

Date 30 July 1945

**CONFIDENTIAL**

C-O-N-F-I-D-E-N-T-I-A-L

From: Austin J. Lilly, Jr., D, USNR

Commanding Officer, Naval Armed Guard  
(c/o Armed Guard Center (Gulf) New Orleans, Louisiana.)

~~XXG.~~  
: Abel Parker Upshur Gross tons 7177  
S.S.)

To : The Vice Chief of Naval Operations.

Via : The Port Director Hollandia, New Guinea.

Subj: Report of Voyage, ~~XXG.~~  
: Abel Parker Upshur  
S.S.) (Voyage #11 cont inued)

From Charleston, S.C. (point of origin) to Hollandia, New Guinea.  
Batangas, P.I. port of discharge

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

Encl: (A)

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

252

(a) Type of vessel Freight - Steam  
Type of cargo In ballast -- permanent ballast #2 - 250  
Tons sand, #3 - 435 tons sand, #4 - 365 tons sand, total 1050 tons.  
Owner of vessel United States Maritime Commission.  
Operator " International Freighting Corp, Inc., Master Robert Mauldin.  
Chartered to United States Army.

(b) Port of Departure Batangas, P.I.

Date 1430 23 July 1945

Convoyed or independent Independent

Speed (average) 10 1/2 knots

Number of ships in convoy Independent

Number of escort vessels or aircraft None

Port of arrival Hollandia, New Guinea. Date 30 July 1945

(c) Contacts and action with the enemy. No contact with the enemy.

- (d) General resume of voyage: **Routine voyage, general quarters held morning and evening.**

Any incidents out of routine: **No.**

Speed of vessel: **10 knots.**

What lights were shown: **Navigation lights in Philippine Archipelago, complete blackout otherwise.**

Did vessel zig-zag in accordance with instructions: **Vessel zig-zagged from sunset to sunrise each night after leaving Philippine Islands.**

- (e) Any delay in port due to lack of port facilities or for any other reason that resulted in loss of time of reasonable turn-around of the vessel: **Port newly established and there was an apparant shortage of docks, lighters and working gangs for the number of ships present.**

- (f) Did commercial radio operators appear to carry out wartime radio instructions for merchant vessels, particularly in regard to keeping intercepted messages confidential: **Yes.**

- (g) Any defects or deficiencies in location or arrangements of the battery, or in equipment as regards material, personnel, or operation: **Training gear 5"51 defective due to wear, bore also in poor condition, reported to Port Director at each port visited.**

- (h) Did master and officers of the ship carry out "WARTIME INSTRUCTIONS FOR UNITED STATES MERCHANT VESSELS"?: **Yes.**

- (i) Recommendations tending to the improvement or greater efficiency of the service: **No recommendations at present time.**

- (j) Any improper procedure on the part of friendly aircraft approaching a merchant vessel. (State date, time and location of merchant vessel at time of the occurrence. Accurate identification of the aircraft should be noted if obtainable).: **No.**

- (h) Vessel to be rerouted from this port, anchored awaiting orders.

NAME

*Austin J. Lilly*

RANK

Lieut., D, USNR.