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EXCERPT FROM COMNAVEU BOARDING REPORT, SS EUGENE FIELD (U.S.), 10 NOV. 1943.

Examination of the vessel's log and interrogation of the ship's officer personnel developed that the following events transpired shortly after 2300 G.M.T., in approximately 55°34'N, 29°19'W, dark night, poor visibility due to misty weather, sea moderate southeasterly, southeast wind force 4 to 5: (All times given are G.M.T.)

showing a green light. I turned on side lights and stopped the engines, ordered

2305 - Unidentified vessel approaching on port bow on a course approximately at right angle to the convoy course. EUGENE FIELD proceeding at about 9½ knots on station in position No. 63 with stern lights of No. 62 and 61 visible ahead, stopped engines, right rudder, running lights switched on as the approaching vessel was showing a green running light.

at 2310 on the port bow, showing a green light, after boat davit,

2306 - Full speed astern, danger signal on ship's whistle.

At 1012½ I ordered

2310 - Approaching vessel apparently put his rudder hard left, collision followed, his stern scraping the EUGENE FIELD's upper plating from abaft the No. 4 life raft on the port side to No. 4 lifeboat amidship. EUGENE FIELD's No. 4 life raft came adrift and fell on the after deck of the ship with which she had just collided. Damage to the EUGENE FIELD is superficial.

ordered full speed astern at 2313½ to try to avoid being struck head-on, and

2315 - EUGENE FIELD, dead in the water, approached from the starboard beam by another unidentified vessel on collision course, headed for EUGENE FIELD's foremast. EUGENE FIELD's running lights burning brightly, sounded danger signal on the whistle and hailed approaching ship by megaphone. The master states he clearly observed the approaching ship and states she is not a U. S. flag vessel. No evidence was given that the approaching ship saw the EUGENE FIELD. Collision followed, the stranger's stem and port anchor scraping forward along the EUGENE FIELD's starboard upper bulwarks from forward of No. 1 hatch to the stem. The EUGENE FIELD's stem is considerably out of line above the water line and her starboard bow is stove in below hawse pipe.

2318 - EUGENE FIELD sent following message to commodore: RAMMED TWICE.

2330 - EUGENE FIELD sent following message to commodore: APPARENTLY ALRIGHT WILL ATTEMPT TO PROCEED.

The 3rd Mate, Mr. Murray, was on the bridge at the time of the first collision, the Master was on the bridge with him at the time of the 2nd collision. The 3rd Asst. Engineer, Mr. Lolley, was on watch in the engine room at time of both collisions. Because of visual communications, exchanged on 4 November, Master states that he believes the SAM HOUSTON II is the vessel involved in the first collision. The vessel involved in the 2nd collision is not identified but is believed to be the SS TORTUGUERO (Br.) because she is the only non-U.S. flag vessel known to have been involved in collision in convoy HX 263.

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

Op-16-B-5

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Wednesday, November 3rd, 1943.

At 10:05 pm a vessel was sighted in the mist on the starboard bow showing a green light. I turned on side lights and stopped the engine, ordered starboard rudder, and at 10:06 full speed astern to try to avoid a collision. The other vessel swung hard left and his starboard quarter struck amidships at 10:10 on the port side, damaging #4 motor life boat, #4 after boat davit, bulkwarks, chain rail. #4 life raft was released and lost. At 10:12½ I ordered full speed ahead to get clear, and at that time another vessel was reported on the starboard beam on such an angle that collision could not be avoided. I ordered full speed astern at 10:13½ to try to avoid being struck head-on, and was struck on the starboard bow.

SS EUGENE FIELD (U.S.)

/s/ Edw. E. Sullivan

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