

FX-10626C
18/26

8 03301

1st Endorsement

CONFIDENTIAL 17 Battery Place, New York, N.Y.
SERIAL PDNYF 035362 17 August 1944

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

Subj: Voyage Report of SS ABEL PARKER UPSHUR.

1. Forwarded.
2. Requests in Paragraph (g) have been referred to the department concerned.
3. Installations recommended in Par. (i) have been requested of W.S.A.

717765

F. G. Reinicke

For F. G. REINICKE

RECEIVED S-C FILES

23 Room 2055

ROUTE TO: 20 AUG 1944
Op File No. (66) A4-3/Abel Parker Upshur
Dist. No. _____
Gen. No. _____
Rec. No. 3295180

188

X

Chief of Naval Operations
FLT MAINTENANCE
AUG 21 1944
RECEIVED
DEPARTMENT

AGD / M/C
L-5CC

Possible Sub Contact.

L-gme

Armed Guard Unit
SS. Abel Parker Upshur
Armed Guard Center (Atlantic)
South Brooklyn, New York

16, August 1944

From: Lee D. Rishel, 280284, Ens., D-V-(S), USNR.,
Commanding Officer, Naval Armed Guard.
(c/o Armed Guard Center Atlantic)
SS. Abel Parker Upshur Gross Tons 7177

To: The Vice Chief Of Naval Operations.
Via: The Port Director, Third Naval District.

Subj: Report Of Voyage, SS. Abel Parker Upshur
From Liverpool, England to New York, N.Y.

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

Encl: (A)

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

(a) Type of vessel: Steam screw Type of cargo: Empty, only ballast.
Owner of vessel: U.S.A.-War Shipping Administration.
Chartered to: International Freighting Corporation, General
Agency Agreement.

(b) Port of departure: Liverpool, England, Date: 2, August 1944
Convoyed or Independent: Convoyed
Speed (Average): 9 knots
No. of ships in convoy: 87
No. of escort vessels or aircraft: 12 & 3

Continuous air coverage was offered from Liverpool, to New
York by the U.S. Army & Navy & R.A.F. (with the exception of
approximately five days in the Atlantic when weather condi-
tions prevented flying.) Numbers of aircraft ranged from two
to eight at one time. Types seen were Spitfires, Hurricanes,
Beauforts, Beaufighters, Mosquitoes, Wellingtons, Liberators,
Catalinas, Swordfish, & Venturas.

Port of arrival: New York, N.Y. Date: 16, August 1944

(c) Contacts and action with the enemy: At 1920 on 10, Aug.,
1944 at 47 degrees 10" N. & 51 degrees 00" W. ship #23 reported
by whistle that a submarine was sighted off of her port bow.
Commodore acknowledged receipt of message and a few minutes
later gave bearing of submarine from ship reporting same as

*Possible
Sub Contact
X*

8 03301

060 degrees . The bearing given made the whole report rather confusing. Escorts immediately turned around and covered the points in question but no contact was made with the enemy. The gun crew stood General Quarters from 1925 until dark.

(d) General Resume of the voyage: Naval personnel manned their Battle Stations at dawn and dusk during the entire voyage. One submarine alert was called by the Convoy Commodore ,I described same in paragraph (c). On two different occasions depth charges were dropped by the escorts but no alert was sounded. Air coverage was very good. Convoy speed averaged a little better than 9 knots. Adequate General Drills were held aboard ship during the voyage. Stern,masthead,& running lights were shown in convoy from time to time during adverse weather conditions.

(e) Ship turn around was very fast and no unnecessary delays occurred.

(f) The Commercial Radio Operator appeared to carry out wartime radio instructions for merchant vessels and kept all intercepted messages confident.

(g) The following defects and deficiencies have been brought to the attention of the Port Director Of New York.

New worm gear and adjustment of training gear needs on 5"51 gun.

Lack of storage space,installation of a gear locker is needed.

(h) The master and ships officers carried out"Wartime Instructions For United States Merchant Vessels".

(i) Recommendations: Installation of a General Alarm Bell outside of the gun crew fo'c'sle on the port side amidship. Crew does not hear the one at the far end of the passage way. Installation of a Scott Radio receiving set aboard the ship and a loud speaker in the gun crew mess.

(j) No improper procedure on the part of friendly aircraft was observed.

Armed Guard Commander

Lee D. Rishel

Ens. Lee D. Rishel,D-V-(S),USNR.