

21, June 1944

From: Ensign Lee D. Rishel 280284 D-V-(S) USNR.,
Commanding Officer Naval Armed Guard
(c/o Armed Guard Center Brooklyn)
S.S. Abel Parker Upshur Gross Tons 7176

7177

OO: The Vice Chief Of Naval Operations
Via: The Port Director, Boston

Subj: Report of Voyage, S.S. Abel Parker Upshur
From Immangham, England to Boston, Mass.

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

(b) Port of departure: Immangham, England, Date: 29, May 1944

Convoyed or independent: Convoyed

Speed (average): 6.5 knots

No. of ships in convoy: Immangham to Methil 12

Methil to Lock Ewe 25

Lock Ewe to North Channel 30

North Channel to Halifax 105

Halifax to Boston 6

No. of escort vessels or aircraft: Immangham to Methil 2 Destroyers

Methil to Locke Ewe 2 Destroyers

Locke Ewe to North Channel 2 Destroyers

North Channel to Halifax 2 Destroyers

5 Corvettes

2 Aircraft Carriers

Halifax to Boston 1 Corvette

Some air coverage was offered by the R.A.F.. Types of planes seen were Beaufighters, Sunderlands and one Wellington. The Swordfishes took off from the carriers when weather conditions permitted. Catalinas gave us some coverage on this side of the Atlantic.

(c) No contact was made with the enemy.

(d) General resume of the voyage: The Navy Gun Crew manned their Battle Stations at dawn and dusk during the voyage. One submarine alert was called by the Commodore of the Convoy on the last leg of the journey, but the enemy was not contacted. At 1155 on 6-8-44 ship #37 broke radio silence and reported to the Commodore that a submarine was sighted at 020 degrees from his position. Several rounds of ammunition were expended by ships #37 & 17 but no further action took place. On 6-12-44 between 1755 & 1830 our escorts dropped depth charges on the outside of the convoy but no signal was displayed to indicate that the enemy was actually contacted. Convoy speeds averaged around 6.5 knots. No zig zagging was done by the convoy. Adequate General Drills were held aboard the ship during the voyage and Fire and Abandon Ship Drills were held every four days. Stern, mast head and running lights were used only when safe navigation of the ship necessitated same.

Lat.
48° 31" N.
Long.
36° 45" W.

Lat.
51° 30" N.
Long.
32° 00" W.

- 22 June 1944
- (d) Ship turn around and discharge of cargo was rapid and handled efficiently.
 - (f) The commercial radio operators appeared to carry out wartime radio instructions for merchant vessels and kept all intercepted messages confidential.
 - (g) Remedy of the following defects and deficiencies would be appreciated.
 - 1. Repair of firing circuit on 3"50 gun
 - 2. Repair of the training gear on 5"51 gun
 - 3. Building of storage space or gear locker aft and attached to aft gun crew quarters.
 - 4. Installation of radio receiving set in Chart Room and extension loud speaker in gun crew mess. Same would aid considerably in maintaining a better morale of the crew
 - (h) Master and officers of the ship carried out Wartime Instructions for United States Merchant Vessels.
 - (i) No comment
 - (j) There was no improper procedure on the part of friendly aircraft approaching the convoy.

See for

UNITED STATES NAVAL OPERATIONS
 MAINTENANCE
 JUN 29 1944
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 MAINTENANCE

Lee D. Rishel
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QS/ABEL PARKER UPSHUR
 ND1/PD/ASH:CAP
 FIRST ENDORSEMENT

Headquarters, First Naval District
 150 Causeway Street, Boston, Mass.
 27 June 1944

From: The Port Director, N.T.S., Boston, Mass.
 To: The Chief of Naval Operations, Washington, D. C.

- 1. Forwarded.
- 2. Necessary action is being taken with reference to item (g).

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M. Milne
 M. Milne
 Captain, USN (Ret.)

23 Room 2055

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Fig. No. 723310