

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

Office of the Chief of Naval Operations
FLEET MAINTENANCE
9 FEB 1945
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NAVY DEPARTMENT

2 February 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, Philadelphia, Pennsylvania.

Subject: Report of Voyage, SS ABEL PARKER UPSHUR.
From Bari, Italy to Padre and Matanzas, Cuba to Philadelphia, Pa.

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: Liberty Type of cargo: sugar.
Owner of vessel: U. S. A. War Shipping Administration.
Chartered to: International Freighting Corporation, Inc.
(b) Port of departure: Bari, Italy Date: 28 December 1944
Convoyed or Independent:
Independent Bari to Oran.
Convoyed Oran to off Bermuda.
Independent off Bermuda to Puerto Padre, Cuba.
Independent Puerto Padre to Matanzas, Cuba.
Independent Matanzas to Philadelphia, Pa.
Speed (Aver.): 10.2 Knots independent Bari to Oran.
9.3 Knots convoyed Oran to off Bermuda.
10.0 Knots independent off Bermuda to Puerto Padre.
9.5 Knots independent Puerto Padre to Matanzas.
12.1 Knots independent Matanzas to Overfalls, L.V.
No. of ships in convoy: Oran to off Bermuda - 77
No. of escort vessels or aircraft: Oran to off Bermuda - 8 DE's
Friendly aircraft was seen at various times when travelling in
convoy and also while travelling independently. Port of arrival:
Philadelphia, Pennsylvania. Date: 1 February 1945.
(c) While running in convoy on 3 January 1945 at 1803 the general
alarm was sounded following the submarine attack and torpedoing
of the SS HENRY MILLER, ship number 51 in the convoy. The attack
was made at sunset and the sea was calm. All Navy hands were at
General Quarters stations and guns readied. The SS HENRY MILLER
was hit in the number three hatch, shipping water rapidly at first
while listing to port and took water much more slowly a short time
after the torpedoing. The MILLER stayed afloat, the convoy moving
on with no change in course or speed. Apparently only one torpedo
was launched and this was the only ship damaged in the attack.
The SS ABEL PARKER UPSHUR, number 85, was in position 35 degrees

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54 minutes North Latitude, and 6 degrees 18 minutes West Longitude at the time of the torpedoing. Approximately fifteen minutes after the attack two Ventura planes and a PBY "Catalina" were sweeping areas in and around the convoy. Depth charges were dropped by the escorts until 1905.

(d) Rough seas were encountered while in the Mediterranean at which time the ship labored and rolled heavily. The Atlantic crossing was made under good weather conditions with few rough seas. On 14 January 1945, the ship received orders from the Commodore to proceed independently to Puerto Tarafa, Cuba. While enroute the orders were changed by radio message and the ship proceeded to Puerto Padre, Cuba. At this port the ship was partially loaded, the remainder being put aboard at Matanzas. On 28 January the ship departed for Philadelphia, Pa.

(e) There were no delays during the voyage.

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

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

(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 recommendations.

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

(k) Instructional classes were held in plane recognition, semaphore and anti-aircraft gunnery. Progress tests were given regularly.

Berger Clifford Larson
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Lt.(jg), (D)L USNR

PORT DIRECTOR'S OFFICE, 4ND.
PHILA. 6, PA.

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To: CNO

1 Forwarded.

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R. P. Guiler, Jr.
R. P. GUILER, Jr.

Port Director, NTS, 4ND.