

Abbot L. Mills

717657

(g) Port facilities were good as we were unloaded in five days, twenty-three hours and twenty-five minutes.

(h) The master and officers of the ship appeared to carry out Wartime Instructions for United States Merchant Vessels, the life boats were never swung outboard during the entire trip. Blackout regulations were strictly observed, bilges and waste materials were emptied at nightfall, routing instructions were followed, codes and signals were kept as classified.

(i) Recommendations: Christmas tree be supplied to carry convoy lights.

(j) There was no improper procedure on the part of freindly aircraft approaching the 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, Recognition. This ship is operating with a reduced gun crew.

(l) This report is not forwarded from abroad.



Carl E. Erickson
Carl E. Erickson
Ensign D-L USNR

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End--1

CONFIDENTIAL

19 February 1945

From: PD, Balto.
To: CNO.

1. Forwarded. The defects and deficiencies mentioned in paragraph (f) have been completed by the Assistant Industrial Manager, Baltimore. AIM, Balto did not approve the request mentioned in item (i).

C. A. Travers
C. A. TRAVERS

3. Port of Departure: Beni Saf, No. Africa 22 January 1945, Joined convoy bound for the United States, destination Hampton Roads, 22 January 1945

Convoyed or Independent: Independent

Speed (Average) 11.5

Number of Escort Vessels: None.

4. Convoy to United States:

Port of Departure: Oran, No. Africa 22 January 1945

Port of Arrival: Norfolk, New York, Baltimore.

Convoyed or Independent: Convoyed 49 Ships

Speed (Average) 7.8

Number of Escort Vessels: USS Selfridge (CTG 60.2)

Union, Town, Pride, Menges, Mosley.

Convoy Commodore: Capt. G.F. Bunell

Vice Commodore: Capt. E.A. Crenshaw

- (c) Contacts and action with the enemy:

1. 12 January 1944 2315 Enemy aircraft over Marseilles, France. Did not open fire, no damage.

2. 9 February 1945 1645 (FL) DE COM.

BT KEEP CLOSED UP SUB OFF COAST TONIGHT. NO LIGHTS ARE TO BE FLASHED UNLESS WEATHER BECOMES THICK. BTK.

(d) General resume of the voyage: All Navy hands manned their Battle Stations at Dawn and Dusk during the entire voyage. From Marseilles, France to Oran, No. Africa the ship burned side lights and fore steaming light at full brilliance after reaching 42 degrees north. In the Mediterranean ship burned side lights, fore steaming light and masthead light at full brilliance. There was negligence shown in the convoy pertaining to disposal of garbage in daylight hours, and flashing lights were shown after sunset and before sunrise. Leaving Gibraltar convoy received aircraft coverage two days. Crossing the Atlantic burned side lights and blue stern light most of the trip under Commodore's orders. Aircraft came out from Bermuda. We received aircraft coverage coming into Hampton Roads.

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

(f) The following defects and deficiencies were brought to the attention of the port directors, Marseilles, France and Norfolk, Va. due to lack of time were not repaired.

Damaged splinter shield on bow 3"50
Smoke Float racks.

*See
end*

ARMED GUARD UNIT
S. S. ABBOT L. MILLS
ARMED GUARD CENTER (ATLANTIC)
BROOKLYN, NEW YORK

11 February 1945

CONFIDENTIAL

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

To: The ~~Vice~~ Chief of Naval Operations.

Via: The Port Director, Baltimore, Maryland.

Subject: Report of Voyage, S. S. ABBOT L. MILLS
From Marseilles, France to Baltimore, Maryland
via Oran, No. Africa and Beni Saf, No. Africa.

Reference: (a) General Instructions for Commanding Officers
of Naval Armed Guards on Merchant Vessels, Paragraph
4301.

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

(a) Type of Vessel: Steam Screw. Type of Cargo: Ballast
1500 ton Iron Ore.
Owner of Vessel: U. S. A. War Shipping Administration.
Chartered to: Coastwise Pacific Far East Lines. Ralph
Leman Master.

(b) 1. Port of Departure: Marseilles, France 18 January 1945
Port of Arrival: Oran, No. Africa 21 January 1945
Convoyed or Independent: Independent
Speed: (Average) 10.0
Number of Escort Vessels: None.

2. Port of Departure: Oran, No. Africa 21 January 1945
Port of Arrival: Beni Saf, No. Africa 21 January 1945
Loaded Ballast 1500 ton Iron Ore.
Convoyed or Independent: Independent
Speed (Average) 11.2
Number of Escort Vessels: None.