

EXCERPT FROM COM TWELFTH FLEET, SS CHAMP CLARK (U.S.), 15 NOVEMBER 1943.

THE COMMANDANT (PMP)
REFER TO FILE: CG-628-CHAMP CLARK

Subject vessel departed Liverpool in ON211, became involved in a collision in Belfast Harbour, and was ordered by the Convoy Commodore to put in to the Clyde for repairs--which will be completed in time for her to join ON212.

All vessels entered the harbour in single file through the Swept Channel Entrance Gap, the CHAMP CLARK being third in line--all ships dropped their pilots in rotation. It was then necessary to make a right turn around a wreck and again make for the Swept Channel Entrance Gap.

While proceeding through this entrance, subject vessel was struck by SS CHARLES SUMNER (U.S.), which came up from the starboard side. Captain Golze stated that he had ordered the wheel hard left, just prior to collision, and that the order was quickly carried out. The collision was not avoided, but its impact was lessened by this action. The SUMNER struck a glancing blow forward, pushing in the #1 boat, and breaking its forward davit arm. Nos. 3 & 5 boats were damaged #5 being holed slightly, and all davits were put out of commission. The starboard bulwark forward was stove in, but there was apparently no damage below. The accident occurred at 2348 GMT, 14 November.

Captain Golze felt that the accident might have been caused by the fact that the SUMNER did not round the wreck, but headed out the Swept Channel Entrance when the pilot was dropped. He was unable to ascertain whether she had suffered any damage.

A report has been forwarded by the local Coast Guard Officer.

Dissemination: COMINCH F-20; J.A.G.; Coast Guard.

INCL
Op-16-B-5 memo 2 March, 1943 re SS PORTLAND and SS CHAMP CLARK; With inclosures
EMH/mg
30 Nov. 43.

*File
orig ret'd to out*

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