

ARMED GUARD UNIT
SS ABEL PARKER UPSHUR
ARMED GUARD CENTER (ATLANTIC)
BROOKLYN, NEW YORK

18 March 1945

CONFIDENTIAL

From: LARSON, Berger C. 347971, Lieutenant (jg), (D) L, USNR
SS ABEL PARKER UPSHUR GROSS TONS 7177

To: Chief of Naval Operations
Via: The Port Director, Marseille, France.

Subject: Report of Voyage, SS ABEL PARKER UPSHUR.
From Philadelphia, Pennsylvania to Marseille, France.

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

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

(a) Type of Vessel: Liberty Type of Cargo: Army (General)
Owner of Vessel: U.S.A. War Shipping Administration.
Chartered to: International Freightage Corporation.
Master name: Robert Mauldin.

(b) Port of Departure: Philadelphia, Pennsylvania.
Date: 24 February 1945.

Convoyed: Off Chesapeake Bay to Marseille, France.
Speed (Average): 9.6 Knots

Number of ships in convoy:

Chesapeake Bay to off Bermuda	33
Off Bermuda to off Casablanca	32
Off Casablanca to Gibraltar	34
Gibraltar to Marseille, France	10

Number of escorts or aircraft:

Chesapeake Bay to Gibraltar	4 DD's
Gibraltar to off Oran	1 DE & 1 DD
Off Oran to Marseille France	

2 French Escorts

Port of Arrival: Marseille, France. Date: 18 March 1945.

(c) There was no contact or action with the enemy.

(d) General resume of voyage. Battle stations were manned at
dawn and dusk during entire voyage. No contact was made with the
enemy. Adequate drills were held aboard ship during the voyage.
In the Atlantic, lights were shown only during adverse weather condi-
tions to avoid possible collision. Running lights were used from sun-
set to sunrise in the Mediterranean. The weather on the whole was good.

(e) The ship was anchored in Lynnhaven Road anchorage for one day await-
ing convoy.

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

(g) There were no defects or deficiencies to report to the Port Director,
Marseille, France.

(h) The master and officers of the ship carried out "Wartime Instructions for United States Merchant Vessels". Blackout regulations were strictly adhered to, bilges and waste materials were emptied at nightfall, routing instructions were obeyed, codes and signals were kept as classified, etc.

(i) No recommendation.

(j) There was no improper procedure on the part of friendly aircraft approaching this ship at any time.

(k) Instruction was given in safety precautions, communications and anti-aircraft gunnery. Progress tests were also given regularly.

Berger Clifford Larson
BERGER CLIFFORD LARSON
Lt. (jg), L, USNR.

1st Endorsement

**U. S. NAVY PORT OFFICE
MARSEILLE, FRANCE**

19 March 1945

From: U. S. Navy Port Office.
To: The Chief of Naval Operations.
Via: Commander EIGHTH Fleet (USNAVPOMED).

1. Forwarded.
2. Condition I properly observed and indicated in log.

THOMAS C. PLATT,
Lieut., USNR.

2nd ENDORSEMENT MAR 25 1945
From: Commander U. S. EIGHTH Fleet.
To : Chief of Naval Operations (Op 39)
1. FORWARDED.
W. E. G. ERSKINE,
By direction.