

Louisiana, to await formation of convoy.

During 8 August the convoy of 5 LST's and 2 Merchantmen formed and at 1730 commenced the first leg of the voyage. The convoy included S.S. HERMES, S.S. ARMAND, LST's 705, 752, 624, 575, 677 with the convoy commander aboard S.S. HERMES. The escorting vessels were 3 SC's with escort commodore aboard SC 511. The routing took the convoy through the Gulf of Mexico, passing Dry Tortugas Light abeam to starboard at 2305 of 10 August, through the Old Bahama Passage and Windward Passage. At 1717 of 13 August passed Cape Maysi Light abeam to starboard and began skirting around eastern reaches of Cuba Island. At 0625 of the following morning the convoy changed disposition for entry into Guantanamo Bay where the LST 677 anchored in berth 55 at 0848.

The three day stay at Guantanamo Bay was utilized for watering and re provisioning with short liberties for the men, most of whom had not been on foreign territory before. On the morning of the 17 the pre-sailing conference was held and soon afterward Commander Shaw USN, with Staff reported aboard as Convoy Commodore of the newly formed convoy of 13 vessels. Among the ships present were LST's 575, 624, 705, and 752. The convoy was escorted by 4 PC's of which PC 1181 was escort commander.

At 1415, 17 August, on signal from the Commodore, the convoy got underway for Coco Solo Naval Base, Canal Zone and after clearing the channel set course and assumed assigned positions with LST 677 in position 11 as guide. The open sea was very rough and several ships had to leave station and head into the sea for resecuring of cargo. The sea continued rough throughout the night. At 0730 of the following morning Jamaica Island was sighted. And the next land sighted was Isla Grande Light at 0220 of 21 August. By 0940 the ship was moored alongside the dock, Coco Solo Naval Base, Canal Zone.

The 677 remained at dock until orders were received to get underway for the Canal passage at 1416 of 23 August. During this period Lt. Garcia, U.S. Army, and 25 enlisted men reported aboard for transportation to port of entry, United States. The delay in passage was due to the large amount of traffic in transit through the Canal.

The ship entered Gatun Locks at 1530 and into Gatun Lake at 1645. She entered Pedro Miguel Locks at 1945, Mira Flores Locks at 2030 and at 2318 upon completion of Canal passage set course for San Diego, California. At 1615 of 24 August overtook and joined convoy of 4 LST's under Lt. Salzer, USNR, Commanding Officer of LST 624. The voyage held only two breaks of routine when on the 25th Doctor Hicks and a Pharmacist Mate, W.I. Deits, were lowered in a small boat to attend an illness aboard LST 923, and again on the 28th for illness aboard LST 752. Routine upkeep and training occupied the time of all hands enroute. San Diego entrance bell buoy "A" was sighted in a dense fog at 0800, 5 September, and the course was changed for entrance San Diego Bay, where the ship was moored at dock 3, Repair Base, San Diego, California, at 1120.

At San Diego supplies and provisions were brought aboard and minor repairs were effected. At noon 9 September the ship was again underway in accordance with COMPANSEAFRON dispatch 241703 of 24 August in company with LST 575 as convoy leader from San Diego to Pearl Harbor, Oahu, T.H. The passage was uneventful. Drills and routine work were carried out underway.

Landfall on the Island of Oahu, Hawaii occurred in the early morning of 19 September. Speed had been reduced during the night because of an engine failure, thus causing the arrival date to be slightly later than our E.T.A. At 1300 however the 677 had received her berth assignment and was steaming in the channel. Due to the crowded traffic conditions in the harbor and the impossibility of making the berth at Bishop's Point with one engine and no tug assistance as well as the strong wind and current prevailing, it was decided to go alongside the S.S. SOMMELSEYK, a Dutch vessel moored at Berth H-10, Iroquois Point, Pearl Harbor, Oahu. In this maneuver the ship slightly damaged a baffle drain and dented the rudder post of the Dutch ship.