

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

CONFIDENTIAL

18 December, 1944.

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

To: Chief of Naval Operations
Via: The Port Director, Bari, Italy.

Subject: Report of Voyage S/S ABEL PARKER UPSHUR.
From New York, New York to Bari, Italy.

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: vehicles and
cargo for the British Ministry
of War.

Owner of vessel: U.S.A. War Shipping Administration.

Chartered to: International Freighting Corporation, Inc.

(b) Port of Departure: New York, New York Date: 20 November,
1944.

Convoyed or independent: Convoyed New York to Gibraltar.

Independent Gibraltar to Augusta.

Convoyed Augusta to Brindisi.

Independent Brindisi to Bari, Italy.

Speed (Aver.) 11.6 Knots Independently Gibraltar to Augusta.

9.3 Knots Convoyed New York to Gibraltar.

6.0 Knots Convoyed Augusta to Brindisi.

11.0 Knots Independently Brindisi to Bari.

No. of ships in convoy: New York to off Norfolk -30

Off Norfolk to Gibraltar -75

Augusta to off Taranto -17

Off Taranto to off Brindisi -13

No. of escort vessels or aircraft: New York to off Norfolk

4 DE'S, Off Norfolk to Gibraltar - 12 DE'S, Augusta to

Brindisi - 2 Italian escorts.

The only aircraft seen was friendly and always flying clear of
the convoy. Port of arrival: Bari, Italy. Date 18 December,
1944.

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

(d) Rough weather was encountered during the entire trip
across the Atlantic. On November 22, 1944 at 2000 the deck
cargo on #5 hatch began shifting. The merchant crew immediate-
ly secured the cargo with additional cable by using the deck
winch and no further shifting resulted. Lights were shown
in the Atlantic only during adverse weather conditions to
avert possible collision. While



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traveling independently from Gibraltar to Augusta running lights were used. All hands manned their battle stations at dawn and dusk during the entire voyage. Adequate general drills were held aboard ship during the voyage.

(e) Delay in Augusta, Sicily, when the ship was anchored from the 11 to the 14th of December awaiting convoy. The ship was also anchored in Brindisi from Dec. 16, to 18th awaiting further orders.

(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, Bari, Italy.

(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 either when sailing independently or in convoy.

(k) Instructions and classes were held aboard in anti-aircraft gunnery, plane recognition and in the proper handling and care of small arms. Education classes were also held during the voyage and progress tests were given regularly.

/s/ berger clifford laron
lt. (j.g) (D) L, USNR.

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FIRST ENDORSEMENT

USNAVPOBARI

U. S. NAVY PORT OFFICE, BARI, ITALY
30 December, 1944.

From: U. S. Navy Port Officer - Bari, Italy.
To : Chief of Naval Operations.
Via : Commander, U. S. EIGHTH Fleet.
Subj: Voyage Report S.S. ABEL PARKER UPSHUR.
1. Forwarded.
2. Inspection of rough log indicates daily setting of Condition 1 watches.

J. N. LILLY.