

File: FE25-2/A4-3 U. S. NAVAL AMPHIBIOUS TRAINING BASE  
Serial: 0161 GALVESTON, TEXAS

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

25 August 1944.

OPERATIONAL INSTRUCTIONS

DEPARTURE

1. Departure will be made in accordance with movement orders.

READINESS AND SECURITY

- ✓ 2. The possibility of encountering enemy submarines or floating mines exists along the entire route of this operation. There have been no recent confirmed reports of submarine activities - there have been some doubtful contacts made. All hands of the watch, when not otherwise engaged in duties, will maintain an alert lookout. The risk of air attack is considered to be remote.
- ✓ 3. Condition III will be set at all times except:
  - (a) When entering or leaving port.
  - (b) When Condition I is either prescribed or required.

During Condition III material Condition BAKER will be strictly maintained. Ship will be completely blacked out from sunset until sunrise. During this time the smoking lamp will be out on all weather decks, and in the compartments which have "Z" doors opening on the weather decks.

- ✓ 4. Condition I will be set daily at sunset and maintained until one-half hour after dark and from one-half hour prior daybreak until sunrise. It is during these periods of changing light condition that ships are particularly exposed to surprise attack. The gun crews will not exercise at tracking during these times but, having made the guns ready for immediate use except for loading, will then maintain an alert lookout thru the limiting arcs of train. Tension will be set up on two magazines at each gun. C.O. may exercise gun crews at termination of these periods at own discretion. Guns will be manned at all times.
- ✓ 5. While at battle stations all hands will wear helmets, Kapok life jackets and sufficient clothing to protect the body against flash burns. At all other times all hands topside will wear life-jackets and whistles.
- ✓ 6. During the night the boatswain mate of the watch will make half-hour inspections of the ship to check effectiveness of black-out and security of compartments and gear.
7. Sounding of all tanks and voids will be taken daily and the results reported to the Engineer Officer and to the Commanding Officer.

to setting in of rough weather rig additional life lines and safety  
gear.



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

MOVEMENT ORDER  
ANNEX A

(Cont'd)

CRUISING INSTRUCTIONS

9. NAVIGATION. Weather permitting, navigator will take morning and evening star sights, morning and afternoon sun sights, meridian altitude sights, and once daily, a sun azimuth for comparing compasses. When in sight of land ship will check position by taking frequent bearings.
10. Radio time tick will be taken once each day for chronometer check and synchronization of ship's clocks.
- ✓ 11. Trash and garbage will be disposed of one-half hour after dark daily. Tin cans will be punched top and bottom and bottles broken. Trash and boxes bearing identification of ship or organization will be broken into small pieces and identification obliterated in so far as is practicable. Service tanks will be stripped at this time in accordance with fuel oil bill instructions.
- ✓ 12. MAN OVERBOARD. Drop life buoys (unlighted) and on side near man, if observed, without hitting him. Stop engines momentarily, if safe to do so. Maneuver to rescue man overboard; handle ship as necessary to throw line to man. If necessary, use a strong swimmer with Kapok life jacket and tended by a long life line to rescue man. Use life boat if necessary.

ENEMY CONTACT

13. SUBMARINE CONTACT. If contact is made with surfaced enemy submarine, ship will proceed at maximum speed to engage the submarine by gun fire, to prevent it from manning its deck guns, and continue closing to ram the submarine or force it under. If periscope contact is made every effort is to be made to keep the submarine under through the medium of continued full speed operations back and forth over the sighted position for about twenty minutes.
14. AIR ATTACK. This is considered improbable but a knowledge of counter measures should be understood. No detailed instructions can be laid down. A ship under individual attack by a dive bomber or torpedo plane should turn away and zig-zag violently. The plane should be watched constantly and a violent course change made at the instant the bomb or torpedo is released.
15. SPEED. For LSM's, Standard Speed 600 R.P.M.  
For LCIL's, Standard Speed 450 R.P.M.

up a



### NIGHT ORDER BOOK

(1) Before taking charge, an officer about to relieve the deck shall make himself thoroughly acquainted with the position of the ship with reference to vessels in sight and to any land, shoals or rocks, which may be near; with the general condition of the weather, the course speed, main engines and boilers in use, condition and amount of sail set, all unexecuted orders, and the orders of the Commanding Officer of the night; with the condition of the running lights and any other appliances required by law to be in operation or at hand in order to prevent collisions; and with the condition of the force on deck available for duty and the general condition of the ship.

(2) Before taking charge, when the ship is in squadron, he shall see that she is in her station; if out of her station he may decline to take charge until he has reported the fact to the Commanding Officer and received his orders.

(3) When at sea he may decline to relieve the deck until there is a watch up ready for duty. If the ship be in a perilous position he may also decline to relieve the deck until he has reported the facts to the Commanding Officer and received his orders.

. 1063

(1) When at sea, and expected to be approaching land or in pilot waters, the officer of the deck shall keep himself informed of the position of the ship with reference to other vessels, lights, and or lights are in sight, or whether other vessels are likely to be seen, and of all other particulars which may be of use to him in keeping the ship out of danger. If approaching land or shoals he shall keep leadsmen in the chains clear and ready for use.

(2) He shall remain in charge until regularly relieved, and shall not engage in any occupation which may distract his attention from duty.

(3) He shall see that the junior officers and the watch are at all times alert, at their stations, attentive, and ready for duty; that every necessary precaution is taken to prevent accidents; that a boat is always ready for lowering and life buoys ready for letting go; that the lookouts are in place and vigilant and that they understand their duties. He shall exercise great care that the ship is skillfully steered and kept on her course and shall keep a correct account of the courses, the speed, and leeway made. He shall see that the running lights are kept bright from sunset to sunrise and their condition reported every half hour; that during a fog, when approaching vessels, and at all other times the precautions required by law to prevent collision are fully complied with; that when in pilot waters the leads are kept going or other means to ascertain the soundings are at hand and are frequently used; and that nothing is placed near the compasses that will charge their errors.

(4) When in company with other ships he shall be very careful to keep in station; if unable to do so he shall report at once to the Commanding Officer.



NIGHT ORDER BOOK (Cont'd)

(5) When the Commanding Officer is on the navigating bridge, the officer of the deck shall not change the course, alter the speed, nor perform important evolution without consulting him.

(6) He shall promptly report to the Commanding Officer all land, shoals, rocks, lighthouses, beacons, buoys, discolored water, vessels, or wrecks discovered; all changes in the weather or shifts of wind; all signals made; all changes of sail, speed, formation or course by the senior officer present, or the ships in company; any marked change in barometer, force of the wind, state of the sea, or marked indications of bad weather; the display of storm signals on shore; all serious accidents; the winding of the chronometers; the hours of 8 a.m., meridian, and 8 p.m.; when at sea, the latitude at meridian, if obtained; the movements of men-of-war, mail steamers, and other large vessels; and, in general, all occurrences worthy of notice.

(7) He shall not, unless to avoid immediate danger, change the course without directions from the Commanding Officer, and then he shall report the change to him as soon as possible. When on sounding he shall regard advice from the navigator as sufficient authority to change the course, but he shall at once report the change to the Commanding Officer.

NIGHT ORDER BOOK (Cont'd)

(2) He shall have such lookouts stationed as are necessary in accordance with the best practice of seamen, having in mind the special conditions, the results to be accomplished, and the physical limitations for personnel and material. When under way during low visibility, or when approaching or traversing congested traffic lanes or areas, he shall maintain at least one lookout stationed in the bow as far forward and as near the water as feasible under the circumstances. He shall take steps to insure that lookouts are proficient in their duties.



Sunday 15 October 1944

1. Read Standing instructions in front of book.
2. Moved port side to T.C.I docks in Houston ship Channel
3. Keep a taut watch and a quiet ship.
4. Check moorings frequently and log.
5. Supervise all entries in the log.
6. Will remain moored as before.
7. Call me a 0630.
8. Read standing instructions in front of book, when read and understood, initial

JLW

Respectfully  
Zee Don Scott  
Lt(jg) USNR  
Commanding.

Monday 16 October 1944

Read Standing instructions  
Front of Book.

Moved port side to S.P.  
in Houston ship Channel  
Keep a taut watch and a

quiet ship

4. Check moorings frequently  
guard particularly against  
chafing. Log.
5. Supervise all entries  
in the log.
6. Will remain moored  
as before.
7. Read Standing instructions  
in front of book, when read  
and understood, initial.

JLW

Respectfully  
Zee Don Scott  
Lt(jg) USNR Commanding.

Tuesday 17 October 1944.

1. Read standing orders in  
front of book.
2. Moved port side to S.P.  
dock, Houston Ship Channel
3. Steer anchor cable on dock
4. Check moorings frequently  
guard particularly against  
chafing. Log.
5. Keep a taut watch and a



Friday 20. October 1944

1. Read standing instructions in front of book
2. Moored Starboard side to Pier Hx ~~Hx~~ ATB Dock, Galveston, Texas. Will remain so moored.
3. Keep a taut watch and a quiet ship.
4. Check moorings frequently.
5. Supervise all entries in the log
6. Call me 0600.
7. Read standing instructions in front of book, when read and understood, Initial.

Respectfully,  
Geo M. Dearth  
Lt(jr) USNR  
Commanding.

GR

25 October 1944.

1. Read the standing orders in the front of this book.
2. Steaming on base course 080° for further changes in course see chart. Steaming alone at  $\frac{2}{3}$  speed.
3. For changes in course or speed consult me first. Do not hesitate to call me if I am asleep. I am on duty 24 hours a day.
4. Keep a sharp lookout for other vessels, a taut watch and a dark ship.
5. If there is any marked or sudden change in the weather, call me.
6. Supervise all entries in the log.
7. We will change course in the buoy indicated at about 0400-0430. Call me at least 15 minutes before we reach this buoy.
8. If we approach any ships or group of ships call me. (over)

9. Read standing instructions in front of book, when read and understood initial.

Respectfully  
Geo B McSwirt Ltjg  
Commanding.

31 October 1944

1. Read the Standing orders in front of book.
2. Steaming in company with light other ships under tactical command of Commanding Person.
3. Watch carefully to avoid collision in maneuvers, if in doubt of your action on any particular signal call me.
4. Supervise all entries in the log.
5. If any marked or sudden change call me.
6. Read Standing instructions in front of book, when read & understood initial.

Respectfully  
Geo B McSwirt  
Commanding.

11 November 1944

1. Read the standing orders in the front of the book.
2. Steaming alone en route to Gulfport Mississippi. Standard Speed.
3. Base courses are charted on chart on Conn. For further course changes consult chart. Make no changes in speed or course without first consulting me, except for emergencies.
4. Keep a sharp look out for other vessels, keep a constant check on bearings, with particular attention to collision bearings.
5. If there is any marked or sudden change in the weather call me.
6. Supervise all entries in the log especially on course changes, etc.
7. There are several course changes during the night as indicated on the chart. Call me at least 15 minutes before the time of anticipated change of course.
8. Call the relieving watches.



at least one half hour before  
the time of change.

9. Read standing instructions  
in front of book. When read  
and understood, together with  
their orders, initial

*W. J. [unclear] [unclear]*

14 November 1944

1. Read standing orders in front  
of book.

2. Steaming alone enroute to  
Buefport Miss. Standard Speed.

3. Courses, distances and LTA's  
are charted. Make no changes in  
course or speed without first consulting me.

4. It is expected we will arrive  
outside Buefport Harbor about 2100.  
We will anchor for the night.

5. I will be on the Conn at all  
times during operations in darkness,  
until anchoring.

*Respectfully  
[unclear]  
Commanding*

14-15 November 1944

1. Read standing orders in front  
of book.

2. Steaming alone enroute to  
Panama Canal Zone, on bore  
course 159° T.

3. It is not expected that we  
will change course during the  
night. Make no changes except emergency.

4. It is not expected that any  
navigational aids will be encountered.

5. All courses en route are charted.

6. We will operate all night with  
darkened ship, without running  
lights. Keep a sharp lookout for  
other vessels, if we approach so  
that collision is threatened, turn  
on running lights.

7. Keep a constant Radar guard,  
make sure the radar is tuned.

8. Pay particular attention to bearings  
on approaching vessels.

9. If there is any marked or sudden  
change in the weather, call me.

10. Supervise all entries in the log.

11. We will have a dawn alert

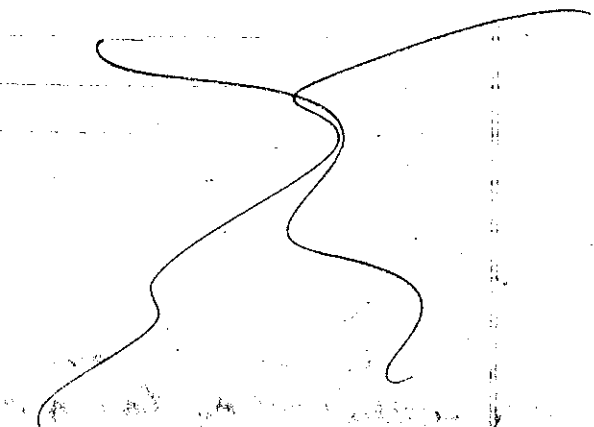
from one half hour before ~~sunrise~~ <sup>daybreak</sup> until sunrise. The OOD will sound the general alarm at the proper time.

12. Note the operational instructions on page 2. Observe these instructions.

13. I will be asleep in the radio room. Do not hesitate to call me for any reason whatsoever.

14. Read standing instructions in front of book, when read and understood, initial.

Respectfully  
~~David Sear~~  
Commanding



15-16 November.

1. Read Standing orders in front of book.
2. Steaming alone, enroute to C.Z. Bare course 159. Speed Standard.
3. We will not change course during the night. Make no changes of course except for emergencies.
4. It is not expected that any land or navigational aids will be encountered.
5. All courses are charted.
6. We will operate all night without running lights. Check constantly to maintain a darkened strip. Keep a sharp lookout for other vessels. If we maintain a collision bearing call me. Do not turn on lights.
7. Keep a constant Radar guard.
8. If there is any marked or sudden change in the weather, call me.
9. Supervise all entries in the log.
10. We will have a dawn alert, from one-half hour before daybreak until sunrise. Call me 15 min. before sounding the alert. (over)



11. Note the operational Instructions on page 2 of this book. Observe these instructions
12. I will be asleep in the radio room do not hesitate to call me.
13. Read Standing Instructions in front of this book and initial when read and understood.

Respectfully  
 Gordon Devitt  
 Commanding

16-17 November 1944

1. Read standing orders in front of book
2. Steaming alone from point 10 mi west of Cuba on course 167°T to Swan Island. Speed Standard.
3. One evening star sights indicate our helmsmen are steering a course to the left of the base course. Enforce "Nothing left of 167."
4. There will be no course changes during the night. No navig aids without
5. No running lights. Maintain a darkened ship. Keep a sharp lookout for other vessels. If we maintain a collision bearing call me. Do not turn on lights.

7. Keep a constant Radar guard.
8. If there is any sudden or appreciable change in the weather, call me.
9. Supervise all entries in the log.
10. There will be a dawn alert. Sunrise is at 0628. Call me at 0545.
12. Note the operational instructions on page 2 of this book. Observe these rules.
13. I will be asleep in the radio room. Do not hesitate to call me.
14. Read the standing instructions in the front of the book & when read & understood, initial.

Respectfully  
 Gordon Devitt  
 Commanding

Nov 17-18 1944

1. Read standing orders in front of book
2. Steaming alone on course 128° T from Swan Island. Speed standard.
3. No navigational aids are expected to be encountered.
4. No running lights. Keep a darkened ship and a tent watch for other vessels. If we maintain a collision bearing, call me.
5. Supervise all entries in the log.
6. If any sudden or appreciable change in the weather, call me.
7. Down alert at 0600. Call me 0545
8. I will be sleeping in the radio room. Do not hesitate to call me.
9. Read standing instructions in front of book & when read & understood, call me.

Respectfully  
J. S. G. Kerst  
Commanding.

18-19 November.

1. Read standing orders in front of book
2. Steaming alone on course 168. Speed Standard.
3. Consult the Chart and light list for lights and navigational aids that may be encountered. Quita Suena at approximately 1930 - or Serrana Bank at approximately 2100. There are also lights on Old Providence Island and Roncador Cay. We probably will not sight these lights, if we sight any lights however, call me.
4. No Running lights. Keep a dark ship and an alert watch for other ships. If we run a collision bearing, call me.
5. Supervise all entries in the log
6. If there is any sudden or appreciable change in the weather, call me.
7. Down alert 0600. Call me 0540
8. I will be sleeping in the radio shack. Do not hesitate to call me
9. Read standing instructions in front of book, & when read & understood initial

J. S. G. Kerst



Steer course  
195° P.G.C.

22-23 November 1944.

1. Read standing orders in front of book.
2. Steaming in company with LSM 88 on course 196°(T) from Panama, C.Z. to San Diego. Course during night will run from Isla Bonita to Cape Melo.
3. There will be no course change during night. Speed Standard.
4. No Navigational aids are expected to be encountered.
5. Running with side lights only.
6. This ship is guide. The 88 is approximately 750 yds astern. If necessary to reduce speed flash "Mike Speed" without call, without B.T. This is an emergency signal.
7. Supervise all entries in log.
8. Dawn alert. Call me at least 15 minutes prior to general alarm.
9. If there is any sudden or appreciable change in weather, call me.
10. Read standing instructions in front of book. ~~After~~ when read & understood, initial.

23-24 November 1944

1. Read standing orders in front of book.
2. Steaming in company with LSM 88 on course 302 T° from Panama to San Diego. Course during night will run from Isla Montosa to Punta Buena, R.P.
3. Steer 301<sup>P.G.C.</sup> in the wake of LSM 88 distance 750 yards. Speed Standard at 15. There will be no course changes during the night. LSM 88 is guide.
4. We will pass Punta Buena at E.T. 2300 R. Call me when this light is sighted.
5. Running with dimmed side lights, no masthead nor Range lights.
6. If necessary to reduce speed the LSM 88 will flash "Mike Speed" without call. This is an emergency signal.
7. Supervise all entries in the log.
8. Dawn alert. Call me at least 30 min prior to day break.
9. If there is any sudden or appreciable change in the weather, call me.
10. Read standing instructions in front of book, when read & understood, initial.

JMB

J. M. Scott  
Commanding.

24-25 November.

1. Read standing orders in front of book.
2. Steaming in company with LSM 88 from Panama to San Diego. Course during night will run from Point Guinas, Costa Rica along the coast of Nicaragua.
3. Course during night 305 p.g.c. There will be no course changes. This ship is guide. LSM 88 astern 750 yards. Speed Standard.
4. No navigational aids are expected to be encountered.
5. Running with darkened side lights only.
6. If necessary to reduce speed, signal LSM 88 by flashing light "Mike Speed" without call or bell. This is an emergency signal.
7. Supervise all entries in the log.
8. Dawn alert. Call me at first sign of light.
9. ~~Also~~ Call me if there is any sudden or appreciable change in the weather.
10. Keep a Radar guard. Maintain a sharp lookout for other ships.
11. Read standing instructions in front of book, when read and understood, ~~initial~~.

J. W. Gordon  
Commanding.

25-26 November.

1. Read standing instructions in front of book.
2. Steaming on course 305° T, Speed standard in company with LSM 88 as guide from Panama to San Diego. Course during night will run from La Libertad, R. El Salvador to Campico, Guatemala.
3. There will be no changes in course. We will not encounter any navigational aids.
4. Our position is 750 yards astern the 88. Running with dimmed side lights only.
5. If necessary to reduce speed the 88 will signal by flashing light "Mike Speed". This is an emergency signal.
6. Supervise all entries in the log.
7. Dawn alert. Call me at the first sign of light.
8. If there is any appreciable or sudden change in weather, call me.
9. Keep a Radar guard. There is a ship astern of us, distance at 2000 1/2 miles. She is closing slowly. Watch her.
10. Read standing instructions in front of book, when read and understood, ~~initial~~.

J. W. Gordon  
Commanding.



C San Lorenzo above 100 ft.  
0350

26-27 November 1944.

1. Read standing instructions in front of Book.
2. Storm warnings have been received. If there is any sudden or appreciable change in the weather, call me.
3. Steaming in company with USN 88 off the west coast of Mexico. Course until approximately 0030 27 Nov  $000^{\circ}T$ . Speed Full.
4. Course will be changed when we are 10 miles due South (bearing  $180^{\circ}T$ ) of La Puerta, Mexico. New course will be  $276^{\circ}T$ . Speed will be changed to Standard. We will remain on that course until 0600 unless necessary to change due to weather.
5. CALL me at least fifteen minutes before any change of course.
6. La Puerta light should be sighted approximately 0000. Distance 15-10 miles at midnight or soon after. Call me when this light is sighted.
7. Lights at Salina Cruz should

be sighted shortly before day break. This is a strong light & should be easily sighted. This light should be sighted dead ahead.

8. We are running fairly close to the coast of Mexico. Keep a constant Radar guard and if you find us being set toward the coast, call me.

9. This ship is guide. Signal all changes in course & speed before executing. If necessary to reduce speed flash "Miles Speed  $\rightarrow$ " without BT or call. This is an emergency signal.

10. Keep a sharp lookout for obstructions, other ships, etc. Coastwise sailing is not as free from such hazards as deep water steaming.

11. Dawn alert. Call me at first sign of light.

12. Read standing instructions in front of book. Read, central.

W. R. J. 

27-28 November 1944

1. Read standing instructions in front of book.
2. Sailing on course  $289^{\circ}T$  in company with LSM 88, off the West Coast of Mexico, from <sup>Point Anales</sup> to Acamama Pt. Speed Standard
3. During the evening's sailing we will pass into Time Zone Tare (+7). At 2400 all ships clocks shall be set back one hour.
4. No course changes are contemplated during the night.
5. We should sight at approximately 0145 signal MALDONADO light. ~~light to be sighted~~ Take bearings p.g.c. every 15 minutes with distances by radar. Attempt to get a bow and beam bearing.
6. LSM 88 is guide. In case of an emergency change of speed she will signal "Mike Speed".
7. Dawn alert. Call me at first sign of light. If there is any sudden change in the weather, call me.

Jim G. [Signature]

28-29 November.

1. Read standing instructions in front of Book.
2. Steaming on course  $291^{\circ}T$ , Speed Standard. In company with LSM 88. Steer course  $290^{\circ}$  p.g.c. We are guide.
3. The course during the night is along the west coast of Mexico from Black Rock to San Timon. Course is charted.
4. No course changes are contemplated & no navigational lights will be sighted except San Timon light at approx 0430 to 0500.
5. In case of a change in speed or course signal the 88. Emergency change of speed is flashed by "Mike Speed".
6. We are running close to the coast. Check constantly by radar our distance abeam from land and plot along the D.R. track. Every 30 min is sufficient.
7. Dawn alert. Call me before the alarm.
8. If any sudden or appreciable change in the weather, call me.
9. Read standing instructions, a signal

Jim G. [Signature]





7. Keep a constant look out for other vessels. Keep Radar on the 4 and 20 mile ranges except for half hour distances and bearings on land.

8. Courses charted. Check the Charts for position constantly.

9. If there is any appreciable change in the weather, call me.

10. Read Standing instructions in front of book, when read & understood  
~~with~~ ~~initial~~. Respectfully,  
R. K. Jim ~~all~~ Scott G. Swift  
Commanding.

1-2 December 1944

1. Read Standing Instructions in front of book.

2. Steaming on course 370 T with LS m 88 as guide, off the coast of lower California from Cape San Lazaro to Abrejos Point.

3. Speed is Standard 2 hours, full two hours alternating as follows.

1800 - 2000 Full.

2000 2200 Stand

2200 - 2400 Full

2400 - 0200 Standard

0200 - 0400 Full

0400 - 0600 Standard.

4. Signify all entries in log especially changes in speed, time of change change of course, etc.

5. There may be minor changes of course during the night to compensate for drift. If less than 5° change of course you need not notify me.

6. Changes in speed will be signalled by "Speed 3 - Speed 4". Any emergency change will be signalled by "Full Speed" without BT call.



7. No Navigational aids are expected to be encountered.
8. We are riding in long swells. Check frequently the security of Cargo lashings.
9. If there is any appreciable change in the weather, notify me.
10. Dawn alert. Call me at first sign of light for morning sights.
11. We will pass into Time Zone + 8 during the evening. At midnight cause an entry to be made in the G.M. Log that ship's clocks were changed at 0000 to Zone + 8 war time from Zone Time + 7. There will be no actual change of clocks.

~~If there is an~~ Read Standing instructions in front of books when Read and understood, initial.

AFL Jim  
 CR  
 Respectfully  
 J. Scott  
 Commanding.

23 December 1944

1. Read Standing Instructions
2. Proceeding on course 344° T (Steer 343 p.q.c.) in company with LSM 88 along north western coast of Lower Calif from North of San Benito Island to Cape Colnett. This ship is guide.
3. Speed is standard for two hours, Full for two hours, alternating as follows.
 

|           |          |
|-----------|----------|
| 1800-2000 | Full     |
| 2000-2200 | Standard |
| 2200-2400 | Full     |
| 2400-0200 | Standard |
| 0200-0400 | Full     |
| 0400-0600 | Standard |
| 0600-0800 | Full.    |
4. Signal changes in speed by flashing light to the 88, at least 5 min before execution. Executive method.
5. "Mike speed" without call or BT is the emergency signal for change of speed.
6. Keep a constant radar guard for vessels and obstructions. All courses are charted on large scale.

Charts in the Chart Room. Do not attempt to bring these charts on the conn. They are too large to handle in a high wind.

7. Check frequently the security of cargo lashings.
8. Make certain all men topside are warmly dressed. Fur lined jackets with foul weather gear for wind breaks is suggested.
9. There will be no changes in speed. No navigational aids will be encountered.
10. If the wind ~~is~~ continues cold, keep hot coffee available in the thermos, and use it for all hands topside.
11. Supervise all entries in the log, c/o-g/s.
12. Dawn alert. Call me at the first sign of light for star sights.
13. If the sea grows heavier or there is any appreciable worsening of the wind, call me.

Read Standing instructions in front of boots when ready for duty.  
Respectfully  
S. S. Stewart

DO NOT CALL ME FOR CHANGES OF COURSE. FOLLOW THE GUIDE.

8-9. DECEMBER 1944.

1. Read Standing Instructions.
2. Proceeding in Company with LSM 88, as guide, along the Coast of Southern California from San Diego to San Francisco.
3. Proceeding on course  $304^{\circ} T$  until approximately 0430 o'clock, at which time we will change course to  $327^{\circ} T$ . Speed Standard.
4. We should sight San Nicholas Is. lights at approximately 2130 distance 10 miles. See chart for this course.
5. ~~Before~~ the above change of course at 0430, it is possible that we will sight the light on Santa Rosa Island. If visibility continues obscured however this is not probable. However take constant bearings on all lights sighted & plot on the chart in an attempt to determine distance by Table 7 - Bowditch.
6. Keep a constant Radar guard.
7. Running with dimmed side lights.



be on guard against other vessels.  
We are running along a well-  
frequented route.

8. Keep men warmly dressed,  
fueled jackets & Rain gear  
as much as possible. Keep hot  
coffee available by thermos.
9. Supervise all ~~changes~~ entries  
in the log, especially changes  
in course, speed, & objects sighted.
10. If the weather grows worse or there  
is a fog, call me.
11. No dawn alert.
12. Call me for morning star sights  
at first sign of light ~~but~~  
only if there is a clear sky or  
stars are visible.
13. Emergency changes of speed will  
be signalled by the 88 as before.
14. Read standing instructions in  
front of book. When read &  
understood - Initial

*Read to Death*

4-10 December, 1944

1. Read Standing Instructions in  
front of book.
2. Steaming on course 341°T. We  
will change course at 2200 to  
346°T. Speed until midnight  
Standard. at midnight C/S to  
2/3.
3. In company with LSM 88 as  
guide, approaching San Fran from  
the South along coast of So Calif.
4. We should sight SE FARALLON  
light at about 0300. It should  
bear 350°-000° True, and its bearing  
should fall off to starboard (i.e. increase)  
If the bearing falls off to Port, i.e.  
decreases, call me. It indicates an  
erroneous course is being steered.
5. We have an E.T.A. of 0600 at  
point EZ (see chart). Call me  
about 15 minutes before we reach  
this point. Note this is about 4 1/2  
miles from the light bearing 045.
6. The same rules for emergency  
signals will obtain as heretofore.
7. Keep a sharp lookout for other

Vessels. We are approaching the San Juan harbor entrance and will naturally encounter considerable traffic.

8. No dawn alert.

9. No morning star rights

10. Supervise all entries in log

11. If any change in weather call me.

12. Read Standing Instructions in front of book & when read & understood, initial.

*J. L. Smith*

21-12 JANUARY 1945

1. Read standing instructions in front of book.

2. Steaming from San Francisco to Pearl Harbor in company with LSM 89 (guide) 88, 87, 86, 85. This organization is a task unit designated as 06-12.6. Order is natural order inverted.

3. Steaming on course  $237^{\circ}T$ . at 0300 we will change course to  $246^{\circ}T$ . Speed Standard.

4. Standard distance for right turn is 500 yards. Maintain this distance. Keep a constant check by radar on distance from ship ahead. There is no emergency speed change signal so keep alert.

5. Traveling absolute blackout except for blue wake light. Enforce this. No flashing light signals except in emergency.

6. Insist all men on watch be warmly dressed & buttoned up. Keep a thermos of hot coffee on hand

7. Supervise all entries in log, *etc*



Certain that changes of Speed and course are logged.

8. If there is any appreciable change in the weather, call me
9. Check the security of cargo lashings at least once each watch.
10. No. Navigational aids will be encountered. We are approximately 10 miles from a shipping lane to the starboard and the same distance from another lane to the port. Check at regular intervals for other ships approaching, by radar, however do not spend much time on this, emphasize instead the keeping of correct distance by radar.
11. Dawn General Quarters. Call me at the very first sign of approaching light for star sights.
12. Read standing instructions in front of log, when read and understood initial.

Respectfully  
Geo M. Card  
Commanding.

12-13 JANUARY

1. Read Standing Instructions in front of book.
2. Steaming in company as before on course  $24.6^{\circ}T$ . We will continue on this course throughout the night.
3. The orders of the previous ~~day~~ <sup>night</sup> obtain. Read them carefully.
4. Mr. McDonald has the Day's navigation, call him at the first sign of light. Also call me at the same time for the same purpose.
5. Dawn General Quarters
6. Read Standing instructions, when read & understood, initial.

Geo M. Card

Geo M. Card

Respectfully  
Geo M. Card

13-14 January 1945

1. Read Standing Instructions in front of book.
2. Steaming in company as before on base course  $246^{\circ}$ T. Course will be changed to  $243^{\circ}$  during night by O.T.C.
3. The orders of the previous night still obtain. Read them carefully.
4. Mr. Kuzinski has the duty navigation. Call me in time for morning star sights.
5. General Quarter at Dawn.
6. Sailing distance during the night is 500 yards astern the LSM "88". Maintain this distance.
7. Read standing instructions in front of book, when read and understood call me.

Yours  
[Signature]

14-15 Jan. 1945

1. Read standing instructions in front of book.
2. Steaming as before. Base course  $243^{\circ}$ T. No change in course is contemplated. If there is any radical change in course, call me.
3. The orders of the previous night still obtain. Read them carefully.
4. Mr. Rounds has the navigation duty. Call him in time for star sights.
5. Call me 10 minutes before dawn at least.
6. Sailing distance is 500 yards astern the 88. Maintain this distance.
7. In case of any unanticipated incident during the night, call me immediately.
8. Read standing instructions in front of book, Mr. Kuzinski initial paragraph one in first page all other officers initial paragraph three in same page, when read & understood initial.

[Signatures]



15-16 Jan 1945

1. Read standing orders in front of book.
2. Steaming as before bore course  $243^{\circ}T$ .
3. Our position as determined from the evening star fix does not indicate a change of course during the night. It is entirely possible the guide ship does not agree, and may change course during the night, either by signal or without. Keep a close check on the course being steered in order to properly log the time and new course. This information is needed for plotting purposes.
4. The orders of the previous night still obtain. Re-read and initial.
5. Gen'l Quarters Drill at 2300. Call me 5 minutes before sounding alarm.
6. Dawn alert. Mr Burr has Navigation duty, call me at first sign of light to aid, assist and abet his rights.
7. In the event of any unanticipated incident during the night, call me.
8. Read standing instructions in front of book & when read & understood initial.

Respectfully  
Geo D. Scott

16-17 January 1945

1. Read standing orders in front of book.
2. Steaming as before on Bore course  $240^{\circ}T$ .
3. There will be no change in course during the night.
4. Previous orders pertaining to night travel (Jan 11-12) still obtain. Re-read.
5. Dawn alert. Call me 10 minutes before sounding alarm, ~~initial~~
6. Mr Burr has duty navigation. Awaken me at first sign of light.
7. Call me in the event of any unanticipated incident.
8. Read standing instructions in front of book, when read and understood initial.

Respectfully  
Geo D. Scott  
Commanding

17-18 January

1. Read Standing Instructions in front of book.
2. Steaming as before en route to Pearl Harbor. Course throughout night will be  $238^{\circ}T$ . There will be no course change during night.
3. Previous orders pertaining to night travel still obtain. Read them.
4. Dawn alert.
5. In the absence of favorable weather today, Mr. Burns will have the navigation duty again 18 Jan. Call me at first sign of light.
6. Call me in the event of a change of weather, or any unanticipated event.
7. Read standing instructions in front of book, when read & understood initial.

JMB

Respectfully  
Zedon Scott  
Commanding.

18-19 Jan

1. Read Standing Instructions in front of book.
2. Steaming as before en route to Pearl Harbor, course  $238^{\circ}T$ . There will be no course change during night.
3. Previous orders pertaining to night travel still obtain. Read them.
4. Dawn Alert. Awaken me 10 minutes before alarm.
5. Mr. Rounds has the day's navigation.
6. Call me in the event of any unexpected incident.
7. Read Standing orders when read & understood, initial.

JMB

Respectfully  
Zedon Scott.



19-20 Jan.

1. Read standing instructions in front of book.
2. Steaming as before enroute to Pearl Harbor on Base course 238°T. There will be no course changes during the night.
3. Keep a sharp lookout and ~~at~~ an alert radar guard for other ships. We are approaching a point where all traffic in the various lanes both north and south of us is converging.
4. We are running with dimmed side lights. Otherwise the same instructions for Night travel this task unit still apply.
5. Dawn alert. Awaken me at first sign of ~~the~~ light for star sights.
6. Call me in the event of any unanticipated incident.
8. Read standing orders in front of book, when read and understood, initial.

Respectfully  
 J. M. Cant  
 commanding.

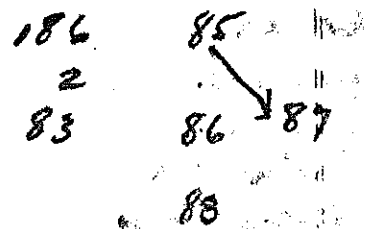
John  
 all

23-24 February 1945

1. Read Standing Instructions in front of Book.
  2. Steaming in company with other vessels of Task Group 13.11.9, Lt. Comdr Placock on IBC as P.T.C. from Pearl to Eniwetok.
  3. Course throughout the night will be 249°T. No course change is anticipated. Speed Standard.
  4. Running lights may be lighted during the night.
  5. Keep all regulations as prescribed in Secret operations orders heretofore issued.
  6. Dawn alert - one hour before sunrise. Call me at least 10 min before G.A.
  7. At one hour before sunrise we go into normal <sup>day</sup> steaming order. Stand now in Chilly from Chilly.
  8. Normal night steaming formation.
  9. Call me in the event of any unanticipated incident.
- Respectfully  
 J. M. Cant  
 commanding.

4-5 February

1. Read Standing Instructions in front of look.
2. Proceeding with Task Unit, OTC aboard 186 from Pearl to Eniwetok.
3. Course during night  $249^{\circ}$  T-Speed Standard. (Less 30 is most probable)
4. OTC position is 600 yards off the starboard quarter of the 85 - bearing  $135^{\circ}$  relative. The 86 is abreast our port with the other ships in two columns, thus



215

5. This formation is Charlie from Dog for everyone except this ship, we are in a Charlie from Charlie all our own. Maintain this station during the night however, we have binoculars as well as

radar to keep station - do not risk collision with the 85 or 86 by getting closer than 600 yards, do not risk being out where a sub can pick us off, by being away more than 600 yards.

6. Supervise all entries in the log. Dawn alert, call me 10 min before.
7. Do not leave the Conn until the O.D. relieving you has accustomed his eyes to the dark you can see - he is probably blind and will be for 15 or 20 minutes.
8. Set all clocks back one hour at midnight. Make proper entry in log.
9. Keep a dark ship and a target watch.
10. Call me in the event of any unanticipated incident.

11. Eniwetok

*[Signature]* *[Signature]* *[Signature]*

12. Keep a file of SCR messages and deliver to the O.D. relieving you.



5-6 February 1945

1. Read Standing orders in back of book.
2. Steaming on base course  $250^{\circ}T$  Speed Standard, in company with other ships of Task Unit 13.11.9.
3. Formation is Special Night Steaming Charlie from Dog. See ~~Special Signal Book~~
4. Ships are all in their assigned positions
5. Dawn alert. Call me and call Mr Rounds at least 10 minutes before first light.
6. Again — make sure the O.D. relieving you has accustomed his eyes to darkness before allowing him to relieve you.
7. Keep a dark ship — supervise all entries in the log. Take constant compass checks, every 30 min.
8. Make certain the Bosun of the watch reports compass check and condition of leadlines each watch.
9. Encourage use of NAN equipment by Signalmen & Q.M.
10. Initial ~~in~~ *J.M.* *See in Journal*

6-7 Feb 1945

1. Read Standing orders in front of book.
2. Steaming on base course  $253^{\circ}T$  Speed Standard in company with other ships of Task Unit 13.11.9.
3. Formation is Special Night Steaming Charlie from Dog.
4. Dawn alert at one hour before sunrise. Call me in time for morning star sights. Courtesy and tradition demand a messenger be despatched for this purpose, not the phone.
5. Supervise all entries in the log. Make certain the items are in — if necessary write them yourself. A Fire drill, an announcement casualty and any number of speed changes were missing from today's log.
6. The S.C.R. extension is not on the Conn for amusement. Keep it connected to the S.C.R., and use it if messages begin to come thru for maneuvering. Code is onboard.
7. Initial *J.M.* *See in Journal*

7-8 February 1945

1. Proceeding in company with task unit 13.11.9 from Pearl to Eniwetok. Course  $245^{\circ}T$ . Speed standard. You may have to steer  $247^{\circ}$  p.g.c.

2. The formation is changed again the Guide is in the center between columns of LSM's, the LSM 2 is astern this.

|    |     |     |
|----|-----|-----|
| 83 | 186 | 75  |
| 87 |     | 86  |
| 2  |     | 88  |
|    |     | 215 |

3. Form Dog is steaming formation - 2 Distance 400 yds.

4. If any developments relating to ships maneuvers arise over S.C.R. Radio will notify you. Put on the head phones & keep posted.

5. Dawn alert one hour before sunrise. Call me 10 min before sounding Gen'd Alarm.

6. Call Mr Rounds in time for morning star sights.

7. Supervise all entries in the log

8. Initial.

8-9-10 February 1945

1. Proceeding in company with Task Force 13.11.9 from Pearl to Eniwetok. Course  $242^{\circ}T$ . Speed Standard.

2. We are Section guide for the night the 186 is ahead and off our Starboard Bow, the ~~LSM~~ LSM 2 and 83 astern in Form Dog in that order.

3. Steer as close to  $244$  as possible. Speed is probably 25-50 rpm below Standard.

4. We crossed the International Date Line at 1822. We are now in a minus 12 zone. At 0001 Cause an entry to be made in the log that the date was advanced to Feb 10, and that ships clocks were ordered to be calculated as on minus 11 time zone.

5. Dawn alert. Call me ~~as the~~ <sup>as the</sup> first light in the east begins to show.

6. Supervise all entries in the log

7. Keep a Nam watch on each hour until 5 after the hour.

8. Initial

Gill  
Fredon Dewitt



10-11 February

1. Steaming in T.U. 13.11.9 from Pearl to Eniwetok. LSM 104 is guide. Formation is From Dog. We are the Second Ship in the Column. Course  $242^{\circ}$  T.
2. Keep Station on the 186, not more than  $15^{\circ}$  off her port quarter a distance of 500 yards.
3. There is a course change at 0300 by wheeling movement to  $265^{\circ}$  T.
4. Call me at 0245 for this change of course - by messenger.
5. Messing p 112-113 has a full explanation of the wheeling movement.
6. Dawn alert. Call me a few minutes before first light.
7. Mr. Remond will take the morning star sights, call him in time for first light of dawn.
8. Keep our position! Let's have no more of this one mile behind stuff.

9. Duties  
Lunch  
Lodges with

11-12 February 1945

1. Steaming in T.U. 13.11.9 from Pearl Harbor to Eniwetok.
2. LSM 2 is section guide followed by the 83, followed by this vessel. Formation is Charlie From Dog.
3. Course is  $265^{\circ}$  T. Steer  $267^{\circ}$ , or such course as is necessary to maintain our proper position as a 3<sup>d</sup> ship in column.
4. Course will change at 0300 to  $260^{\circ}$  T. Steer  $262^{\circ}$  or such course as is necessary to maintain proper position.
5. We pass within 20 miles of WOTJE an enemy held island during the night. Keep a strict radio (SCR) silence, keep a dark ship and keep the lookouts alert. Radar should be kept sweeping for possible targets. Man the SCR for reception but do not ~~use~~ transmit except in emergency.
6. Keep a strict Nan Guard on the hour to 5 min after the hour.
7. Keep closed up - sleep in position.
8. Duties  
Lodges with

12-13 Feb.

1. Steaming in company with other ships of T.V. 13.11.9. from Pearl to Eniwetok.
2. Course was changed at 2030 to 299°T.
3. We are traveling through enemy held islands. Keep a strict blackout and use radio (SCR) only if necessary and essential.
4. The 83 is section guide, the 2 is astern of us.
5. Keep closed up 400 yards and in a proper form dog formation 3° off to port of 83.
6. Down alert, call me at first light.
7. Mr. Rounds has the navigation for the day. Call him at first light.
8. E.T.A. Eniwetok 1830 tomorrow.
9. Initial

Geo M Scott

all

15-16 Feb.

1. Steaming in company with ships of Tash Unit 13.11.9, enroute from Eniwetok to Guam.
2. Course will change to 280 at 2000. NO further course change is anticipated.
3. Maintain a strict radio silence.
4. We are sailing in Charlie Form Dog, or at least the LSM 83's version of it, known as Charlie Form Home Dog, with this section off the port quarter of the 186.
5. Keep closed up to 400 yards and in proper form dog bearing.
6. Down alert. Call me at first light. Call Mr. Rounds in time to allow him to take star sights.
7. Initial

Geo M Scott

W. J. J.

J.M.B.



16-17 Feb

1. Steaming as before from Eniwetok to Guam.
2. Base Course 278° T.
3. We are the section guide. The 186 is off our ~~port~~ bow, distance 500 fms. Keep closed up to that distance.
4. We are responsible for the speed and interval of our section! Try to set a constant speed and do not jockey up and down in speeds.
5. Dawn alert. Call me at first light.
6. Keep your lookouts and signals on the ball. We are getting into slightly less friendly waters, so that added precaution is most welcome.
7. Initial.

OPR

Geo McDevitt

17-18 February

1. In company with TU 13.11.9 enroute Eniwetok to Guam.
2. Keep closed up to 400 yards. We are bent in column and we can get considerably spread out if we do not keep up tight.
3. We are astern of the Column. LSM 2 is section guide.
4. We have Radar Guard. Make contact reports in accordance with regulation. If you don't know how this is done Radar and Radio do — but they cannot open the transmitter without your authority. Full details of Radar reports are on the file board on the conn. Read in with a red flashlight.
5. Dawn alert. Call me at first light, also Mr Rounds for star sights.
6. Initial.

Geo McDevitt

18-19 Feb.

1. In company with T.U. 13-11-9 approaching Guam.
2. Our course is presently  $273^{\circ}T$  but may be altered after working of evening star sights.
3. It is contemplated that we will slow down during the night in order not to reach Guam before daylight. We contemplate an arrival at Guam at shortly after dawn.
4. The 83 is guide, LSM 2 is astern of us.
5. Keep closed up to 400 yards on the 83. The 2 will keep pushing you.
6. Night intentions require us to be on watch for course change at 0300. Course able will be  $230$ , course Baker will be  $180$ . On execution of Able LSM's from 18, all LSM's in Van. Call me when this course change is made. Keep the SCR on the ball.
7. Supervise all entries in the log.  
Initial *[Signature]*

22-23 February.

1. In company with T.U. 13-11-9 enroute Guam to Ulithi
2. Speed of advance is 9.5 knots. This is approximately  $\frac{2}{3}$ . It is advisable to use only one engine at a higher speed than both engines at one-third or a few rpm over that speed. Our engines are designed to run at Standard, not one-third.
3. Our base course is  $243^{\circ}T$ . It is possible that there may be a course change during the night. If SD enter this course change in the margin to the left so that the O.D. who succeeds you will see it. If a course change comes thru in Shackle Code, notify me immediately.
4. There are two escort vessels the PC 641 & YMS 430. They will be screening the entire formation.
5. Keep a tab on contact reports. We are in submarine waters and we make a lovely target in



the bright moon light. Have radar check on contact reports.

6. Keep Closed up. 400 yards as our distance, which in night formation is 800 yards astern the section guide LSM 2. Keep that distance even if it means wheeling the 83 to get up into position.
7. Improve all entries in the log.
8. Dawn alert will be at 0545. Call me at 0530.
9. We no longer sound ~~G.Q.~~ Dawn Quarters by sounding the G.Q. alarm. We are saving it for the real thing.
10. Have the Bosun make y the watch call the Dawn alert.
11. Keep Closed up
12. Initial.

*[Handwritten signature]*  
Seas Dr Christ

23-24 February

1. Enroute from Guam to Ulithi Is. in Company with T.U. 13.11.9.
2. Bow course is  $237^{\circ}T$ . We will continue on this course until about 0500 at which time we will change course to  $180^{\circ}T$  by a wheeling movement. This course change will probably be made by the executive method over S.C.R. Be alert for such change however without a signal of execution. Take your bearing off the 186 and maintain the distance + bearing. Log the change.
3. Dawn alert at 0600. Call me at 0545.
4. We will no longer sound G.Q. Pass the word by the Bosun.
5. Keep closed up to 400 yards on the 83 the guide ship and keep your bearing of  $3^{\circ}$  off her port quarter.
6. Initial.

*[Handwritten signature]*  
Seas Dr Christ

24-25 Feb

1. Enroute from Ulithi to ports unknown.
2. Speed is 2/3 up 40 - but may be changed any time.
3. Course is  $220^{\circ}T$  - but may be changed any time.
4. This ship is section guide. Our position is 500 yards off the port quarter of the 186 bearing  $025^{\circ}$  relative (from us). Do your best to maintain this position.
5. No information has been yet distributed from Ulithi. We know nothing whatsoever about our course, destination etc.
6. Dawn alert at 0610. Call me at 0600.
7. Be certain all course changes are logged, as well as major speed changes.
8. Initial

Jur

~~Geo D. D. Smith~~

25-26 Feb

1. Enroute from Ulithi to Koscol Roads.
2. Course during night  $270^{\circ}$ . Speed 2/3. We are astern of 83 as last ship in column.
3. We will arrive Koscol at sunrise. There will be no course change in all probability. We may change speed however on signal from the O.T.C.
4. Dawn alert will be at 0545. Call me at 0530.
5. Keep in position - 400 yds astern the 83 - 800 yds astern the LSM 2.
6. Keep alert we are in enemy waters, with unneutralized enemy islands near. These are not plane bases, but they are submarine bases.
7. Log all speed & course changes.
8. Initial

~~Geo D. D. Smith~~

Geo D. D. Smith



1-2 March 1945

1. Enroute from Kossol Roads to Layte in company with T. O 131.9 and Convoy GI 13.
2. Base Course 000° until approx 0130 then 4c by wheeling to 355, then at 0140 4c to 310 by wheeling. Call me at 0115 before the course change.
3. Have the boom mate of the watch check cargo lashings twice each watch as long as the present seas continue. Use red flashlight if necessary.
4. We are the 4<sup>th</sup> ship in Column 2. The LCI's (Column 1 to air port) should be 400 yards ahead, the merchant ship (Column 3 - ahead to starboard) should be 800 yards.
5. Standard distance is 300 yards - 400 yards is probably more comfortable, but do not drop both more than 500. Do not get closer to the 83 than 300 yds however, they are notorious for their inability to keep station, and you will find yourself riding up on them.
6. Keep a constant check on position by radar and glasses. (Use your binoculars heavily they are more

- helpful at night than in the daytime.)
7. Dawn alert at 0515. Call me at 0500.
  8. Log all course changes and major speed changes.
  9. Keep alert to avoid collision. We are part of a large convoy and we cannot go dashing around helter-skelter. Keep closed up to <sup>allow</sup> ~~keep~~ the ships astern to keep their position. Do not lag.
  10. Be alert for signals by whistle and light. The very pistol is broken out and placed by the clock. Put it on. Red is ridge - white is titted - green is smooth. Recall we use a whistle + light repeating sarp.

1. Initial.

ETK

JAB

See McCreath

JAB

2-3 March.

1. Enroute to Kayte from Kessel Roads with T.O. 13.11.9 & Convoy, G1#13.
2. Course 278° T. Speed 9 knots. We will not change course during the night, except in emergency.
3. Keep closed up to the paper distance, 400 yards astern the 83.
4. Dawn alert 0530. Call me at 0520.
5. Keep a dark ship and a fast watch.
6. Read last evening's sailing orders, they are equally applicable to tonight's sailing ~~except for~~ course changes.
7. Initial

Geo S. McJurt

JLH

3-4 March.

1. Enroute from Kessel Roads to San Pedro Bay, Laite.
2. Course 278° T. No course change during the night.
3. Keep closed up.
4. Call Cooks at 0430. Call the 1st Sgt.
5. Dawn alert 0545. Call me at 0530. Call Mr. Rowls, the navigator.
6. Signal men wear the Very Pistol's belt.
7. Initial.

Geo S. McJurt

JLH



12-13 March.

1. Underway with TU 51.1.14 for night training operations.
2. We do not have the operational order however our position is astern the LST 45 and probably we will not have any formation changes until a light.
3. ~~From~~ Form A is our present steaming formation. Distance is 300 yards if visibility is good. Otherwise 500 yards.  
Form Baker is a two column affair and in this case the outboard column falls astern us. So we maintain course and speed.  
Old ~~Form~~ <sup>Form</sup> Chorley A or Chorley Form Baker are no longer effective.
4. Coping movements are made in 20° degree changes. i.e. a 45° course change is made by 20°-20°-5°. Course changes will come over the radio from "Victory 14" or "Tribune". It will be the executive method.

CALL ME FOR EACH COURSE

CHANGE

5. Courses are plotted during the night 115° T until 2000. 1930  
then to 225° T " 2330  
then to 270° T " 0400  
then to 248° T " 0500  
then to 210° T " 0800
  6. We will most probably deviate from their courses, so note the change of course and the time of change in their books as well as in our notes. Call me 5 min before.
  7. Dawn alert at first light (probably at 0615 or about). Call me 5 min before.
  8. Keep a dark ship and a target watch.
  9. Call me in the chart room in the event of any unusual incident.
  10. Initial.
- J.M.P. *[Signature]*

24-25 March

1. Enroute San Pedro Bay, enroute to ~~San~~ Shots in company with Western Islands Trade Group. How T.O. 51.7.9.
2. Course throughout the night is 056° True. There will be no scheduled changes of course nor speed. Speed is 8.25 knots.
3. We are the last ship in Column # (Section #) keeps closed up, but watch the LSM 134 ahead carefully. She seems to be having difficulty keeping up. Do not overtake her. A distance of 400 to 500 yards is safe.
4. We are the force vessel for any ship in our column which may break down. In the event any ship breaks down, call me.
5. Be alert for emergency course changes, they will come out SCR or may come by Man light or by Very signal. Keep the Very Pistol broken out, the Sergeantman of the watch to wear it.
6. Absolute Slack at. No smoke

0450 Call me in the event of  
0500  
0510

7. If the weather continues to give away, call me.
8. How the boarding party watch check lashings on cargo once each watch.
6. Down alert one half hour before daylight. This means 6.0. out the very first light. Estimated time 05-07.
7. Call me in the event of any emergency, any change of course or speed.
8. Initial *[Signature]*
9. Emergency signals are on a separate sheet on the Conn. (Whistle, Man, etc.) Know these.
10. Remember that last every half hour - 00-05 and 30-35 minutes. *[Signature]*



25-26 March.

1. Underway as before with with TU 51.7.9 enroute to Okinawa.
2. Course is plotted as 056°T however at sunset we were running on course 027 P.g.c. A course change to 352 is scheduled at 0430, however due to our inaccuracy on our track it is possible that we will change otherwise.
3. In the event of a change of course, and visibility is too poor to be sure of your course call me.
4. Keep a distance of 400-500 yards astern of the 134. Do not overtake her.
5. Have Signalmen + Q.M. check for signals via Nan beam every hour to 5 min after and every half hour to 5 min after.
6. If the weather remains all right.
7. Dawn alert at 0515.
8. Initial *JMB* *ESWES*

26-27 March

1. Underway as before with T.O. 51.7.9 enroute to Okinawa.
2. Course during night 0257. This is not the charted course but is probably the course we will run throughout the night. Speed 8.25 knots.
3. Keep a distance of 400 to 500 behind the 134. If she breaks down during the night call me immediately, we are the tow vessel.
4. Try as best possible to keep a station abeam the 670 to our port if possible without running over the 134. 1
5. Do not go above standard to close up. A high speed gives us too much pounding in our present seas.
6. Have signalmen + Q.M. check for Nan signals regularly.
7. Dawn alert at 0515. Call me 10 min before.
8. Initial *JMB* *ESWES*
9. If seas continue have Bow doors & lower deck checked each watch.

27-28 March

1. Underway as before bound for Ryebyen Retto.
2. Course during night  $025^{\circ}T$ .
3. Speed 8.25 knots.
4. There is no indication of a course change during the night, however if a course change is signalled, and visibility is poor, call me.
5. Dawn alert at 0515. Call me at 0505.
6. Keep station as before 400-500 yards astern the 134 - abreast the 670 if possible.
7. Remember we are the tow vessel for our column.
8. Check Nan signals regularly.
9. If the seas get higher, check cargo lashings and bow doors every watch.
10. Initial

Geo Edw. C. Smith

J.M.P.  
M.W.  
J.L.

28-29 March

1. Underway as before bound for Ryebyen Retto.
2. Present Course  $025^{\circ}T$ . A change of course to  $325^{\circ}T$  is indicated by our D.R. Track, however nothing has been received from the C.T.U. If a course change is signalled, and visibility is poor, call me.
3. Dawn alert 0510. Call me at 0500. Call alert at 0510.
4. Keep station as before 400-500 yards astern the 134 - abreast the 670 if possible.
5. Check constantly with the Nan gear on the hour and on the half-hour. We may get the course change in that manner.
6. Check cargo lashings & bow door every watch.
7. Keep the ship deck.
8. Initial

Geo Edw. C. Smith

J.M.P.

M.W.

J.L.



29-30 March.

1. Underway as before en route to Ohunawa
2. Course  $325^{\circ}$  T speed 4 knots.
3. Change course  $291^{\circ}$  T at 2300.  
If visibility remains poor, call me at 2245, prior to the change of course
4. Dawn alert 0515: Call me at 0505
5. Give the 134 plenty of distance 500 yds if visibility remains poor.
6. Check constantly with Nan Gear ~~at~~ appointed times.
7. Check Cargo lashings each watch.
8. A visual message was received warning of an approaching storm. Check the barometer constantly each hour if it falls below 24.5 Call me.
9. Keep a dark ship on alert watch.
10. A vacuum of coffee will help you keep your feet warm.
11. Initial

JMB

Scott McDevitt

30-31 March

1. Underway as before approaching Western Islands of Nansei Shoto.
2. Courses as plotted on approach plan are as follows:

|                      |       |               |
|----------------------|-------|---------------|
| $335^{\circ}$ T      | until | 0140          |
| <del>009</del> $009$ | until | 0245          |
| $027^{\circ}$        | until | 0400 (approx) |
| $073^{\circ}$        | until | 0430 "        |
| $090^{\circ}$        | until | 0440 "        |
| $152^{\circ}$        | "     | 0500 "        |
| 207                  | "     | daylight "    |
3. These courses are subject to change, of course, and times of approach depending on speed to be made.
4. I will be sleeping in the radio shack, call me if there is any question.
5. Dawn alert at 0500. Call me 10 min before
6. We will anchor at daylight
7. Guns 5. (20 mm aft) and 7+9 (50 cal. forward stbd) are manned until LST's leave the formation at approximately  $073^{\circ}$  or 0430. Call me when you observe the LST's leaving. All LST's

except the 88 and all LST's  
except the 670 (aboard to port)  
will leave at this time. Probably  
the 670 will fall in astern of  
us, however this has not been  
definitely settled. Call me.

8. We will then shift the  
manned guns, depending on  
our formation.

9. I keep an alert watch, our  
chances of being attacked by  
small boats, etc, from 0400  
until daylight, one good.

10. Initial.

Geo. M. Edwitt

1 - 2 April

1. Underway. Destination  
unknown. We will probably  
cruise about for the night  
and return to the anchorage  
in the morning.
2. Follow the ship ahead, keep within  
400 yards.
3. Keep a dark ship and a sharp  
lookout. Remember we have no  
anti-sub screen, nor radar guard.
4. Dawn alert at first light. Call  
me 10 min before.

Geo. M. Edwitt



CR

2-3 April

1. Coaming with other LSTs of T.O 51.1.14. We will describe a roughly circular course around to the South & West of Kerama Retto, to return to anchorage at morning.
  2. Keep closed up to 400 yds the 83 is ahead of us and by keeping closed up we will be less hot for some wandering Jap.
  3. Call me immediately on ~~any~~ any flash blue that off at this area Sound G.Q. or flash red, or if anti aircraft fire is close by.
  4. There is a good probability that the Japs will be over when the moon approaches her Zenith. Keep a sharp lookout.
  5. There is a chart prepared to follow bogey (enemy contact) reports.
  6. Down alert at first light Call me a few minutes before.
  7. Sound the buzzes only for attack
  8. Initial.
- Seeds

3-4 April

1. Coaming with various LSTs in formation. LST 749 is Convoy guide, LST 186 is Section guide. We are second in column.
2. Course will be roughly South & West of Kerama Retto.
3. Keep closed up. 400 yards on 186.
4. Course changes may be signalled by whistle blasts.
5. Call me on flash red. A.W. unless Bogey reports show aircraft in our vicinity then sound G.Q.
6. Down alert at first light. Call me a few minutes before.
7. There is a clear sky tonight, and there is a good probability of an attack as the moon reaches the Zenith
8. Mr. Berends states positively that we will have a good storm tomorrow morning at 0455. Check on this item to recall to his recollection on later predictions.
- a. Initial.

JMB

CR

Seeds

4-5 April

1. In company with other LSM's & LST's enroute from Okinawa to an unmarked near base.
2. Base course is 145. Course may be changed during the night however.
3. Keep closed up .400 yds astern LSM 186.
4. Dawn alert at first light. Call me a few minutes before.
5. Mr Rounds was wrong in his 0455 prediction. I predict no air raids tonight nor tomorrow.
6. Initial.

Geo D. Witt

5-6 April.

1. Enroute to anchorage in vicinity Okinawa. In company with various LST's & LSM's in Convoy.
2. Base course 335°T. Course may change during night however. Course will be changed in 20° increments, with appropriate blasts of whistle (1-5th - 2 Port).  
Inboard ships will slow 2 knots.
3. Radar is out. It will probably not be possible to use it to keep station. This means a constant and alert watch, and keeping closed up enough to be able to see the guide ship at all times. Keep an eye on her wake for speed changes.
4. By morning unless we do an abrupt change of course (Turn or lose 18) we will be near Okinawa. Keep an alert lookout.
5. Dawn alert at first light. Call me 10 min before.

Initial

Geo D. Witt

6-7 April

1. Still pacing the ocean with our hands behind our back.
2. Course at 0900 was  $135^{\circ}T$ . It may well change at any time.
3. Course changes will come over the radio & will be signalled by whistle signals.
4. Watch for the LSM 94 ahead of us. Recall she has one engine broken down and will have difficulty in steering or in maneuvering. Give her plenty of room - 500 yds minimum.
5. Notify me during the night of any change in course.
6. As long as we are doing  $135^{\circ}T$  (away from Okinawa) we need not be concerned with T.F. 52 Color Condition Warnings.
7. Dawn alert as usual. Call me at 10 minutes before.
8. Initial.

John  
Kearson Christ

7-8 April.

1. Sailing as before in company with LST 6287.
2. Course at 2000 was  $234^{\circ}T$ . It may well be changed at a later time.
3. Notify me during night of any course changes.
4. Unless we turn our course Northwestward we need not be concerned with flares from Cam Tach For 52.
5. Dawn alert. Call me 10 min before.
6. Initial.

John  
Kearson Christ



8-9 April

84

1. Cruising as usual. Around the square.
2. Course is  $135^{\circ}T$ . It will be changed to  $235^{\circ}T$  at 1000.
3. Notify me during the night of any course changes.
4. Dawn alert. Call me 10 min before.

Initial

Geo M DeWitt

9-10 April

1. Sailing as before in Company with LST 696, 811, 885, 888, 479, 801, 670, 130, 849, 649, 813, 917, 770, 771, 616, 780, 484, 793, 794, 946.  
↳ LSTs 134, 94, 186, 88, 79, 24 and 92.
2. Course at this writing is  $045^{\circ}$ . Our position is Southeast of Okinawa. Course will change to  $135$  at 2000.
3. Notify me of any change of course during the night.
4. Dawn alert. Call me 10 min before.
5. Initial

Geo M DeWitt

10-11 April.

1. Underway as before, destination unknown.
2. We will be steering various courses throughout the night, call me if visibility is poor or you are unsure of your position or a course change.
3. Observe the usual precautions.
4. Dawn alert at first light. Call me 10 min before.
5. Initial

Geo. M. Dewitt

WR

11-12 April

1. Cruising as before, destination unknown.
2. We will be steering various courses throughout the night. Keep clear the other ships. Log all changes.
3. If visibility is poor or you are uncertain of your course or position call me.
4. Observe the usual precautions.
5. Dawn alert at first light. Not when it is full light. Call me, and all other officers 10 minutes before.
6. Initial

Geo. M. Dewitt

WR

12-13 April

1. Cruising as before on various courses south east of Okinawa.
2. Observe special "Nan" AEW exercises in accordance with message and memorandum attached hereto.
3. Log all changes of course as accurately as possible.
4. Observe the usual precautions.
5. Dawn Alert at first light, call all officers 10 min before.
6. Initial

Swain Smith

John

13-14 April

1. Cruising as before on course 305°T toward Kuba Shima, west of Okinawa.
2. A course change during the night is not indicated. We should arrive at Kuba Shima at 0945 tomorrow.
3. Observe special "Nan" AEW exercises. We are the sending ship tonight. Send messages each watch.
4. The death of President Roosevelt will not discourage the Japs. We will pass less than 20 miles south of Okinawa at 0400, regard all Flash & Conditions sent out beginning at midnight.
5. Genuine Dawn alert tomorrow at first light, not when it gets bright enough to see. Call all officers 10 min before.
6. Initial

Swain Smith

John

all

MB

7. A late message provides that we will be met at sunrise by a boat which will deliver anchorage chart. Have bucket bent on line ready to put over side to pick up charts.



16-17 April

1. We get underway at 0330 to proceed to I.E. Shina for unloading.
2. Call special sea detail at 0310. Call me when you call Special S.D.
3. We will rendezvous with our group off point Polo. Have Radio especially alert for any and all traffic concerning our group of any ships in the group.

Secord, D.

17-18 JUNE

1. Underway to head to P.I. from I.E. Shina, Okinawa Atoll.
2. Com LSM Flot 6 is O.T.C. LSM 30 is Column guide. We are 2<sup>nd</sup> ship in Column (Division 5)
3. In company LSM 56, 84, 86, 89, 67, 82, 136, 172, 221, 265, 279, 326, 11, 30, 134, 235 and 137, 198-199.
4. Base Course for night is 195°T. No change of course is indicated. If there is a change it will be by executive method over S.C.R.
5. Distance is 300 yards. Interval 400.
6. Speed is 9 knots.
7. There are whistle signals only for emergency turns.
9. There are three couring dispositions #1 (present formation), #2 parallel Column astern, and #3, single column. See Diagrams in Apr Signal
10. Call me at first light to take the Conn. MR Rounds will take sights and determine position.
11. Call me if they pull any formations not known to you. Secord, D.

Call me  
Call me

18-19 June 1951

1. Enroute to Leyte P.I.
2. Base course  $185^{\circ}T$   
No change of course is indicated.  
Course changes may be made by executive method over S.C.P.
3. We have Radar guard for the night. Keep Radar on the 80 and 20 mile range as much as possible.
4. Distance no. 300 yards  
Keep up to this distance.
5. Mr. Rounds will take bearing star sights and will calculate position before 0800.
6. Call me in the event of any emergency or sudden or appreciable change in the weather.
7. Initial. *Scott D. Smith*

19-20 June

1. Enroute to Leyte P.I.
2. Base Course  $190^{\circ}T$   
NO change of course is indicated.
3. Keep cloud up to 500 yards
4. Call me at first light for star sights.
5. Call me in the event of any emergency or any sudden or appreciable change of the weather.
6. Initial.

*Scott D. Smith*

*all*

All O.O.D

Attention

Read message reference to practice firing 40mm tomorrow.

They are going to try to pull some FAST ones. Be ready for a GO any moment.

*Scott D. Smith*

20-21 June

1. Enroute to Leyte P.I.
2. Base course 190°  
No course change is indicated
3. Keep closed up to 300 yards.
4. Call me in the event of an emergency  
at sudden change of weather.
5. Initial

Leslie M. Smith

20-22 June

1. Enroute from Okinawa to Leyte
2. We are approaching San Pedro  
Newark
3. At 2000 yards on Base Course  
190°
4. A course change about midnight  
is indicated to course 310° T. (Est.)
5. The change of course will  
be given by executive  
method over S.C.R.
6. There is no set course in our  
sailing directions for proceeding  
into San Pedro bay from  
the point which we will pass  
at midnight, however 310°  
should be a fair approximation.
7. It is possible there will be  
a change of course during the  
early morning hours to clear  
Homonhon Island.
8. E.T.A. Leyte 1100 tomorrow.
9. Initial

Leslie M. Smith

J. M. Smith



22-23 July

1. Enroute to Subic Bay, Luzon Pt. in Company with LSMs 186, ~~Com~~ LSM 62 25 OTC. In company 90 (Western) 134, 144, 256, 56, 29, 234, 235, 180, 110 284, 364. Speed 12 knots.
2. Base Course is  $290^{\circ}T$ . We will remain on such course until approximately  $0300$  A Flashing white light, every 4 seconds should be visible abeam to the starboard at time of change of course. This light has a visibility of 27 miles.
3. At  $0300$  (approx) course will be changed to  $304^{\circ}T$  (see chart point "VB".)
4. There will be another change of course at approximately  $0700$  to  $270^{\circ}T$ . (see chart point "W.C".)
5. Keep posted of our position by using the chart  $4706$ . On Com.
6. Keep between 400-500 yard distance until day light. Then close up to 300 yards.
7. If the weather worsens, call me
8. Initial.

*[Signature]*

24-25 July

1. Enroute to LAAG, North West Luzon, PI in company and formation as before.
2. Base course until 2020 will be  $344^{\circ}T$ . At 2020 course will be changed to  $001^{\circ}T$ . At 2725 course will be changed to  $015^{\circ}T$ . We will maintain this course throughout the night. Speed 12 knots.
3. Keep ship darkened.
4. Keep posted on our position on Chart # 4705 on Chart desk in Radio shack.
5. Execution of course changes by voice radio.
6. Keep distance of 400 yards unless visibility is bad, then open to 500.
7. Supervise all entries in log; make sure speed and course changes are properly entered. Welcome a noon position to calculate.
8. In the event of any untold incident or change of weather, call me
9. Initial.

*[Signature]*

28-29 July

1. Underway with TU 72-10.6 enroute from Port Currimao (L0006) Luzon PI. to Ie Shima (OKINAWA G 6070).
2. Course at sunset is  $109^{\circ}T$ . We will remain on this course until 2215. Course will then be changed to  $072^{\circ}T$ .
3. There will be a change of course at 0133 to  $090^{\circ}T$ . We will remain on this course the balance of the night.
4. Speed 09.5 knots.
5. New Causing disporters are on the file board on the comm. In case of doubt call me immediately.
6. Ship will be blacked out. Distance 300 yards. Keep an accurate distance.
7. Chart 4905 is in chart room. Keep posted on our position.
8. Awaken me in case of change of weather.

Edgar Covert

~~29~~ - 30 July

1. Underway as before with 72-10.6. Speed at sunset was 4.0 knots. Course  $070^{\circ}T$ . L0006, Luzon PI to Okinawa.
2. Course will be held at  $070^{\circ}T$  till 0330 at which time course will be changed to  $037.5^{\circ}T$ .
3. The O.T.C. will undoubtedly issue storm warnings during the night, keep a track on the storm. If it worsens call me.
4. Check lashings on cargo every watch - more often if the weather is rough.
5. Keep the ship blacked out. It will be permissible however to use hooded lights when checking lashings.
6. Distance 500 yards - especially when running so slowly.

Edgar Covert

Edgar Covert

30-31 July - ~~31 July~~

1. Steaming as before. Running before threatening typhoon to the North, centered at approximately  $22^{\circ}N$   $129^{\circ}E$ .

2. At our last fix our position was  $19^{\circ}N$   $125^{\circ}E$  (0900)

3. Course  $100^{\circ}T$ . However  $105^{\circ}T$  seems to keep a better heading. Inquire from the man you succeed. Speed is 4 knots - 360 rpm seems to hold position.

4. No change of course is likely but if course is changed it will be by voice radio.

5. Have cargo lashings checked each watch.

6. If the storm worsens, call me.

7. Intend

8. Intend

31 July - 1 Aug.

1. Steaming as before.

2. Course at 2400 was  $250^{\circ}T$ .

3. It is doubtful that there will be course change unless the wind shifts.

4. We have been able to maintain position running at about 400 rpm <sup>one engine</sup>. Do not close up on the 186.

5. Steer by compass do not try to keep station on the 186, he is all over the sea.

6. It is suggested you pick out an LST and keep station on him. The interval between columns is 1000 yards - Try to keep about in the middle of the two columns. Use a little rudder and come over slowly rather than a large change of heading.

7. Keep at least 700 yards behind the 186 - more if possible ~~to~~ if the 94 doesn't close on us.

8. Call me if you have any difficulty.

9. If any danger of collision should arise, turn on the side



Remain lights briefly and  
blow 4 blasts. Maneuver, etc  
keep out of his way. No distance  
closer than 300 yards to a  
ship is a safe distance.  
90. Break out the allis  
signal lamp to use in case  
of danger.

10. Watch your helmsman that  
he doesn't wander off - 4° on  
each side is enough swing.

12. If you get caught side  
wise use lots of engine  
ahead full on one, back full  
on the other.

13 Again - Keep clear of the  
ships, don't

14 Neutral

*[Faded handwritten notes and scribbles]*

## 1-2 August.

1. Sailing as before
2. Course at 2000 was  
up 0.15. It is impossible  
to determine if course changes  
will be made during the  
night, if so they will be executed  
by voice radio.
3. Keep closed up to 600  
yards maximum. Sailing  
distance is set at 400,  
however I do not let us  
fall behind position.
4. Keep station on an h ST  
You do not have to pay  
particular attention to the  
perquisitions of the 1802  
Neutral.
5. Neutral.

*[Handwritten signature]*  
Ludon Smith

*[Handwritten initials]*

2-3 August

1. Underway as before. Course at 2000 was 006°T. There will be no course change during the night.
2. The storm danger is apparently over the storm is centered at 29°N and 157°45'E, and moving North-East.
3. Keep station on the 176 at a distance of 400 yards astern. They are being sons of bitches about it, so keep it 400 on the nose.
4. The stars are out sufficiently to anticipate a clear morning. If the sky is clear at first light call me for star sights. If cloudy, do not bother.
5. Initial.

Geo J. Edmitt

APB  
JAB

WBL

3-4 August

1. Underway as before approaching Okinawa.
2. Course at 2000 was 345°T speed 7.5 knots
3. We have not been given the further course changes therefore be alert for change by voice radio.
4. Keep a distance of 400 yards.
5. Keep a dark ship. We are getting within enemy air striking distance.
6. If we sight land in the morning! Call me.
7. Initial.


Geo J. Edmitt

JLM

WBL

JAB

14-15 August

1. Underway with T.O. 95.5.46 from Okinawa to Subic Bay, Luzon PI
2. Speed is 11 knots. 615-625 RPM should make the best holding speed.
3. Distance is 300 yards. Keep this distance. There will be a moon and the sea is calm.
4. Course at 2000 is  $186^{\circ}T$ . Course will be changed at 0440 to  $217^{\circ}T$ .
5. Despite the announcement today by the Japanese official Newsagency that Japan has accepted our peace terms, the war is not yet over. Keep a dark ship and an alert watch for mines, which are reported in this vicinity.
6. The sailing formation is the same as the journey up to Okinawa except that ~~ships~~ only the 90 astern of us. Keep on the guide ship the 186.
7. Call me in case of emergency.
8. If the stars are out in the morning call me at first light for star sights.
9. Initial - 

15-16 August.

1. Underway as before from Okinawa to Subic Bay
2. Course for the night is  $220^{\circ}T$
3. Speed at 2000 is 13 knots.
4. Distance is 300 yards. Keep closed up.
5. Despite the announcement by the President of Japan's acceptance of unconditional surrender we will keep the ship blacked out and keep alert for possible submarine, mine or plane attack.
6. Sweep <sup>with</sup> the Nan Ceat on the hour every hour for five minutes astern.
7. Call me in case of emergency.
8. Call me if the stars are out at first light for morning sights.
9. Initial

Lead by 







16-17 August

1. Underway as before from Okunawa to Subic Bay.
2. Speed of advance is 11.5 knots.
3. Course at 1800 is 240°. Estimated changes of course will be as follows:
 

|      |    |     |
|------|----|-----|
| 1930 | cc | 289 |
| 2110 | cc | 268 |
| 2300 | cc | 248 |
| 0300 | cc | 194 |
4. We are running Babuyan Channel between Northern Luzon and the Babuyan Islands. Keep alert until the channel is cleared.
5. Dutch ship as usual.
6. Sweep with Nan gear on the hour every hour.
7. Call me in case of emergency
8. Initial

See Dr. Smith

J  
PK

17-18 August

1. Underway as before - Course 170°  
Speed 10 knots.
2. Course will be changed to 080° at 0400.
3. We will enter Subic Bay at day light. Call me prior to entrance into the Bay.
4. We will rest with the 90. Most probably we will anchor and the 90 will tie up alongside.
5. Keep a dark ship.
6. Keep closed up to 300 yards.
7. Sweep with Nan gear on the hour.
8. In case of emergency, call me
9. Initial

See Dr. Smith

PK  
W

19-20 August.

1. Underway from Subic Bay P.I. to Leyte, with Com ~~506R~~ 25 and ships as before.

2. Course is inter-island. It is charted in Blue on 4706 (Central Philippines Chart). Buoy running lights.

3. We will pass thru the Verde Island pass tonight. Chart # 4214 is prepared with bearings on lights, DR's & Base course plotted. Keep a check on this by means of bearings etc.

4. Speed of advance 11 knots (approx 600 rpm) Course is 155° T until 2232. Course will then be changed as follows.

|      |         |      |         |
|------|---------|------|---------|
| 2232 | °/c 176 | 0425 | °/c 143 |
| 0110 | °/c 115 | 0510 | °/c 063 |
| 0330 | °/c 090 | 0600 | °/c 125 |

These courses are plotted on 4214. Look at it.

Pearce's terminology is confusing. He is ordering "Shift" Right or Left for Turns and "Column" Right or Left for Courses. Watch carefully to avoid collision.

6 Initial

20-21 August

1. Underway from Subic Bay to Leyte, as before. Speed 12 knots.

2. We are approaching San Juanico Straits from the North, our S.T.A. at the South of the channel is approximately 0430 providing the present speed is kept. It is assumed however that speed will be lowered so as to arrive at the northern end of the channel at day light.

3. Call me when we approach the channel. Put your Special Sea detail on helm, ammunition and engines.

4. Courses during night as follows  
Present course 130

|          |      |
|----------|------|
| °/c 2118 | 090° |
| °/c 2143 | 140° |
| °/c 0050 | 160  |
| °/c 0200 | 135° |

5. Initial.

J. M. B.

29-30 August.

1. Underway enroute from Legate P.I. to Cebu City, Cebu, P.I. with  
1.1. Tach Unit 13.13.2. Command's Record O.T.C.
2. L.S.M.s in Company are 186, 4, 17, 29, 31, 75, 82, 83, 87, 88, 90, 137, 100, 107, 134, 144, 177, 177, 212, 256.
3. Speed of Advance 12 knots.
4. Course Changes are plotted on Charts 4719 and 4718. Roughly we are sailing north of Mindanao around the southern coast of Bohol thence up the east coast of Cebu.
5. E.T.A. at Cebu Harbor at 0700. Call me when we approach the Harbor entrance.
6. Radio call for ships of our Column in Division 2 (Dir area in Port Div 3 is on Starboard). Course Changes will be by Radio. Keep the radio man on the ball.
7. Initial.

Keep closed up to 300 yds

1 Sept - 2 Sept.

1. Underway from Cebu, P.I. to Manila with 221 7A. Bn.
2. Speed is 12 knots. Pitch is O.T.C.
3. Course is charted on Chart "4712" in pilot house.
4. Have the B.M. of the watch check the patch in the mid crew compartment at least once a watch. It is possible for it to shift and leak excessively.
5. Typhoon warnings are out. Have the Cargo lashings checked once each watch.
6. If the wind blows up any stronger it would be wise to have the tarpaulins taken down before they are split by heavy waves.
7. Keep closed up, consonant with the state of the sea. We are ~~the~~ the last ~~at~~ ship in the middle Column.
8. Watch for course changes by Radio. Check the chart for the next course change so that you can anticipate him.
9. Initial.



2-3 Sept.

1. Underway as before enroute Manila Bay from Cebu City.
2. E.T.A. enter Manila Bay at 0700. Call me as we enter the outer bay near Corrigedor.
3. The course for the night is plotted on chart 4712 in the radio shack.
4. Have the BM of the watch check the lashings every watch, also the patch on the port side.
5. Keep closed up consonant with the state of the sea and visibility.

6. Initial

*James M. DeWitt*

*Ek*

5-6 Sept.

1. Enroute from Manila to Tokyo Bay, with Task Unit 33.2.4 with Commande Taccupo O.T.C.
2. Speed is 10.5 knots (645 rpm). Keep a 300 yard distance. The 83, as Column leader, has a tendency to steer slightly to the port. Watch his closing on the Port column.
3. Course at 2000 is <sup>005</sup>350. Course will be changed at 2145 to 014°. There will be no further course changes during the night. Course is plotted in red on 4705.
4. Keep the Ship Blacked out.
5. The bow doors have slipped and may possibly come undogged. Have them checked each watch by the BM of the watch.
6. Check Cargo lashings every watch.
7. Course changes by Radio.

Initial

*James M. DeWitt*

*Ek*

*Ek*

Sept 6-7

1. Enroute Manila to Tokyo, as before.
2. Course at 1800 is 074. Course will be changed at ~~about 0500~~ <sup>0450</sup> to 049. Course change will be made by radio.
3. Speed is being maintained at 10.5 knots, 635-645 rpm.
4. Keep about a 300 yard distance. It is not necessary to keep any closer than that.
5. Darken ship - keep ship blacked out.
6. Apparently we have run out of the heavy weather. If the sea should kick up again however, give yourself plenty of room.
7. Check cargo lashings and bow doors each watch.
8. Initial.

Judson Ed.

Sept 7-8

1. Underway as before Manila to Tokyo, in company with 30 other LSMs.
2. Course for night is 049°. It is not expected that there will be any course changes during the night.
3. Speed is 10.5 knots - 635-645 rpm.
4. Distance 300 yards.
5. Darken Ship at Sundown. Keep ship dark.
6. Weather conditions appear favorable.
7. If the sea should kick up have cargo lashings checked each watch.
8. Initial.

Judson Ed.

Handwritten initials and scribbles.

8-9 Sept

1. Underway as before from Manila to Tokyo with 221 F.A. Bn Aboard.
2. Course for the night is  $049^\circ$ . It will not be changed during the night.
3. According to orders received today we will Travel with Navigation light at full brilliance.
4. Speed has been increased to 11 knots - approx 675 rpm.
5. Weather conditions appear favorable however there are storm warnings of a typhoon which is south of us about 600 miles (off Luzon) but which is moving north along our track. If the weather should become worse, call me.
6. We are about off the south eastern tip of Okinawa, distance 80 miles.
7. Have cargo lashings checked at least once each watch.
8. Initial.

*[Handwritten signatures]*

9-10 Sept

1. Underway as before from Manila to Tokyo with T.W. 33.2.4.
2. Course for night will remain unchanged at  $049^\circ$ .
3. Speed 11 knots (approx 670 rpm)
4. Burn navigational lights until sun rise, the O.T.C. is very particular about turning them off exactly at sunrise. Time of sunrise is 05-42.
5. Weather conditions appear favorable. There is a typhoon south west of us however we appear to be out of its radius. A local storm is brewing. Have lashings on cargo checked each watch if the storm blows up.
6. Our 1800 position was  $27^\circ-40'N$   $131^\circ-40'E$ . Our 0600 position will be approximately  $29-07'N$   $133^\circ-33'E$ .
7. Initial

*[Handwritten signatures]*



10 - 11 Sept.

1. Undriven as before with TU 33.2.4
2. Speed for the past 24 hours has been 12 knots (695 Rpm) however at 1800 speed was reduced to 600 Rpm. This may be a steaming speed for the night or may be for the purpose of allowing a steering casualty to catch up.
3. Turn navigational lights on and off with O.T.C.
4. Our course is  $048^\circ$ . It will remain so for the night.
5. Keep closed up to 300 yds.
6. Weather appears favorable however have the lashings on cargo checked at midnight.
7. Our position is approx  $310^\circ$  N.  $136^\circ$  E off the coast of Kiyushu.
8. Initial

9. Note the message received today provides a "Form Chartey Two", Two columns. We maintain position and speed as per the LSM 83.

11 - 12 September.

1. Approaching Tokyo Bay with TU 33.2.4.
2. Speed was reduced at 1230 today to 9 knots (575 Rpm). In all probability we will maintain this speed for the night, so as to arrive in anchorage at first light.
3. Course will be changed during the night. We are approaching point "Goodport" in outer Tokyo bay and have no routing points from there on. Course changes will be made by radio.
4. Course at 1800 is  $048$ . Course will be changed at  $2100$  to  $334$  and we will run for  $5\frac{1}{2}$  hours on that course.
5. Courses are plotted on Chart 2734. Large Scale Tokyo bay chart is on plotting table in chart house.
6. Call me at first light if we are entering Tokyo Bay.
7. Keep a D.R. Track on the chart & shuffle to the large scale chart as necessary.
8. Initial

13-14 Sept

1. Underway with TU 33. 22. 4  
from Tokyo Bay to Manila.  
Commander Talliaferro OTC  
in 137. Lt. Com. Percoch in 80

2. Speed 11 knots.

3. Course is a reversal of the  
D.R. Track to Tokyo. Course  
during the night will be about  
the Small Islands off Tokyo  
Bay.

4. Keep cloud up to 200 yds.

5. Initial.

*[Signature]*

14-15 September

1. Underway as before enroute  
Tokyo to Manila.

2. Speed is ~~5~~<sup>500</sup> ~~50~~ r.p.m. We maintain  
this at about 575-595.

35-545

3. Course for the night is 220°  
however this may be changed by  
the O.T.C. if the wind direction  
should change, in order to  
keep our head into the sea.

4. Keep at least 300 yards back  
of the 83. 400 yards in even steam.

5. Initial.

*[Signature]*

15-16 Sept.

1. Underway as before from Tokyo Bay to Soranaka.
2. Base course is ~~260~~<sup>265</sup>. It will remain so for the night.
3. Speed is 10.5 knots - 660-670 rpm will hold in position.
4. Keep closed up to 300 yards unless the weather worsens, then drop back to 400 yards.
5. There are Typhoon warnings of a storm south of us which is progressing in a north westerly direction. Inasmuch as our course is southwest we may possibly but not probably, feel its effects before morning. If the weather should worsen make sure all water tight hatches and doors are closed except those essential to operation of the ship.

6. *[Signature]* *[Signature]*

16-17 Sept

1. Underway as before.
2. Course at 1900 was approx.  $270^{\circ}$  for the purpose of escaping from Typhoon.
3. Course may be changed during the night, if so it will be by radio. We have no information on the course intended to be followed.
4. Speed is approx 11 knots. Rpm's are 660.
5. Our position at 1800 was due north of Ito Shima approx 130 miles. Bearing from Bolo  $010^{\circ}$  distance 150 miles.
6. The storm may probably increase in violence during the night, it is estimated it will be about 120 miles east of Okinawa at 0200.
7. Keep 400-500 yards astern the 73. We are in a 2 column formation.
8. *[Signature]*

*[Signature]* *[Signature]*

*[Signature]*



17-18 Sept.

1. Underway as before enroute to Manila.
2. Course at 1800 is 160°. We have no information on course changes. They will come by radio. Make sure they are logged.
3. The storm is abating however it is wise to keep at least 500 yards astern the 73 until the sea has quieted down. Storm has curved east.
4. Speed is 10.5 knots. 655 rpm seems to hold very well.
5. We are in a 5 column formation again, make sure that navigational lights are turned <sup>off</sup> with such promptness as to please the Chesapeake Bay Command.

6. Initial

EF

*Richard Smith*

18-19 Sept

1. Underway as before enroute Manila.
2. We are now back on our track. Course is 290 for the night.
3. Speed has been increased. You will find it will take approximately 670 rpm to hold.
4. Weather conditions are favorable. The Storm Center is now over Japan, the swells should abate before morning to give us a good day of sailing.
5. All other matters are the same.

6. Initial

*Richard Smith*

EF

19-20 September.

1. Underway as before enroute Manila.
2. Course at 1900 is  $208^{\circ}T$ . We will continue on this course until approximately 0700, at which time we will change course to  $194^{\circ}T$ . We will continue on such course for the night.
3. Speed 11 knots - 660 rpm.
4. We are passing around the north western tip of Luzon and beginning the last leg of the journey down the west coast of Luzon.
5. Keep closed up to a comfortable distance.
6. Initial.

Leslie Smith

20-21 Sept

1. Underway as before enroute to Manila.
2. We are due to arrive the outer approaches Manila Bay at about 0800. Call me as we come upon Corregidor Island.
3. Course at 1800 is  $194^{\circ}T$ .
4. Course changes for the night as follows  $1900-163^{\circ}T$ ,  $0400-170^{\circ}$ ,  $0700-120^{\circ}$ .
5. our speed is 550 rpm. approx 9.5 knots.
6. We are the lead ship of Column two. Keep a good pattern relative to the columns on each side and to The 132
7. Initial.

Leslie Smith



25-26 Sept.

1. Underway from Manila to Legaspi, Luzon P.I. with Lt Comm Foye in LSM 180 Com LSMGR 22 as OTC.
2. We are second ship in Column.
3. Ships in company are LSM 180, 87, 88, 90, 132, 174, 177 454. in Column in above order.
4. Speed is 7.5 knots. (42.5 rpm)
5. Course is charted on 4706. <sup>64</sup> After South from Corrigedor course will be  $176^{\circ}$  T. Course will later be changed to  $114^{\circ}$ , then to  $090^{\circ}$  to make the Verde Island Passage.
6. Distance is 400 yards. Keep at about 350 to keep from straggling.
7. Initial:

*[Signature]*  
6

*[Signature]*

*[Signature]*

26-27 September

1. Underway as before from Manila to Legaspi.
2. We are now in two columns the 82 and 90 astern of us.
3. Speed is 8 knots.
4. We have dismantled the Starboard engine - 635 rpm on the port engine ahead hold.
5. Course is  $108^{\circ}$  T. until about 0230. We will then run  $090^{\circ}$  for 45 min then  $032^{\circ}$  for 1 hour 15 min, then  $090^{\circ}$  for a half hour and then  $130^{\circ}$  for the next  $3\frac{1}{2}$  hours.
6. Keep closed up within 400 yards.
7. Initial:
8. Blank speed at ~~4000~~ <sup>6</sup> ~~4000~~ down at

*[Signature]*  
6  
*[Signature]*



28-29 Sept

1. Underway with LSM GR 22 from Legaspi to Batangas Luzon PI with 1279<sup>th</sup> Combat Engineers aboard.
2. We will pass thru San Bernardino Straights at approx. dark, the course from there on will be in effect a retracing of our course to Legaspi.
3. Speed at 1800 was 12 knots 750 rpm.
4. Courses are plotted on 4706 in Chart room.
5. Keep a distance of 400-300 yards.
6. Initial.

Geo M. D. [Signature]

2-3 October

1. Underway for Subic Bay with O.T.C. Com Flot 1 in LC (FF) 369. ETA. Subic at Daylight. Call me as we approach.
2. Speed is 10 1/2 knots (Standard)
3. Courses have not been given however we will proceed from Batangas to Subic probably by the usual ~~to~~ courses.
4. We are second ship in column 2 astern the 180 with Com LSM GR 22 as Division leader.
5. Distance is 300 yards.
6. In case of speed changes recall that the 180 is slower than we are, take this into account.

Initial.

Geo M. D. [Signature]

5-6 October.

1. Underway from Subic Bay with 1279 Engines aboard, enroute Tokyo.
2. Course at 1800 is  $350^{\circ}$  T. Speed 10.5 knots. Standard Speed (600 rpm) should hold us.
3. We are second ship in second column astern the 180 (Com LSM 622), the division leader.
4. Distance is 300 yards.
5. As the 180 is Formation guide we should not have to change speed on executing maneuvers, however watch him, he is slower than we are.
6. Courses are plotted on Chart 4705 at about 1830 we should change course to  $004^{\circ}$  T and at 2200 should change to  $014^{\circ}$ . We will continue on this course the rest of the night.
7. Initial *Lead*

6-7 October

1. Underway from Subic Bay for ~~the~~ ~~protection~~ ~~mission~~ after having turned off of course and doubling back on our track.
2. Course at 1830 is  $210^{\circ}$ . We will probably run this course until 2200 when course will change to  $194^{\circ}$ . It is possible however that ~~we~~ we will continue on this course for the night until we join the outer (south bound) course line tomorrow forenoon.
3. Speed is 2/3 at 1830.
4. We have the ~~waves~~ <sup>waves</sup> now off our port quarter so the ride will not be so rough however have lashings on cargo checked frequently, at least once each watch.
5. Keep 400 yard distance.
6. Initial *Lead*

*Lead*



7-8 October.

1. Underway from Subic to Tokyo Bay. Our course has again been reversed and we are once more headed toward Tokyo.
2. Course at 1800 was  $025^{\circ}T$ . Speed 400 rpm. (8 knots)
3. We will probably continue on this course for the night. It is possible that if the seas get rougher that course may be changed however. Course of  $044^{\circ}T$  as the next course indicated.
4. Keep a distance of 400 yards and no interchange of pleasantries with the O.T.C. If he says close up, do so, even if he is a mile out of station.
5. Have cargo lashings checked each watch.

6. Intial

Al

Seedor, West

8-9 October

1. Underway from Subic to Tokyo.
2. Our course has again been reversed and we are now headed South again. At noon our position was just west of Lingayen Gulf.
3. Speed standard (600 rpm). Unless course is changed during the night we should arrive at Manila by morning. If so. Call me on entrance to Manila Bay.
4. Keep a distance of 400 yards.
5. The intentions of the O.T.C. are unknown, as long as the storm continues to come westward however we will not attempt to proceed northward.
6. Have cargo lashings checked each watch.
7. Intial.

Al Jordan



9-10 Oct

1. Underway as before. We are now headed north again and will probably continue toward Tokyo since the typhoon has moved north and is receding.
2. Course will be changed to  $070^{\circ}$  approx. midnight.
3. Speed standard.
4. Distance 400 yards.
5. If the sea continues rough make lashings checked each watch.
6. Intest

Swanwick

CR

10-11 Oct.

1. Underway as before. Course at 1800 is  $060^{\circ}$  speed 10.5 knots (625 rpm).
2. Have cargo lashings checked each watch. This is the roughest sea we have ever been in. Also have bow doors checked to make certain they have not come undogged.
3. We will probably continue on this course until the heavy sea subsides or unless the wind changes.
4. If the bow doors come undogged call me.
5. Intest

Swanwick

CR

CR

11-12 Oct

1. Underway as before.
2. Course for night is  $040^{\circ}T$ .
3. Speed at 1800 is 515 rpm.
4. Have lashings checked each watch.
5. In case of any difficulty with engines or bow doors call me and go out of column to port.
6. The heavy seas should abate by morning however keep 400 to 500 yards astern the 180.

7. Initial

*J.M. Goodwin*  
*AL*

12-13 Oct

1. Underway as before.
2. Course for night is  $045^{\circ}T$ .
3. Speed 9 knots.
4. Check lashings each watch.
5. Keep 400 yard distance.
6. Initial. *Feed Dole*

NOTE Position at noon was South east of Okinawa distance approx 300 miles.

*AL*



13-14 Oct

- 1 Underway as before to Tokyo
- 2 Speed is 9.7 knots (615 rpm)
- 3 Course for night is  $045^{\circ}T$
- 4 Keep distance of 300-400 yards.
- 5 The wind should abate during the night and with the Calmer seas should give us a good days sailing. If however the sea should pick up have lookings checked each watch.

6 Initial

*[Signature]*

(note) Position at noon was 100 miles east of Okinawa, approx above.

14-15 Oct

- 1 Underway as before. Course  $040^{\circ}T$ . Speed 550 rpm (565 will hold)
- 2 We are Column leaders of Section 2. The 180 has dropped out apparently in account of engine trouble.
- 3 The 3rd Section leader of Section 3 is formation guide.
- 4 Keep at interval of 400 to 500 yards. At daylight you may close up to 300.
- 5 Position is east of Amami Shima.

6 Initial

*[Signature]*



15-16 - October

1. Underway as before from Subic Bay to Tokyo with 158 Reg Combat Team aboard.
2. Course for the night is  $045^{\circ}$ .
3. Speed 11.5 knots (700 rpm)
4. Distance 400 yards.
5. Check cargo each watch especially as long as the rough sea continues.
6. ETA Tokyo Bay entrance 1600
7. Initial.

Subm Control

John

27-28 October.

1. Underway from Tokyo Bay, inner harbor at Yokohama to Saipan OTC. Comdr HB Tallgren in LC (FF) 369. In company with LSMs 4, 7, 6, 56, 39, 126, 181, 182, 212, 240, 326, 346, 471, 477, 90, 24, 72, 75, 83, 87, 88, 180, 89, 91, 95, 172, 177, 185, 324, 8, 31, 70, 347, 323. These ships are the Saipan Group. Also 369, 262, 345, 379, 395, 454, 163, 4, 17, 7, 132, 254 which are in the Guam Group.
2. Our position is 6<sup>th</sup> ship of Column 3. Lt Comdr Peacock Comdr in LSM 90 is OTC of our Column.
3. Speed three. Course at 1800 was 180. We have no information of the course to be followed.
4. Keep a distance of 300 to 400 yards in this rough weather.
5. LSM 180 is formation guide. These

step is slower than ours  
so our R.P.M will be below  
the announced speed.

6. Make your helmsmen keep on  
the ball, and knock off the  
conversation in the pilot house.

7. Supervise all entries in the  
log, especially entries of  
speed and course changes.

8. You need not call me for  
changes of course unless they  
are emergency turns.

9. Initial  
CD

*Richard D. ...*

28-29 October

1. Underway as before from  
Yokohama to Sasebo.

2. Course at 1800 was  $140^{\circ}$ T.  
We have no information as to  
proposed course changes for the  
night. It is not necessary  
to call me on course changes  
except make sure they are properly  
logged.

3. Keep a distance of 500 yards  
in this heavy weather.

4. Keep your helmsmen on the ball  
and conversation in the pilot  
house to a minimum.

5. Speed is standard - about 580  
R.P.M will hold.

6. Initial  
CD

*Richard D. ...*



29-30 October.

1. Underway as before from Yokohama to Saipan.
2. Course for the night is 177° T. We will not change course for the night.
3. Speed is Standard (590 rpm).
4. Keep a distance of 500 yards.
5. Advance the clocks one hour at 0200 (i.e. set to 0300). The midnight to 0400 section will thus benefit one hour and will actually stand only a 3 hr <sup>night</sup>.
6. Call me if any untold incident occurs.
7. Initial

Gradient  
JMB

30-31 October.

1. Underway as before from Yokohama to Saipan.
2. Course for the night is 177° T. We will not change course for the night.
3. Speed is Standard (590 rpm).
4. Keep a distance of 500 yards.
5. Call me if any untold incident occurs.
6. Initial.

S.  
JMB

Gradient



31-Oct - 1 Nov

1. Underway from Tokyo Bay to Saipan, as before.

2. Course until 0330 is  $177^{\circ}T$ . at that time course will be changed to  $157^{\circ}T$ . Speed will be increased to 12 knots (Full).

3. At 0330, ComFlot 1 in LCI 369 will take his group on to Guam on course 170, while our group (Columns 1, 2, 3, 4 & 5) will proceed to Saipan under Com 1st Div GR 25 as O.T.C.

4. Keep distance of 500 yards during night. If visibility improves you may close to 400.

5. Speed at 1800 is slightly above standard (620 rpm) and course is  $177^{\circ}T$ .

6. Initial

Geo D. C. ...

4-5 December

1. Underway from Saipan enroute Guam with assorted group of LSMs 31, 105, 279, 311, 357, 459, 463, 481 & 483. OTC on 31.

2. Course at 2100 is  $223$ . There will be several course changes during the night. OTC will announce course changes over SCR.

3. Speed at 2100 is  $7/3$  (up to) however announced convoy speed is Standard. Why we have slowed down was not announced.

4. Our position is last (6-12) ship in Starboard Column. Keep a distance of 400 yds.

5. E.T.A. Guam 0700. Call me about a half hour before entering Harbor.

6. Initial

Geo D. C. ...

7-8 December.

1. Underway from Guam to Pearl via the Great Circle Route. Ships in company are as follows: 87, 31, 259, 311, 357, 459, 463, 483. O.T.C. in 8.

2. Ships are in 2 columns, we lead the starboard column, the 31 is second ship, then the 259 and 311. In the port column the 357 is column leader, the 459, 463 & 483 in order following.

4. Course for the night is 073. We steer 072 by our gyro.

5. As O.T.C. we have the safety of all ships as our responsibility. Keep a sharp look out for other ships and for floating objects in the water.

6. Remember, we maneuver the ships, so we must either change course by compass or turns in plenty of time.

7. In case any question what-so-ever arises as to ships movements - Call me. Don't wait until the emergency is on you to call me.

8. The SCR is on at night only. Inter ship communication can be originated by this ship at night, by flag hoist by day.

9. I wish to take morning star sights. At 0500 have the canopy rolled back from over the cony. At first approach of light, call me for star sights. Don't wait until the sky is bright.

10. Keep speed constant at 650 RPM except in case of emergency.

11. Log all changes of course & fuel.

12. Initial

Gen. D. Quinn



8-9 December.

1. Underway as before enroute to Pearl Harbor.

2. Course is  $082^{\circ}T$  also pgc.  
Speed is 680 rpm (11 knots)

3. There will be no change of course or speed during the night except for emergency.

4. Call me at very first light for star sights.

5. Have radio get a time tick in the early morning.

6. Remember again, we have the responsibility for the entire group of ships. Keep alert and keep an eye behind for signals, at night as well as in the day time.

7. Supervise the log.

8. I will

Swanson

9-10 December

1. Underway as before enroute Pearl

2. Course is  $078$ . Have the helmsman steer  $077^{\circ}$ . Keep him on it by constantly checking the gyro.

3. Speed is 11 knots - 680 rpm.

4. There will be no changes of course or speed during the night.

5. Call me at first light for star sights.

6. Have radio get a time tick in the early morning.

7. In case any ship becomes disabled and must fall out of column find out how long it will take to make repairs. If necessary, slow down, but call me first.

8. The OOD on the 0800-1200 watch will write up all his entries in the rough deck log from Dec 1 to 10.

9. Initial.

Swanson



10 - 11 Dec.


1. Underway as before.
2. Course 078° T. Helmsman has been ordered to steer 077°.
3. Speed is 2/3. Our Starboard Engine is down, we are running full on the Port.
4. The 311 will take us in tow at first light. Call the deck gang to handle lines and cable as soon as it begins to get light.
5. Call me at first light for straighten.
6. At 0200 set ship's clocks forward one hour & log (minus believe time.)
7. No course changes during night. If they should repair starboard engine call me and we will execute speed 3.
8. Initial *HM* *Sen Dr Smith*

11 - 12 Dec

1. Underway as before.
2. The 311 is towing us with approx 600 feet of cable.
3. Speed is approx 575 rpm. (10 knots) We are doing full on port engine. Starboard engine down.
4. Call me at first light for star rights.
5. In case the 311 overtakes the other ships call the 357 via SCR & tell them to increase rpm.
6. There will be no course changes during night and no speed changes are contemplated.
7. Initial


*Sen Dr Smith*

12-13 Dec.

- 1 Underway as before
- 2 The starboard engine is now repaired and we are proceeding at full speed on both engines.
- 3 Course for the night is  $090^{\circ}T$ . Speed is 720 rpm.
- 4 In case any ship breaks down call her and determine if she wants us to slow down. If so, slow to  $\frac{2}{3}$ 's for any ship breaking down on only one engine. If both engines go out on any ship call me immediately.
- 5 Call me for morning star sights.
- 6 Keep your helmsman on his course they have been pretty careless of late and have wandered all over the sea.
- 7 Initial 

Goodnight.

13-14 Dec

- 1 Underway as before
- 2 Speed is 700 rpm at 1700. If the 311 or any other ship cannot keep up, reduce speed by lowering rpm. Call all ships over the radio & tell them you are lowering rpm long all speed changes.
- 3 Course  $081^{\circ}T$ . Star  $080^{\circ}$  pgc and order "holding to the right" of  $080^{\circ}$ . We are 10 miles south of our DR track and a wind is blowing down from the northeast so we don't want to steer straight.
- 4 Same rules apply to ships breaking down. Slow down for them if necessary.
- 5 If the pounding gets worse, slow down. Even to  $\frac{2}{3}$  if necessary.
- 6 Call me at first light. Initial. 



14-15 Dec

1. Underway as before
2. Course 084°T. MAKE YOUR HELSMAN Keep "Nothing to the right" of 083 ppc. We are 20 miles south of our course. Keep to the left.
3. Advance ship's clocks ~~to~~ one hour to minus twelve zone time at 0200.
4. Speed at 2000 is 500 rpm. As the seas begin to calm increase speed in 50 rpm spurts until we are doing 700 rpm, if we can do so without too much pounding.
5. Call me for star rights.
6. Initial  
J

Scott

15-16 Dec

1. Underway as before
2. Course 084°T. Steer 083 ppc. Nothing to the right of 083.
3. Speed 500 rpm. If it smooths down a bit you might try increasing the speed 50 rpm, and up as long as we can increase without pounding. Execute all speed changes by radio.
4. Call me for star rights.

5. Initial

JMB

Scott



16 16  
~~15~~ - ~~16~~ Dec.

1. Underway as before
2. Course 088°T. Steer 089° p.g.c., with "rocking to the left" of 087. Keep a close check on our heading. We got 20 miles off course last night.
3. Speed 650 rpm. If the sea gets too rough so we start to pound, don't hesitate to slow down - either 50 or 100 rpm - or even to 2/3.
4. At midnight we cross the International Date line. Make an entry to be placed in log that ship's calendar was ordered set back one day. Start and log a second & new Sunday.

5. If any ships fall out, slow for them.

6. Duties

*W.B.*  
*Goodman*

16-17 Dec

1. Underway as before
2. Course 090°T. Steer "nothing to the left of 090 p.g.c."
3. Speed 680 rpm. If the sea get rough and we start pounding slow the convoy down as much as necessary. Speed is not of the essence.
4. Call me for star rights at first light.
5. If any ships fall out, slow convoy for them.
6. Duties

*W.B.*      *Goodman*

17-18 December

1. Underway as before.
2. Course  $090^{\circ}T$ . Steer  $089^{\circ}$  p.g.c. Keep your eye on the course. Our helmsmen are wandering all over, largely because the O.O.D isn't watching the course.
3. Speed is 680 rpm (10.5 knots). We will maintain this speed unless some ship falls out or the weather gets rougher. If any ship is forced to drop out on one engine - slow down to Speed 2.
4. Call me for morning star sig. etc.
5. At 0200 advance clocks one hour to +11 zone time.

6. Initial  
EK

*[Signature]*

18-19 December

1. Underway as before.
2. Course is  $089^{\circ}T$ . Steer  $088^{\circ}$  p.g.c. Keep your helmsman on the ball.
3. Speed is 680 rpm. Maintain speed unless someone falls out. Slow down to  $2/3$  in such case. Otherwise they can't catch up.

~~Don't~~ Call me for morning sig. etc.  
MR Burr will take.

5. Initial.

*[Signature]*



19-20 Dec

- 1 Underway as before.
- 2 Course is  $090^{\circ}T$ . That means steering on  $089^{\circ}PCQ$ . Keep your helmsmen on the ball, we are getting close to the mark, any adjusting changes will have to be radical changes of course which means losing miles.
- 3 Speed is 690 rpm (11 knots).
- 4 Call me at first light for star sights  
*Jim McDevitt*

20-21 Dec

- 1 Underway as before
- 2 We are approaching Oahu. According to our DR track we should approach close enough to see the lights between 3 and 4 AM.
- 3 Keep a constant look out for other ships. Make the formation close up if we sight other ships and they seem to be converging on us.
- 4 Keep attempting to get radar fixes bearings and distances. These will allow us to determine course and speed to make the objective on time. The 354 is sending hourly bearings. Plot them the chart is on the Conn. Don't depend on 354's data. Use our Radar men.
- 5 Advance clocks one-half hour at 0200 to zone +10 1/2 time.
- 6 Call me at midnight and again at time you sight



the lights at Pearl. If the bearings indicate a change of course or speed is needed call me before making it. Unless emergency changes of course.

7 Speed at 2000 is 5.5 knots course 000° steering 354. Radar fixes at 1930 indicate this course and speed to be sufficient to get us to our destination but it may need altering.

8 Put your radar fixes of the 357's Radar fixes in a piece of paper so I can have them, forgetful with the time. Plot them on the chart yourself however.

9. *[Signature]* *[Signature]*  
Familiarize yourself with the lights on the chart for Oahu. Give the stopwatch to the following OOD.

## 24-25 Dec.

1. Underway Pearl to San Francisco great circle route. with L5M: 4639 31.

2. Course will be changed at 2200 to 055°. Steer 054°  
Our track is 14 miles southward of the great circle track.

3 Speed is 680 rpm (11 knots.)

4. Advance clocks 1/2 hour at 0200 25 Dec to zone plus ten time.

5. There will be an officers breakfast at 0800 in the ward room, OOD will be relieved by QM. Conditions being favorable.

6 Remember me to O.T.C. Give ships after warning of your intentions.

7 *[Signature]* Christmas - *[Signature]*  
*[Signature]*

25-26 Dec.

1. Underway Pearl to San Fran as before with LSM 463031.
2. Course for the night is  $057^{\circ}T$ . Steer this course also to offset the drift to the north.
3. Speed 680 rpm (11 knots)
4. Keep a constant check on the helmsman, we were 20 miles to the north of our course today at noon and there is no current in these waters east of Hawaii. That wandering from course cost us 2 hours of travel.
5. Call me for more star sights.
6. Initial *gjb*

*Headed*  
*ed*

26-27 Dec

1. Underway ~~as~~ before.
2. Course for the night is  $057^{\circ}T$ . Steer this course p.g.c.
3. Speed is 690 rpm. Our DAILY AVERAGE speed at "680" has been 12.2 knots.
4. Keep a check on the course the helmsman steers. Keep 'em on  $057^{\circ}T$ .
5. Call me for morning star sights
6. Initial

*gjb*  
*Headed*



27-28 Dec

1. Underway as before.
2. Course is  $063^{\circ}$ T. Steer  $063$  p.g.c. Speed is still  $690$ rpm.
3. Keep a close check on the helmsmen, especially in this following sea, they can get off as much as  $10^{\circ}$  and they don't work very hard to get back unless you tail them.
4. Call me for morning star sight.
5. At  $0800$  advance clocks one hour to  $0300$  Zone + 9 time.

6. Initial

S. S. Smith

MB

MB

28-29 Dec.

1. Underway as before
2. Course is  $065^{\circ}$  p.g.c. Speed is 11 knots -  $600$  rpm on port  $670$  rpm on Starboard engine.
3. The Boson of the watch and the extra helmsman are standing a pump watch in aftersteering. All helmsmen change every half-hour, so as to relieve each other.
4. Keep a check on the aftersteering compartment. If the water seems to be gaining stop the engines, or at least reduce speed to starboard way until the slipping shores can be repaired.
5. Call me for morning star sight.
6. Initial.

S. S. Smith

MB



29-30 Dec

- 1 Underway as before Pearl to San Fran
- 2 Course at 2000 will be changed to  $068^{\circ}T$ . Steer  $068^{\circ}p.g.c.$
- 3 Keep present speed if possible do not increase.
- 4 Keep you after steering flat watch on the ball and keep the reports coming up. Make sure the wedges are kept tight.
- 5 The sea and wind should abate by morning. The storm is behind us now traveling north west at 28 knots, so you can expect smoother sailing for early morning.
- 6 Call me if the leaks increase  
Call me for morning stars.
- 2 Instruct *Beeson*.

30-31 Dec

- 1 Underway as before.
- 2 Course is  $068^{\circ}T$ . Steer nothing to the left of  $068^{\circ}p.g.c.$  to keep us south of the great circle track.
- 3 Keep present speed if possible do not increase.
- 4 Keep abreast of conditions in the after steering flat. Only 40 hours to go from 2000 tonight - keep her floating.
- 5 Call me if leaks increase  
Call me for morning stars.

6 Instruct

*Beeson*  
*Beeson*

8- at 0200 checks <sup>CS, by [unclear]</sup> <sup>west</sup> <sup>to</sup> <sup>at</sup>  
about 1800 to 2000 + 8 time

31-Dec-1 JAN 1946

1. Underway as before

2. Course 068°T & 068° Pgc. Speed  
12 knots. Keep helmsmen on  
course closely. We ARE  
getting too close for CARELESS  
steering.

3. Keep Radar on the ball for other  
ships in this fog. Call me  
if you can't solve a ship position

4. Radar showed pick up a fix  
on Fossilon Island about 0400-  
0600. Plot the fixes on the chart  
5402 on the conn. We think  
we are well south of it but we  
may be closer to it than we  
think.

5. Call me for star sights if clear  
otherwise call me at 0700  
regardless.

6. Initial

7. Happy New Year!

*[Signature]*  
Linden