil. 1232: Got underway for Finschhafen, New Guinea, and took departure at 1302, with signal tower, NDRILO Island, bearing 197°T, distance 1.5 miles.
2000: 3-29S 147-14E

13 August

0800: 6-12S 147-49E 0930: Arrived at Finschhafen, New Guinea with Cape Bredow, bearing 210°T, distance 7.6 miles. 1047: Moored to port side dock #3, Finschhafen, New Guinea. 1334: Commenced loading Army cargo.

14 August

1020: One (1) officer and fifteen (15) enlisted men, U.S. Army, came aboard for transportation.

AKA89/AL2-1

Serial: #026-45

U. S. S. WARRICK (AKA-89)

c/o Fleet Post Office,
San Francisco, California.

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

Subject: War Diary.

15 August

1120: One (1) officer and eleven (11) enlisted men, U.S. Army, came aboard for transportation.

17 August

0705: Underway for Hollandia, New Guinea, and took departure at 0740, with Nugidu Peninsula Signal station, bearing 217⁰T, distance 1.5 miles.

0800: 6-31S 147-58E

1200: 5-32S 147-36E

2000: 4-53S 144-55E

18 August

0800: 3-02S 144-32E

1200: 2-52S 143-50E

2000: 2-26S 146-15E

19 August

0526: Arrived at Hollandia, New Guinea with Cape Soedja Signal tower, bearing 261⁰T, distance 9 miles. 0721: Moored port side to Army dock #2, Hollandia, New Guinea. 1020: Commenced loading Army Cargo. 1450: Received 393 barrels of diesel fuel from U.S.S. OGI8. 1800: Six (6) officers and thirteen (13) enlisted men, U.S. Army, came aboard for transportation.

21 August

1530: Sixteen (16) enlisted men, U.S. Army, came aboard for transportation.

23 August

1215: Completed loading Army cargo. 1407: Underway for Tacloban, Leyte Island, Philippine Islands. 1444: Took departure with Cape Soedja Signal tower, bearing 274⁰T, distance 5 miles.

2000: 1-25S 140-14E

24 August

0800: 00-43N 138-21E

1200: 01-23N 137-41E

2000: 02-51N 136-25E

25 August

0800: 4-50N 134-53E

1200: 5-23N 134-13E 1310: Held gunnery exercises and expended the following ammunition: 15 rounds AAC illuminating 5"/38 Cal., 284 rounds 40MM, 2393 rounds 20MM. 2000: 6-13N 132-48E

AKA89/A12-1
Serial: #026-45

U. S. S. WARRICK (AKA-89)
c/o Fleet Post Office,
San Francisco, California.

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

Subject: War Diary.

26 August

0800: 7-44N 130-15E
1200: 8-16N 129-28E
2000: 9-23N 127-57E

27 August

0945: Arrived at Tacloban, Leyte Island, Philippine Islands, with Mariquitdaquit Light, bearing 283⁰T, distance 7 miles. 1050: Anchored in berth #13, San Pedro Bay, Leyte Island, Philippine Islands.

28 August

1047: Underway to shift to dock. 1235: Moored starboard side to S.S. Jasper F. CROPSEY at dock #1, Tacloban, Leyte Island, Philippine Islands. 1604: Commenced unloading cargo.

H. Teller
H. TELLER,
Lieut., USNR.

AKA89/A12-1
Serial 027-45

U. S. S. WARRICK (AKA-89)
c/o Fleet Post Office
San Francisco, California.

1 October 1945.

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

From: Commanding Officer.
To: Commander in Chief, United States Fleet.
Subject: War Diary.

1. The following data comprises the war diary for the U.S.S. WARRICK, AKA-89, commencing 1 September 1945.

1 September - Zone Time: Minus nine.

Moored to S.S. JASPER F. CROSEY at dock #1, Tacloban, Leyte Island, Philippine Islands.

0520: Completed unloading cargo.

1135: Underway for Cebu, Cebu Island, Philippine Islands.

1200: 11-54.4N 125-00E

1417: Took departure with Mariquitdaquit Island light bearing 277° true, distance 4.8 miles.

2000: 9-51.5N 125-16.5E

2 September

0705: Arrival at Cebu, Cebu Island, Philippine Islands, with Luis Ledge light bearing 032° true, distance 4.1 miles.

0813: Anchored off Cavite Island, Philippine Islands, with beacon #2 bearing 054° true, and South tangent of Cavite Island, bearing 288° true.

1100: Eleven (11) enlisted men, U.S. Army, left ship, having completed transportation.

2000: Commenced unloading cargo.

3 September

0708: Underway for dock #3, Cebu, Cebu Island, Philippine Islands.

0758: Moored to dock #3, Cebu, Cebu Island, Philippine Islands.

4 September

1100: Nine (9) Officers and forty-three (43) enlisted men, U.S. Army, left ship, having completed transportation.

5 September

1355: One (1) Officer and eleven (11) enlisted men, U.S. Army, left ship, having completed transportation.

1600: Two (2) Officers, U.S. Army; two (2) Merchant Marine Officers and two (2) civilian passengers reported aboard for transportation.

2300: Nine (9) enlisted men, U.S. Army, reported aboard for transportation.

148836

AKA-89/A12-1
Serial 027-45

U.S.S. WARRICK (AKA-89)
c/o Fleet Post Office
San Francisco, California.

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

Subject: War Diary.

6 September

0230: Completed unloading cargo.
0342: Underway for Manila, Philippine Islands.
0428: Took departure with Luis Ledge light bearing 017° true, distance 1.5 miles.
0800: 09-23.5N 123-27.5E
1200: 09-09.3N 123-46.6E
1401: Pursuant to Com3rdPhibRear dispatch 060101, changed course and proceeded to Leyte Island, Philippine Islands.
2000: 09-04N 123-47.5E

7 September

0810: Arrival at Leyte Island, Philippine Islands, with Mariquitdaquit Island light bearing 290° true, distance 7.5 miles.
0928: Anchored in berth #38, San Pedro Bay, Leyte Island, Philippine Islands.
1330: Three (3) enlisted men, U.S. Army, left ship, having completed transportation.

8 September

0845: One (1) Officer and six (6) enlisted men, U.S. Army, left ship, having completed transportation.
0954: Underway for berth #28, San Pedro Bay, Leyte Island, Philippine Islands.
1031: Anchored in berth #28, San Pedro Bay, Leyte Island, Philippine Islands.
1330: Two (2) U.S. Army Officers; two (2) Merchant Marine Officers and two (2) civilian passengers left the ship, having completed transportation.

9 September

1310: Underway to U.S.S. IX 129, berth #93, San Pedro Bay, Leyte Island, Philippine Islands, to receive fuel.
1425: Moored starboard side to U.S.S. IX 129, berth 93, San Pedro Bay, Leyte Island, Philippine Islands.
1510: Commenced taking on fuel from U.S.S. IX 129.
1747: Completed taking on fuel from U.S.S. IX 129, having received 126,287 gallons of fuel oil.
1809: Underway for berth #28.
1841: Anchored in berth #28, San Pedro Bay, Leyte Island, Philippine Islands.

10 September

0816: Underway for berth #13, San Pedro Bay, Leyte Island, Philippine Islands.
0856: Anchored in berth #13, San Pedro Bay, Leyte Island, Philippine Islands.

AKA89/A12-1
Serial 027-45

U.S.S. WARRICK (AKA-89)
c/o Fleet Post Office
San Francisco, California.

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

Subject: War Diary.

11 September

0710: Underway for Bito, Leyte Island, Philippine Islands.
1016: Anchored off Bito, Leyte Island, Philippine Islands, with Tay Tay Point bearing, 136°5 true, Tang Bo point 169° true.

13 September

0500: Pursuant to ComPhibsPac dispatch #190530 of 15 August, 1945, seven (7) LCM and three (3) LCVP boats were transferred to PhibsPac replacement boat pool, Guiuan, Samar Island, Philippine Islands.
0905: Commenced loading cargo.

16 September

1430: Sixty-two (62) enlisted men, U.S. Army, came aboard for transportation.

17 September

0100: Six (6) enlisted men, U.S. Army, came aboard for transportation.
1610: Fourteen (14) Officers, U.S. Army, reported aboard for transportation.
2240: Completed loading cargo.

18 September

0704: Underway with Task Group 34.3 for Aomori, Honshu Island, Japan.
0800: 10-47.2N 125-06.4E
0920: Took departure with Tay Tay point bearing 268° true, distance 13.2 miles.
1200: 10-36N 125-58.2E
1300: Held firing practice and expended six (6) rounds of 5"/38 cal. AAC and thirty (30) rounds HETSD 40MM ammunition.

19 September

0800: 14-16N 128-10E
1200: 15-15N 128-35E
1222: Bearing burned out in forced draft blower #1. Dropped out of formation of Task Group 34.3
1544: Bearing burned out in forced draft blower #3.
1730: Pursuant to Commander Task Force 34 dispatch 190718, formed Task Unit 34.3.12 with Commander Task Unit in U.S.S. CHARLES F. HUGHES (DD 428).
2000: 16-22N 129-12E
2315: Repairs effected on #1 forced draft blower.

AKA89/A12-1
Serial 027-45

U.S.S. WARRICK (AKA-89)
c/o Fleet Post Office
San Francisco, California.

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

Subject: War Diary.

20 September

0255: Completed repairs to forced draft blower #3. Resumed standard speed.
0800: 18-19N 130-17.5E
1200: 19-07.5N 130-44E
2000: 20-45N 131-48E

21 September

0800: 23-19.5N 133-10E
1200: 24-15N 133-37E
2000: 25-54.5N 134-34E

22 September

0800: 28-26.5N 136-14E
1200: 29-20N 136-44E
2000: 31-06N 137-32E

23 September

0800: 33-35N 139-41E
1200: 34-30N 140-32E
2000: 36-21N 141-52E

24 September

0800: 39-12.5N 142-33E
1200: 40-08N 142-33E
1503: Resumed station with Task Group 34.3. Task Unit 34.3.12 dissolved.
2000: 41-55N 142-28E

25 September

0520: Arrival at Aomori, Honshu Island, Japan, with right tangent of O Shima Island bearing 090° true, distance 5 miles.
0624: Anchored in berth #9, Aomori Wan, Honshu Island, Japan.
0820: Commenced unloading cargo.
1500: Completed unloading cargo.
1541: Underway for berth off Aomori, Honshu Island, Japan.
1554: Anchored off Aomori, Honshu Island, Japan, with west tangent of O Shima, bearing 026° true, and West tangent of Moura Sa, bearing 048° true.

26 September

1400: One (1) Officer and thirty-five (35) enlisted men, U.S. Army, left ship, having completed transportation.

AKA89/A12-1
Serial 027-45

U.S.S. WARRICK (AKA-89)
c/o Fleet Post Office
San Francisco, California.

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

Subject: War Diary.

27 September

0710: Underway for berth B-24, Aomori, Honshu Island, Japan.

0732: Anchored in berth B-24, Aomori, Honshu Island, Japan.

0910: Nine (9) Officers and five (5) enlisted men, U.S. Army, came aboard for transportation.

H. Teller
H. TELLER.

AKA89/A12-1
Serial: 028-45

U. S. S. WARRICK (AKA-89)
c/o Fleet Post Office
San Francisco, California

REG. NO. 527
R. S. NO.
REG. SHEET NO 113

1 November 1945.

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

From: The Commanding Officer.
To: The Commander in Chief, United States Fleet.
Subject: War Diary.

1. The following data comprise the war diary for the U. S. S. WARRICK (AKA-89), commencing 1 October 1945.

1 October: Zone Time - Minus Nine.
Anchored in berth B-24, Aomori, Honshu, Japan.

3 October:
1512: Underway for berth 14, Aomori, Honshu, Japan for more protected anchorage from strong winds.
1525: Anchored in berth 14, Aomori, Honshu, Japan.

4 October:
0348: Pursuant to ComPhibGrp 3 Movement Order No. A308-45, underway with T.U. 34.3.7 for Otaru, Hokkaido, Japan.
0517: Took departure with North Tangent O Shima, bearing 081 degrees true, distant 5.8 miles.
1455: Joined T. G. 34.8 and took assigned position in convoy.
0800: 41-24N 140-33E
1200: 41-30.7N 139-51E
2000: 42-45.7N 139-39.5E

5 October:
0540: Arrived at Otaru, Hokkaido, Japan with Takashima Misaki light bearing 259 degrees true, distant 4.5 miles.
0620: Anchored in berth 65, Otaru, Hokkaido, Japan.
0805: Four (4) Officers and eight (8) enlisted men, U.S. Army, left the ship having completed transportation.
1805: Commenced discharging cargo.

6 October:
1517: Underway for Dock #1, Otaru, Hokkaido, Japan.
1557: Moored port side to Dock #1, Otaru, Hokkaido, Japan.

7 October:
1415: Eight (8) Officers and sixty-seven (67) enlisted men, U.S. Army, left the ship having completed transportation.

153163

AKA89/A12-1
Serial: 028-45

U. S. S. WARRICK (AKA-89)
c/o Fleet Post Office
San Francisco, California

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

Subject: War Diary for U.S.S. WARRICK (AKA-89) Commencing 1 October 1945.

8 October:

0702: Completed discharging cargo.

0715: Pursuant to C.T.F. 34 dispatch 071402, underway with T. U. 34.8.10 for Leyte Island, Philippine Islands.

0800: Took departure with Takashima Misaki light bearing 278 degrees true, distant 2.6 miles.

1200: 43-27.5N 140-06E

2000: 41-52.4N 139-27.5E

9 October:

0800: 40-53N 142-16E

1200: 39-58N 142-19E

1329: Pursuant to CTF 32 dispatch dated 090218, reversed course because of typhoon, and proceeded toward Ominato, Honshu, Japan.

2000: 41-05N 141-52E

2130: Pursuant to CTF 32 dispatch dated 091136, reversed course for Leyte Island, Philippine Islands.

10 October:

0006: Pursuant to CTF 32 dispatch 092358, remained north of 40 degrees north, pending typhoon developments. Changed speed to 6 knots. Maneuvering on various courses to stay north of 40 degrees north.

0800: 40-22N 142-15E

1200: 40-08N 142-16E

2000: 41-11N 142-16E

11 October:

0800: 40-57N 142-16E

1200: 41-37N 141-48E

1200: Pursuant to C.T.U. 34.8.10 visual dispatch, changed course and resumed standard speed for Hakodate, Hokkaido, Japan, because of typhoon.

1606: Arrived at Hakodate, Hokkaido, Japan with Kattoshi Misaki light bearing 243 degrees true, distant 1.8 miles.

1637: Anchored 300 yards south of berth 52, Hakodate, Hokkaido, Japan, awaiting orders from C.T.U. 34.8.10 pending typhoon developments.

12 October:

0829: Underway with T.U. 34.8.10 for Leyte Island, Philippine Islands.

0855: Took departure with Kattoshi Misaki light bearing 281 degrees true, distant 1.9 miles.

1200: 41-38N 141-19E

1600: Ran into heavy weather; high winds, and heavy sea.

2000: 40-34N 142-19E

AKA89/A12-1
Serial: 028-45

U. S. S. WARRICK (AKA-89)
c/o Fleet Post Office
San Francisco, California

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

Subject: War Diary for U.S.S. WARRICK (AKA-89) Commencing 1 October 1945.

13 October:

0100: Heavy weather subsided; no casualties or damage.

0800: 38-09N 142-26E

1200: 37-15N 142-02E

2000: 35-21N 141-15E

14 October:

0800: 33-11N 139-16E

1200: 32-32N 138-28E

2000: 31-03N 137-08E

15 October:

0800: 28-20N 135-33E

1100: Held firing practice and expended 3 rounds AAC 5"/38 cal., 214 rounds HETSD, 40MM, and 1060 rounds (707 HEI and 353 HET) 20MM ammunition.

1123: Held tactical exercises.

1200: Secured from firing practice and tactical exercises and took assigned position in convoy.

1200: 27-40N 135-10E

1212: Pursuant to CTF 32 dispatch dated 142358, changed course for Okinawa Shima.

2000: 27-15N 133-08E

16 October:

0800: 26-35N 129-50E

1200: 26-19N 128-35E

1405: Arrived at Buckner Bay, Okinawa Shima with HECF bearing 280 degrees true, distant 4.5 miles.

1531: Anchored in berth L-68, Buckner Bay, Okinawa Shima.

17 October:

1443: Underway for berth B-116, Buckner Bay, Okinawa Shima.

1520: Anchored in berth B-116, Buckner Bay, Okinawa Shima.

1610: Commenced discharging provisions.

1936: Completed discharging provisions.

18 October:

0612: Underway with T.U. 34.8.10 for Leyte, Philippine Islands.

0652: Took departure with HECF bearing 328 degrees true, distant 2 miles.

0800: 25-28N 127-56E

1200: 25-02N 127-42E

2000: 23-02N 127-22E

AKA89/A12-1
Serial: 028-45

U. S. S. WARRICK (AKA-89)
C/O Fleet Post Office
San Francisco, California

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

Subject: War Diary for U.S.S. WARRICK (AKA-89) Commencing 1 October 1945.

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19 October:

0800: 19-59N 126-57E
1200: 19-03N 126-58E
2000: 17-03N 126-44E

20 October:

0800: 14-13N 126-23E
1123: Held tactical exercises.
1118: Held gunnery exercises and expended 7 rounds 5"/38 cal. (4 star shells and 3 AAC), 599 rounds 40MM (HETSD), and 1925 rounds 20MM (1283 HEI and 642 HET) ammunition.
1200: Secured from tactical exercises and gunnery exercises.
1200: 13-32N 126-14E
2000: 12-12N 126-05E

21 October:

0800: 10-45N 125-28E
0914: Arrived San Pedro Bay, Leyte Island, Philippine Islands with Mantuaca point bearing 331 degrees true, distant 5.2 miles.
1130: Moored starboard side to U.S.S. YO 183, berth 78 San Pedro Bay, Leyte Island, Philippine Islands.
1310: Commenced taking on fuel oil from U.S.S. YO 183.
1327: U.S.S. AOG 18 moored alongside to port.
1340: Commenced taking on diesel fuel from U.S.S. AOG 18.
1610: Completed taking diesel oil from U.S.S. AOG 18, having received 26,950 gallons.
1915: Completed taking fuel oil from U.S.S. YO 183, having received 286,500 gallons.

22 October:

0636: Underway for berth 214, San Pedro Bay, Leyte Island, Philippine Islands.
0750: Anchored in berth 214, San Pedro Bay, Leyte Island, Philippine Islands.

23 October:

2043: U.S.S. IX 133 moored alongside to starboard.
2100: Commenced taking on fresh water from U.S.S. IX 133.
2218: Completed taking fresh water from U.S.S. IX 133, having received 25,000 gallons.

AKA89/A12-1
Serial: 028-45

U. S. S. WARRICK (AKA-89)
c/o Fleet Post Office
San Francisco, California

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

Subject: War Diary for U.S.S. WARRICK (AKA-89) Commencing 1 October 1945.

- - - - -

24 October:

0851: Underway for berth 752 Rizal, Leyte Gulf, Leyte Island, Philippine Islands to facilitate loading 321st Regiment, 81st Infantry Division.

1102: Anchored in berth 752 Rizal, Leyte Gulf, Leyte Island, Philippine Islands.

1345: Three (3) Officers and seventy-nine (79) enlisted men, U.S. Army, came aboard for transportation.

1809: Commenced receiving cargo.

28 October:

2025: Completed receiving cargo, having received 850 tons.

2345: One (1) Officer, U.S. Army, came aboard for transportation.

29 October:

0659: Underway with T.U. 34.9.13 for Otaru, Hokkaido, Japan.

0830: Took departure with Tay Tay point bearing 241 degrees true, distant 14 miles.

1200: 10-44N 126-06E

2000: 11-44N 127-14E

30 October:

0800: 14-09N 128-39E

1200: 14-55N 129-10E

1300: Held general drills.

2000: 16-19N 130-08E

31 October:

0800: 18-39N 131-25E

1200: 19-31N 131-48E

1300: Held general drills.

2000: 21-11N 132-41E

H. Teller
H. TELLER.

AKA89/A16
Serial No. 010

U. S. S. WARRICK (AKA-89)
c/o Fleet Post Office,
San Francisco, California

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

8 March 1945

From: Commanding Officer.
To: Commander in Chief, U. S. Fleet.
Via: (1) Commander Transport Squadron ELEVEN.
(2) Commander Amphibious Forces, Pacific Fleet.
(3) Commander FIFTH Fleet.
(4) Commander in Chief, U.S. Pacific Fleet and Pacific Ocean Areas.

3 05342

Subject: Action Report.

Reference: (a) PacFlt Conf. ltr. 101-45.

Enclosures: (A) Weather Summary. P. 6
(B) Loading Characteristics. P. 7
(C) Troops Embarked. P. 34

1. In compliance with reference (a), the following report is hereby submitted:

17 February 1945 Zone Time: Minus Ten.

Got underway at 1000 from Apra Harbor, Guam, for target area at Iwo Jima. Ship was part of Transport Division 31, which, along with Transport Divisions 32 and 33, formed T.U. 51.1.1, under Commodore D. W. Loomis, USN (in U.S.S. FREMONT APA-44). T.U. was in turn part of T.G. 51.1, also under Commodore Loomis, which carried the Third Marine Division and comprised the Joint Expeditionary Force Reserve.

Transport Division 32 had departed Guam the day previous and proceeded to the target area to act as close reserve, while Transport Divisions 31 and 32 were to arrive at cruising area Forch, eighty-four (84) miles southeast of Iwo Jima, on the night of 19 February, D-Day, and to cruise there until ordered in to land troops and cargo.

On the way to area Forch there were no incidents out of the ordinary; no alarms either by radar or sonar contacts. Anti-aircraft firing practice was held for approximately one hour on the afternoon of 17 February. Sleeves were towed by two B-26 Marauders and the firing, both by the transports and the screen, appeared quite good. For this ship it was the first time in a number of months that the 5" 38 crew had done any firing and during the course of the practice they improved noticeably.

Point Equity, eighty-four (84) miles on bearing 124^{OT} from Iwo Jima, which marked the southwest corner of cruising area Forch, was reached at 2130 on 19 February and the formation changed course to the right to cruise in the area until called in.

114390

AKA-89/1-16
Serial #G10

U. S. S. WARRICK (AKA-89)

8 March 1945

C-O-M-F-I-L-D-E-M-T-I-L-I

From: Commanding Officer.

Subject: Action Report.

1. (Continued).

Orders were received during the night of 21 February for Transport Division 31 to proceed to Iwo Jima. Transport Division 33 continued to cruise in area Forth and Transport Division 31 proceeded in, to arrive at Iwo Jima at 0600 on 22 February.

During the day the division lay to about eight (8) miles off the southeast coast of the island, and retired that night to the northeast. On 23 February the division again lay to during the day and retired for the night. The assault divisions were using the beaches and there was evidently no room for more traffic.

On the morning of 24 February, Transport Division 31 arrived in the Transport Area, four (4) miles southeast of the island at 0730 and commenced lowering all boats. All the LCM's from this ship were sent to work with the APA's of the division.

It quickly became apparent that LCVP's were not going to be of much use on the operation. They were not being accepted on the beaches and had evidently already produced much of the debris that was cluttering the approaches. LCM's were landed, but these were not proving completely practical either, since a large proportion of them were suffering damage which made them useless for landing until they were repaired. During the day all but one of this ship's LCM's returned to the ship at one time or another for repairs, some more than once. The main causes of the grief were the debris along the beaches which fouled the screws and the steepness of the beach which caused flooding of the engine compartment and consequent loss of power in one or both engines. The LSD's which were set up as boat repair units were swamped with work and therefore the ship had to take care of almost all of its own repair work. This entailed a lot of hoisting and lowering which did not improve the condition of the boats either, as a fairly strong ground swell was running.

This ship unloaded no cargo this date since its LCM's were being used by the APA's and the LCVP's were unusable. At 1630 all LCVP's and the LCM's still needing repair were taken aboard and night retirement was carried out. All LCM's in working order were left to assist the APA's in unloading.

3 05342

8 March 1945

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

From: Commanding Officer.

Subject: Action Report.

1. (Continued).

By the morning of 25 February larger landing craft (LST's, LSM's and LCT's) were becoming available to land cargo from the transports. LCM's became more impractical as the beach command became more reluctant to try to land them. Either surf conditions were too precarious to attempt landing them, or it was not worth while gambling that they wouldn't breach and make the beach unusable for the larger craft. In any case, LCM's were accepted on the beach only periodically from this time until our part of the operation was complete; and the larger craft did the greater part of the unloading.

On the morning of 25 February this ship received an LST alongside and could start moving cargo. That night an LCT was supplied us which worked out very well for unloading. The LST was slow to load into as everything had to be lowered into a hold by a small crane. Furthermore, in the heavy swells, she rolled a great deal, giving the ship's side a heavy beating and was very hard on lines. The LCT, on the other hand, was relatively easy on the lines, presenting no difficulty in loading and had a very respectable capacity. Later we loaded into LSM's and these proved quite good, having a large capacity and being accessible, although they roll considerably and are hard on mooring lines and fenders.

The night of 25 February this ship anchored seven-hundred (700) yards off Suribachi Point with the LST and LCT alongside. There was no enemy activity at that end of the island. Part of Transport Division 31 retired that night and part remained at anchor. The U.S.S. FIBEMONT (APA-44) with Commodore Loomis aboard, remained at anchor from 24 February through Transport Squadron ELEVEN's part of the operation as administrator for the Transport Squadron and its beaches.

At noon 26 February the LST left for the beach and at midnight the LCT was dispatched. Some cargo was loaded into LCM's and landed. Transport Division 33 arrived and naturally received unloading priority which meant that no more large landing craft were available and brought unloading to a virtual standstill. From conversation on the voice radio we gathered that other transports were in the same condition as ourselves.

On 27 February LCM's were landed from 0930 until about 1600 and the beaches kept that traffic moving fairly steadily all day. That night, ships of Transport Squadron ELEVEN, which retired, joined T.G. 53.2. Operable LCM's were left in charge of the U.S.S. FIBEMONT to assist in unloading cargo during the night. This ship at that time had five (5) to send.

8 March 1945

S-C-N-F-I-D-K-N-T-I-A-I

From: Commanding Officer.

Subject: Action Report

1. (Continued).

On 28 February the beaches were closed to LCM's, so unloading was accomplished by those ships which obtained larger craft. LCM's were sent to the S.S. COLUMBIA VICTORY, which was unloading ammunition. These LCM's were being landed at the south end of the beaches where conditions or facilities were better. The two LCM's sent by this ship returned to the ship in the late afternoon, after the south beach was closed, fully loaded with ammunition; and floated around in that condition until 2 March. They experienced some difficulty in getting tied up at night during our absence, as most vessels decided that the extra weight would cause them to drag anchor, when they discovered the nature of the loads the LCM's were carrying. On 2 March the beaches opened up again and one of the boats landed its cargo, while the other was breached and lost beyond repair in attempting to land cargo.

On the night of 28 February, designated ships retired. On 1 March wheeled vehicles were landed in LCM's; all other cargo was loaded into larger landing craft. Retirement was effected again for ships which were not unloading and this ship was again included. On 2 March, LCM activity was confined to unloading ammunition from the COLUMBIA VICTORY. Wheeled vehicles were accepted, but were scarce as they had been the LCM's only stock in trade for some time. This ship remained at anchor during the night in anticipation of receiving an LSM alongside, and the LSM did arrive early in the morning of 3 March.

Unloading continued on 3 March. This ship had its LSM alongside all day and shoved it off in time to retire with Transport Division 33 and parts of Transport Divisions 31 and 32. By 4 March most of the remaining cargo on this ship and presumably on the other ships of the division was not authorized for unloading. This ship managed to unload all its remaining authorized cargo into an LSM which came alongside for fuel and water.

On 5 March, Transport Division 33 left the area in the late afternoon. Transport Divisions 31 and 32 remained, unloading "B" rations, which had been authorized for unloading, and taking aboard casualties. The APA's were handling the great bulk of the casualties, this ship receiving aboard only twenty-three (23) ambulatory casualties who were transferred subsequently to the U.S.S. DOYER (APA-1). Lighterage became plentiful, either because there was more of it around or because there were fewer transports to unload, and unloading of "B" Rations seemed to progress quite rapidly.

AKA-89/A-16
Serial #010

U. S. S. WARRICK (AKA-89)

321

Reg. No.	160
R. S. No.	3 05342

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

8 March 1945

From: Commanding Officer.

Subject: Action Report

1. (Continued).

On 6 March this ship, in company with Transport Divisions 31 and 32 left the area for Guam at 1830, having discharged during the entire operation all but 333 tons of fuel, vehicles and organizational equipment.

There were lots of things about the operation that could not be seen or known about from where we were. The general feeling was that in view of the circumstances it was handled well. The group on the U.S.S. FREMONT did a big and impressive job of administering and, from what we could tell, the beach parties worked with extreme tenacity and quite a lot of success.

On 25 February, LST-731 made two attempts to come along port side and on both attempts struck this ship rather hard, resulting in four indentations in shell plating, all damage above water line. Shell plating dished in between frames in several places due to considerable rolling of landing craft tied up at both sides at various times. Present allowances of eight (8") lines and large fenders are inadequate as most LST's and other large landing craft have no lines after the first day at objective area.

E. J. GREY

5

WEATHER OBSERVATION

- Feb. 17. Sunrise: 0644. Sunset: 1826. Partly cloudy. Scattered low clouds. Easterly wind, Av. force 3. Slight sea. Visibility, 8 to 10 miles.
- Feb. 18. Sunrise: 0646. Sunset: 1826. Partly cloudy. Scattered low clouds. N.E. wind, Av. force 2. Slight sea. Visibility, 8 to 10 miles.
- Feb. 19. Sunrise: 0657. Sunset: 1825. Cloudy. N.E. wind. Av. force 4. Slight sea. Visibility 5 to 7 miles.
- Feb. 20. Sunrise: 0659. Sunset: 1825. Overcast and rain. Shifting winds. Av. force 2, increasing to 4 in evening. Slight sea. Visibility 5 to 6 miles.
- Feb. 21. Sunrise: 0656. Sunset: 1824. Overcast. N.E. wind. Av. force 4. Moderate sea. Visibility 5 to 7 miles.
- Feb. 22. Sunrise: 0655. Sunset: 1833. Haze and rain. Easterly wind. Av. force 3. Moderate sea. Visibility 1 to 5 miles.
- Feb. 23. Sunrise: 0704. Sunset: 1833. Overcast. Northerly wind. Av. force 6. Rough sea. Visibility 7 to 10 miles.
- Feb. 24. Sunrise: 0703. Sunset: 1834. Cloudy. Easterly wind. Av. force 4. Rough sea. Visibility 5 to 10 miles.
- Feb. 25. Sunrise: 0702. Sunset: 1834. Cloudy. Easterly wind. Av. force 3. Moderate sea. Visibility 2 to 5 miles.
- Feb. 26. Sunrise: 0701. Sunset: 1835. Overcast. Shifting winds. Av. force 4. Slight sea. Visibility 2 to 5 miles.
- Feb. 27. Sunrise: 0701. Sunset: 1836. Cloudy. Easterly wind. Av. force 4. Moderate sea. Visibility 3 to 8 miles.
- Feb. 28. Sunrise: 0700. Sunset: 1836. Cloudy. Easterly winds. Av. force 3. Moderate sea. Visibility 5 to 10 miles.
- Mar. 1. Sunrise: 0659. Sunset: 1837. Partly cloudy. Scattered low clouds. Easterly winds. Av. force 3. Moderate sea. Visibility 5 to 10 miles.
- Mar. 2. Sunrise: 0658. Sunset: 1837. Cloudy. Easterly winds. Av. force 4. Moderate to rough sea. Visibility 5 to 10 miles.
- Mar. 3. Sunrise: 0657. Sunset: 1838. Haze. Southerly wind. Av. force 2. Slight sea. Visibility 2 to 5 miles.
- Mar. 4. Sunrise: 0656. Sunset: 1838. Overcast and rain. Northerly wind. Av. force 2. Smooth sea. Visibility 2 to 5 miles.
- Mar. 5. Sunrise: 0655. Sunset: 1839. Haze. Northerly wind. Av. force 2. Slight sea. Visibility 3 to 8 miles.
- Mar. 6. Sunrise: 0654. Sunset: 1839. Haze. Southerly wind. Av. force 3. Slight sea. Visibility 3 to 8 miles.

- 3 05342

* Force of wind in Beaufort Scale.

Enclosure (A)

LOADING CHARACTERISTICS

U.S.S. WARRICK

AKA - 80



3 05342

REFERENCE:

3RD MAR. DIV. GENERAL ORDER NO. 103

CONSOLIDATED
UNIT PERSONNEL AND TONNAGE TABLE

CONFIDENTIAL

UNIT: 5th Marines, Reinf.

TO BE EMBARKED ON USS (OR CODE NAME): VARRE

TROOP OFFICERS: 11 TROOP ENLISTED: 206 TOTAL: 217

Line No.	Description	SQ. FT.	CU. FT.	WEIGHT (LBS)
II 1	BAGGAGE (TROOP SPACE)	X	129.50	257
II 2	OFFICE EQUIPMENT (TROOP SPACE)	X		
II 3	ORGANIZATIONAL EQUIPMENT (TROOP SPACE)	X	437.	5190
4	TOTAL -- LINES 1-3	X	566.50	167763
II 5	ORGANIZATIONAL EQUIPMENT (LESS TROOP SPACE)	X	8444.52	14746
IV 6	SPECIAL EQUIPMENT	X	0.	0
I 7	BAGGAGE (NOT CARRIED IN TROOP SPACE)	X	204.50	4960
I 8	WATER CANS FILLED	X	265.	13250
9	TOTAL -- LINES 5-8	X	8914.00	185677
V 10	AMMUNITION (SMALL ARMS)	X	1146.00	78000
V 11	HIGH EXPLOSIVES	X	6615.00	294000
V 12	PYROTECHNICS (REQUIRE SPECIAL STORAGE)	X	88.00	400
I 13	QM. REPLENISHMENTS	X	4000.00	1000
I 14	RATIONS (SPECIAL)	X	1169.00	4600
I 15	RATIONS (B)	X	5786.00	16200
II 16	PETROLEUM PRODUCTS (FUEL)	X	8700.00	40000
II 17	WATER IN DRUMS AND TRAILERS	X	920.00	8200
18	ORDNANCE REPLENISHMENT	X	2441.40	78213
19	TOTAL - HOLD CARGO LESS VEHICLES, LINES 9, 10-18	X	39279.40	1409890
II 20	HAND CARTS			
II 21	VEHICLES (WHEELED EQUIPMENT)	10892	70628.	785894
22	TOTAL -- LINES 20 & 21	10892	70628.	785894
23	TOTAL HOLD CARGO, LINES 19 & 22	X	109907.4	2195784
24	TOTAL CARGO, LINES 4-23	X	110473.9	2203547
25	TOTAL MEASUREMENT TONS 2762. TOTAL SHORT TONS 1102			

NOTES: THESE FIGURES REPRESENT ACTUAL CARGO ON HAND. ALL FIGURES ARE ACTUAL MEASUREMENTS AND WEIGHTS, NO ALLOWANCE BEING ADDED FOR BROKEN STORAGE. ATTACH INVENTORY SUPPORTING ALL FIGURES SHOWN.

Form 1

SIGNATURE: _____

DATE: _____

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CONFIDENTIAL

VEHICLE LIST

Priority No.	AMT	TYPE	SQ. FT	CU. FT.	WEIGHT
	3	TRACTOR, TD-9, w/ad	411	2634	47400
	7	TRACTOR, TD-9, w/pto	476	2996	106400
	1	TRACTOR, TD-14, w/pto	68	325	15213
	1	TRACTOR, D-7, w/ad	169	1407	25000
	7	TRAILER, 1-ton, 2-wheel, Cargo	413	2247	11200
	8	TRAILER, 1/2-ton, 2-wheel	344	1616	4400
	2	TRAILER, 1-ton, 2-wheel, Greasing	132	950	6400
	3	TRAILER, 1-ton, 2-wheel, Stkrm.	297	2085	16000
	13	TRAILER, 1-ton, 2-wheel, water, 300 gal.	871	4641	52000
	1	TRAILER, 2-ton, 4-wheel, Stkroom.	92	817	12390
	2	TRAILER, 3-ton, 2-wheel, Stkroom.	178	1208	13000
	6	TRAILER, 6-ton, Track Laving, Athey	1008	6618	52200
	9	AMBULANCE, 1/2-ton, 4x4	504	2988	19800
	4	AMBULANCE, 1-ton, 4x4	408	3112	19800
	12	TRUCK, 1/2-ton, 4x4	715	2938	31200
	6	TRUCK, 1-ton, Cargo, Recon	720	4182	36120
	14	TRUCK, 2 1/2-ton, 6x6, Cargo	2566	16324	182000
	1	TRUCK, 2 1/2-ton, 6x6, Dump	164	1179	14500
	2	TRUCK, 2 1/2-ton, 6x6, Wrecking	364	3612	32000
	2	TRUCK, 2 1/2-ton, 6x6, Machine shop	340	3400	36160
	2	TRUCK, 2 1/2-ton, 6x6, Automotive Repair	340	3400	30200
	1	TRUCK, 2 1/2-ton, 6x6, Welding	164	975	15060
	2	GENERATOR, 9.4, KVA, 2-whl, Trailer	140	974	6920
		TOTAL:	10892	70628	785894
		TOTAL	10892	70628	785894

NOTES: FOR INDIVIDUAL VEHICLE NOMENCLATURE, WEIGHT, SQUARE FOOTAGE, AND CUBIC FOOTAGE SEE VEHICLE LIST IN SECTION I, SOP. TOTALS MUST AGREE WITH THOSE SHOWN ON FACE OF FORM.

PROFILE LOADING PLAN

U. S. S. WARRICK

<p><u>2nd Deck</u> 2 TRCT. TD-9, w/pto #10,37 1 TRCT. D-7, w/ad #9 2 AMB. $\frac{1}{2}$-ton #18,19 1 TRL. $\frac{1}{2}$-ton, Cargo #34 3 TRL. 1-ton, Cargo #24,25 57 1 TRL. 300gal. #56 1 TRL. 6-ton, Athey #38 1 TRK. $\frac{1}{2}$-ton, Cargo #35 1 TRK. 2$\frac{1}{2}$-ton, Wrecking #15 1 TRK. 2$\frac{1}{2}$-ton, Welding #74</p>	<p><u>2nd Deck</u> TROOPS</p> <hr/> <p><u>3d Deck AFT</u> 1 TRCT. TD-9 w/ad #3 1 TRCT. TD-9 w/pto #4 CANS, water (expd.) (265)</p> <p><u>3d Deck FWD</u> 2 AMB. $\frac{1}{2}$-ton #16,93 1 TRL. 1-ton, Stkrm. #22 4 TRL. 300gal. #23,51,59,71 1 TRL. $\frac{1}{4}$-ton, Cargo #30 3 TRK. $\frac{1}{2}$-ton, Cargo #31,70,82 2 TRCT. TD-9, w/pto #41,43 2 TRL. Athey #42, 44 2 TRL. 1-ton, Cargo #50,58 1 TRL. 3-ton, Steril Shower #51 2 AMB. 1-ton #81,89 1 TRUCK, 1-ton #99 1 GEN. 9.4, KVA #94</p>	<p><u>2nd Deck</u> TROOPS</p> <hr/> <p><u>3d Deck</u> 2 TRK. 2$\frac{1}{2}$-ton, Cargo #7,96 3 TRL. $\frac{1}{4}$-ton, Cargo #8,12,26 1 TRK. 2$\frac{1}{2}$-ton, Dump #11 2 AMB. $\frac{1}{2}$-ton #20,84 4 TRK. $\frac{1}{2}$-ton, Cargo #27,48, 62, & 68 1 TRCT. TD-9 #39 2 TRL. Athey #40,47 1 TRL. 1-ton #54 2 TRL. 1-ton, 300gal. #55,69 1 TRL. 3-ton, Sterile Shower #60 1 TRL. 1-ton, Greasing #63 1 AMBUL. 1-ton. #83 2 TRK. 1-ton, Cargo #103 104</p>	<p><u>2nd Deck</u> TROOPS</p> <hr/> <p><u>3d Deck FWD.</u> 1 TRC. TD-9, w/pto #13 1 TRL. Athey #14</p> <p><u>3d Deck AFT.</u> (TROOPS) 1 TRC. TD-14, w/pto #45 1 TRL. 300 gal. #46</p>	<p><u>2nd Deck</u> 2 TRCT. TD-9, w/ad #1&2 1 TRK. 2$\frac{1}{2}$-ton, Cargo #5 3 TRL. $\frac{1}{2}$-ton, Cargo #6,28,32 2 AMB. $\frac{1}{2}$-ton #17,21 3 TRK. $\frac{1}{2}$-ton, Cargo #29,33,64 1 TRL. 1-ton, Cargo #52 2 TRL. 300gal. water #53</p> <hr/> <p><u>3d Deck</u> 2 TRK. 1-ton, Cargo #1,2,101 1 TRL. 300 gal. water #73 3 TRK. 2$\frac{1}{2}$-ton, Cargo #79,85,97 1 TRL. 1-ton, Greasing #86 1 GENERATOR, 9.4, KVA #91 1 AMB. $\frac{1}{2}$-ton #92</p>
<p><u>3d Deck</u> 2 TRL. 300gal. #67,78 1 TRK. $\frac{1}{2}$-ton, Cargo #66 1 TRK. 1-ton, Cargo #77 5 TRK. 2$\frac{1}{2}$-ton, Cargo #87, 95,98,105,106. RATIONS (Spec.) Wt. 46000</p>	<p><u>4th Deck AFT St'Bd.</u> 135 DRUMS, 80 Octane</p> <p><u>4th Deck AFT Port</u> 80 DRUMS, 60 Octane 55 DRUMS, Diesel Oil</p>	<p><u>4th Deck</u> 1 TRK. 2$\frac{1}{2}$-ton Wrecking #36 2 TRK. 2$\frac{1}{2}$-ton, Mach. Shp. #49, 76 1 TRL. 2-ton, Stkrm. #88 3 TRK. 2$\frac{1}{2}$-ton, Cargo #100, 102,107 2 TRK. Auto. Rep. #108,109 ORD. REPL. Wt. 78203</p>	<p><u>4th Deck FWD</u> AMMO. HE. Wt. 294000</p> <p><u>4th Deck AFT</u> RATIONS (B) Wt. 41000 BAGGAGE Wt. 4960</p>	<p><u>4th Deck</u> DRUMS, water (125) Wt. 40000 QM REPL. Wt. 100000 RATIONS (B) Wt. 81000 ORGAN. EQUIPMENT Wt. 40000</p>
<p><u>4th Deck</u> 317 DRUMS, Diesel Wt. 148611 3 DRUMS, Lube 50 Wt. 1389</p>	<p><u>5th Deck AFT St'Bd.</u> 135 DRUMS, 80 Octane</p> <p><u>5th Deck AFT Port</u> 90 DRUMS, 80 Octane 39 DRUMS, Kerosene 10 DRUMS, Lube SAE 30</p>			

#5

#4

#3

#2

#1

CONFIDENTIAL

DEBARKATION PRIORITY TABLE

ORGANIZATION 9th Marines (Reinf)

EMBARKED ON U.S.S. WARRICK

Prior ity No.	Description	Organization	Use	Ve- hicle No.	Driver	Where* Stowed HT. BK.
1	TRCT. TD-9, ad	A Co. 3d Pioneer	S.P.	106052	SCOTT	1-2
2	TRCT. TD-9, ad	A Co. 3d Pioneer	S.P.	106051	HORN	1-2
3	TRCT. TD-9, ad	A Co. 3d Pioneer	S.P.	79883	OLSON	4-3
4	TRCT. TD-9, pto	A Co. 3d Mt/Trs.	TRSP.	106004	HINES	4-3
5	TRK. 2 1/2 ton, Cgo	A Co. 3d Mt/Trs.	TRSP.	47952	KAUFHOLD	1-2
6	TRK. 2 1/2 ton, Cgo	A Co. 3d Mt/Trs.	TRSP.			1-2
7	TRK. 2 1/2 ton, Cgo	A Co. 3d Mt/Trs.	TRSP.	68163	LOSI CKI	3-3
8	TRK. 2 1/2 ton, Cgo	A Co. 3d Mt/Trs.	TRSP.			3-3
9	TRC. D7, w/ad	A Co. 3d Engrs.	CONSTR.	37848	LITTLE- FIELD	5-2
10	TRC. TD-9, pto	A Co. 3d Mt/Trs.	TRSP.	50568	BONHAM	5-2
11	TRK. 2 1/2 ton, Dp.	A Co. 3d Engr.	CONSTR.	69009	HUTCHIN- SON	3-3
12	TRL. 1/2 ton, Cgo.	A Co. 3d Mt/Trs.	TRSP.			3-3
13	TRCT. TD-9, pto	Tret. & Trl. Plt.	TRSP.	91	KIGER	2-2
14	TRL. 6 ton, Athy	TRET. & Trl. Plt.	TRSP.	91		2-2
15	TRK. 2 1/2 ton, Wrecking	A Co. 3d Mt/Trs.	TRSP.	36948	BARNES	5-2
16	AMB. 1/2 ton	B Co. 3d Med. Bn.	MED.	91496	MULLINS	4-3
17	AMB. 1/2 ton	B Co. 3d Med.	MED.	76079	HARP	1-2
18	AMB. 1/2 ton	B Co. 3d Med.	MED.	76078	BOSELL	5-2
19	AMB. 1/2 ton	B Co. 3d Med.	MED.	91495	GLOVER	5-2
20	AMB. 1/2 ton	B Co. 3d Med.	MED.	91494	ARTER- BURE	3-3
21	AMB. 1/2 ton	B Co. 3d Med.	MED.	72057	JOHNSON	1-2
22	TRAILER, 1-ton Stkrs	Ord. Co.	SPR.			4-3
23	TRL. 1-ton, 300gal.	A Co. 3d Mt/Trs.	WTR.			4-3
24	TRL. 1-ton, Cgo	B Btry, 12th Mar.	TRSP.			5-2
25	TRL. 1-ton, Cgo	B Btry, 12th Mar.	TRSP.			5-2
26	TRL. 1/2 ton, Cgo.	Ordinance Co.	TRSP.			3-3
27	TRK. 1/2 ton, Cgo	Ordinance Co.	TRSP.	106940	HOOKS	3-3
28	TRL. 1/2 ton, Cgo.	Ordinance Co.	TRSP.			1-2
29	TRK. 1/2 ton, Cgo	Ordinance Co.	TRSP.	106941	LOOKER	1-2
30	TRL. 1/2 ton, Cgo	Ordinance Co.	TRSP.			4-3
31	TRK. 1/2 ton, Cgo	Ordinance Co.	TRSP.	2055007	STAPLES	4-3
32	TRL. 1/2 ton, Cgo	Ordinance Co.	TRSP.			1-2
33	TRK. 1/2 ton, Cgo	Ordinance Co.	TRSP.	201122	46-WHIRE	1-2
34	TRL. 1/2 ton, Cgo	Ordinance Co.	TRSP.			5-2
35	TRK. 1/2 ton, Cgo	Ordinance Co.	TRSP.	2082136	-Pargia	5-2
36	TRK. 2 1/2 ton Wrecking	Ordinance Co.	TRSP.	48426	WAHL	3-4
37	TRC. TD-9, w/pto	Tret. & Trl. Plt.	TRSP.	50574	WHITE	5-2
38	TRL. 6 ton, Athy	Tret. & Trl. Plt.	TRSP.	983		5-2
39	TRC. TD-9, pto	Tret. & Trl. Plt.	TRSP.	50918	ALLAN	3-3
40	TRL. 6 ton, Athy	Tret. & Trl. Plt.	TRSP.	93		3-3
41	TRC. TD-9, pto	Tret. & Trl. Plt.	TRSP.	37978	SING SON	4-3
42	TRL. 6 ton, Athy	Tret. & Trl. Plt.	TRSP.	56		4-3
43	TRC. TD-9, pto	TRET. & Trl. Plt.	TRSP.	57818	SARNO	4-3

*To be filled by TQ1.

(Sheet 1)

(Form 2)

CONFIDENTIAL

CONFIDENTIAL

DEBARKATION PRIORITY TABLE

ORGANIZATION 9TH MARINES (Reinf.)

EMBARKED ON U.S.S. WARRICK

Priority No.	Description	Organization	Use	Vehicle No.	Driver	Where* Stowed Mt.-In
44	TEL. 6ton, Athy	Trot. Trl. Plt.	TRSP	95		4-3
45	TRC. TD-14, pto	Trot. Trl. Plt.	TRSP	50570	KRAUSS	2-3
46	TEL. 300gal	A Co., 3d Mt/T s.	WTR			2-2
47	TEL. 6ton, Athy	Trot. Trl. Plt.	TRSP	94		3-3
48	TEL. 1ton, Cgo	A Co., 3d Mt/Trs.	TRSP	63257	SUAREZ	3-3
49	TRF. 2 1/2 ton, Mach. Shop	Ordinance Co.	RPR	200065	HAGUIRE	3-4
50	TEL. 1ton, Cgo	A Co., 3d Mt/Trs.	TRSP			4-3
51	TEL. 1ton, 300gal	A Co., 3d Mt/Trs.	WTR			4-3
52	TEL. 1ton, Cgo	A Co., 3d Mt/Trs.	TRSP			1-2
53	TEL. 1ton, 300 gal.	A Co., 3d Mt/Trs.	WTR			1-2
54	TEL. 1ton, Cgo	A Co., 3d Mt/Trs.	TRSP			3-3
55	TEL. 1ton, 300 gal.	A Co., 3d Mt/Trs.	WTR			3-3
56	TEL. 1ton, 300 gal.	B Co., 3d Med. Bn.	WTR			5-2
57	TEL. 1ton, Cgo	B Co., 3d Med. Bn.	TRSP			5-2
58	TEL. 1ton, Cgo	B Co., 3d Med. Bn.	TRSP			4-3
59	TEL. 1ton, 300 gal	B Co., 3d Med. Bn.	WTR			4-3
60	TEL. 3ton, Ster. Shower	B Co., 3d Med. Bn.	MED.			3-3
61	TEL. 3ton, Ster. Shower	B Co., 3d Med. Bn.	MED.			4-3
62	TRK. 1/2 ton, Cgo	A Co., 3d Mt/Trs.	TRSP	104045	HUGHES	3-3
63	TEL. 1ton, Grea	Ordinance Co.	RPR			3-3
64	TRK. 1/2 ton, Cgo	A Co., 3d Mt/Trs.	TRSP	86545	HANSEN	1-2
65	TEL. 1ton, 300 gal	A Co., 3d Mt/T s.	WTR			1-2
66	TRK. 1/2 ton, Cgo	A Co., 3d Mt/T s.	TRSP	91340	SPAUD- ING	5-3
67	TEL. 1ton, 300 gal	A Co., 3d Mt/Trs.	WTR			5-3
68	TRK. 1/2 ton, Cgo	A Co., 3d Mt/Trs.	TRSP	51400	ECHLER	3-3
69	TEL. 1ton, 300 gal	A Co., 3d Mt/Trs.	WTR			3-3
70	TRK. 1/2 ton, Cgo	A Co., 3d Mt/Trs.	TRSP	51396	HUSEMIDT	4-3
71	TEL. 1ton, 300 gal.	A Co., 3d Mt/Trs.	WTR			4-3
72	TRK. 1/2 ton, Cgo	A Co., 3d Mt/Trs.	TRSP	69772	DAVIS	1-2
73	TEL. 1ton, 300 gal.	Ordinance Co.	WTR			1-3
74	TRK. 2 1/2-ton, Welding	Ordinance Co.	RPR	100332	ALLEN	5-2
75	TEL. 1ton, Stkr	Ordinance Co.	RPR	00		5-2
76	TRK. 2 1/2 ton, Mach. Shop	Ordinance Co.	RPR	102205	SHULTIS	3-4
77	TRK. 1ton, Cgo	B Btry 12th Mar.	TRSP	51388	PRENTIS	5-3
78	TEL. 1ton, 300 gal	B Btry. 12th Mar.	WTR			5-3

*To be filled by TQM.

(Sheet 6)

(Form 2)

* See Priority 82 and interchange

CONFIDENTIAL

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CONFIDENTIAL

DEBARKATION PRIORITY TABLE

ORGANIZATION 9th Marines, (Reinf.)

EMBARKED ON U.S.S. WARRICK

Priority No.	Description	Organization	Use	Vehicle No.	Driver	Where* Stowed
79	TRK, 2 1/2 ton, Cgo	Ordnance Co.	TRSP	67297	DAVIS	1 - 3
80	TRK, 1 ton, 2 whl. Stkrn.	Ordnance Co.	RPR.			1 - 3
81	AMB, 1 ton	B Co. 3d Med.	MED.	62210	PARTEN	4 - 3
82	TRK, 1/2 ton, Cgo	B Btry. 12th Mar.	TRSP	64318	ROBINSON	4 - 3
83	AMB, 1 ton	Co. 3d Med. Bn.	MED.	62212	KING	3 - 3
84	AMB, 1/2 ton	Co. 3d Med. Bn.	MED.	72052	JOHNSON	3 - 3
85	TRK, 2 1/2 ton, Cgo	Ordnance Co.	TRSP	57305	HOLOZNIK	1 - 3
86	TRK, 1 ton, Gre	A Co. 3d Mt/Trs.	RPR			1 - 3
87	TRK, 2 1/2 ton, Cgo	A Co. 3d Mt/Trs.	TRSP	47984	WILKINSON	5 - 3
88	TRK, 2 ton, Stkrn	A Co., 3d Mt/Trs.	RPR			3 - 4
89	AMB, 1 ton	Co. 3d Med. Bn.	MED.	33326	HOOVER	4 - 3
90	AMB, 1 ton	Co. 3d Med. Bn.	MED.	33236	JONES	3 - 3
91	GEN, 9.4, KVA	Co. 3d Med. Bn.	MED.	#		1 - 3
92	AMB, 1/2 ton	Co. 3d Med. Bn.	MED.	76100	KIENZLE	1 - 3
93	AMB, 1/2 ton	Co. 3d Med. Bn.	MED.	76063	AMP	4 - 3
94	GEN, 9.4, KVA	Co. 3d Med. Bn.	MED.			4 - 3
95	TRK, 2 1/2 ton, Cgo	A Co. 3d Mt/Trs.	TRSP	47743	BELL	5 - 3
96	TRK, 2 1/2 ton, Cgo	A Co. 3d Mt/Trs.	TRSP	68110	BOLDING	3 - 3
97	TRK, 2 1/2 ton, Cgo	A Co. 3d Mt/Trs.	TRSP	47789	MEYERS	3 - 3
98	TRK, 2 1/2 ton, Cgo	A Co. 3d Mt/Trs.	TRSP	42698	KMOSPE	5 - 3
99	TRK, 1 ton, Recon	B Co. 3d Med. Bn.	MED.	64334	GROGG	4 - 3
100	TRK, 2 1/2 ton, Cgo	B Co. 3d Med. Bn.	MED.	90838	GRAM-FORD	3 - 4
101	TRK, 1 ton, Cgo	B Co. 3d Med. Bn.	TRSP	62711	HAMILTON	1 - 3
102	TRK, 2 1/2 ton, Cgo	B Co. 3d Med. Bn.	TRSP	67310	GORAN	3 - 4
103	TRK, 1/2 ton, Cg&	Ordnance Co.	TRSP	42181	HEIMLER	3 - 3
104	TRK, 1 ton, Cgo	Ordnance Co.	TRSP	42029	STICE	3 - 2
105	TRK, 2 1/2 ton, Cgo	Ordnance Co.	TRSP	90847	JOHNSON	5 - 3
106	TRK, 2 1/2 ton, Cgo	Ordnance Co.	TRSP	47959	MURRAY	5 - 3
107	TRK, 2 1/2 ton, Cgo	Ordnance Co.	TRSP	42616	MOSCATO	3 - 4
108	TRK, 2 1/2 ton, Auto, Repair	Ordnance Co.	RPR	100682	LUKAS	3 - 4
109	TRK, 2 1/2 ton, Auto, Repair	Ordnance Co.	RPR	102202	COLE	3 - 4

(final)

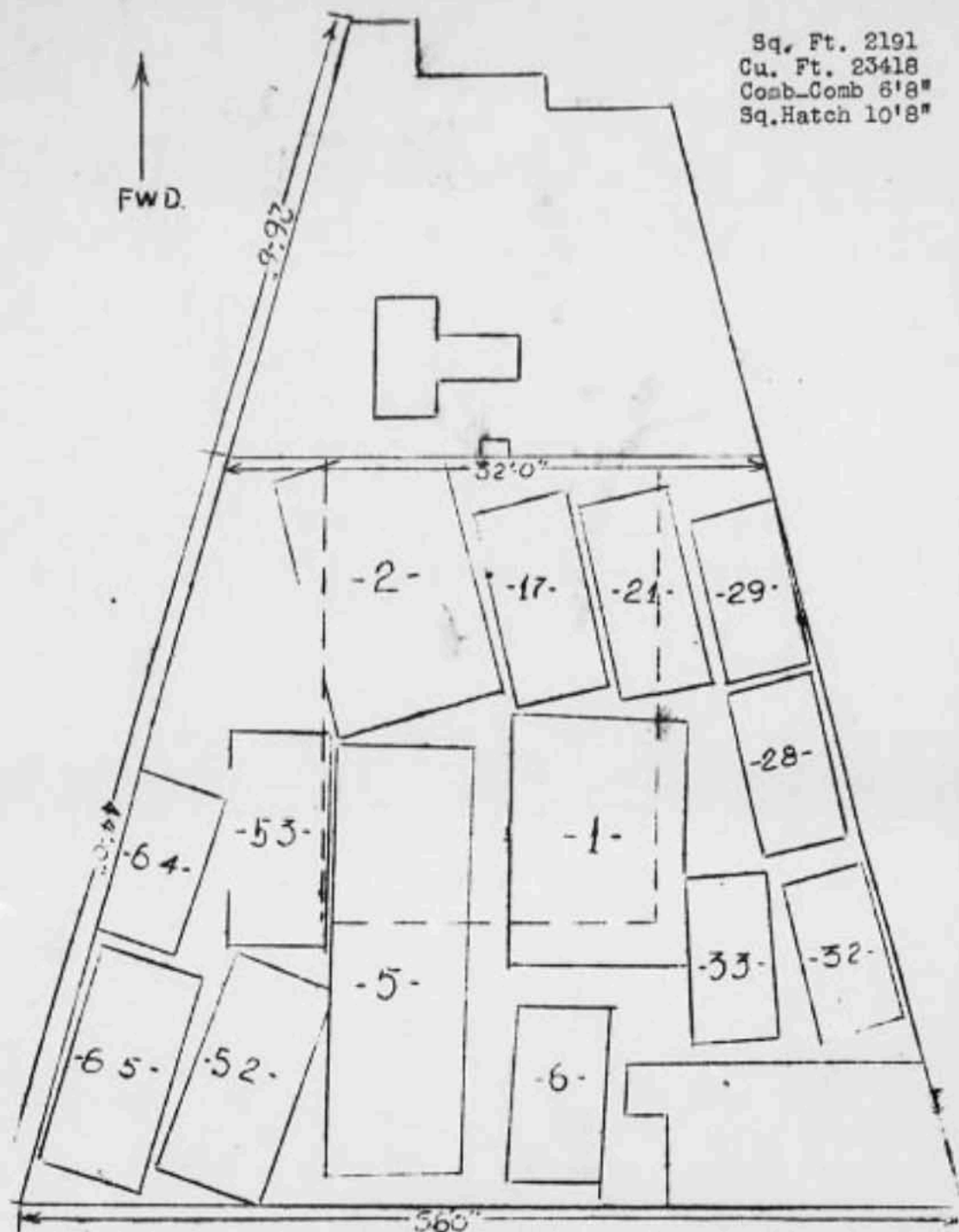
*To be filled by TQM

(Form 2)

CONFIDENTIAL

13

Sq. Ft. 2191
 Cu. Ft. 23418
 Comb. Comb 6'8"
 Sq. Hatch 10'8"



PRIORITY

1
 2
 5
 6
 17
 21
 28
 29
 32
 33
 52
 53
 64
 65

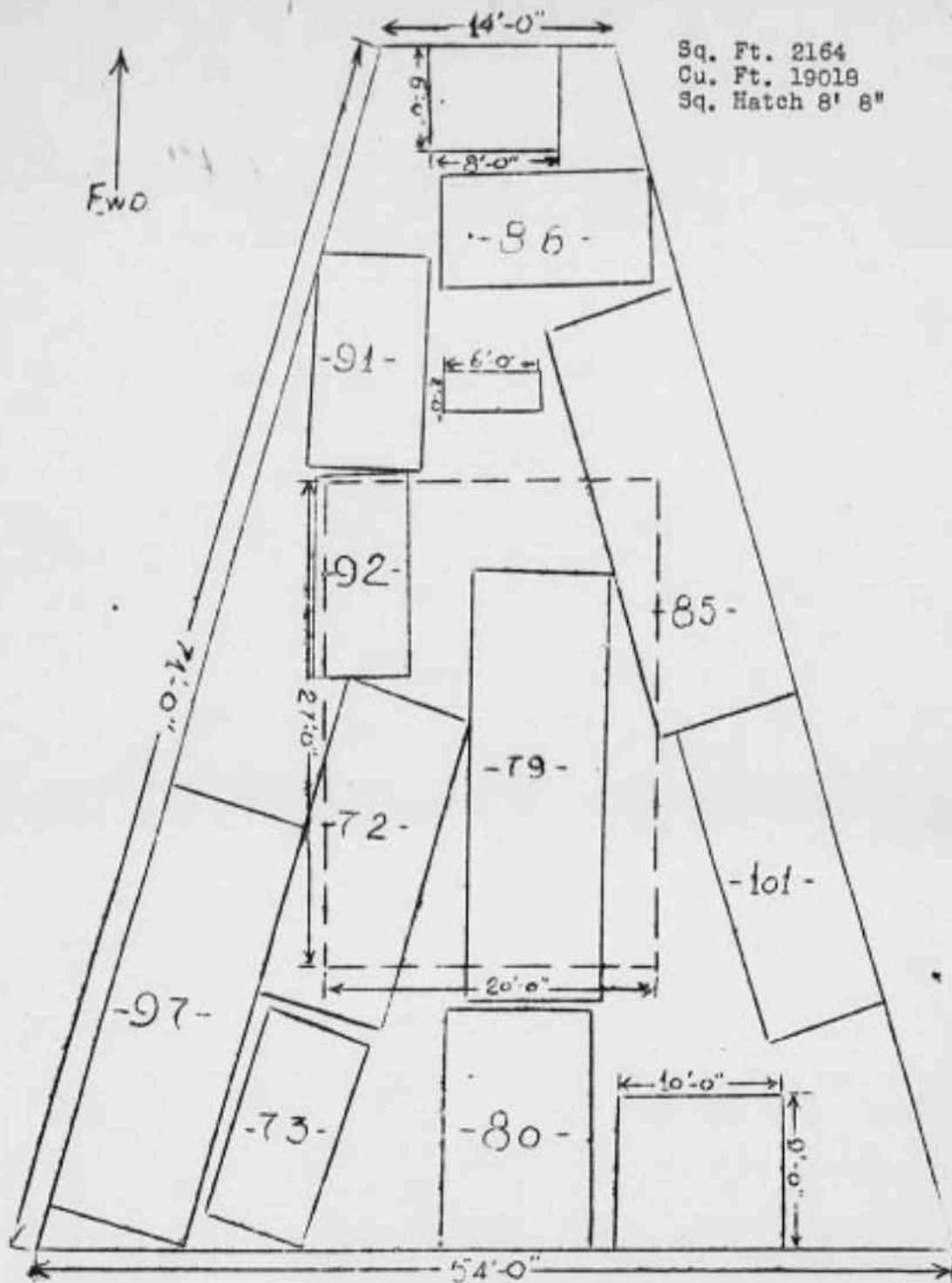
TYPE OF VEHICLE

TRACTOR, TD-9 w/ ad
 TRACTOR, TD-9 w/ ad
 TRUCK, 2 1/4-ton, 6x6 cargo
 TRAILER, 1/4 Ton, Cargo
 AMBULANCE, 1/4 Ton
 AMBULANCE, 1/4 Ton
 TRAILER, 1/4 Ton, Cargo
 TRUCK, 1/4 Ton, Cargo
 TRAILER, 1/4 Ton, Cargo
 TRUCK, 1/4 Ton, Cargo
 TRAILER, 1-Ton, Cargo
 TRAILER, 1-Ton, Water 300 Gala
 TRUCK, 1/4-Ton, Cargo
 TRAILER, 1-Ton, 300 Gal.

ORGANIZATION

"A" Co 3d Pion.
 "A" Co 3d Pion.
 "A" Co 3d Mt/Tr
 "A" Co 3d Mt/Tr
 "B" Co 3d Med. Br.
 "E" Co 3d Med. Br.
 Ordnance Co.
 Ordnance Co.
 Ordnance Co.
 Ordnance Co.
 "A" Co, 3d Mt/Tr
 "A" Co, 3d Mt/Tr
 "A" Co, 3d Mt/Tr
 "A" Co, 3d Mt/Tr

HOLD SECTION 1
 DECK 2



Sq. Ft. 2164
 Cu. Ft. 19018
 Sq. Hatch 8' 8"

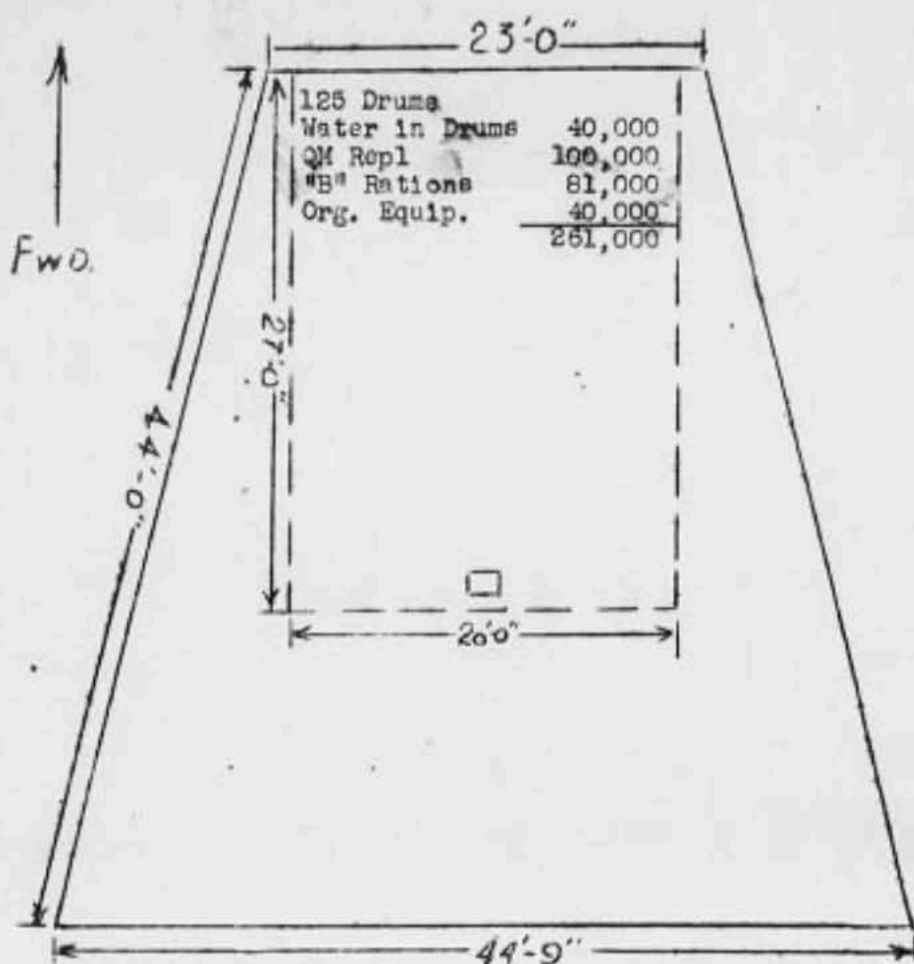
<u>PRIORITY</u>	<u>TYPE OF VEHICLE</u>	<u>ORGANIZATION</u>
72	TRUCK, 1-Ton, Cargo	"A" Co., 3d Mt/Trs
73	TRAILER, 1-Ton, Water, 300 Gal.	Ordnance Company
79	TRUCK, 2½-Ton, Cargo	Ordnance Company
85	TRUCK, 2½-Ton, Cargo	Ordnance Company
86	TRAILER, 1-Ton, 2-whl., Greasing	"A" Co., 3d Mt/Trs.
91	GENERATOR, 9.4, KVA Trailer	"B" Co., 3d Med. Bn
92	AMBULANCE, ¼-Ton	"E" Co., 3d Med. Br
97	TRUCK, 2½-Ton, Cargo	"A" Co., 3d Mt/Trs.
101	TRUCK, 1-Ton, 4x4, Recon	"E" Co., 3d Med. Bn.

HOLD SECTION 1
 DECK 3

CONFIDENTIAL

STORAGE PLAN

15



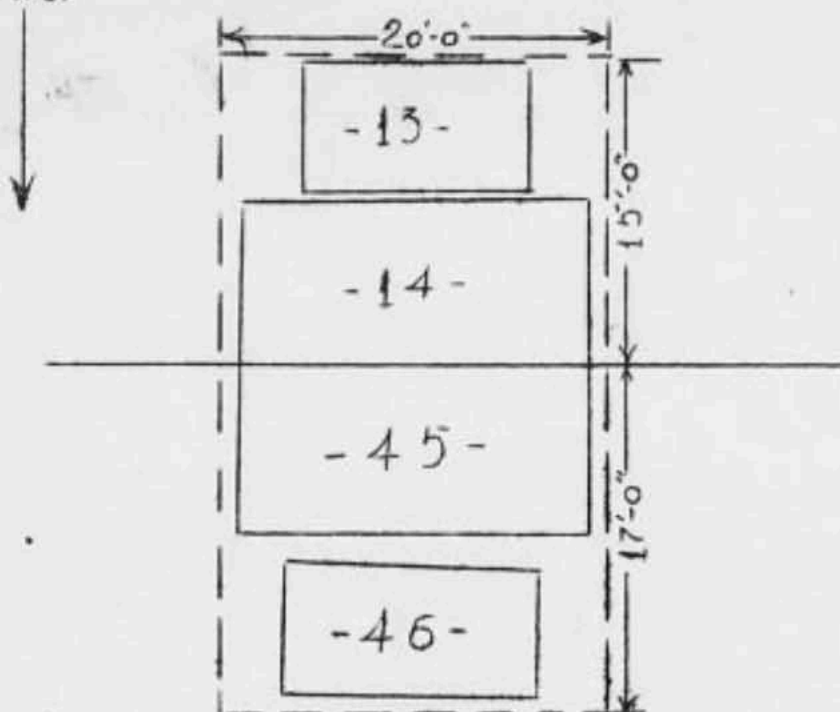
Sq. Ft. 1456
 Cu. Ft. 29713
 Comb. Comb 14' 9"
 Sq. Hatch 15' 6"

HOLD SECTION 1
 DECK 4

STOWAGE PLAN

CONFIDENTIAL

Fwd.



PRIORITY

13 AFT
14 AFT
45 FW'D
46 FW'D

TYPE OF VEHICLE

TRACTOR, TD-9 w/ pto (#91) Tractor & Trailer)
TRAILER, 6-Ton, Athey (#91) Plat. " ")
TRACTOR, TD-14 w/ pto (#96) " " " ")
TRAILER, 1-Ton, 300 Gal. "A" Co, 3d Mt/Trs.)

ORGANIZATION

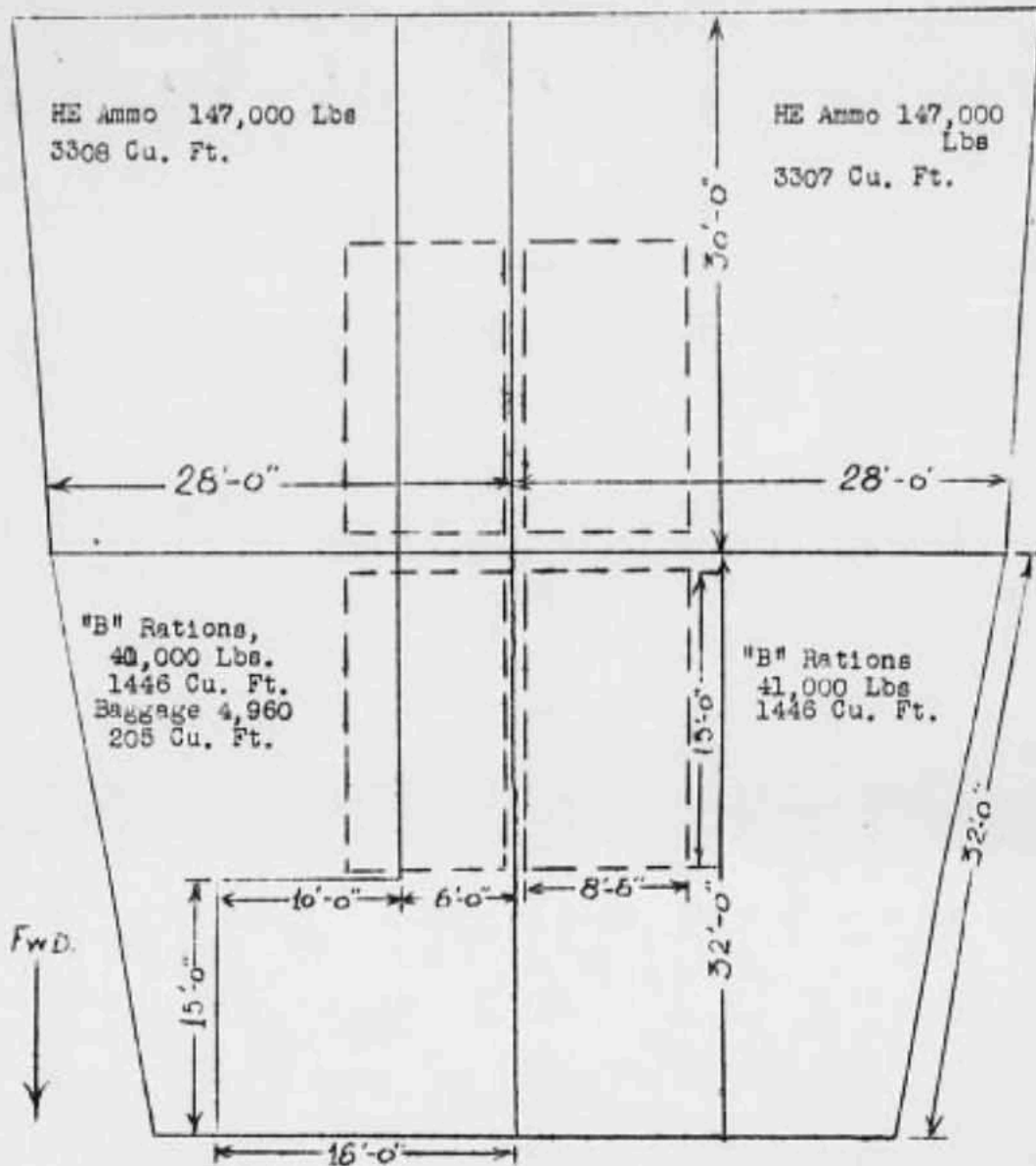
HOLD SECTION 2
DECK 3

STORAGE PLAN

CONFIDENTIAL

Sq. Ft. 670
 Cu. Ft. 13367
 Min. Ht. 17' 0"

Sq. Ft. 815
 Cu. Ft. 13443
 Min. Ht. 17' 0"



Sq. Ft. 352
 Cu. Ft. 10925
 Min. Ht. 17' 0"

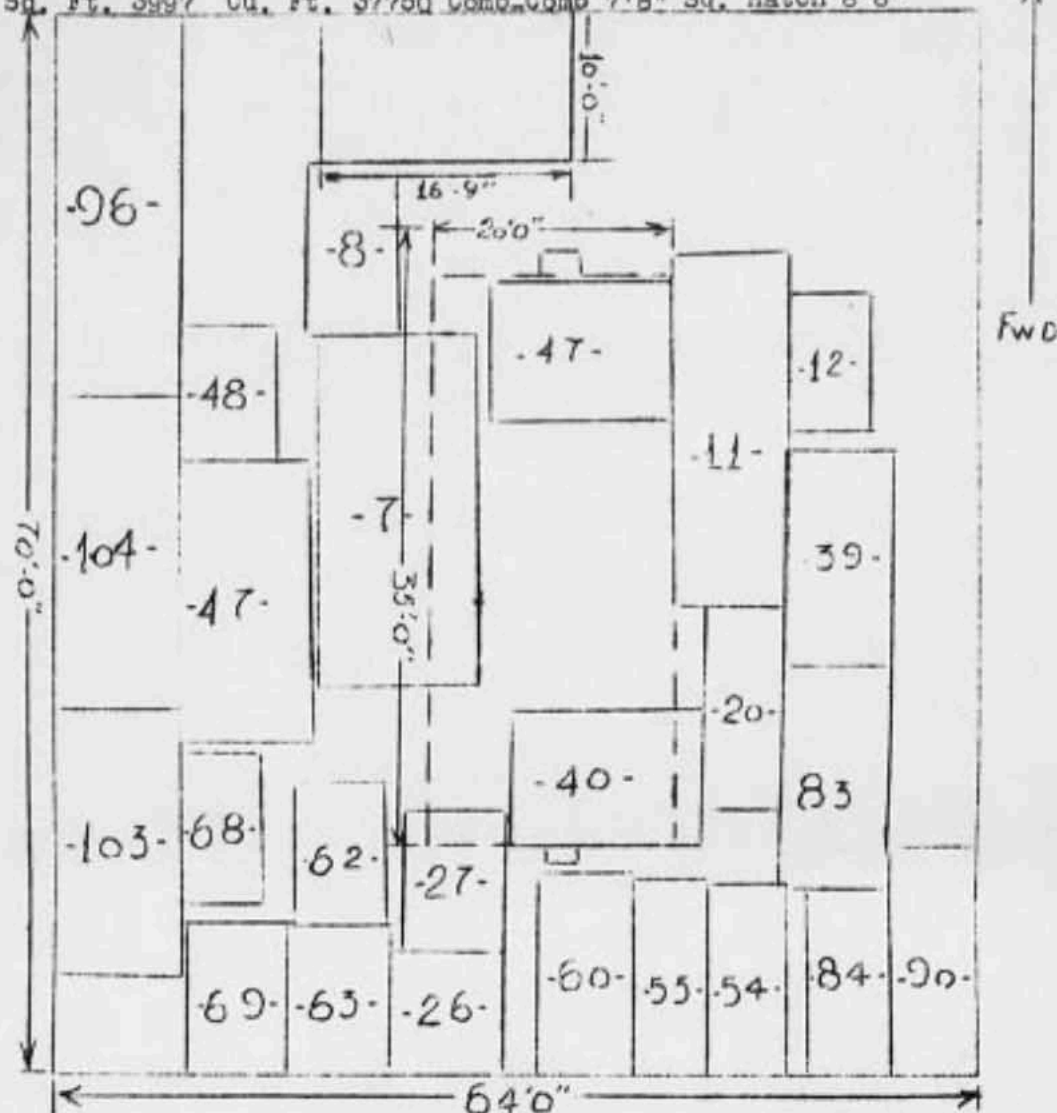
HOLD SECTION 2
 DECK 4

Sq. Ft. 760
 Cu. Ft. 14815
 Min. Ht. 17' 0"

STORAGE PLAN

CONFIDENTIAL

Sq. Ft. 3997 Cu. Ft. 37750 Comb. Comb 7'8" Sq. Hatch 8'8"



PRIORITY	TYPE OF VEHICLE	ORGANIZATION
7	TRUCK, 2 $\frac{1}{2}$ -Ton, Cargo	"A" Co, 3d Mt/Trs.
8	TRAILER, p/4-Ton, Cargo	"A" Co, 3d Mt/Trs.
11	TRUCK, 2 $\frac{1}{2}$ -Ton, 6x6, Dump	"A" Co., 3d Engr. Bn.
12	TRAILER, 1/4-Ton, Cargo	"A" Co., 3d Mt/Trs.
20	AMBULANCE, 1/4-Ton	"E" Co, 3d Med. Bn.
26	TRAILER, 1/4-Ton, Cargo	Ordnance Company
27	TRUCK, 1/4-Ton, Cargo	Ordnance Company
39	TRACTOR, TD-9, W/pto (#93)	Tractor & Trailer Plat.
40	TRAILER, 6-Ton, Athey (#93)	Tractor & Trailer Plat.
47	TRAILER, 6-Ton, Athey (#94)	Tractor & Trailer Plat.
48	TRUCK, 1/4-Ton, Cargo	"A" Co., 3d Mt/Trs.
54	TRAILER, 1-Ton, Cargo	"A" Co., 3d Mt/Trs.
55	TRAILER, 1-Ton, 300 Gal.	"A" Co., 3d Mt/Trs.
60	TRAILER, 3-Ton, 2-whl., Sterile Shower.	"B" Co., 3d Med. Bn.
62	TRUCK, 1/4-Ton, Cargo	"A" Co., 3d Mt/Trs.
63	TRAILER, 1-Ton, Greasing	Ordnance Company
68	TRUCK, 1/4-Ton, Cargo	"A" Co., 3d Mt/Trs.
69	TRAILER, 1-Ton, 300 Gal	"A" Co., 3d Mt/Trs.
83	AMBULANCE, 1-Ton	"E" Co., 3d Med. Bn.
84	AMBULANCE, 1/4-Ton	"E" Co., 3d Med. Bn.
96	TRUCK, 2-1/2-Ton, Cargo	"A" Co., 3d Mt/Trs.
103	TRUCK, 1-Ton, Cargo	Ordnance Company
104	TRUCK, 1-Ton, Cargo	Ordnance Company

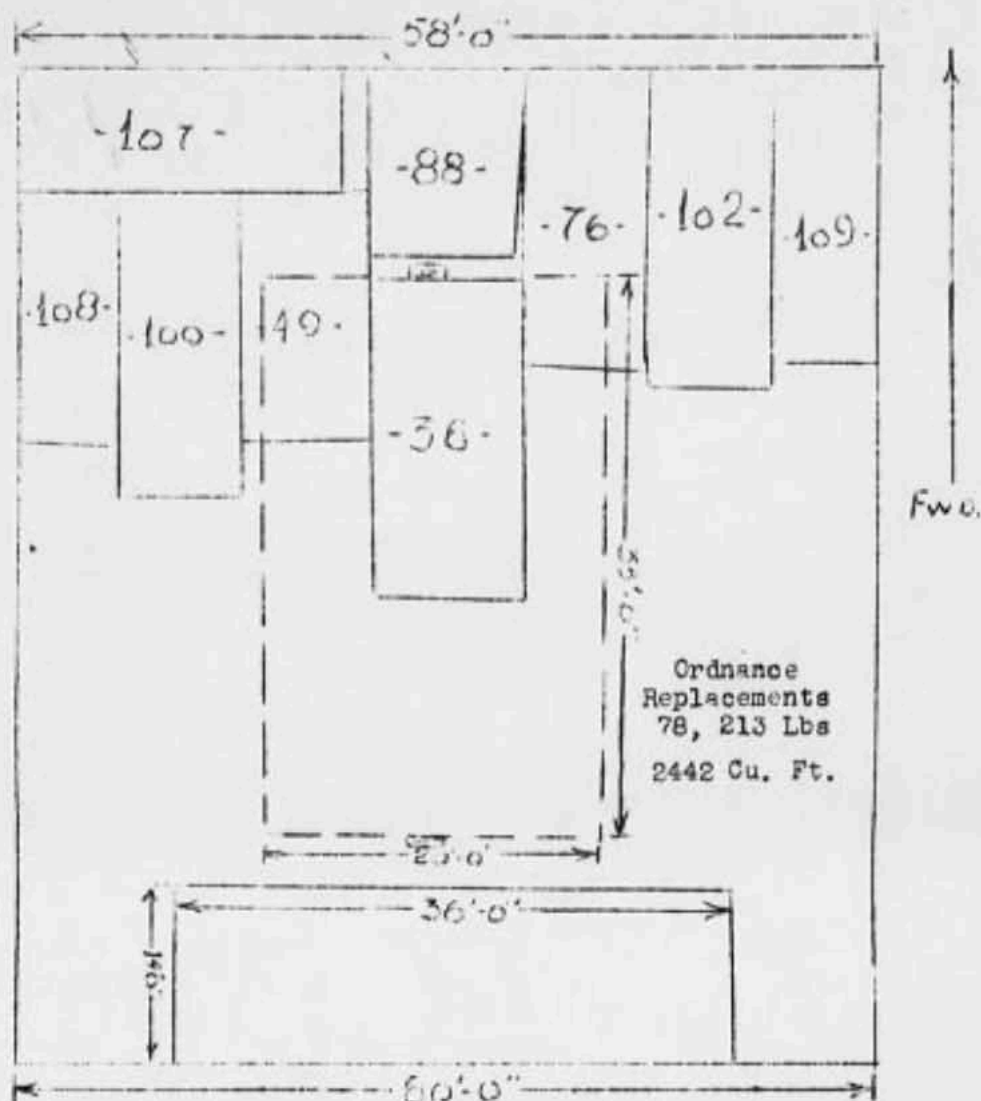
HOLD SECTION 3 DECK 3

CONFIDENTIAL

STORAGE PLAN

19

Sq. Ft. 3449
 Cu. Ft. 49023
 Comb_Comb 12" 0#
 Sq. Hatch 14' 8"

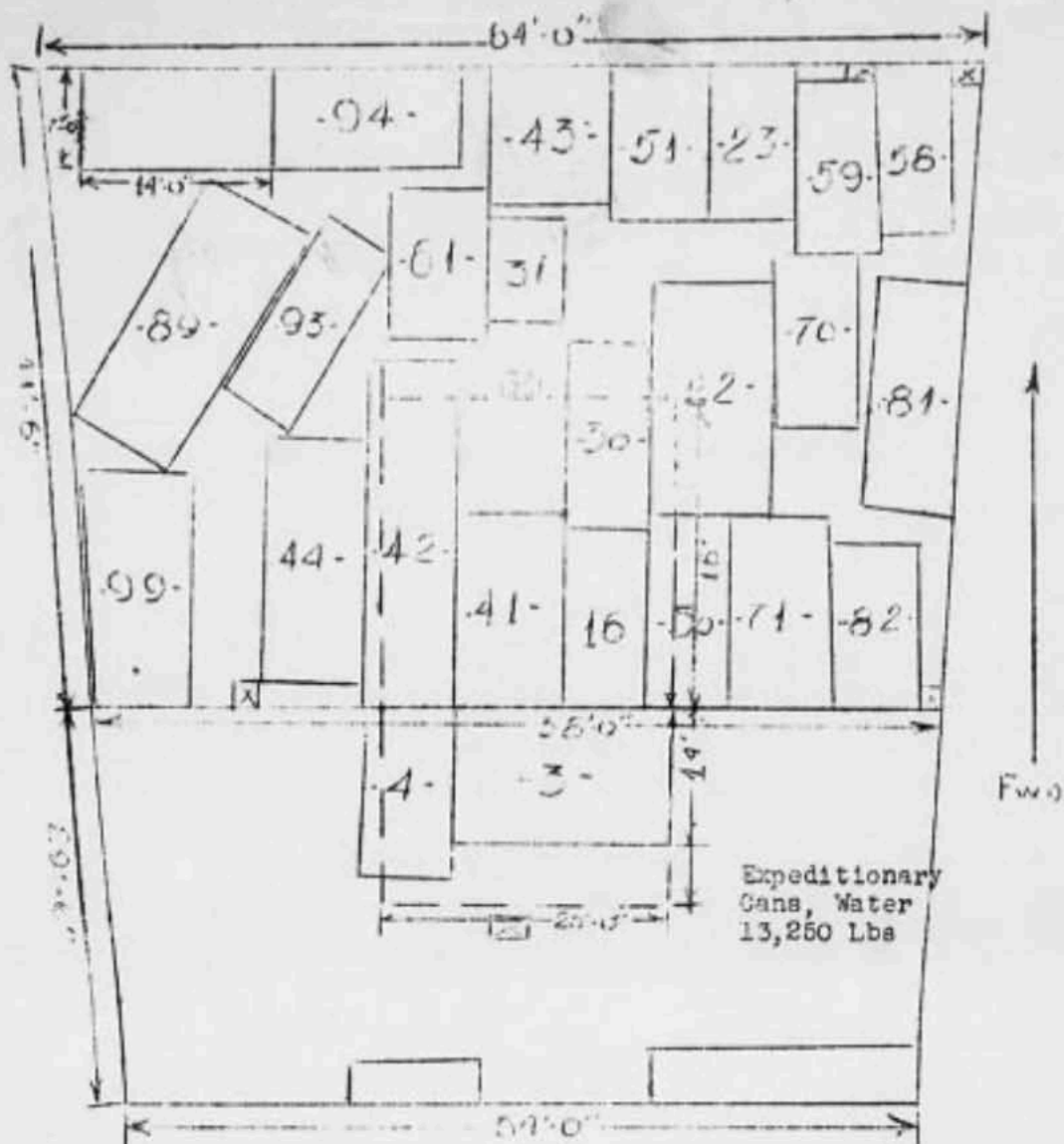


<u>PRIORITY</u>	<u>TYPE OF VEHICLE</u>	<u>ORGANIZATION</u>
36	TRUCK, 2-1/2-Ton, Wrecking	Ordnance Company
49	TRUCK, 2-1/2-Ton, Machine Shop	Ordnance Company
76	TRUCK, 2-1/2-Ton, Machine Shop	Ordnance Company
88	TRAILER, 2-Ton, 4-whl, Stkrm.	"A" Co., 3d Mt/Trs.
100	TRUCK, 2-1/2-Ton, Cargo	"B" Co., 3d Med Bn.
102	TRUCK, 2-1/2-Ton, Cargo	"E" Co., 3d Med Bn.
107	TRUCK, 2-1/2-Ton, Cargo	Ordnance Company
108	TRUCK, 2-1/2-Ton, Automotive Repair	Ordnance Company
109	TRUCK, 2-1/2-Ton, Automotive Repair	Ordnance Company

HOLD SECTION 3
 DECK 4

STOWAGE PLAN

CONFIDENTIAL

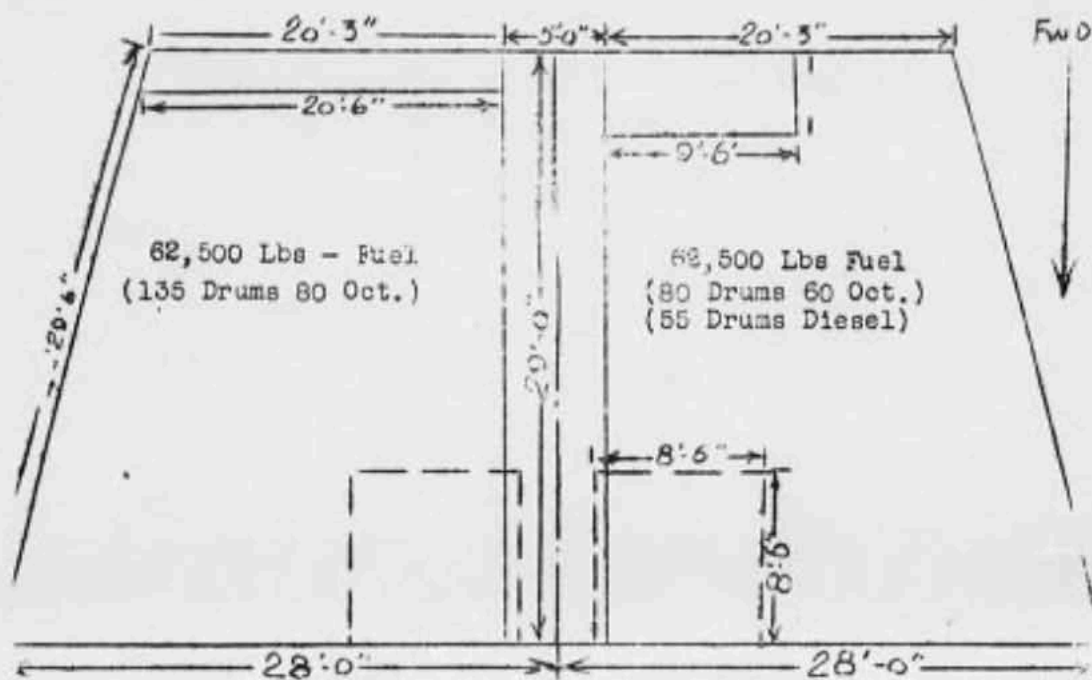


PRIORITY	TYPE OF VEHICLE	ORGANIZATION
3 APT	TRACTOR, TD-9 w/ad	"A" Co., 3d Pion. Bn.
4 APT	TRACTOR, TD-9 w/pto	"A" Co., 3d Mt/Trs.
16 FWD	AMBULANCE, 1/4-Ton	"B" Co., 3d Med. Bn.
22	TRAILER, 1-Ton, 2-whl. Stkrn.	Ordnance Company
23	TRAILER, 1-Ton, 300 Gal.	"A" Co., 3d Mt/Trs.
30	TRAILER, 1/4-Ton, Cargo	Ordnance Company
31	TRUCK, 1/4-Ton, Cargo	Ordnance Company
41	TRACTOR, TD-9, w/pto (#94)	Tractor & Trailer Plat
42	TRAILER, 6-Ton, Athey (#96)	Tractor & Trailer Plat
43	TRACTOR, TD-9, w/pto (#95)	Tractor & Trailer Plat
44	TRAILER, 6-Ton, Athey (#95)	Tractor & Trailer Plat
50	TRAILER, 1-Ton, Cargo	"A" Co., 3d Mt/Trs.
51	TRAILER, 1-Ton, 300 Gals.	"A" Co., 3d Mt/Trs.
53	TRAILER, 1-Ton, Cargo	"E" Co., 3d Med Bn.
53	TRAILER, 1-Ton, 300 Gals.	"E" Co., 3d Med Bn.
51	TRAILER, 3-Ton, 2-whl. Steril Shower	"E" Co., 3d Med Bn.
70	TRUCK, 1/4-Ton, Cargo	"A" Co., 3d Mt/Trs.
71	TRAILER, 1-Ton, 300 Gals	"A" Co., 3d Mt/Trs.
81	AMBULANCE, 1-Ton	"B" Co., 3d Med Bn.
82	TRUCK, 1/4-Ton, Cargo	"B" Btry, 12th Mar.
89	AMBULANCE, 1-Ton	"B" Co., 3d Med Bn.
93	AMBULANCE, 1/4-Ton	"E" Co., 3d Med Bn.
94	GENERATOR, 9.4, KVA, Trailer	"E" Co., 3d Med Bn.
97	TRUCK, 1-Ton, Recon	"B" Co., 3d Med Bn.

HOLD SECTION 4 DECK 3

CONFIDENTIAL

STORAGE PLAN



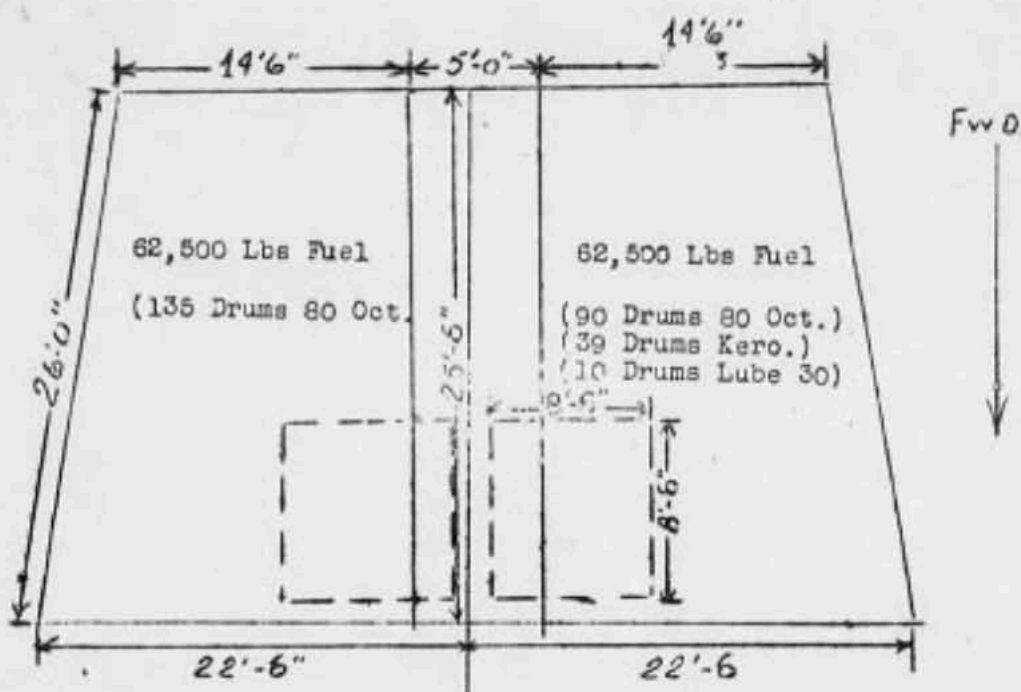
HOLD SECTION 4
 DECK 4

STOWAGE PLAN

Sq. Ft. 457
 Cu. Ft. 4522
 Min. Ht. 5' 9"

Sq. Ft. 348
 Cu. Ft. 3438
 Min. Ht. 5' 9"

CONFIDENTIAL



Sq. Ft. 357
 Cu. Ft. 2499
 Min. Ht. 7' 0"

Sq. Ft. 246
 Cu. Ft. 1722
 Min. Ht. 7' 0"

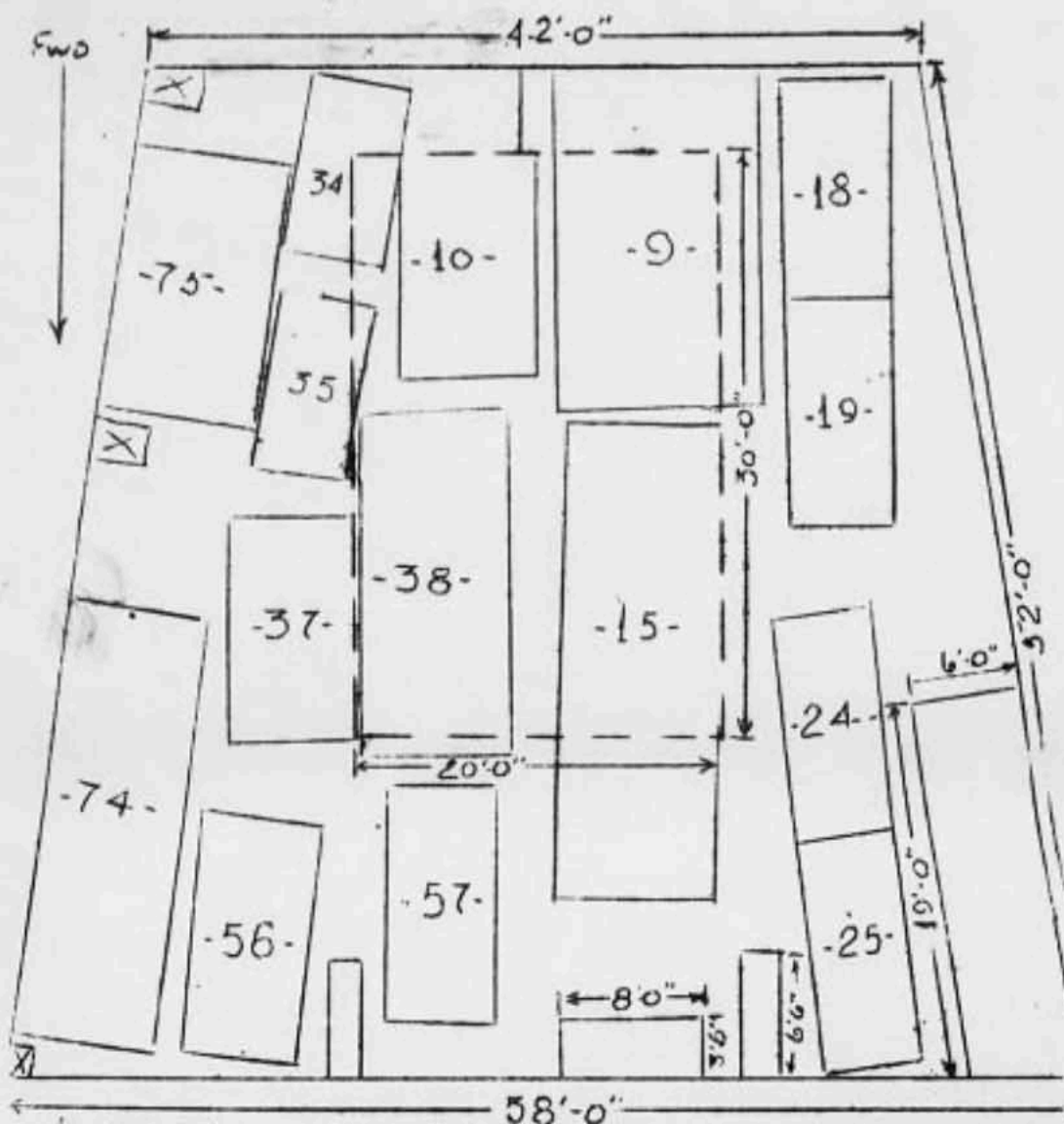
HOLD SECTION 4
 DECK 5

STORAGE PLAN

CONFIDENTIAL

Sq. Ft. 2,394
Cu. Ft. 22,740

Comb. Comb 6' 9"
Sq. Hatch 10' 10"



PRIORITY

TYPE OF VEHICLE

ORGANIZATION

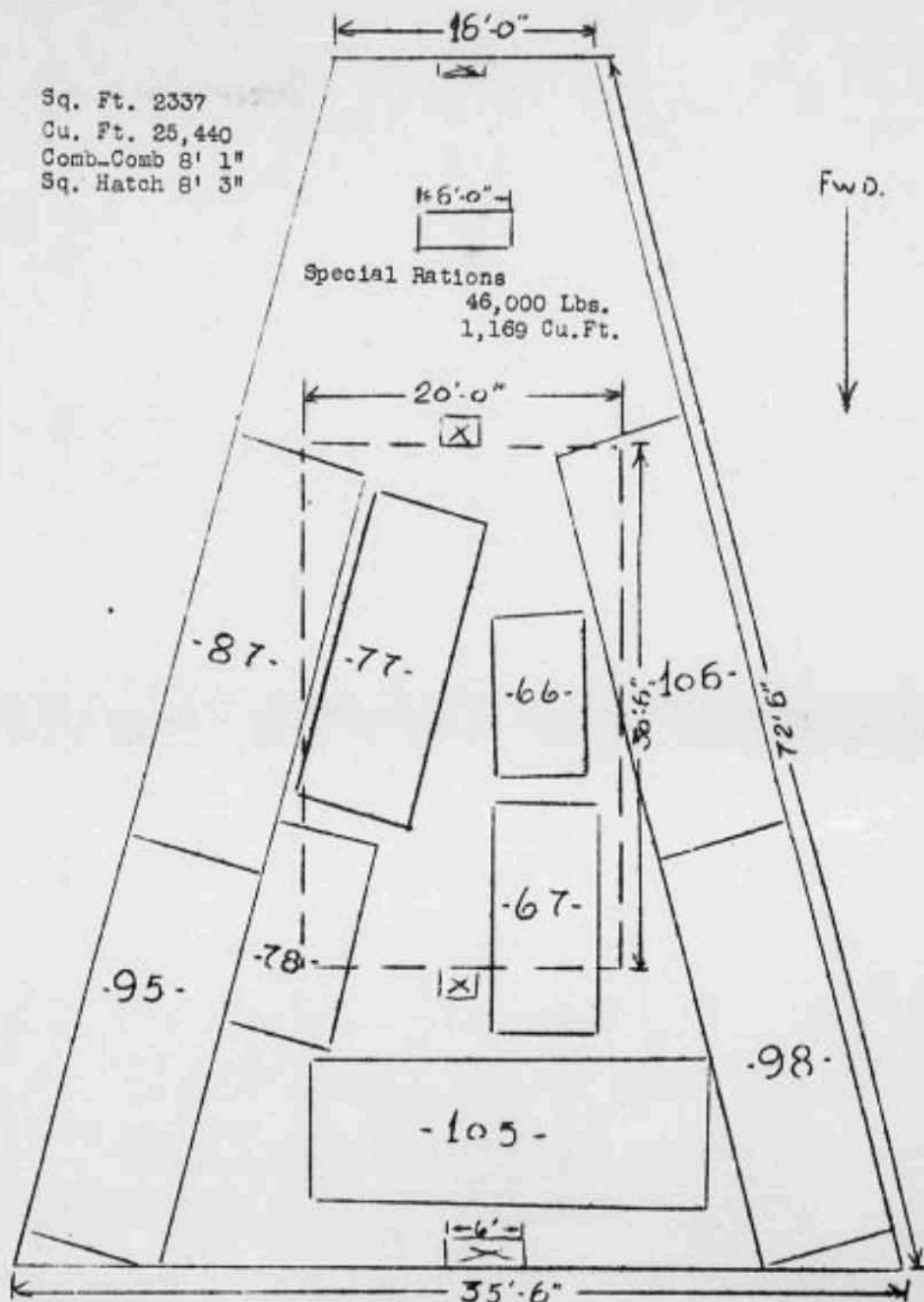
9	TRACTOR, D-7, w/ad	"A" Co., 3d Engrs.
10	TRACTOR, TD-9, w/pto	"A" Co., 3d Mt/Trs.
15	TRUCK, 2-1/2-Ton, Wrecking	"A" Co., 3d Mt/Trs.
18	AMBULANCE, 1/4-Ton	"B" Co., 3d Med Bn.
19	AMBULANCE, 1/4-Ton	"E" Co., 3d Med Bn.
24	TRAILER, 1-Ton, Cargo	"B" Btry, 12th Mar.
25	TRAILER, 1-Ton, Cargo	"B" Btry, 12th Mar.
34	TRAILER, 1/4-Ton, Cargo	Ordnance Company
35	TRUCK, 1/4-Ton, Cargo	Ordnance Company
37	TRACTOR, TD-9, w/pto (#92)	Tractor & Trailer Pl
38	TRAILER, 6-Ton, Athey (#92)	Tractor & Trailer Pl
56	TRAILER, 1-Ton, 300 Gal.	"B" Co., 3d Med Bn.
57	TRAILER, 1-Ton, Cargo	"B" Co., 3d Med Bn.
74	TRUCK, 2-1/2-Ton, Welding	Ordnance Company
75	TRAILER, 1-Ton, 2-whl., Strkm.	Ordnance Company

HOLD SECTION 5
DECK 2

STOWAGE PLAN

CONFIDENTIAL

Sq. Ft. 2337
 Cu. Ft. 25,440
 Comb. Comb 8' 1"
 Sq. Hatch 8' 3"



PRIORITY

77
 78
 87
 95
 98
 105
 106
 66
 67

TYPE OF VEHICLE

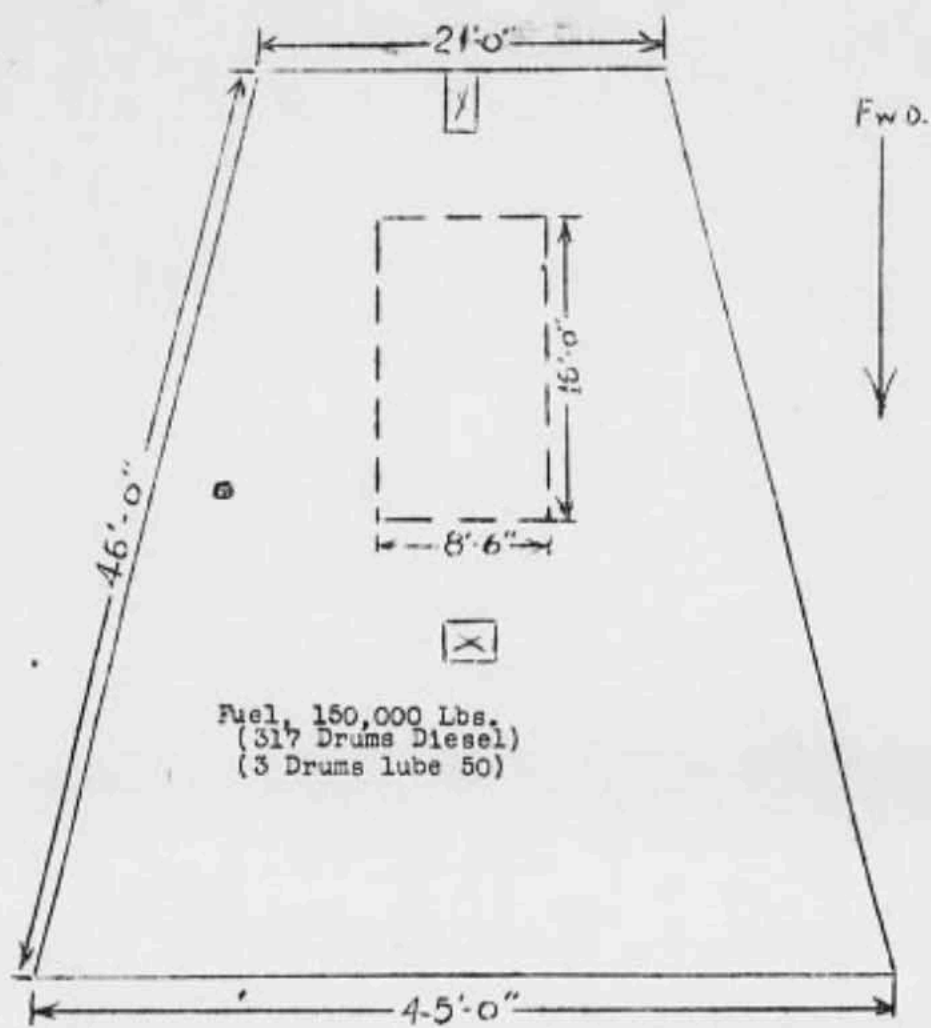
TRUCK, 1-Ton, Cargo
 TRAILER, 1-Ton, 300 Gal.
 TRUCK, 2-1/2-Ton, Cargo
 TRUCK, 2-1/2-Ton, Cargo
 TRUCK, 2-1/2-Ton, Cargo
 TRUCK, 2-1/2-Ton, Cargo
 TRUCK, 2-1/2-Ton, Cargo
 TRUCK, 1-1/4-Ton, Cargo
 TRAILER, 1-Ton, 300 Gals.

HOLD SECTION 6
 DECK 3

ORGANIZATIO

"B" Btry., 12th Mar.
 "B" Btry., 12th Mar.
 "A" Co., 3d Mt/Trs.
 "A" Co., 3d Mt/Trs.
 "A" Co., 3d Mt/Trs.
 Ordnance Company
 Ordnance Company
 "A" Co., 3d Mt/Trs.
 "A" Co., 3d Mt/Trs.

STORAGE PLAN



Fuel, 150,000 Lbs.
 (317 Drums Diesel)
 (3 Drums lube 50)

Sq. Ft. 1481
 Cu. Ft. 12,307

Comb-Comb 5' 10"
 Sq. Hatch 7' 0"

HOLD SECTION 5
 DECK 4

STOWAGE PLAN

CONFIDENTIAL

LOADING SUMMARY -- U. S. S. WARRICK

HOLD SECTION NUMBER (HATCH 1)

DECK	ORGANIZATION	TYPE EQUIPMENT OR SUPPLIES	SQ. FT.	CU. FT.	POUNDS	APPROX. NO. LIFTS
2	"A" Co., 3d Pioneer Bn. #2	TRACTOR, TD-9, w/ad PRIOR, #1	411	2634	15800	1
2	"A" Co., 3d Pioneer Bn. #2	TRACTOR, TD-9, w/ad #2	411	2634	15800	1
2	"A" Co., 3d Mt/Trs. #5	TRUCK, 2 $\frac{1}{2}$ -ton, 6x6, Cargo #5	179	1166	18000	1
2	"A" Co., 3d Mt/Trs. #6	TRAILER, $\frac{1}{2}$ -ton, Cargo #6	43	162	1050	1
2	"B" Co., 3d Med. Bn. #7	AMBULANCE, $\frac{1}{2}$ -ton #17	56	332	2700	1
2	"E" Co., 3d Med. Bn. #1	AMBULANCE, $\frac{1}{2}$ -ton #21	56	332	2700	1
2	Ordnance Company #3	TRAILER, $\frac{1}{2}$ -ton, Cargo #28	43	162	1050	1
2	Ordnance Company #2	TRUCK, $\frac{1}{2}$ -ton, Cargo #29	55	226	2900	1
2	Ordnance Company #32	TRAILER, $\frac{1}{2}$ -ton, Cargo #32	43	162	1050	1
2	Ordnance Company	TRUCK, $\frac{1}{2}$ -ton, Cargo #33	55	226	2900	1
2	"A" Co., 3d Mt/Trs.	TRAILER, 1-ton, Cargo #52	59	321	3600	1
2	"A" Co., 3d Mt/Trs.	TRAILER, 1-ton, 300 gal. #53	67	357	7000	1
2	"A" Co., 3d Mt/Trs.	TRUCK, $\frac{1}{2}$ -ton Cargo #64	55	226	2900	1
2	"A" Co., 3d Mt/Trs.	TRAILER, 1-ton, 300 gal. #65	67	357	7000	1
3	"A" Co., 3d Mt/Trs.	TRUCK, 1-ton, Cargo #72	120	697	8000	1
3	Ordnance Company	TRAILER, 1-ton, 300 gals. #73	67	357	7000	1
3	Ordnance Company	TRUCK, 2 $\frac{1}{2}$ ton Cargo #79	179	1166	18000	1
3	Ordnance Company	TRUCK, 2 $\frac{1}{2}$ -ton, Cargo #85	179	1166	18000	1
3	"A" Co., 3d Mt/Trs.	TRAILER, 1-ton, 2-whl. Greas. #86	66	475	5200	1
3	"B" Co., 3d Med. Bn.	GENERATOR, 9.4, KVA, Trailer #91	70	487	3460	1
3	"E" Co., 3d Med. Bn.	AMBULANCE, $\frac{1}{2}$ -ton #92	56	332	2700	1
3	"A" Co., 3d Mt/Trs.	TRUCK, 2 $\frac{1}{2}$ -ton, 6x6, Cargo #97	179	1166	18000	1
3	"E" Co., 3d Med. Bn.	TRUCK, 1-ton, 4x4, Recon #101	120	637	8000	1
4		DRUMS, water (125)		920	40000	32
4		QUARTERMASTER REPLENISHMENT		4000	81000	75
4		RATIONS (B)		2893	81000	60
4		ORGANIZATIONAL EQUIPMENT		2666	40000	30
TOTAL FOR HOLD SECTION - - - - -			2636	26259	433810	220
TOTAL TONS (Short) - - - - -			X	X	216.9	X

FORM

LOADING SUMMARY U. S. S. WARRICK
HOLD SECTION NUMBER (HATCH 2)

Deck	ORGANIZATION	TYPE EQUIPMENT OR SUPPLIES	SQ. FT.	CU. FT.	POUNDS	APPROX. NO. LIFTS
2AFT	TRACTOR & TRAILER PLT.	TRACTOR, TD-9, w/pto (#91) Prior. #13	68	428	15200	1
2 AFT	Tractor & Trailer Plt.	TRAILER, 6-ton, Athey (#91) #14	181	1103	20700	1
2 FWD	Tractor & Trailer Plt.	TRACTOR, TD-14, w/pto (#96) #15	68	525	15213	1
2 FWD	"A" Co., 3d Mt/Trs.	TRAILER, 300 gal. 1-ton #16	67	357	7000	1
4th AFT St'Bd		AMMO. HE.		3308	147000	74
4th AFT Port		AMMO. HE.		3307	147000	74
4th FWD St'Bd.		RATIONS (B)		1446	41000	25
		BAGGAGE		205	4960	4
4th FWD Port		RATIONS (B)		1446	41000	25
TOTAL FOR HOLD SECTION - - - - -			384	12125	439073	206
TOTAL TONS (Short) - - - - -			X	X	219.53	X

FORM NO. 5

LOADING SUMMARY U. S. S. WARRICK
HOLD SECTION NUMBER (HOLD 3)

Deck	ORGANIZATION	TYPE EQUIPMENT OR SUPPLIES	SQ. FT.	CU. FT.	POUNDS	APPROX. NO. LIFTS
3	"A" Co., 3d Mt/Trs.	TRUCK, 2½-ton, Cargo Priot. #7	179	1166	18000	1
3	"A" Co., 3d Mt/Trs.	TRAILER, ½-ton, Cargo #8	43	162	1050	1
3	"A" Co., 3d Engr. Bn.	TRUCK, 2½-ton, 6x6, Dump #11	164	1179	19500	1
3	"A" Co., 3d Mt/Trs.	TRAILER, ½-ton, Cargo #12	43	162	1050	1
3	"E" Co., 3d Med. Bn.	AMBULANCE, ½-ton #20	56	332	2700	1
3	Ordnance Company	TRAILER, ½-ton, Cargo #26	43	162	1050	1
3	Ordnance Company	TRUCK, ½-ton, Cargo #27	55	226	2900	1
3	Tractor & Trailer Plt.	TRACTOR, TD-9, w/pto (#93) #39	58	428	15200	1
3	Tractor & Trailer Plt.	TRAILER, 6-ton, Athey (#93) #40	181	1103	20700	1
3	Tractor & Trailer Plt.	TRAILER, 6-ton, Athey (#94) #47	181	1103	20700	1
3	"A" Co., 3d Mt/Trs.	TRUCK, ½-ton, Cargo #48	55	226	2900	1
3	"A" Co., 3d Mt/Trs.	TRAILER, 1-ton, Cargo #54	59	321	3600	1
3	"A" Co., 3d Mt/Trs.	TRAILER, 1-ton, 300 gal #55	67	357	7000	1
3	"B" Co., 3d Med. Bn.	TRAILER, 3-ton, 2-whl. Sterile Shower #60	89	604	6500	1
3	"A" Co., 3d Mt/Trs.	TRUCK, ½-ton, Cargo #62	55	226	2900	1
3	Ordnance Company	TRAILER, 1-ton, Greasing #63	66	475	5200	1
3	"A" Co., 3d Mt/Trs.	TRUCK, ½-ton, Cargo #68	55	226	2900	1
3	"A" Co., 3d Mt/Trs.	TRAILER, 1-ton, 300 gals. #69	67	357	7000	1
3	"E" Co., 3d Med. Bn.	AMBULANCE, 1-ton #83	102	702	7000	1
3	"E" Co., 3d Med. Bn.	AMBULANCE, ½-ton #84	56	332	2700	1
3	"A" Co., 3d Mt/Trs.	TRUCK, 2½-ton, 6x6, Cargo #96	179	1166	18000	1
3	Ordnance Company	TRUCK, 1-ton, Cargo #103	120	637	8000	1
3	Ordnance Company	TRUCK, 1-ton, Cargo #104	120	637	8000	1
4	Ordnance Company	TRUCK, 2½-ton, Wrecking #36	182	1806	16000	1
4	Ordnance Company	TRUCK, 2½-ton, Mach. Shop #49	150	1354	21800	1
4	Ordnance Company	TRUCK, 2½-ton, Mach. Shop #76	150	1354	21800	1
TOTAL FOR HOLD SECTION						
TOTAL TONS (Short)						
FORM No. 5			X	X		X
(Sheet 1)						

LOADING SUMMARY U.S. WARSHIP

HOLD SECTION NUMBER (HOLD 3 contd.)

Deck	ORGANIZATION	TYPE EQUIPMENT OR SUPPLIES	SQ. FT.	CU. FT.	POUNDS	APPROX. NO. LIFTS
4	"A" Co., 3d Mt/Trs.	TRAILER, 2-ton, 4 wheel, Stkrm. Prior #88	92	817	16300	1
4	"B" Co., 3d Med. Bn.	TRUCK, 2 $\frac{1}{2}$ -ton, Cargo #100	179	1166	18000	1
4	"E" Co., 3d Med. Bn.	TRUCK, 2 $\frac{1}{2}$ -ton, Cargo #102	179	1166	18000	1
4	Ordnance Company	TRUCK, 2 $\frac{1}{2}$ -ton, Cargo #107	179	1166	18000	1
4	Ordnance Company	TRUCK, 2 $\frac{1}{2}$ -ton, Automotive Repair #108	170	1700	20100	1
4	Ordnance Company	TRUCK, 2 $\frac{1}{2}$ -ton, Automotive Repair #109	170	1700	20100	1
4	Ordnance Company	ORDNANCE REPLENISHMENT		2442	78213	60
(Sheet 2 final)						
TOTAL FOR HOLD SECTION -----			3554	26143	432863	92
TOTAL TONS (Short) -----			X	X	216.43	X

FORM NO. 5

LOADING L. MARY U. S. S. WARRICK
HOLD SECTION NUMBER (HATCH 4)

Deck	ORGANIZATION	TYPE EQUIPMENT OR SUPPLIES	SQ. FT.	CU. FT.	POUNDS	APPROX. NO. LIFTS
3d AFT	"A" Co., 3d Pioneer Bn.	TRACTOR, TD-9, w/ad	137	688	15800	1
3d AFT	"A" Co., 3d Mt/Trs.	TRACTOR, TD-9 w/pto	68	428	15200	1
3d AFT		CANS, water (exped.)		265	13250	13
3d FWD	"B" Co., 3d Med. Bn.	AMBULANCE, 1/2-ton	56	332	2700	1
3d FWD	Ordnance Company	TRAILER, 1-ton, Stockroom	99	695	7500	1
3d FWD	"A" Co., 3d Mt/Trs.	TRAILER, 1-ton, 300 gals.	67	357	7000	1
3d FWD	Ordnance Company	TRAILER, 1-ton, Cargo	43	162	1050	1
3d FWD	Ordnance Company	TRUCK, 1/2-ton, Cargo	55	226	2900	1
3d FWD	Tractor & Trailer Plt.	TRACTOR, TD-9/wpto (#94)	68	428	15200	1
3d FWD	Tractor & Trailer Plt.	TRAILER, 6-ton, Athey	181	1103	20700	1
3d FWD	Tractor & Trailer Plt.	TRACTOR, TD-9, w/pto (#95)	68	428	15200	1
3d FWD	Tractor & Trailer Plt.	TRAILER, 6-ton, Athey (#95)	181	1103	20700	1
3d FWD	"A" Co., 3d Mt/Trs.	TRAILER, 1-ton, Cargo	59	321	2600	1
3d FWD	"A" Co., 3d Mt/Trs.	TRAILER, 1-ton, 300 gal.	67	357	7000	1
3d FWD	"E" Co., 3d Med. Bn.	TRAILER, 1-ton, Cargo	59	321	3600	1
3d FWD	"E" Co., 3d Med. Bn.	TRAILER, 1-ton, 300 gal.	67	357	7000	1
3d FWD	"E" Co., 3d Med. Bn.	TRAILER, 3-ton, 2-whl. Steril Shower	89	604	6500	1
3d FWD	"A" Co., 3d Mt/Trs.	TRUCK, 1/2-ton, Cargo	55	226	2900	1
3d FWD	"A" Co., 3d Mt/Trs.	TRAILER, 1-ton, 300 gal.	67	357	7000	1
3d FWD	"B" Co., 3d Med. Bn.	AMBULANCE, 1-ton,	102	702	7000	1
3d FWD	"B" Btry., 12th Marines	TRUCK, 1/2-ton, Cargo	55	226	2900	1
3d FWD	"B" Co., 3d Med. Bn.	AMBULANCE, 1-ton	102	702	7000	1
3d FWD	"E" Co., 3d Med. Bn.	AMBULANCE, 1/2-ton	56	332	2700	1
3d FWD	"E" Co., 3d Med. Bn.	GENERATOR, 9.4, KVA, Trailer	70	487	3460	1
3d FWD	"B" Co., 3d Med. Bn.	TRUCK, 1-ton, Recon	120	697	8000	1
TOTAL FOR HOLD SECTION						
TOTAL TONS (Short)			X	X		X

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LOADING SUMMARY U.S.S. WARRIOR

HOLD SECTION NUMBER (HATCH 4 cont'd.)

Deck	ORGANIZATION	TYPE EQUIPMENT OR SUPPLIES	SQ. FT.	CU. FT.	POUNDS	APPROX. NO. LIFTS
4th AFT. St' Bd.		DRUMS, 80 Octane (135)		1350	62500	34
4th AFT Port		DRUMS, 60 Octane (80)		800	37040	20
		DRUMS, Diesel Oil (55)		550	25460	14
5th AFT St' Bd.		DRUMS, 80 Octane (135)		1350	62500	34
5th AFT Port		DRUMS, 80 Octane (90)		900	39813	23
		DRUMS, Kerosene (39)		390	18057	10
		DRUMS, Lube SAE 30 (10)		100	4630	2
		(Sheet 2 final)				
TOTAL FOR HOLD SECTION - - - - -			1991	17334	115560	174
TOTAL TONS (Short) - - - - -			X	X	227.9	

LOADING SUMMARY U.S.S. WARRICK

HOLD SECTION NUMBER (HATCH 5)

Deck	ORGANIZATION	TYPE EQUIPMENT OR SUPPLIES	SQ. FT.	CU. FT.	POUNDS	APPROX. NO. LIFTS
2	"A" Co., 3d Engrs.	TRACTOR, D-7, w/ad Priority#9	169	1407	25000	1
2	"A" Co., 3d Mt/Trs.	TRACTOR, TD-9, w/pto #10	68	428	15200	1
2	"A" Co., 3d Mt/Trs.	TRUCK, 2 $\frac{1}{2}$ -ton, Wrecking #15	182	1806	16000	1
2	"B" Co., 3d Med. Bn.	AMBULANCE, $\frac{3}{4}$ -ton #18	56	332	2700	1
2	"B" Co., 3d Med. Bn.	AMBULANCE, $\frac{3}{4}$ -ton #19	56	332	2700	1
2	"B" Btry. 12th Marines	TRAILER, 1-ton, Cargo #24	59	321	3600	1
2	"B" Btry. 12th Marines	TRAILER, 1-ton, Cargo #25	59	321	3600	1
2	Ordnance Company	TRAILER, $\frac{3}{4}$ -ton, Cargo #34	43	162	1050	1
2	Ordnance Company	TRUCK, $\frac{3}{4}$ -ton, Cargo #35	55	226	2900	1
2	Tractor & Trailer Plt.	TRACTOR, TD-9, w/pto (#98) #37	68	428	15200	1
2	Tractor & Trailer Plt.	TRAILER, 6-ton, Athey(#92) #38	181	1103	20700	1
2	"B" Co., 3d Med. Bn.	TRAILER, 1-ton, 300 gal. #56	67	357	7000	1
2	"B" Co., 3d Med. Bn.	TRAILER, 1-ton, Cargo #57	59	321	3600	1
2	Ordnance Company	TRUCK, 2 $\frac{1}{2}$ -ton, Welding #74	154	975	18000	1
3	"B" Btry. 12th Marines	TRUCK, 1-ton, Cargo #77	120	637	8000	1
3	"B" Btry. 12th Marines	TRAILER, 1-ton, 300 gal. #78	67	357	7000	1
3	"A" Co., 3d Mt/Trs.	TRUCK, 2 $\frac{1}{2}$ -ton, Cargo #87	179	1166	18000	1
3	"A" Co., 3d Mt/Trs.	TRUCK, 2 $\frac{1}{2}$ -ton, Cargo #95	179	1166	18000	1
3	"A" Co., 3d Mt/Trs.	TRUCK, 2 $\frac{1}{2}$ -ton, Cargo #98	179	1166	18000	1
3	Ordnance Company	TRUCK, 2 $\frac{1}{2}$ -ton, Cargo #105	179	1166	18000	1
3	Ordnance Company	TRUCK, 2 $\frac{1}{2}$ -ton, Cargo #106	179	1166	18000	1
3	"A" Co., 3d Mt/Trs.	TRUCK, $\frac{1}{2}$ -ton, Cargo # 66	55	226	2900	1
3	"A" Co., 3d Mt/Trs.	TRAILER, 1-ton, 300 gals # 67	67	357	7000	1
3		RATIONS (Spec.)		1169	46000	30
4		DRUMS, Diesel (317)		3170	148611	80
4		DRUMS, Lube 50)3)		30	1383	1
TOTAL FOR HOLD SECTION -----			2480	20265	443150	141
TOTAL TONS (Short) -----			X	X	224.7	X