

CONFIDENTIAL

Op-16-B-5

## EVALUATION SHEET

PLEASE RETURN THIS FORM TO OP-16-B-5

ROOM 4710

Date 3/28/44R.S. No. K-38731

From: Op-16-B-5.

To: Comdr. Pallas, U. S. Coast Guard, Room 7212.Subject: S/S James Hoban (U.S.)

The careful completion of this form will assist Commerce and Travel boarding officers in Naval Districts in obtaining information considered of value to the Navy at this time and to eliminate the reporting of information no longer required or available from other sources.

1. Is the information contained in the attached report of value? Yes  No
2. Will the information be used as the basis for any action? Yes  No
3. Is further information of this nature desired? Yes  No
4. Is this type of information received from other sources? Yes  No
5. Please indicate if any further dissemination is recommended, or made.

6. Please furnish any other pertinent comments.

*with reference to item #2 supra, master will be contacted in event he fails to report subject casualty. However no reference to source of information will be made. The master owner agent or charterer is required by law and regulations to report all casualties to the Coast Guard and Boarding Officers reports furnish checks against failure to so report. Close liaison should be maintained between District Naval Intelligence Officers and the District Coast Guard Officer so that prompt action may be taken to investigate casualties which are not promptly reported.*

7. Evaluation.

For: \_\_\_\_\_

Date Returned: \_\_\_\_\_

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EXCERPT FROM 5ND BOARDING REPORT, SS JAMES HOBAN (U.S.), 20 MARCH 1944.

While in Naples Bay, 1/1/44, the Am. SS CHARLES M. HALL, anchored just ahead of subject vessel, dragged anchor and struck the stem of subject vessel with her starboard side abeam of the after housing. Slight damage was sustained.

Upon preparing to depart from Mers el Kebir, Algeria, on 2/23/44, at 2025, subject vessel's 4 bow lines parted from the mooring buoy, causing the vessel to swing and resulting in a collision with slight damage to the French cruiser EMILE BERTIN, moored astern. At 2030 the 2 stern lines on subject vessel were chopped from the stern buoy and Navy tugs came along to assist, but were unable to prevent subject vessel from drifting down toward the sub nets around the French battleship LORRAINE, Moored to the breakwater further astern. The net and its buoys touched the rudder and propeller of subject vessel but did not catch and no damage was sustained.

The wind that night was West, force 6.

Dissemination: ✓ Coast Guard; J.A.G.

Op-16-B-5  
MEM/mg  
29 Mar. 44.

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