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MERCHANT MARINE INSPECTION SECTION
U. S. COAST GUARD
WASHINGTON, D. C.

Op-16-B-5
JRT/ks

Date July 18, 1943

U. S. COAST GUARD (S)
REC'D JUL 20 1943

MEMORANDUM Intelligence Officer, Coast Guard Hdqtrs., Room 7212.

SUBJECT: **SS COROZAL (U.S.)**

Enclosure: (A) Excerpt from **END** Board. Rpt., same subj., 7/10/43.

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HAB
H. A. BURCH,
Lieut. Comdr., U.S.N.R.

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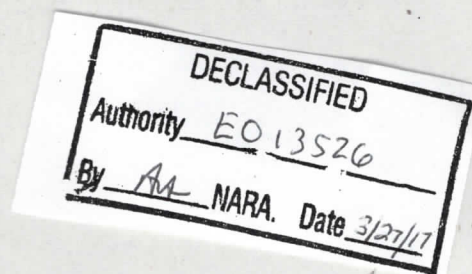
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EXCERPT FROM BOARDING REPORT WHICH MAY BE OF INTEREST TO JUDGE ADVOCATE
GENERAL:

"Subject vessel was involved in a collision just off from Capa Maysi on 27 May 1943 at 2110 Queen. The collision was with an Army tanker, the "WILLIAM ATTERBURY", which was proceeding in the same convoy with subject vessel. Subject vessel's position in the convoy was 21 and that of the SS "WILLIAM ATTERBURY" was 31. Just before the collision the Commodore Commander had given the execution signal for a 45° turn to starboard. The Master says that just after subject vessel had begun to make the directed turn he saw the "WILLIAM ATTERBURY" coming head on to subject vessel; that he immediately ordered hard left in an attempt to avoid collision but that the bow of the SS "WILLIAM ATTERBURY" struck vessel amidships and a moment later struck subject vessel again just back of the No. 4 hatch. Subject vessel's position at the time of this collision was 20.15 North, 73.56 West. The Master says that at the time of the collision there was a heavy sea, it was very dark and visibility was very limited. He says that the SS "WILLIAM ATTERBURY" had lagged somewhat behind her assigned station and that apparently she had not received the Convoy Commodore's instructions to make the turn to starboard. A superficial examination the following morning showed scratches but no apparent damage. However a later examination disclosed subject vessel had 7 broken ribs. The Master does not know the extent of damage, if any, to the SS "WILLIAM ATTERBURY". District Legal Officer - 8ND cognizant."

SOURCE: 8ND Boarding Report, SS COROZAL (US.), dated 7/10/43.

cc: Coast Guard ✓



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