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UNITED STATES FLEET
UNITED STATES NAVAL FORCES IN EUROPE
PORT LIAISON OFFICE
GOUROCK - THE CLYDE

61311

U.S. CONFIDENTIAL - BRITISH SECRET

6 October, 1942.

FIRST ENDORSEMENT

From: U.S. Naval Liaison Officer, Gourock-Clyde.
To : The Chief of Naval Operations.
Via : The Commander, U.S. Naval Forces in Europe.
Subject: Paragraph #38 report, S. S. Abangarez.

1. Forwarded.

OT-4538

[Signature]
Charles R. Hersum,
Lieut-Commander, U.S.N.R.

SECOND ENDORSEMENT:

A9

UNITED STATES FLEET
U.S. NAVAL FORCES IN EUROPE
20 GROSVENOR SQUARE
LONDON, W.1.

Serial **00984**

OCT 13 1942

CONFIDENTIAL

From: The Commander, U.S. Naval Forces in Europe.
To : The Chief of Naval Operations.

1. Forwarded.

RECEIVED SC FILES

Room 2155

OCT 19 1942

63

J. G. Bray Jr.

ROUTE 10- 23

Op File No. (SC) A4-3/abangarez

J. G. BRAY, JR.,
BY DIRECTION.

Enc. No.

Copy No. 1 of 2

File No. A39/3758

[Circular stamp: OCT 20 1942]

HOV LTN

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U.S. CONFIDENTIAL-BRITISH SECRET

S. S. Abangarez
Oct. 4th, 1942

FROM: Commanding Officer, Naval Armed Guard, on SS Abangarez

TO: Chief Of Naval Operations

VIA: (1) U. S. ^{Naval} Liason Officer, Gourock, Scotland.
(2) Commander-in-Chief, U. S. Naval Forces in Europe,
London, England.

SUBJECT: Report of voyage

REFERENCE: General Instructions for Commanding Officers of Naval
Armed Guards on Merchant Ships. July 1, 1942 Paragraph 436

(a) SS Abangarez, freighter, 4538 gross tons, ammunition.
Owner- United Fruit Company, Chartered to War Shipping
Administration.

(b) Departed from New York, N.Y. Sept. 17th, 1942 at 0420.
62 ships in convoy, 5 escort vessels, speed 10 knots.
Arrived Gourock, October 1st, 1942 at 0851.

(c) None

(d) Only incident out of routine was that on September 26th
our ship at about 1630 in fog, got separated from the main
body. No change of course was given. ~~es~~ Later on we picked
up the lights of a few ships and the next morning we counted
a total of 17 ships with us, including our own. About noon
a corvette appeared from the north and took charge. We did
not regain contact with the main body again until the
morning of September 30th. At this time we could see only
47 ships. In the meantime we had two days of rough weather,
during which the ship received some damage, including loss
of a life raft and the staving in of a bulwark.

Speed 10 knots. No lights were shown, except
in fog when stern cluster lamp or fog lamp were shown.
vessel changed course when instructed.

(e) No orders

(f) Yes

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(g) Forward 20 MM gun mounts should be connected to flying bridge by catwalks.

All gun mounts should have lockers secured to them on the outside for gear such as gas masks, helmets, spare parts, tools, etc.

Conning tower should be constructed on flying bridge for gunnery Officer. This would be valuable for stowing gear such as telephones, mask, helmet, range finder, firing data, etc. It would also afford him some measure of protection against air-craft.

Shelter should be constructed under 4" 50 gun platform for stowage of gear, and for stationary stand-bys in Condition II. Would also be valuable as shelter against air-craft attack. It of course could also be used in cleaning 20 MM guns in foul weather.

20 MM ammunition may be defective. In several instances we have had stoppages in guns during test firing due to primers becoming disconnected from cartridge case, probably when being ejected. Sometimes the face piece will carry the primer back with it, jamming it between face piece and unexploded cartridge in firing chamber. The striking pin thus cannot get a forceful enough contact with the primer of the unexploded cartridge, and a stoppage results. I am taking this up with the D. E. M. S.

(h) Appeared to.

(i) See (g) above. Recreational facilities for men should be made more accessible. A special Navy launch should be assigned to this port for transportation of men on liberty. Some of my men had to wait 4 hours for a liberty boat to appear.

Don't worry

Edward G. Magonis

Edward G. Magonis, Lt(jg) USNR
Commander Armde Guard SS Abangarez