

CONFIDENTIAL

ACTION OF ENEMY

Name of Vessel	LOGAN VICTORY	
Date of Casualty	4-6-45	ONI

"Plane crashed into the ship on the port cabin deck on the aft section of the deckhouse about 40' above the water line. A heavy explosion followed, spraying shrapnel, debris and burning gasoline over the decks. This explosion was followed by intense fire, fed by 3 Diesel fuel tanks located immediately below the point of impact. These tanks were the fuel tanks for the galley range and for the auxiliary diesel-powered generator. The force of the explosion broke the main steam lines and also the principal fire mains, rendering fire control operations impossible. There appeared to be about 8 enemy planes in the attacking force. Attacks were by single aircraft and apparently uncoordinated. Planes dove out of the overcast and from behind the hills of the surrounding islands and attacked the ships in shallow dives. The plane which attacked the LOGAN VICTORY came around the north end of Koba Shima and headed for the ship in a shallow power dive approaching about 2 points forward of the port beam, strafing as it came."

Name of Vessel	HONOLULU	
Date of Casualty	7-5-42	Master

"I was on the raft - and they asked for the Captain - they told him I was in the raft and the submarine came alongside and said they wanted me. They took me below. They told me that I'd be aboard there for a couple of weeks, at least, until all the ships were accounted for, in our convoy, and when I was torpedoed, there was a British ship the EARLSTEN of Chapman's of Liverpool - he was approximately 4 miles astern of me when I received my first torpedo hit, and he hauled 90 degrees south. A submarine that was on the verge of attacking him, came to the surface and EARLSTEN fired on him with his deck gun, at which time he drove them off. So, the submarine I was on and that submarine were working together trailing this EARLSTEN. I lost all conception of time as I forget what time it was, but there were 14 German bombers came over and the Germans didn't get their recognition signal up in time, and one bomber dropped a row of bombs, which damaged the other submarine. Their own submarine. A bunch of bombers attacked this EARLSTEN and sank it. The other submarine that was working parallel with the one I was on, fired a torpedo and took the Captain of the EARLSTEN as a prisoner, to get credit for that ship. The bombers got it but to get credit for that ship, he fired a torpedo at nothing and goes and picks up the Captain for his evidence and we started out after the rest of the ships when these 14 bombers came over and damaged the submarine that the British skipper was on, and damaged her to the extent that she couldn't submerge, so they had to put back to their base in Norway, and the submarine I was on acted as her escort. We landed in Kirkness,

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Name of Vessel	HONOLULU (Cont'd)	Master
Date of Casualty	7-5-42	

Norway. I was put on a German submarine mother ship. About three days after I was picked up. I was put on the submarine mother ship at Kirkness. I was put in a kind of a - you know a baggage room on the ship - well, you can compare that with that, and all the crew looking at and razzing me, so, I think, the next day I was sent ashore. Where I was put in a camp of Russian prisoners. There I met with some of the survivors off the CARLTON. We were there two or three days and the Captain of the CARLTON, Captain Hansen, and I went to the airport - the airport was bombed by the Russians and they cancelled the flight for that day, and the next day, they took us back out to the airport and they flew us to Tanager - that's another big air base - where we spent the night - day - well, it was daylight all the time, and from there, they were bombing Murmansk. Well, I'm lost at the dates - I think we just spent the night there - and then we flew to Bodo, and then we flew to Brondheim, and finally we landed at Oslo. When we were put in the Fort - it's one of the oldest Forts in Europe - we were put in solitary confinement. We were allowed out half an hour a day to air us out, walking in circles with other prisoners, mostly Norwegians. During all this time in Norway, I had been unable to speak to any Norwegians, just German military soldiers. Finally, a German Army officer, who spoke English excellently, came in and asked how everything was, and I told him. I said, 'We don't treat dogs like this in the States, solitary confinement and that.' He said, 'You're on your way to Germany to a good camp, and this is the best we have for you.' I asked him if I had a relative there, would I be allowed to see them. I had a sister there, and he says, 'What is her name?' I said her husband was Doctor Lindenburg, and he had evidently called her up and she came down to the Fort to see me. Well, I hadn't seen her since I was 7 and she was 6 - when I left Norway, and I was allowed 10 minutes to speak to her. I required an interpreter to speak with her as I was unable to speak Norwegian and she couldn't speak English. The next morning I was put on a German transport. We went from Oslo to Olberg, Denmark with this transport and we went by train from Olberg to Keil where we spent the night in a Naval prison. Then we proceeded on to Wilhelmshaven, a Naval base, for interrogation, and we were kept in practically solitary confinement until the last day of July. Then we were sent to Milag, Merchant Marine Internment camp and I remained there until January 15, 1945. About 18 miles from Bremen. Each submarine has an insignia - it's a pin - a horseshoe with three dice in it, with the number 4, 5 and 6 showing, and the submarine captain was a Captain's Aide on the WYOMING during the Midshipman's Cruise during 1936 and '37 in Kiel, cause he mentioned the Captain's of the WYOMING name and he said, 'If you ever see him, send him my regards.' He spoke English very well, he was interpreter for the Captain of the WYOMING during his stay there."
