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S S Abner Doubleday
25 April 1944

To: The Vice Chief Of Naval Operations

Via: Port Director

Subject: Collision Report of S S ABNER DOUBLEDAY

Reference: General instructions for commanding officers of
naval Armed Guards on Merchant Ships 1942.

In accordance with reference (A) the following is
submitted.

1. Name of Vessel SS ABNER DOUBLEDAY
Type of Vessel Steamship
Charter operated under A.T. S.
Gross Tonnage 7176
Type of Cargo Navy General
Owner of Vessel . . . Marine Transport Lines, Inc.
2. Port of Departure . . . New York
Time of Departure . . . 0720
Date of Departure . . . 18 April 1944
Sailing in Convoy . . . yes
Escortvessels Corvettes & Destroyers
Speed of Convoy 8 Knots
Port of Arrival New York
Time of Arrival 1253 20 April 1944
Master of Ship John C. Sturges
Nationality of Master . . U.S.A.

3. Summary of The Voyage

18 April 1944 Anchors aweigh 0420 Sea Watch Set. of
8 men per watch, 2 forward, 2 aft, 4 Bridge with P. O.
in charge of each watch. Weather partly cloudy.

0900 Removed Mouse Traps from Coast Guard Boats and placed
the same in stern of ship and moved into position 106
of convoy at a speed of 8 knots.

1800 Advance clocks 20 minutes

2000 Heard Depth Charges of Starboard Quarter some distance
from our ship. Gun Crew immediately went to their battle
stations and no general quarters sounded.

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2015 Secured general quarters and the 2000-2400 watch immediately went to their watch stations of Condition III.

2130 Following report was received by PENNIMAN, E., S 1/c who was lookout and reporter on the bridge to the officer in charge of the wheel house. LOUGE, L. S 1/c lookout and in charge of the phones on the bow gun stated that a ship's lights could be seen coming over the horizon of the port bow coming toward our ship down between row 9 and 10. Also on the bow gun at this time was MORRISON, F. S. GM 3/c P. O. of the watch and BINGLE, P. E. S1/c also a lookout and in charge of the glasses.

They stated that they saw subject named ship with four lights and a mast light on coming towards this ship on the port side down between 9 and 10 columns but did not notice any colored lights on the ship.

Collision

They made four reports to the bridge concerning this ship and when this ship was about 250 to 300 yds. it suddenly turned to port causing us to strike it's Starboard side. Bingle made two reports to the bridge and General Alarm was sounded at 2158 and these men went immediately to their battle stations.

2158 General Quarters sounded, weather clear and dark all men reported to their battle stations and I received the report on the bridge that all guns were manned and ready.

Informed on the bridge fishing boat MARY OF NEW YORK that was passing through convoy. collided with this ship.

Told that our ship was going full astern at the time of this accident to avoid this accident.

This ship in black out conditions in accordance with war time instructions.

2220 After hitting vessel came ahead slow in order to keep both together.

All men taking from struck vessel and it sank immediately there were no personnel lost, only Engineer MAGNA GRODEM of MARY OF NEW YORK received a slight knee injury and was given first aid by Ship's PURSER in ship's hospital.

Two red lights were ordered to be put on to keep after and other vessels clear of MARY OF NEW YORK while she was sinking.

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2330 Sent blinker to COMMODORE telling of accident and asking Escort to remove crew of MARY OF NEW YORK. Also reported that no visible damage to our ship and proceeded after convoy.

Reported that survivor had seen sub on 17 April 1944.

2225 A vessel to the stern of us began to use blinker and aroused CAPTAIN'S suspicion and CAPTAIN ordered signalman not to answer said blinker. CAPTAIN then gave the Armed Guard Commander permission to open fire at his own discretion.

Armed Guard Commander ordered 4"50 gun crew to train the stern gun on this vessel and held battle stations ready for action but did not open fire.

2300 CAPTAIN began to steer various courses from his position of 39 degrees, 53 minutes North Latitude and some 71 degrees and 52 minutes West Long. from AMBROSE LIGHT some 98 to 100 miles east of this light.

CAPTAIN proceeded back as he did not wish to break radio silence and wanted to draw suspicious vessel away from convoy.

CAPTAIN kept a variation of course and speed and direction away from convoy to confuse suspicious craft with sound of ships engines. And having pulled away from this vessel proceeded full speed to rejoin convoy satisfied no damage done to our vessel.

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0200 Removed from condition I of gun crew to condition II and returned to condition I at 0430.

0830 Sighted Destroyer No. 159 of port bow and by blinker CAPTAIN requested to communicate to shore for him concerning this collision with fishing vessel as he did not wish to break radio silence while running alone.

Chief Engineere then came to the bridge notified CAPTAIN that Engine Thrust needed repair and time required would be about 7 hours.

CAPTAIN did not desire to lay out helpless so requested to Destroyer for permission to proceed back to New York for repairs.
Permission Granted