

ARMED GUARD UNIT

SS ABERDEEN VICTORY

Armed Guard Center (Pacific)
Treasure Island
San Francisco, California



CONFIDENTIAL

DATE 4 October 1945

From: The Commanding Officer, Armed Guard Unit,
SS ABERDEEN VICTORY Gross Tons 7,608.45
Flag or Registry U.S.A.

To: The Chief of Naval Operations.

Via: Port Director 12th Naval District.

Subject: Report of Voyage NAHA, OKINAWA TO SAN FRANCISCO, CALIFORNIA

Reference: (a) General Instructions for Commanding Officers of Naval
Armed Guards on Merchant Ships, Par. 4301.

Enclosure: (A)

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

(a) Type of vessel Victory Cargo (type) None
Owner of vessel War Shipping Administration
Chartered to Waterman Steamship Corp.
Master's Name Andrew Anderson

(b) Port of departure Naha, Okinawa 15 September 1945
Convoyed or Independent Convoyed Date
Speed (Aver.) 9.3 knots
No. of ships in convoy 11
No. of escort vessels or aircraft 1
Port of arrival Ulithi, Caroline Islands 21 September 1945
Date

(b2) Port of departure Ulithi, Caroline Islands 22 September 1945
Convoyed or Independent Independent Date
Speed (Aver.) 18.28
No. of ships in convoy _____
No. of escort vessels or aircraft _____
Port of arrival San Francisco, Calif. 4 October 1945
Date

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(c) Contacts and action with the enemy: There was no contact and no action with the enemy at any time during the voyage.

(d) General resume of the voyage: Departed from Naha, Okinawa on 15 September 1945 in convoy with ten other ships and one D.E. as escort. Just off Okinawa the weather began to get rough with freshening winds and by evening winds and seas of typhoon proportion were encountered. On the morning of 16 September only six ships and the escort remained in convoy. On 19 September a liberty ship rejoined the convoy. No other event of note took place during the voyage. Navy hands aboard stood Condition III watch. Arrived at San Francisco, California on 4 October 1945.

(e) Discharging at Naha, Okinawa was under supervision of the Army 53rd Medium Port Battalion. After laying at anchor for one week, Army stevedores were put aboard and very leisurely began unloading cargo. This very apparent lack of speed was due (1) to the inexperience of the stevedores (this was their second ship) and (2) lack of barges on which to unload. At 1420 on 29 August 1945 all stevedores were removed from the ship with the cargo only 63% discharged. The reason given was that a transportation tie-up ashore had made it impossible to unload the barges, hence, no barges upon which to unload. The stevedores returned aboard at 1135 on 4 September 1945 and continued their leisurely pace of unloading after a nice rest. On 8 September 1945 the ship was moved to an anchorage closer in to shore and discharging into docks was begun. This speeded up discharging and at 2000 on 13 September 1945 the job was completed.

(f) The commercial radio operators appeared to carry out Wartime Radio Instructions and kept all intercepted messages confidential.

(g) There are no defects to report.

(h) The Master and officers of the ship carried out Wartime Instructions for United States Merchant Vessels as modified by instructions issued after the end of the war. Running lights were burned at full brilliancy at night, routing instructions were obeyed, codes and signals were kept classified.

(i) There are no recommendations for the improvement of the service to be made at this time.

(j) There were no occasions for improper procedure on the part of friendly aircraft.

(k) No instruction was given during this voyage, the time being used to ready the ship for disarming.

Richard R. Mulliner, Lt.(jg)
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