

ARMED GUARD UNIT  
SS ABIGAIL ADAMS  
Armed Guard Center (Pacific)  
Treasure Island  
San Francisco, Calif.

CONFIDENTIAL

Date February 21, 1945

From: The Commanding Officer, Armed Guard Unit.  
S.S. Abigail Adams Gross Tons 1716

To: The Chief of Naval Operations

Via: The Port Director 12th. Naval District

Subject: Report of Voyage, S.S. Abigail Adams, return trip.

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

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

- (a) Name of vessel: S.S. Abigail Adams  
Type of vessel: EC-2, Cargo  
Type of cargo: Mail  
Gross tonnage: 7176  
Owner of vessel: U.S. Government, represented by War Shipping Administration.  
Chartered to: De La Rama Steamship Co., Inc.  
Master: Olaf Winnes
- (b) Report of voyage outbound was made to Port Director, Tacloban, Leyte Is. Departed Tacloban, Leyte Is. Phillipines, January 11, 1945. In convoy of twenty one ships and 6 escort vessels. . January 14, 1945 four of the escorts left the convoy. Proceeded with two escorts. Arrived Hollandia, Dutch New Guinea, January 17, 1945. Discharged fifty three tons of Mail. Departed Hollandia, Dutch New Guinea, January 26, 1945, Sailing singly. Arrived Manus, Island January 28, 1945. Departed Manus, Island January 29, 1945. Sailing singly. Arrived San Francisco, California, February 21, 1945.
- (c) Contacts and action with the enemy. No direct contact or action with the enemy. Planes attacked and bombed shore installations while we lay at anchor off the Island of Leyte and were heard overhead, but not seen as all raids were made at night. We were not attacked directly and no rounds were fired from this ship. We were at General Quarters forty six times, nine of which proved to be actual raids. During actual raids search lights were used from the shore, both from Leyte and Samar Is. It was impossible to make an estimate of damage done by bombs dropped from enemy planes, our ship was anchored some 3,000 yards from the nearest bomb explosion. Un-official reports were heard following each raid but not of a reliable nature.

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- (d) Average speed of vessel on return voyage was 10.8 Knots. Vessel zig-zagged according to instructions. No lights were shown. While in convoy from Leyte to Hollandia one of the escort vessels dropped two depth charges close in on the Port side of Convoy and made a search for about ten minutes. No reports heard on the contact made by this vessel.
- (e) This vessel was delayed in the port of Hollandia for three weeks until a convoy was made up in which we were included.
- (f) The Commercial Radio Operators appeared to carry out wartime radio instructions for merchant vessels. Intercepted messages were kept confidential.
- (g) No defects or deficiencies regarding equipment, material, or operation.
- (h) The Master and Officers of the ship appeared to carry out "Wartime Instructions for Merchant Vessels".
- (i) No recommendations for improvement of the service.
- (j) Improper procedure on the part of friendly aircraft. None.
- (k) Sic tests were given to the 21 seamen aboard, taking approximately forty five days at two to two and a half hours a day for supervision of tests and grading same.  
 Eight members of the crew were encouraged, assisted and instructed in preparing themselves for the next highest rate.  
 Signal classes were held for the entire crew one hour a day for a fourteen day period. Instruction by the Signalman and striker.  
 Miscellaneous individual instruction on guns, seamanship by myself the two gunners mates and the boatswain.

*Robert D. Pearce Jr.*  
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 Lt. (jg) D-V(S) USNR

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