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

6 November 1944

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

To: Chief of Naval Operations
Via: The Port Director, New York.

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

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: Army Air Force Return
cargo and soldiers
personal effects.

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

Chartered to: International Freighting Corporation, Inc.

(b) Port of Departure: Bari, Italy Date: 10 October 1944.

Convoyed or Independent: Independent Bari to Brindisi, Italy.
Convoyed Brindisi to New York, New York.

Speed (Aver.): 11 Knots independently.
9 Knots in convoy.

No. of ships in convoy:	Brindisi to Augusta	-	8
	Augusta to off Algiers	-	14
	Algiers to off Oran	-	26
	Oran to off Casablanca	-	55
	Casablanca to off New York	-	68

No. of escort vessels or aircraft:			
	Brindisi to Augusta	-	2 Italian escorts
	Augusta to Bizerte	-	3 Corvettes
	Bizerte to New York	-	8 DE's
			1 Destroyer

Friendly aircraft was seen to circle the convoy at various times during the voyage. Port of arrival: New York, New York.

Date: 6 November 1944.

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

(d) The Abel Parker Upshur steamed into Bizerte Bay, taking aboard Commodore, Capt. L. F. Welch and staff, on 18 October 1944. On 19 October 1944 Capt. Welch relieved the English Commodore and the Abel Parker Upshur became commodore ship for the remainder of the voyage.

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On 23 October 1944 a general alarm was sounded, all battle stations manned and an emergency turn made when one of escorts reported a submarine contact. All hands manned their battle stations at dawn and dusk watches during the entire voyage. No contacts were made with the enemy. Adequate general drills were held aboard ship during voyage. Lights were shown during convoy but only during adverse weather conditions to avoid possible collisions. The weather in the Mediterranean Sea was good, but the Atlantic run was rough the last week of the trip with a strong wind which at its peak was a force nine.

(e) This ship was anchored one day in Brindisi and three days in Augusta awaiting convoy.

(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, New York, New York.

(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) Education classes were held regularly, instructions were given in anti-aircraft gunnery training, plane recognition and safety precautions reviewed on the various guns aboard.

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Berger C. Larson

Lt. (jg) BERGER C. LARSON

Commanding Officer U. S. Naval Armed Guard Unit

1st Endorsement

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SERIAL PDNYF 040015

17 Battery Place, New York, N.Y.
7 November 1944

From: The Port Director, Third Naval District.
To: The Chief of Naval Operations.

Subj: Voyage Report SS ABEL PARKER UPSHUR.

1. Forwarded.

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23 Room 2055

DATE TO 10 NOV 1944

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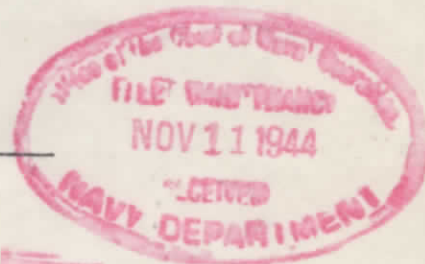
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