

B 287

N. N. I. 96--1943

ISSUED BY THE INTELLIGENCE DIVISION  
OFFICE OF CHIEF OF NAVAL OPERATIONS  
NAVY DEPARTMENT

INTELLIGENCE REPORT

CONFIDENTIAL

Serial 67-44  
(Start new series each year, i. e. 1-43, 2-43)

Monograph Index Guide No. 505-100 715-100  
(To correspond with SUBJECT given below. See O. N. I. Index Guide.  
Make separate report for each main title.)

From U. S. Naval Attache at Montevideo, Urug. Date 16 February 1944  
(Ship, fleet, unit, district, office, station, or person)

Reference \_\_\_\_\_  
(Directive, correspondence, previous related report, etc., if applicable)

Source Official Records Evaluation A-1  
(As official, personal observation, publication, press, conversation with—  
Identify when practicable, etc.) A-1 to E-0 etc.  
AS/EN 3-10; SER. 4312/11-11-42

Subject U.S. Merchant Marine, SS ALCOA VOYAGER, compromise of War Time Call Sign  
(Nation reported on) (Main title as per index guide) (Subtitles) (Make separate report for each title)

BRIEF.—(Here enter careful summary of report, containing substance succinctly stated; include important facts, names, places, dates, etc.)

- References:
- (a) USRO Montevideo Dis 141502 of Feb. 1944.
  - (b) OPNAV's Dis 151717 of Feb. 1944.
  - (c) GIMS-42, Appendix E, II (a).
  - (d) MERSIGS Vol III, SP 2479, Article 310(c).
  - (e) USRO Montevideo Dis 181302 of Feb. 1944.

The War Time Call Sign of SS ALCOA VOYAGER was compromised on February 12, 1944, when the vessel used War Call to contact Uruguayan shore station. Master and Radio Operator interviewed by USRO Montevideo and instructed in proper procedure. New War Call assigned vessel on February 18, 1944. Compromise of War Call due to lack of familiarity with publications.

1. After passing Lobos Island and while still approximately fifty miles from Montevideo, at 0950 GMT on February 12, 1944, the SS ALCOA VOYAGER (Captain E. W. Hansen) opened her radio to contact CML, Radio Carrito, the Uruguayan Government station, and to send the following message:

"EMDR to CMA, Carrito  
George Mann Depots, Ltd., Montevideo  
Due Seabury noon need six thousand pesos

E. W. HANSEN".

2. Since on previous voyages to Montevideo the vessel had used her International Call, WGVB, confusion resulted and soon the U. S. Routing Officer was asked by agents and port authorities to verify the "new call sign" for the ALCOA VOYAGER. It was explained by this office as a mistake and reference (a) was sent.

3. Upon investigation, Captain Hansen stated that he had been advised on previous voyage by agents here (Mann, George) that he should advise them of arrival after passing Lobos Island. It was pointed out to him that this was no justification for breaking radio silence, since there was nothing in any of his instructions or publications allowing him to send messages in clear

CONFIDENTIAL

Distribution By Originator COMFOURTHFLT, USRO BUENOS AIRES

Reserve space below for use in O. N. I.

A-3-e  
Mono  
State  
MID  
B-4  
ET

CONFIDENTIAL

To safeguard the security of the information

not by me  
MAR 25 1944  
Wann

Use this form for page 1 (original and copies). Use the 9 by 15 inches plain fold-out as supplied for additional pages. Forward to ONI on original and a "Ditto Master" copy. Officers preparing and those forwarding reports shall file original and retained file copy of reports only. Submit copies of clippings, sketches, etc., when practical. If practicable, prepare sketches on "Ditto Master," or in a form suitable for black and white reproductions.

CONFIDENTIAL

Serial: 67-44

505-100 715-100

Subject: U.S. Merchant Marine, SS ALCOA VOYAGER, compromise of War Time Call Sign  
-----

while still at sea. (COMBI 124/43 allows Allied Nations vessels to contact agents only when westward of English Bank.) As to the use of his War Call Sign, Captain Hansen stated he had told his radio operator to send the message, but had not checked upon what was sent or what call had been used, assuming his operator was familiar with proper use of War Time Call. It was explained in detail to the Master, with reference (c) and (d), that it was his responsibility that his radio operator know all instructions.

4. The radio operator of the vessel, David Rodriguez, 57, was interviewed by the undersigned and did not appear to know his publications in detail. The seriousness of the error was explained and an attempt made to impress upon the operator the importance of knowing radio instructions. Rodriguez displayed a certificate (No. 00097 dated December 15, 1943) stating that he had completed a training course in communications, given by the Navy Department, and had been found proficient.

5. By reference (b), a new War Time Call was assigned to the captain of the vessel on February 18, 1944, and report of issuance made by (a).

6. It is the belief of this office that the incident reported above was due entirely to the fact that both the captain and the radio operator were unfamiliar with proper radio procedure and instructions. It is believed that they have been instructed sufficiently by this office to avoid a repetition of the mistake.

CONFIDENTIAL