

UNITED STATES FLEET

A9-10
Serial C-0348

UNITED STATES NAVAL FORCES IN EUROPE

PORT OFFICE, BRISTOL CHANNEL AREA

U.S. CONFIDENTIAL - BRITISH CONFIDENTIAL

15 April 1944

FIRST ENDORSEMENT

From: The U.S. Naval Port Officer,
Bristol Channel Area, Cardiff, Wales.
To : The Chief of Naval Operations.
Via : The Commander, U.S. Naval Forces in Europe
Subject: Report of voyage, S.S. ABIEL FOSTER.

1. Forwarded.

2. Attention is invited to paragraph (i). The Armed Guard Officer has been requested to re-submit his recommendations in his homeward bound voyage report in order that it may be brought to the attention of the Port Director in the United States.

Harold L. Fox
HAROLD L. FOX
By direction.

End--2

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

Serial 02155

CONFIDENTIAL

APR 20 1944

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

1. Forwarded.

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23 Room 2055

DATE TO: 26 APR 1944

By File No. (66) A4-3

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J. G. Bray
J. G. BRAY, JR.
BY DIRECTION

Office of the Chief of Naval Operations
FLEET MAINTENANCE
APR 27 1944
RECEIVED
NAVY DEPARTMENT

See K 55
W

To: Chief of Naval Operations
(1) U.S. Naval Port Office-Bristol Channel Area
Via: (2) The Commander, U.S. Naval Forces in Europe.

Reference: (a) General Instructions for Commanding Officers of Naval Armed Guards on Merchant Ships. 1943 per. 4301

- (a) Name: SS ABIEL FOSTER....Type: Liberty....Gross Tonnage: 7176
Type of Cargo: Equipment -Supplies for U.S. Army
Owner: W.S.A. operated by MATSON NAVIGATION COMPANY

(c) ^{as} Contacts and Action with Enemy: See Narrative Attached.

Zig Zag: No

(e) There were no written or verbal radio orders from foreign Government officials.

(f) Commercial Radio Operators' Procedure: Commercial Radio Operators' procedure was in compliance with War Time Instructions.

(1) Three commercial radio operators comprised radio personnel.

(g) Armament and Equipment:

Adequate and well maintained.

(h) Master, officers complied, "Instructions for Naval Transportation and U.S. Merchant Ships in time of War."

(i) Recommendations:

Upon nearing destination in and around Irish Sea and Bristol Channel, several ships were observed to have unjustifiably broken ranks and made for a more advantageous position for personal purposes.

This practice, as observed, resulted in this vessel's having to alter course and reduce speed in order to avert a near collision with the overtaking vessel. (not identified)

The practice seemed somewhat general and accepted to observer and highly dangerous in certain narrow channels.

(j) There was no improper procedure on the part of friendly air craft which approached the vessel.

NARRATIVE REPORT
Enemy Action

Although this vessel had no direct contacts with the enemy the following incident is adjudged by the undersigned to have been an enemy contact.

On April 10-1944 the gun crew went to General Quarters at 2000 and so remained until 2115, same date.

At 2000 own ship's course was 074 True, position 54-52 W, 10-37 W -Speed 9 Kts. when two escorts dropped 16 depth charges 2500 yds. off our starboard bow.

Master ordered small alternation to port and shortly thereafter Commodore ordered 45 degree emergency turn to port. Escorts made several runs on our starboard bow but dropped no depth charges. At 2025 convoy resumed it's course. At 2245 green and white flares were observed 6000 yds off our port beam.

At 2300 several ships were observed to be running with masthead, stern, and running lights. This ship continued it's blackout.

At 0225 April 11, 1944 5 depth charges were dropped dead ahead at approximately 6000 yds. Ships still running with lights. At 0300 one depth charge was dropped in an undetermined quarter. Some ships turned off aforementioned lights.

Respectfully submitted,

LT(jg) Louis T. Griffith USNR

LT.(J.G.) Louis T. Griffith, USNR
DV(S)