

U. S. NAVAL ARMED GUARD UNIT
S. S. ABIEL FOSTER
U. S. NAVAL ARMED GUARD CENTER (PAC)

C O N F I D E N T I A L

10 September 1945

From: Lt. Paul Wallace Smith, 211112, (D)L, USNR,
Commanding Officer, Naval Armed Guard Unit,
(c/o Fleet Post Office, San Francisco, Calif.),
S. S. ABIEL FOSTER - Gross tons: 7,176.

To: The Chief of Naval Operations.

Via: The Port Director, San Francisco, Calif.

Subject: Report of Voyage, SS Abiel Foster, M. H. Barber, Master.
From Long Beach, Calif. to Yokohama, Japan via Homohon Island,
P. I., Aparri, Luzon, P. I., and Okinawa.

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

Enclosure: (A)

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

(a) Type of vessel: Liberty
Type of cargo: Army general operational cargo.
Owner of vessel: War Shipping Administration.
Chartered to: Matson Navigation Co., operators,- Capt. Barber, M. H.,
Master.

(b) Port of departure: Long Beach, Calif.,- 22 July 1945.
Proceeded independently from Long Beach to Homohon Island and from
Homohon to Aparri, Luzon. In convoy from Aparri to Okinawa and from
Okinawa to Yokohama.
Speed: Total average, Long Beach to Yokohama, 10.06 kts.
Speed independent: 10.3 kts.
Speed in convoy: 10 kts., Aparri to Okinawa,- 8.3, Okinawa to Yokohama.
No. of ships in convoy: 15, Aparri to Okinawa,- 4, Okinawa to Yokohama.
No. of escort vessels: 2, Aparri to Okinawa,- 1, Okinawa to Yokohama.
Port of arrival: Yokohama, Japan.

(c) No contact with the enemy.

(d) The voyage was routine with no special incident. Navigation lights
were shown in such waters as permitted by the convoy escort commander
and routing instructions. Blackout was lax throughout the voyage up
to the time blackout restrictions were lifted. The ship did not zig-
zag at any time in accordance with instructions when proceeding inde-
pendently. The convoys did not zig-zag.

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- (e) The vessel was not unnecessarily delayed in U.S. ports.
- (f) Commercial radio operators (three) appeared to carry out "War Time Radio Instructions for Merchant Vessels". However, the Third Radio Operator (Maynard Watson) proved to be very weak at receiving numbers.
- (g) No defects or deficiencies in location of the battery, or in equipment as regards material, personnel or operation.
- (h) The Master and Officers carried out "War Time Instructions for Merchant Vessels" to the best of their ability.
- (i) No recommendations tending the improvement of the service.
- (j) No improper procedure on the part of friendly aircraft approaching the vessel.
- (k) The Armed Guard Crew received accented training in gunnery, AA fire control, plane identification and first aid. One Slc qualified for an increase in rate recommendation to GM3c.

Paul W. Smith
P. W. Smith, Lt., USNR

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