

1st Endorsement to S.S. ABEL STEARNS  
voyage report of 2 August 1943.

CONFIDENTIAL

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

A9(wr)  
Serial 0720

3 August 1943.

From: U.S. Naval Liaison Officer, Liverpool, England.  
To: The Vice Chief of Naval Operations.  
Via: Commander, U.S. Naval Forces in Europe.  
Subject: Report of voyage of S.S. ABEL STEARNS from New York, N.Y.,  
to Liverpool, England.

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551

1. Forwarded.

*Girvin B. Wait*  
GIRVIN B. WAIT

End--2

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

Serial 01915

AUG 12 1943

CONFIDENTIAL

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

1. Forwarded.

*ASD*

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ROUTE TR: 23

*J. G. Bray, Jr.*

J. G. BRAY, JR.  
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Office of the Chief of Naval Operations  
FLEET MAINTENANCE  
AUG 18 1943  
RECEIVED  
NAVY DEPARTMENT

720  
AUGUST 2, 1943

FROM: ENSIGN EDWIN ANTHONY GEHRING, U.S.N.R.,  
COMMANDING OFFICER, NAVAL ARMED GUARD  
(C/O ARMED GUARD CENTER, BROOKLYN, NEW YORK)  
S.S. ABEL STEARNS, GROSS TONS 7176

TO: THE VICE CHIEF OF NAVAL OPERATIONS.

VIA: U.S. NAVY LIAISON OFFICE, LIVERPOOL, ENGLAND.  
COMMANDER, U.S. NAVAL FORCES IN EUROPE.

SUBJECT: REPORT OF VOYAGE, S.S. ABEL STEARNS,  
FROM NEW YORK, N.Y. TO LIVERPOOL, ENGLAND.

REFERENCE: (A) GENERAL INSTRUCTIONS FOR COMMANDING OFFICERS  
OF NAVAL ARMED GUARDS ON MERCHANT SHIPS,  
1943, PARAGRAPH 4301.

1. IN ACCORDANCE WITH REFERENCE (A) THE FOLLOWING  
INFORMATION IS SUBMITTED:-

- (A) TYPE OF VESSEL: FREIGHTER  
TYPE OF CARGO: GENERAL  
OWNER OF VESSEL: U.S. WAR SHIPPING ADMINISTRATION  
CHARTERED TO: GENERAL AGENTS - A.H. BULL & CO.  
SUB-AGENT - U.S. LINES
- (B) PORT OF DEPARTURE: NEW YORK, N.Y.  
DATE: JULY 15, 1943  
CONVOYED  
SPEED (AVERAGE): 9 KNOTS  
NUMBER OF SHIPS IN CONVOY: 87  
NUMBER OF ESCORT VESSELS: 7  
PORT OF ARRIVAL: LIVERPOOL, ENGLAND  
DATE OF ARRIVAL: JULY 29, 1943
- (C) THERE WAS NEITHER CONTACT NOR ACTION WITH THE ENEMY.  
(D) THE VOYAGE WAS ROUTINE THROUGHOUT.  
(E) THE COMMERCIAL RADIO OPERATOR APPEARED TO CARRY OUT  
"WARTIME INSTRUCTIONS FOR UNITED STATES MERCHANT VESSELS".
- (F) THE FOLLOWING DEFECTS OR DEFICIENCIES WERE NOTED:-  
1) PLUNGER IN SOLENOID OF 3"50 GUN JAMMED. THE  
PIN WHICH HOLDS THE BASE OF THE PLUNGER IN THE  
SOLENOID CORE WAS BROKEN. A SUBSTITUTE PIN OF  
WIRE WAS MADE AND INSTALLED.  
2) THERE IS A NINE DEGREES DIFFERENCE BETWEEN THE  
BEARINGS ON THE TRAINING CIRCLE OF THE 3"50 GUN  
AND THE CORRECT RELATIVE BEARINGS.  
3) THE SWORD ARM OF THE 3"50 IS NOT SYNCHRONIZED  
WITH THE RANGE DRUM.  
4) THE GENERAL ALARM IN THE A.G. CREW'S QUARTERS  
AFT IS NOT IN WORKING ORDER.  
5) VENTILATION OF FORWARD MAGAZINE IS INADEQUATE  
TO KEEP THE TEMPERATURE WITHIN A SAFE RANGE.

- 6) QUARTERS, LOCKERS AND ESPECIALLY STORAGE SPACE ARE CROWDED.
- 7) THE JACKSTAFF AND BOATSWAIN'S DAVIT WERE REMOVED FROM THE FOREPEAK BY THE A.G. CREW WITH MASTER'S PERMISSION BECAUSE THEY WERE IN THE LINE OF FIRE OF THE FORWARD GUN.
- 8) 14 LBS. SIGNAL HALLIARD, 3/4" CIRCUMFERENCE (BUSHIPS SPEC. 21 H-2 (INT) DELIVERED ABOARD ON JULY 1, 1943 AT NEW YORK, N.Y. WAS FOUND ROTTED ABOUT EVERY THREE FEET AS IF ACID HAD BEEN SPILLED ON ONE PART OF THE COILED MASS.
- 9) ALL OERLIKON GUNS CAN BE TRAINED ON PARTS OF THE SHIP.
- 10) STOPS ON THE 3"50 GUN PREVENT ADEQUATE COVERAGE OF THE AIR, ALTHOUGH THEY PERMIT TRAIN OF 0 TO 130 DEGREES AND 230 TO 360 DEGREES RELATIVE.
- 11) THERE IS NO PLACE ADEQUATE FOR STORAGE OF TOOL KIT, ASBESTOS GLOVES AND HEAD PHONES (WHERE PLUG-IN IS INSTALLED) AT EACH OERLIKON GUN.
- 12) COOLING AND SPARE BARREL TUBES AT OERLIKON GUNS ON FORWARD PART OF BRIDGE AND AFT INTERFERE WITH ACCESS TO FLYING BRIDGES

(G) THE FOLLOWING RECOMMENDATIONS ARE MADE:-

- 1) THAT THE BASE OF THE SOLENOID PLUNGER ON 3"50 GUNS BE MORE SECURELY FASTENED INTO CORE, E.G. BY THREADING CORE AND PLUNGER, BY KNURLING OR BY USING A PIN OF LARGER DIAMETER.
- 2) THAT STOPS BE REMOVED FROM 3"50 GUN AND THAT A LENGTH OF PIPE BENT IN THE SHAPE OF A HIGH ARCH BE EMPLOYED TO PERFORM THE SAME FUNCTION AS STOPS WHILE SIMULTANEOUSLY PERMITTING GREATER COVERAGE OF THE AIR. THE BASES OF THE ARCH COULD BE WELDED TO THE SPLINTER SHIELD AT ABOUT 130 DEGREES AND 230 DEGREES RELATIVE. THE SHAPE AND SIZE OF THE ARCH WOULD DEPEND ON THE SHAPE OF THE SHIP'S SUPERSTRUCTURE, HEIGHT OF MAST, ETC.

(H) THE MASTER AND OFFICERS OF THE SHIP CARRIED OUT "WARTIME INSTRUCTIONS FOR UNITED STATES MERCHANT SHIPS". BLACKOUT REGULATIONS WERE RIGIDLY OBSERVED.

*Edwin A. Gehring*

EDWIN A. GEHRING  
ENSIGN, U.S.N.R.