

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

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June 20, 1944.

From: Lt. John H. Todd, D-V(S), USNR, Armed Guard Commander,
S.S. Abigail Adams, Gross tons: 7,176.

To: Chief of Naval Operations.

Via: Port Director, San Francisco, California.

Subject: Report of voyage, S.S. Abigail Adams, Gross tons: 7,176,
From Noumea, New Caledonia to Nepoui, New Caledonia,
From Nepoui, New Caledonia to Noumea, New Caledonia,
From Noumea, New Caledonia to San Francisco, California.

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) Name of vessel: S.S. Abigail Adams. Type of vessel: EC-2, Cargo.
Gross tonnage: 7,176. Type of cargo: Noumea (ex Nissan, Green Islands)
to Nepoui, miscellaneous New Zealand Army equipment; Nepoui to San
Francisco, scrap metal. Owner of vessel: U.S.A. represented by War
Shipping Administration. Chartered to De La Rama Steamship Co., Inc.
- (b) Departed Noumea, N.C. May 15, 1944, sailing singly, without escort.
Average speed: 8.2 knots. Arrived Nepoui, N.C. May 16, 1944.
Departed Nepoui, N.C. May 23, 1944, sailing singly, without escort.
Average speed: 8.2 knots. Arrived Noumea, N.C. May 24, 1944.
Departed Noumea, N.C. May 25, 1944, sailing singly, without escort.
Average speed: 9.8 knots. Arrived San Francisco, Cal., June 19, 1944.
- (c) Contacts and action with enemy: None.
- (d) General resume of voyage: May 19, 1944, BLASI, J. K., 865 93 63, S 1/c,
SV, USNR, detached and hospitalized for treatment of infected bruise
on shin, U.S. Army 331st Station Hospital, Nepoui, New Caledonia. May
24, 1944, EARL, T. R., 564 60 79, S 1/c, USNR, reported aboard, Noumea,
N.C., replacing BLASI, J.K., S 1/c. June 8, 1944, 3-inch 50 Cal. surface
target practice conducted at sea. June 10, 1944, EARL, T.R., S 1/c,
apparently suffered a post-appendectomy surgical rupture, and was con-
fined to bed and carefully treated pending hospitalization upon arrival
at San Francisco, California. Average speed: 9.7 knots.
Lights shown: Mast-head and running lights at reduced brilliancy, only
within 200 miles of California coast. Vessel zig-zagged in accordance
with instructions.

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- (e) Delays in port: None.
- (f) The commercial radio operator appeared, in all respects, to carry out wartime radio instructions for merchant vessels.

(g) Defects and deficiencies:

Personnel: The ship has no signalmen, no Navy radiomen, and only one commercial radio operator. Assignment of two Navy Signalmen, and two Navy Radiomen is recommended.

Materiel: 1. The bow 3-In. 50 Cal. wooden gun platform has been defective since installation. Replacement is recommended.

2. 20 MM Gun No. 8 (port quarter) lacks a telephone outlet (jack-box). Installation of one jack-box is recommended.

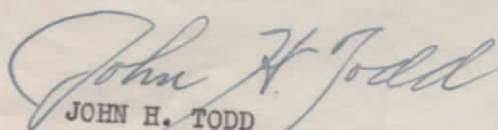
3. The telephone outlet (jack-box) at the bow 3-Inch gun is located at the top of the forward splinter shield. Transfer of this jack-box to the base of the gun is recommended.

4. The old type 8-In. and 12-In. signal searchlights with which the ship is equipped are inefficient, at best, are continually out of order; and lamps for the 8-In. light are unobtainable. Replacement of both lights with modern, 12-In. internal shutter signal searchlights, with red and green filter-reducers, is recommended.

✓ 5. The ship's radio Auto-Alarm is defective, and wholly unreliable. The ship has never had short-wave radio equipment. Installation of a reliable Auto-Alarm, and short-wave radio equipment is recommended.

6. Vibration of the ship loosens the joints of a steam line inside the coffer-dam surrounding the after 3-inch magazine, causing the coffer-dam to fill with hot water, raising the magazine temperature above 100°. Even with constant drainage, produced by holes drilled in the coffer-dam outer bulkheads, magazine temperature remains high, and can be kept under 100° only by careful observation and prompt action, particularly in the tropics. This condition should be corrected, preferably by removing the steam line from the coffer-dam.

- (h) The Master, and ship's officers carried out "Wartime Instructions for United States Merchant Vessels".
- (i) Recommendations for improvement of the service: 1. More frequent surface and A.A. target practice against moving targets. 2. More frequent opportunities for machine gunners to practice in "movie domes" approximating actual anti-aircraft combat conditions.
- (j) Improper procedure on the part of friendly aircraft: None.


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