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16 July 1945

FROM: Commanding Officer  
U.S. Naval ~~Armed Guard~~  
S.S. ~~Abner Doubleday~~ --Gross Tons 7176  
Flag--United States

TO: Chief of Naval Operations  
VIA: Port Director, San Francisco

SUBJ: Voyage Report S.S. Abner Doubleday  
From 31 January to 16 July 1945

REF: (a) General Instructions for Commanding  
Officers of Naval Armed Guards on Merchant  
Ships 1944 Fourth Edition, par 4301.

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

- (a) Type of Vessel--cargo freighter. Cargo--None  
Owner of Vessel--War Shipping Administration  
Chartered to Marine Transport Lines.
- (b) Port of Departure: Leyte, P.I.  
19 June 1945  
Independent  
Average Speed 11 knots  
No escorts  
Port of Arrival: San Francisco, 16 July 1945
- (d) RESUME of Voyage: Ship departed Leyte, P.I.  
on 19 June 1945 and proceeded independently to  
Eniwetok, arriving 28 June 1945. On 29 June  
while attempting to go alongside to take on fuel,  
vessel struck head-on, a tanker aft amidships on  
Stbd. side causing severe damage to tanker, but  
no damage to Abner Doubleday. Ship departed  
Eniwetok on 1 July at 1730, and proceeded inde-  
pendently to San Francisco, arriving on 16 July  
1945.
- (e) No delay was encountered in port due to lack of  
port facilities or other reasons that resulted in  
loss of time.

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- (f) Commercial radio operators appeared to carry out War Time Instructions for Merchant Vessels.
  - (g) There were no defects or deficiencies in location or arrangement of battery, equipment, personnel of operation.
  - (h) Master and Officers appeared to carry out War Time instructions for Merchant Vessels.
  - (i) It is recommended that ships going to the Pacific area be sent to their destination as quickly as possible in order to return quicker, instead of lying around in anchorage for weeks at a time and immobilizing both ships and crews. This suggestion made in order to alleviate shipping shortage.

It is also suggested that ships returning from the Pacific area, and taking on fuel for return to states not be allowed to take on more fuel that is necessary. Ships returning light sometimes make it a practice to take on unnecessary amounts of oil, which serves as ballast, but at the same time removes vital oil from areas where it is more needed.

- (j) There were no instances of improper procedure of friendly aircraft approaching vessel.
- (k) Training at sea consisted of daily gun drills, servicing of guns, and instructions in educational courses.

s/ B.H. Woodyard  
B.H. WOODYARD, LT. (D) USNR.

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