

Zone description 4

Position	0800	1200	2000
Lat.		36°-53'-48" N	36°-42'-00" N
Long.		75°-53'-42" W	73°-50'-00" W

OPERATIONAL REMARKS
 (WAR DIARY)

0 to 4:

As before. Anchored in anchorage No. 21, HAMPTON ROADS, VA. in 12 fathoms of water with 60 fathoms of chain to the starboard anchor on the following anchorage bearings: FORT WOOL 084°(T), BLD POINT COMFORT 043.5°(T), WILLOUGHBY SPIT 133.5°(T), MIDDLE GROUND 233°(T), steaming on boiler #5 for auxiliary purposes.

T.E. Williamson
 T.E. WILLIAMSON
 Lieut.(jg), U.S.N.

4 to 8:

As before. The U.S.S. COWANESQUE, tanker utility, ran aground out of channel off N.O.B.

W.L. Wyburn
 W.L. WYBURN
 Lieut.(jg), U.S.N.

8 to 12:

As before. 0848 Lighted fires under boilers #1 and #2. 0930 Lighted fires under boilers #3 and #4. 0958 Underway in company with Task Group 65.2 consisting of Commander Cruiser Division EIGHT in this vessel, and U.S.S. BOISE, U.S.S. BIRMINGHAM. 1018 Passed through anti-submarine net. 1132 General Quarters. 1135 Joined formation with Task Force 65 consisting of Task Group 65.1, Force Flagship in U.S.S. ANCON, Task Group 65.3 screening force, consisting of Desrons 15 and 17; Task Group 65.4, Convoy, U.S.S. LEONARD WOOD Flagship, consisting of 9 A.P.A., 4 K.A.P., 5 A.K.A., 1 A.E., 1 A.F., 2 A.O., 1 A.R., 1 A.T. 1158 Buoy #4 abeam to port.

H.K. Lockwood
 H.K. LOCKWOOD
 Lieut., U.S.N.R.

12 to 16:

As before. Steaming as before on various courses at various speeds conforming to channel.

R.L. Caton
 R.L. CATON
 Lieut., U.S.N.R.

16 to 18:

As before. 1613 Changed course to 103°(T), 1616 With buoy "XM" abeam to port, distance 900 yards took departure, set course 110°(T). 1635 Changed speed to 17 knots, 170 R.P.M., changed course to 120°(T). 1640 Commenced maneuvering to assume position 1200 yards ahead of the convoy on the right flank. 1755 Assumed assigned position in convoy, on course 117 (T), at speed 14.5 knots, 145 R.P.M.

E.W. Bryant
 E.W. BRYANT
 Lieut., U.S.N.R.

18 to 20:

As before. 1806 Commenced zig-zag plan #40, base course 117°(T), speed 14.5 knots.

Approved:

Paul Hendren
 PAUL HENDREN

Examined:

C.G. Gesen
 C.G. GESEN