

4
CONFIDENTIAL

~~14~~ A9(Tr)
Serial 0519

First Endorsement to S.S. ABEL PARKER UPSHUR
Voyage Report of 21 March, 1944.

U.S. NAVAL PORT OFFICE,
361 Royal Liver Building,
Liverpool, England.

30 March, 1944.

From: U. S. Naval Port Officer, Liverpool, England.
To: The Chief of Naval Operations.
Via: Commander, U.S. Naval Forces in Europe

Subject: Report of Voyage - S.S. ABEL PARKER UPSHUR. *7177 G.T.*

1. Forwarded.

2. In reference to paragraph 1 (c) of basic report DEMS inspected the three inch gun and have stated that no corrective action can be taken in this port.

H. C. Garrison
H. C. GARRISON.

End--3

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

Serial 01768

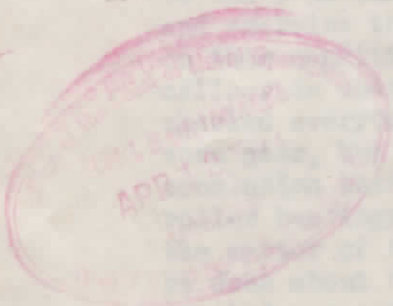
CONFIDENTIAL

APR 4 1944

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

1. Forwarded.

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



RECEIVED S-G FILES

23 Room 2055 dem

ROUTE TO: 10 APR 1944
By File No. (SG) A4-3/Abel Parker Upshur
Doc. No. _____
Copy No. 1 of 1
Pkg. No. 7607

*See Ct
Endorse - ca
[Signature]*

Voyage Report

21, March 1944

From: Ensign Lee D. Fishel D.V. (S) U S N R
Commanding Officer, Naval Armed Guard
(c/o Armed Guard Center Brooklyn N.Y.)
S.S. Abel Parker Upshur Gross Tons 7176

To: The Vice Chief of Naval Operations

Via: The Port Director Third Naval District

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

Reference: (a) General Instructions for Commanding
Officer's of Naval Armed Guards on Merchant
Ships, 1943 third Edition, paragraph 4301

Enclosure: (A)

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

(a) Type of Vessel--Cargo, Type of Cargo--- U.S. Army Materials
Owner of Vessel- War Shipping Administration
Chartered to International Freighting Corporation

(b) Port of Departure New York City, 6, March, 1944

Convoys

Speed (average) 9.5

No. of ships in convoy 115

No. of escort vessels or aircraft 9 or 10 escorts

1 aircraft carrier

Port of arrival Liverpool, England Date: 21, March 1944

(c) Our departure from the N.Y. Harbor was uneventful and weather
conditions were ideal.

All of our armament was in good operating order and
trained and elevated very well. The third day at sea, 8, March 1944
when the 3"50 crew went to exercise their gun and to have drill,
it would not train, it elevated very easily but would not move
an inch in the horizontal. The day before, 7, March 1944, in the
morning when the crew had their drill, it worked very nicely.
That afternoon, 7, March 1944, we had a very rough sea and it
became necessary for me to move my watch lookouts from the 3"50
aft to the flying bridge. The rough weather continued until the
next morning, 8, March 1944, then sent the watch lookouts back
to the 3"50 tub and when the crew reported to the 3"50 for drill
and exercise they could not train same. Upon receiving a report
on this condition, I took my leading petty officer and the petty
officer in charge of the 3"50 and started an investigation. We
checked everything very carefully and even removed the training
worm gear, but still the gun would not move. We all came to the
conclusion that the trouble must either be in the stand or carriage
roller bearings. Under the circumstances I discussed it with
the master of the ship and he agreed with me that nothing could
be done about the situation and that I should wait until I
reached our port of destination and there if possible have the
gun repaired. Each day since we made the discovery we have tried
to train the gun but our efforts have been in vain.

(c) continued:

No actual contact was made with the enemy, however on Thursday, 16, March 1944 at 1655 a report was received from the Commodore that subs were reported in area and our position was approximately Lat. 24 deg. 33 min. and Long. 47 deg. 45 min. W. Condition 1 was set immediately and we secured from same at 2000 and set condition 2 which we maintained until 0800 Friday morning, 17, March 1944. Escorts dropped at least three depth charges around 1730 on 16, March 1944.

Our vessel was navigated at all times in accordance with instructions.

Our commercial radio operators carried out in every detail the wartime radio instructions for merchant vessels.

Master and Officers of the ship carried out Wartime Instructions for United States Merchant Vessels.

Speed of the convoy was an average of about 9.5 knots.

Three fire and abandon ship drills were held between time of sailing and time of reaching our destination.

On 14, March 1944 at 0943 signal received from the Commodore granting permission to practice fire all guns at 1100. All guns fired at said time. All guns performed well except the 3"50 which could not be trained.

Special instruction was given to men on aircraft identification and anti-submarine warfare.

Everything else done during voyage was more or less of a routine nature.

Lee D. Rishel