
1st Endorsement
CONFIDENTIAL 17 Battery Place, New York, N.Y.
SERIAL PDNYF 052583 25 May 1945.

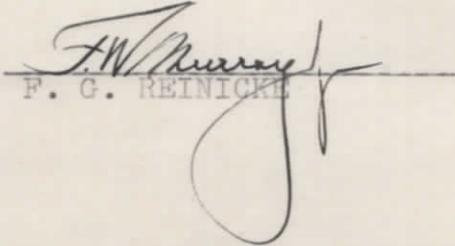
From: The Port Director, Third Naval District.
To: The Chief of Naval Operations.

Subj: Voyage Report SS ABBOT L. MILLS.

1. Forwarded.

2. Upon recommendation by the Port Director, through W.S.A., item of repair to magazine ventilation system mentioned in Par. (g) was completed by Continental Ship Repair Company. The 3/50 gun repairs requested were effected by the Navy Yard, New York.

3. The operators have been requested to arrange for the master to attend the school for communications instruction for deck officers conducted at this activity while the vessel is in port. (Par. h).

For 
F. G. REINICK



JGM

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ARMED GUARD UNIT
S. S. ABBOT L. MILLS
ARMED GUARD CENTER (ATLANTIC)
C/O FLEET P.O. N.Y.

CONFIDENTIAL

1 May 1945

From: ERICKSON, Carl Edward, 317348, D-L USNR.
Commanding Officer, Naval Armed Guard.
(c/o Armed Guard Center Atlantic).
S. S. ABBOT L. MILLS Gross tons: 7176
Flag or Registry U.S.A.

To: Chief of Naval Operations.

Via: Port Director New York, N.Y.

Subject: Report of Voyage S. S. ABBOT L. MILLS
From Bari, Italy to New York U. S. A.

Reference: (a) General Instructions for Commanding Officers
of Naval Armed Guards on Merchant Ships,
1944, Fourth Edition, paragraph 4301.

Enclosure: (A)

1. In accordance with reference (a), the following information is submitted;

(a) Type of vessel E-C2 Liberty Type of Cargo-Aero engines,
self sealing tanks, personal
effects and baggage, empty wire
reels, aero tires and tubes.

Owner of vessel: U.S.A. War Shipping Administration.
Chartered to: Coastwise Pacific Far East Lines.
Ingvald Halvarsen Master.

(b) 1. Port of Departure: Bari, Italy 7 April 1945
Convoyed or independent: Independent.
Speed (aver.) 12.2
No. of ships in convoy: Independent
No. of escort vessels or aircraft: None.
Port of Arrival Oran, No. Africa 11 April 1945.

2. Port of Departure: Oran, No. Africa 12 April 1945
Convoyed or independent: Convoyed.
Speed (aver.) 8.8
No. of ships in convoy 43, Convoy No. GUS 83
No. of escort vessels: CTG. 60.6 in USS QUICK with
DOBLER, SMARTT WALTER S. BROWN, KEY WEST.
Convoy Commodore: Cap't. L. F. Welch USN
Vice Commodore: Cap't. P. Marshall USN
Port of Arrival: New York, N.Y. 30 April 1945

(c) Contacts and action with the enemy:

8 April 1945 CQ-VPT-KM-SFUT AT 1600 PASSED FLOATING MINE IN POSITION 36 37 North 12 52 East.

22 April 1945 BAMS2A FROM HYDRO WASHINGTON CK 24 GOVT. HYDRO. ALL SHIPS HYDROLANT UNNUMBERED. NEW YORK APPROACHES THREE UNEXPLODED DEPTH CHARGES REPORTED DROPPED IN APPROXIMATE POSITION 40 23 06 North 73 48 30 West.

27 April 1945 FROM COMMODORE-DURING THE PAST WEEK SUBMARINE ACTION ALONG EAST COAST HAS BECOME GRAVE SEVERAL SHIPS HAVE BEEN TORPEDOED IN THE APPROACHES TO NEWFOUNDLAND AND NEW YORK. AFTER ENTERING EASTERN SEA FRONTIER ARMED GUARD MAINTAIN TOP CONDITION WATCH CAPTAINS INSURE MAXIMUM WATER TIGHT CONDITION KEEP ALL CLOSED UP. DO NOT SMOKE AND KEEP GOOD LOOKOUT.

29 April 1945 at 0230 at 35 55 North 72 10 West ESCORTS DROPPED APPROXIMATELY EIGHT DEPTH CHARGES OFF PORT BOW OF CONVOY CONVOY MADE EMERGENCY TURN TO STARBOARD AT 0230 AND RESUMED COURSE AT 0305 IT APPEARED THAT NO SHIPS WERE HIT.

(d) General resume of the voyage: All Navy hands manned their Battle Stations at dawn and dusk during the entire voyage. In the Mediterranean burned side lights, fore steaming light and masthead light at full brilliancy in accordance with instructions. Ships appeared careless in Blackout lights showing from various ships several times. Crossing the Atlantic during adverse weather ships burned blue stern light. Leaving Gibraltar convoy received aircraft coverage two days. Received aircraft coverage for two days, planes from Bermuda. Received aircraft coverage along the coast.

(e) The port facilities were such that the vessel made a reasonable turn around.

(f) The commercial radio operators appeared to carry out wartime radio instructions for merchant vessels and kept all intercepted messages confidential.

(g) The following defects and deficiencies were brought to the attention of the port director Bari, Italy and due to lack of facilities were not repaired.

Improper functioning of firing mechanism on Bow 3"50 gun.

Blower in after magazine out of order, water in line. After 3"50 needs a complete new wiring job.

over
end

(h) The officers of the ship carried out "Wartime Instructions for Merchant Vessels." The master a man of 72 appeared to be very unfamiliar as to what was contained in WIMS 1 and WIMS 3 and also Wartime Instructions for Merchant Vessels. Recommend that he take a refresher course before he is permitted to sail again.

(i) Recommendations: That something be done about loading and unloading ammunition ships, as there appeared to be a great amount of carelessness.

(j) There was no improper procedure on the part of freindly aircraft approaching this vessel either when sailing independently or in convoy.

(k) Training at sea: Lectures have been given on the following subjects: Orientation, Small Arms Instructions, Articles of the Government of the Navy, Abandon Ship, Liberty Instruction, Venereal (Health) Cargo Pilferage, Censorship, First Aid, Safety Precautions, Gas Mask Drill, Life Jackets and Voting. Every man in the crew has attained permanent S1/c, two men have been advanced to petty officer third class, five men have partially completed progress tests for gunner's mate third class.

(l) This report is not forwarded from abroad.

Carl E. Erickson
Carl E. Erickson
Lt. (jg) D-L USNR