

CONFIDENTIAL

U.S. NAVAL BASE NAVY 3115
c/o FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

10 01123
10 0123

NB/A4-3
Serial 0123

CONFIDENTIAL

FIRST ENDORSEMENT TO:
C/O Armed Guard Unit.
SS Abigail S. Duniway Conf.
LTR Dated 18 Sept. 1944.

21 September 1944

From: Commander Naval Base - Navy 3115.
To: Vice Chief of Naval Operations.

7176
G

Subject: Report of the Voyage of the SS Abigail S. Duniway
from Biak Island Southwest Pacific to Noemfoor
Island Southwest Pacific to Sansapor Dutch New
Guinea to Hollandia Dutch New Guinea.

1. Forwarded.

2. The NOIC New Guinea has assumed the duties of Port
Director Hollandia replacing the U.S. Navy Port Director. Future
Voyage Reports submitted this port will be forwarded via Commander
Naval Base.

H. G. Barker

H. G. BARKER
By direction

cc:
C/O Armed Guard Center
12th Naval District.

RECEIVED S-C FILES

23 Room 2055

DATE TO: 2 OCT 1944
File No. (SU) A4-3/Abigail
Duniway
Incl. No. 1 of 1
Pkg. No. 77

144

Office of the Chief of Naval Operations
FILED
OCT 3 1944
RECEIVED
NAVY DEPARTMENT

del end. par C. J. ...
and encl. F.
L. Ecc
Lgm

M. N. D.
A. R.

A67
m/c

CONFIDENTIAL

VOYAGE REPORT

SEPTEMBER 18, 1944

FROM: LT (JG) H.H. COCHRANE USNR COMMANDING OFFICER ARMED GUARD UNIT
S.S. ABIGAIL S. DUNIWAY (GROSS TONS-7176)
C/O ARMED GUARD CENTERS; PACIFIC, TREASURE ISLAND, CALIF.
ATLANTIC, BROOKLYN, NYC, N.Y.

TO: THE VICE-CHIEF OF NAVAL OPERATIONS.

VIA: ^{C.N.B.} PORT DIRECTOR, HOLLANDIA, DUTCH NEW GUINEA.

SUBJECT: REPORT OF THE VOYAGE OF THE S/S ABIGAIL S. DUNIWAY FROM BIAK
ISLAND SOUTHWESTPACIFIC TO NUMFOR ISLAND SOUTHWEST PACIFIC
TO SANSAPOR DUTCH NEW GUINEA TO HOLLANDIA DUTCH NEW GUINEA.

REFERENCE: (A) GENERAL INSTRUCTIONS FOR COMMANDING OFFICERS OF NAVAL ARMED
GUARDS, PARA 4301.

1. IN ACCORDANCE WITH REFERENCE (A) THE FOLLOWING DATA IS SUBMITTED:

A. TYPE OF VESSEL EC2 LIBERTY
TYPE OF CARGO BEER, TROOPS-GENERAL
OWNER OF VESSEL WAR SHIPPING ADMINISTRATION.
E. CHARTERED TO U.S. ARMY PER WEYERHAEUSER INC.

B. PORT OF DEPARTURE..... BIAK ISLAND SOUTHWEST PACIFIC. PARTLY CONVOY
PARTLY INDEPENDENT.

1. CONVOY SPEED..... 9 1/2 KNOTS AVERAGE
2. INDEPENDENT SPEED.. 10 1/2 KNOTS AVERAGE
3. NUMBER OF SHIPS IN CONVOY...

(A) FROM BIAK ISLAND TO NUMFOR ISLAND ONLY S.S. ABIGAIL S. DUNIWAY
(B) FROM NUMFOR ISLAND TO SANSAPOR DUTCH NEW GUINEA 4 SHIPS
2 ESCORTS.
(C) FROM SANSAPOR DUTCH NEW GUINEA TO HOLLANDIA DUTCH NEW GUINEA
INDEPENDENT.

C. SIGHTING AND ENGAGEMENT OF ENEMY AIRCRAFT ON THIS VOYAGE WAS AS
FOLLOWS:

- (1) 29 AUGUST 44-BIAK ISLAND AT ANCHOR-RED AIR ALERT 0300-0330 GUN
CREW AT QUARTERS NO ENEMY SEEN OR FIRED UPON.
(2) 4 SEPTEMBER 44-SANSAPOR DUTCH NEW GUINEA 2150-2230-RED AIR
ALERT-GUN CREW AT QUARTERS NO ENEMY SEEN OR FIRED UPON.
(3) 7 SEPTEMBER 44-SANSAPOR DUTCH NEW GUINEA-RED AIR ALERT-GUN CREW
AT QUARTERS NO ENEMY SEEN OR FIRED UPON.
(A) (4) 9 SEPTEMBER 44-SANSAPOR DUTCH NEW GUINEA-RED AIR ALERT 0400-
0515-GUN CREW AT QUARTERS, ENEMY AIRCRAFT SIGHTED AND FIRED
UPON BY FORWARD 3/50 GUN AND AFTER 5/38 GUN. ENEMY SIGHTED IN
GROUP FORMATIONS AND FLYING SINGLY. ENEMY PLANES MADE ONE RUN
TOWARD SHIP BUT TURNED AWAY WHEN 5/38 GUN ON FANTAIL FIRED ON
THEM. ENEMY APPEARED TO BE BETTY BOMBERS. (ABOUT ONE HALF OF
MERCHANT CREW DESERTED OR FAILED TO REPORT TO STATIONS.)
(5) 11 SEPTEMBER 44-SANSAPOR DUTCH NEW GUINEA-RED AIR ALERT 0300-
0415. GUN CREW AT QUARTERS ENEMY AIRCRAFT MADE RUN OVER SHIP
DROPPING BOMBS ON AIRSTRIP ABOUT 300 YARDS TO PORT SIDE OF SHIP.
ENEMY PLANE FORMATION OF FOUR PLANES WAS SIGHTED AND FIRED UPON
VERY ACCURATELY BY AFTER 5/38 GUN AS THE EXACT RESULTS COULD

DECLASSIFIED

Authority WND 750161

FROM:

ALFANIC BROOKMAN MAG W.A.
C/O ARMED GUARD CENTER: PACIFIC ISLANDS ISLAND GARD
2.2. VIKING 2. DUNIMVA (GROSS LONG-STEP)
GL (76) H.H. COCHRANE USNB COMMANDING OFFICER ARMED GUARD UNIT

28 SEPTEMBER 1944

VOYAGE REPORT

VOYAGE REPORT CONT'D

PAGE 2

NOT BE ASCERTAINED. PLANES APPEARED TO BE AT 3,000 FEET UNDER LOW OVERCAST. PLANES DID NOT RETURN AFTER THE FIRING OF OUR 5/38 GUN AND AA FIRE FROM SHORE.

(6) 15 SEPTEMBER 44-AT SEA ABEAM BIAK ISLAND-RED AIR ALERT 2130-2200 OVER BIAK-GUN CREW AT QUARTERS. ONE ENEMY PLANE APPEARED TO GO DOWN IN FLAMES OVER BIAK ISLAND. NO ENEMY SIGHTED WITHIN RANGE OF SHIP ALTHOUGH ENEMY PLANES BELIEVED HEARD IN CLOUDS OVER THE SHIP. OUR GUNS WERE NOT FIRED. NO ENEMY SUBMARINE OR SURFACE VESSELS SIGHTED

D. GENERAL RESUME OF VOYAGE:

THE SHIP LEFT BIAK ISLAND ON 30 AUGUST 1944 ACCOMPANIED BY ONE ESCORT VESSEL AND ARRIVED AT NUMFOR ISLAND AND DISCHARGED CARGO BEER AND TROOP PASSENGERS AT 1900, 30 AUGUST 1944. THE SHIP LEFT NUMFOR ISLAND ON 3 SEPTEMBER 1944 AFTER BACKLOADING 1,000 BARRELS OF AIRSTRIP TAR AND JOINED A CONVOY OF THREE OTHER LIBERTIES AND TWO ESCORTS BOUND FOR SANSAPOR DUTCH NEW GUINEA ARRIVING AT SANSAPOR ON 4 SEPTEMBER 1944

THE SHIP LEFT SANSAPOR DUTCH NEW GUINEA AFTER DISCHARGING CARGO BEER, AND AIRSTRIP TAR AND TOOK ON 15 U.S.A. TROOP PASSENGERS ON 15 SEPTEMBER 1944 AND PROCEEDED INDEPENDENTLY TO HOLLANDIA DUTCH NEW GUINEA ARRIVING ON 18 SEPTEMBER 1944.

E. LOADING AND UNLOADING OPERATIONS AT BIAK ISLAND, NUMFOR ISLAND AND SANSAPOR DUTCH NEW GUINEA WERE WELL HANDLED AND NO UNREASONABLE DELAY WAS EXPERIENCED AT THIS. IN ALL CASES NO COOPERATION BY ARMY UNLOADING OFFICERS WAS SHOWN TOWARD KEEPING A CLEAN PASSAGE ON DECK BY THE HATCHES FOR FOOT TRAFFIC FOR THE MEN TO GET TO THEIR BATTLE STATIONS.

F. IN RE: THE COMMERCIAL RADIO OPERATOR-ALL APPROPRIATE BAMS TRAFFIC WAS RECEIVED WHILE ON SEA WATCHES. IT IS REQUESTED THAT SEA WATCHES SHOULD BE STOOD AT ALL TIMES IN THESE FORWARD AREAS AS THE PORT DIRECTORS ARE NOT EQUIPPED TO LOG ALL TRAFFIC AND BRING THE SHIP UP TO DATE FOR THE PERIOD OF TIME SHE IS IN PORT. IT OCCURS THAT 3/4 OF THE TIME A SHIP SPENDS IN THIS AREA IS IN PORT DURING WHICH TIME NO RADIO WATCH IS STOOD WITH THE RESULTING GAP OF SERVICE NOT FILLED IN BY LOCAL PORT DIRECTOR SERVICES. IT IS FURTHER REQUESTED THAT SOME RULE BE MADE CLEAR AS TO THE RIGHT OF THE COMMERCIAL RADIO OPERATOR TO TAKE OVER THE RADIO DURING THE WATCH PERIOD OF A NAVY RADIO OPERATOR IN ORDER TO LISTEN TO NEWS BROADCASTS FOR THE PURPOSE OF PUBLISHING A SHIPS NEWSPAPER. THE RIGHT OF THE COMMERCIAL OPERATOR TO FURTHER DEVOTE HIS OWN WATCH TIME TO LISTENING TO NEWS BROADCASTS FOR THIS SAME, SHIPS NEWS SHEET AND TO CLAIM TWO HOURS ADDITIONAL DAILY OVERTIME PAY FOR SAME IS FURTHER QUESTIONED. FURTHER RADIO COMMUNICATION PROBLEMS ARE SET FOR THE IN EXHIBIT. (A) ATTACHED HERE TO. NO LEAKAGE HAS BEEN OBSERVED OF CONFIDENTIAL INFORMATION.

at least m. m. matter E.S.C.

G. NO DEFECTS OF BATTERY OR PERSONNEL EXCEPT AS NOTED IN PRIOR REPORTS WERE NOTICED EXCEPT FAILURE OF MOST OF THE MERCHANT CREW TO PERFORM AT BATTLE STATIONS UNDER FIRE.

H. IN RE WARTIME INSTRUCTIONS FOR U.S. MERCHANT VESSELS-VIOLATIONS ARE AS FOLLOWS:

(1) BLACKOUT WAS WELL OBSERVED EXCEPT FOR A VIOLATION BY SHIPS ENGINEERING OFFICERS WHO AFTER REFUSING A BATTLE STATION ON THE GROUNDS THAT

IN THE...
OBER...
(e) 22 SEPTEMBER 1944...
AND...
FROM: OBER...
NOT BE ASCERTAINED...
PAGE 5
PAGE 3

THEY MUST STAND BY FOR DAMAGE CONTROL IN THE ENGINE ROOM CONTINUED TO SIT ON THE PORT DECK AS OBSERVED DURING RED AIR ALERT AND ON THE NIGHT OF 4 SEPTEMBER 1944 ABOUT 1/2 WAY THRU AN AIR ALERT WHILE EVERYONE WAS AT BATTLE STATIONS THEY STRUCK MATCHES AND LIT CIGARETTES ON THE OPEN BOAT DECK AND SMOKED UNTIL THE MASTER ORDERED THEM TO STOP.

(2) PARAGRAPHS 1602, 1604 OF SEC. 6 HAVE NOT BEEN ADHERED TO ON THIS SHIP. PARAGRAPH 1705 (A) AND (B) HAVE NOT BEEN FOLLOWED TO THE KNOWLEDGE OF THE GUNNERY OFFICER. PARAGRAPH 1804 HAS BEEN VIOLATED DURING NIGHT FIRING.

(3) SECTION 9-PARAGRAPH 1902 SUB-PARAGRAPH (G) WAS REPEATEDLY IGNORED BY THE MASTER AS TO CLEARING DECKS AND KEEPING BOOMS SWUNG INBOARD OUT OF THE LINE OF FIRE UNTIL AFTER REPEATED REQUESTS FROM THE GUNNERY OFFICER THE MATTER WAS REPORTED TO THE PORT DIRECTOR OF SANSAPOR DUTCH NEW GUINEA WHO ORDERED THE MASTER TO COMPLY AND THE BOOMS WERE SWUNG IN WHEN NOT IN USE. THE MASTER FURTHER WITHDREW 5 MEMBERS OF THE MERCHANT CREW FROM ASSIGNED GUN STATIONS TO COMPOSE A DAMAGE CONTROL PARTY ON 6 SEPTEMBER 1944 IN A FORWARD AREA DURING A TIME OF FREQUENT AIR ATTACKS WHICH LEFT INSUFFICIENT MERCHANT MARINE MEMBERS FOR THE BATTLE BILL AS REQUIRED BY PARAGRAPH 5803 OF SECTION 8 OF GENERAL INSTRUCTIONS FOR COMMANDING OFFICERS OF NAVAL ARMED GUARDS ON MERCHANT SHIPS. THIS WAS AN ALTERATION OF THE ORIGINAL BATTLE BILL DRAWN UP BY THE GUNNERY OFFICER UNDER THE AUTHORITY OF THE MASTER AT THE START OF THE VOYAGE WHICH AUTHORITY EXISTED UNTIL THE ENGINEERING OFFICERS REFUSED ASSIGNMENT AT THE GUNS OR TO PASS AMMUNITION. UNDER THE NEW BATTLE BILL THE ENGINEERING OFFICERS WERE TO REPORT TO THE ENGINE ROOM INCLUDING THE CHIEF ENGINEER DURING GENERAL QUARTERS BUT THEY WERE OFTEN NOTICED ON THE BOAT DECK DURING RED AIR ALERTS. IN ALL ABOUT 1/3 OF THE MERCHANT CREW RESPONDED TO BATTLE STATIONS AND THAT MAINLY IN THE STEWARDS DEPT. WHO DESERVE HONORABLE MENTION FOR THEIR BEHAVIOR UNDER FIRE. (ESPECIALLY THE NIGHT COOK AND BAKER, GENE LA BONTE, WHO ALSO SUFFERED A POWDER BURN ON AN EYELID WHILE PASSING AMMUNITION AS A LOADER ON THE 5/38 GUN DURING ACTION.)

(4) THE MASTER MADE NO EFFORT TO COMPLY WITH CHAPTER 2, SECTION 3, PARAGRAPHS 2302 UNTIL AFTER HE ORDERED THE NAVY AIRCRAFT LOOKOUT CHAIRS REMOVED FROM THE FLYING BRIDGE WINGS AT WHICH TIME THE NAVY LOOKOUTS WERE ENTIRELY REMOVED FROM THE BRIDGE AND THIS SECTION BROUGHT TO THE ATTENTION OF THE MASTER WHO UNDER THREAT OF EXPOSURE BY THE GUNNERY OFFICER FINALLY ORDERED ONE LOOKOUT OF THE MERCHANT CREW INTO THE CROWS NEST WHILE UNDERWAY AT SEA DURING DAYLIGHT HOURS ALTHOUGH NO MERCHANT MARINE WATCH WAS STOOD IN THE WINGS OF THE NAVIGATING BRIDGE OR FLYING BRIDGE AND NO EFFORT WAS MADE TO COMPLY WITH PARAGRAPH 2303 OF SECTION 3 OF CHAPTER 2.

RECOMENDATIONS FOR IMPROVEMENT OF THE SERVICE.

(1) THE PRACTICE OF COMMERCIAL RADIO OPERATORS INTERFERING WITH NAVY RADIO WATCHES BE STOPPED ALSO THE PRACTICE OF COMMERCIAL RADIO OPERATORS USING THEIR WATCH TIME AND PART OF NAVY RADIO WATCH TIME TO PREPARE A SHIP NEWSPAPER FROM NEWS BROADCASTS AND RECEIVING OVERTIME FOR SAME BE DISCONTINUED. FURTHER IN FORWARD AREAS WHEN PORT DIRECTORS DO NOT FURNISH UP TO DATE BAMS MESSAGES COVERAGE WHILE THE SHIP IS AT ANCHOR THAT RADIO SEA WATCHES BE CONSTANTLY CONTINUED.

(2) THE AUTHORITY OF THE ARMED GUARD OFFICERS IN RELATION TO MERCHANT PERSONEL ASSIGNED TO BATTLE STATIONS BE MADE CLEAR AND PUBLISHED TO MASTERS OF ALL SHIPS, PORT DIRECTORS AND ALL MERCHANT SEAMEN WITH

REF. General Instructions

(S) ... OBEY BOAT DECK AND SMOKED UNTIL THE MASTERS OBSERVED THEM TO ...
MAY AT BATTLE STATIONS THEY STROKED SWITCHES AND GIL CIGARETTES ON THE
DE + SEPTEMBER 1944 ABOUT 7:5 MAY THRU AN AIR VERT WHITE AERONE
211 ON THE BOAT DECK AS OBSERVED DURING RED AIR VERT AND ON THE NIGHT
THEY MUST STAND BY FOR DAMAGE CONTROL IN THE ENGINE ROOM CONTINUED TO

CONFIDENTIAL

VOYAGE REPORT CONT'D

PAGE 4

TO: VICE CHIEF OF NAVAL OPERATIONS

SUBJECT

• PENALTIES ACTUALLY ENFORCED FOR ITS VIOLATION AT THE PROSECUTION
OF THE PROSECUTION OF THE ARMED GUARD OFFICER. THE NUMBER OF MER-
CHANT MARINE PERSONNEL TO BE ASSIGNED TO BATTLE STATIONS SHOULD
ALSO BE MADE CLEAR AND PUBLICIZED AND THAT DAMAGE CONTROL PARTIES
COMPOSED OF MERCHANT PERSONNEL ARE SECONDARY TO BATTLE STATIONS
ASSIGNMENT AND WHERE A SHORTAGE OF MEN EXISTS THE DAMAGE CONTROL
PARTY SHALL BE ABOLISHED IN ORDER TO FILL THE BATTLE STATION BILL.

Handwritten notes:
TO
CPT
MTC
Cochrane

(3) IN RE: FIRE CONTROL:

SOME FORM OF RADAR DIRECTOR OR RANGE FINDER SHOULD BE INSTALLED
FOR USE WITH THE 3/50 AND 5/38 CALIB. GUNS FOR AA FIRE CONTROL AND
SURFACE FIRE CONTROL. ALSO FOR LOCAL CONTROL THE PRISM OF THE 5/38
PRISMS SIGHTS SHOULD HAVE A CARTWHEEL AIM OFF DESIGN SUPERIMPOSED
UPON THE SIGHTS FOR AA FIRE CONTROL.

Handwritten signature: H.H. Cochrane USNR

LT (JG) H.H. COCHRANE USNR D-V-(S)
ARMED GUARD COMMANDER

- I HAVE NOT COPIED MORE THAN ONE OR TWO BAMS MESSAGES FROM RADIO
NPM OR RADIO VIT IN THE LAST SEVERAL MONTHS. I DO NOT HAVE MIS-
TAKES IN TRANSMISSION OR CODING. MISTAKES BEING REPEATED AT EACH
SPECIFICALLY BAD ABOUT THIS, I HAVE TOLD THE SHIP RADIO OPERATORS ABOUT THIS AND THEY HAVE THE SAME TROUBLE.
PLEASE HAVE SOMEONE AT EACH STATION DECODE EVERY MESSAGE AS THEY
HAVE IT FOR TRANSMISSION AND CATCH THESE MISTAKES AND CORRECT THEM
BEFORE THE MESSAGE IS ACTUALLY TRANSMITTED ON BAMS SCHEDULES.
- THERE HAS BEEN CONSIDERABLE IMPROVEMENT IN RECENT MONTHS IN THE
WAY RADIO NPM HANDLES HIS TRAFFIC LISTS FOR BAMS SCHEDULES.
- I WOULD SUGGEST YOU REMOVE RADIO NBA AS AREA STATION FOR AREA 60
WEST OF 160° WEST, AND REMOVE RADIO ZLD AS AREA STATION FOR AREA
60 EAST OF 160° WEST, AS THEY CAN SELDOM BE HEARD BEYOND THERE.
- I WOULD SUGGEST YOU CHANGE ZLD OR VIT BAMS SCHEDULES SO THEY DO
NOT BOTH COME AT THE SAME TIMES. A SHIP GOING FROM AREA 60 TO 50
OR VICE VERSA LIKES TO COPY BAMS SCHEDULES FROM BOTH AREAS FOR A
COUPLE OF DAYS BEFORE ENTERING THE NEW AREA, AND THIS IS HARD TO
DO WHERE THEY ARE TRANSMITTED AT THE SAME TIMES.
- IT IS ALMOST IMPOSSIBLE TO READ RADIO VIT BAMS SCHEDULES ANYWHERE
ALONG THE COAST OF NEW GUINEA FROM MILNE BAY CLEAR TO THE FAR WEST-
ERN END OF DUTCH NEW GUINEA DUE TO INTERFERENCE FROM OTHER STATIONS.
ON THE 12,375 KC FREQUENCY THE INTERFERENCE IS FROM RADIO NPM ON AN
ADJACENT FREQUENCY AND SEVERAL TIMES LOUDER. ON THE 6,225 KC FRE-
QUENCY THE INTERFERENCE IS FROM WHAT I AM TOLD ARE U.S. ARMY RADIO
STATIONS AT EVERY CAMP ALONG THE COAST OPERATING IN THE BAND FROM
6,200 KC TO 6,300 KC. THERE ARE ALMOST ALWAYS SEVERAL OF THESE
STATIONS GOING FULL BLAST RIGHT ON TOP OF RADIO VIT, OR WHERE THEY
ARE NOT RIGHT ON TOP THEIR KEY CLICKS FROM ADJACENT FREQUENCIES
ARE SO BAD THAT RADIO VIT IS ONLY PARTIALLY READABLE. THE OTHER
VIT FREQUENCY OF 125 KC IS NOT HEARABLE AT ALL IN THIS PART OF THE
AREA. PLEASE CHANGE RADIO VIT TO SOME OTHER 6 FREQUENCIES WHICH ARE
FREE FROM INTERFERENCE; IT IS PRACTICALLY USELESS THE WAY IT IS NOW.