

OFFICE OF CHIEF OF NAVY OPERATIONS
NAVY DEPARTMENT~~CONFIDENTIAL~~

INTELLIGENCE REPORT

943 OCT 23

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Serial 106-43

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

Monograph Index Guide No. 706-100

(To correspond with SUBJECT given below. See C. N. I. Index Guide. Make separate report for each main title.)

From U. S. Naval Observer

(Ship, fleet, unit, district, office, station, or person)

at

Baia, Brazil

Date 5 October

19 43

Reference

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

Source Official Report from S.S. CHRISTOPHER GALE

Evaluation A-1

(As official, personal observation, publication, press, conversation with—
Identify when practicable, etc.)A-1 to E-0 etc.
AG/EN 3-10; SER. 431216-41-18-42

Subject

ARGENTINE

- RADIO INTERCEPT -

- ARGENTINE MERCHANT MARINE

(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.)

S.S. CHRISTOPHER GALE ON 26 SEPTEMBER 1943 at 1032 OCT IN LAT. 28:38 SOUTH, LONG. 16:54 WEST WHILE ON COURSE 305T PROCEEDING FROM BAHIA TO BAHIA STONES AUXILIARY SAIL AND STEAM VESSEL, CALL LETTERS LOVU, WHICH AT 1117 STARTED BROADCASTING A SUCCESSION OF "V's". S.S. CHRISTOPHER GALE ALTERED COURSE 50 MILES NORTHWARD TO RESUME ORIGINAL COURSE TO BAHIA.

1. The following report was submitted to this office by A. J. McCordish, Master of the S.S. CHRISTOPHER GALE:

"SUBJECT: Unfair practice of Neutral Vessel.

"Dear Sir:

"On September 26, 1943, at 0930 hours (1032 OCT) in Latitude 28:38 South, Longitude 16:54 West, while proceeding on a course of 305T towards Bahia, a vessel was sighted hull down bearing 018T and heading on a course approximately parallel to our own.

"At about 1000 hours (1102 OCT) it was observed that this vessel was an auxiliary sail and steam vessel having a large jib-sail forward and a large main trysail abaft the stack which was amidships.

"At 1015 (1117 OCT) the Radio Officer reported that this vessel had requested a test on his apparatus by sending a succession of V's. The Call Letters of this vessel were L.O.J.U. indicating Argentine registry. The Radio Officer based his assertions on the strength of the incoming signals. Time did not permit bearings to be taken on the direction finder.

"At 1036 hours the course was changed to 235T bringing the Argentine vessel dead astern or nearly so. This course was maintained until 1106 hours (1208 OCT) at which time the original course of 305T was then resumed. By this time only the tops of her masts were visible through the glasses. At 1120 hours (1222 OCT) she had completely disappeared below the horizon.

"Due to the fact that this vessel broke radio silence in such a flagrant manner while in the company of a merchant ship at war, it was decided

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to alter course sufficiently to take us 50 miles northward of the track as laid down by the Naval Control Officer in Bahrain. Consequently at 1800 hours (1902), having first judged her speed to be eight knots and having estimated that by this time we would be 18 to 20 miles ahead of her, the course was altered accordingly and we proceeded on a northerly heading for four hours and then resumed a direct course for Bahia.

"In conclusion, I respectfully request that immediate and adequate measures be taken to avoid a repetition of this unfair practice on the part of neutral vessels as it jeopardizes the safety of all ships in that vicinity."

"/s/ A. J. McCandlish, Master."

2. The Master and Armed Guard Officer had no further details to add to this report.

Op-16-FT Comment: FX-37 merchant ship plot shows no merchant vessels of any flag anywhere near 28.38 S 16.54 W on 26 September 1943.

Call letters LOJU are assigned to Argentine merchant ship RIO SAN JUAN, which at 1030 OCT 26 September 1943 was at approximately 06.50 N 42.27 W, en route Buenos Aires from New Orleans.

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Vessel sighted may have been enemy decoy attempting to attract unwary vessels.