

EXCERPT FROM BOARDING REPORT WHICH MAY BE OF INTEREST TO COAST GUARD AND
JUDGE ADVOCATE GENERAL:

"Subject vessel anchored in the Mersey River at Liverpool on the right hand side (looking upstream) and on April 3rd at 1030 had just heaved up her anchor and was turning to starboard in order to proceed upstream with the flood tied in the channel on the left side of the river when she was rammed on the port side amidships by a British Tanker which was proceeding upstream on the right side of the river, i.e., not in the channel. Subject vessel was tilted over somewhat when her superstructure was hit by the flair of the Tanker's bow and was hit hard below the waterline by the Tanker's stem. As a result of this collision, subject vessel's side was stove in and the Engine room flooded with 6 feet of water above the engines. The Tanker was making about 8 knots. British authorities suspended indefinitely the license of the Tanker's pilot and exonerated the pilot of subject vessel.

Subject vessel spent 28 days in dry dock undergoing repairs, which, in the opinion of the First Officer, should have required no more than 10 days. The workmen were listless and were using antiquated equipment."

SOURCE: 3ND Boarding Report, SS BENJAMIN CONTEE (US), dated 6/17/43.

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