

CONFIDENTIAL

UNITED STATES FLEET

Please refer
to file:

UNITED STATES NAVAL FORCES IN EUROPE
U.S. NAVAL PORT OFFICE
HULL, ENGLAND

FIRST ENDORSEMENT:

28 May 1944.

From: U.S. Naval Port Officer, Hull, England.
To : The Chief of Naval Operations.

Via : Commander, U.S. Naval Forces in Europe.

Subj: Voyage Report - SS ABEL PARKER UPSHER.

1. Forwarded.

E. E. Lane
E. E. LANE.

End--2

UNITED STATES FLEET
U.S. NAVAL FORCES IN EUROPE
20 GROSVENOR SQUARE
LONDON, W.1.

Serial 03131

CONFIDENTIAL

JUN 1 1944

From: Commander, U.S. Naval Forces in Europe.
To : Chief of Naval Operations.

1. Forwarded.

L. W. Cantrell
L. W. CANTRELL,
By direction.

214
RECEIVED S-C FILES

23 Room 2055

ROUTE TO: 5 JUN 1944
Op File No. (56) 44-3/abel Parker Upsher
Doc. No. _____
Copy No. 1 of 1
Pkg. No. 11986

UWR
RECEIVED
JUN 6 - 1944
NAVAL DEPARTMENT

From: Ensign Lee D. Rishel BV(S) USNR
Commanding Officer, Naval Armed Guard
(c/o Armed Guard Center, Brooklyn, N.Y.)
S/S Abel Parker Upshur Gross tons 7177

To: The Chief of Naval Operations

Via: (1) U.S. Naval Port Officer, Hull, England
(2) Commander, U.S. Naval Forces in Europe

Subject: Report of Voyage S/S Abel Parker Upshur
From New York City to Immingham, England

Reference: (a) General Instructions for Commanding Officers of Naval
Armed Guards on Merchant Ships, 1943 Third Edition, par 4301

Enclosure: (A)

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

(a) Type of Vessel - Cargo, Type of Cargo - Ammunition
Owner of Vessel - War Shipping Administration
Chartered to International Freighting Corporation

(b) Port of Departure - New York, 5, May 1944
Convoyed
Speed (average) 9.5
Number of ships in convoy - 95
Number of escort vessels or aircraft carriers, 6 escorts
and 3 aircraft carriers
Port of arrival - Immingham, England 24, May 1944

(c) Departure from New York Harbor was uneventful and
weather was ideal.

At 1600 on 13, May, at 0900 on 14, May, and at 1945 on
15, May 1944, signals were received from the Commodore that
enemy submarines were reported in the area. Upon receipt of
same, watch was doubled and all precautions were taken against
submarine attack.

At 1730 on 14, May 1944 some depth charges were heard
exploding and so immediately Condition I was set. One half
hour later we secured from same and set Condition II, and
retained same until dark at which time Condition III was reset.

(d) Nothing of an unusual nature took place during our voyage
We did however move around considerably until we finally
reached our destination.

When our Convoy was about to enter the Irish Sea, we were ordered to proceed to Londonderry Ireland, and we anchored in Lough Foyle Bay for one day and a half. We were then directed to proceed to Loch Ewe, Scotland unescorted, and we did same arriving there 5/21/44 at about noon. The same afternoon we received orders to proceed by convoy to Methil, Scotland and we arrived at said place on the morning of 5/23/44. The same morning we caught a convoy and left for our present destination and arrived there the next afternoon 5/24/44. Sea routine was carried out in every respect and special instructions were given to the 20 MM gunners and 3"50 pointer and trainer on the proper use of ringsights. Aircraft identification classes were held and the Merchant Crew was properly organized for any emergency action.

Our average speed was around 9.5 knots.

We did not zig zag but if the Commodore had ordered same, I know our Master would have carried out the instructions verbatim.

- (e) No comment.
- (f) Commercial radio operators carried out the wartime radio instructions for merchant vessels in every respect.
- (g) No comment.
- (h) Master and Ship's Officers carried out wartime instructions for United States Merchant Vessels.
- (i) No comment.
- (j) No comment.

Lee D. Rishel
Lee D. Rishel