

1944 SEP 12 AM 11 40

*85 Comdr. Combs  
2) Comdr. Combs  
CCS*

MERCHANT MARINE INSPECTION DIVISION  
NAVY DEPARTMENT  
DIVISION OF NAVAL INTELLIGENCE  
COUNTER INTELLIGENCE BRANCH

CONFIDENTIAL

DECLASSIFIED  
Authority *NY3 36-83-11*  
By *DW* NARA. Date *5/4/17*

Op-16-B-5

BAC

Date 8 September 1944

MEMORANDUM for Intelligence Officer, U. S. Coast Guard,  
1300 E Street, N.W., Washington 25, D.C.

SUBJECT: **JAMES MILLER, Torpedo Attack on merchant ship, report of.**

Enclosure: (A) **ALUSNB Halifax conf. ltr., dated 30 Aug. 1944,**  
**same subject, with 6 enclosures attached. (K-114780).**

1. Enclosure (A) is forwarded for information and retention in your office.

2. The information forwarded herewith is extremely confidential in character and its security must be preserved, by carefully safeguarding its existence and source, as well as the names of any informants mentioned therein. In no case, if the report covers an investigation of an individual, shall the report be shown to the subject, nor shall copies be made of it, nor shall the Office of Naval Intelligence be mentioned in connection with any action taken on the basis of such report.

3. ~~Ultimate return of this correspondence to ONI is requested.~~

CONFIDENTIAL

*HAB*

H. A. BURCH,  
Lt. Comdr., AUSNR.

BY HAND

*Index: 35 "James Miller" report  
K-Nav. Div. official copy  
X-Nav. Safety (merchant)  
you*

CONFIDENTIAL

*Comdr. + file  
Dunbar  
JW*

To safeguard the security of the information contained herein, please initial and return to Intelligence for filing when it has served its purpose.

*J. Miller 10/5/44*

OPNAV-NNI-139  
PAT. NO. 2,089,128

**K114780**

VC  
DATE OF LETTER

30 Aug 44  
DATE RC'D ONI

4 Sept 44  
KEYED IN

TO INITIAL

B-5 B.C.

9/8/44  
OUT (DATE)

ORIGINATOR

1. ALUSNOB, Halifax

2. ORIGINATOR'S FILE NUMBER

941

ADDRESSED TO

CNO

VIA

ONI FILE NUMBER

1. L11-1/James Miller

2.

SUBJECT

1. JAMES MILLER, Torpedo Attack on merchant ship rpt of.  
2.

REFERENCES-ENCLOSURES-ENDORSEMENTS

Enc. (A) - (F) incl.

SECONDARY ROUTING BY

TO (2)	INITIAL	TO (3)	INITIAL	TO (4)	INITIAL	TO (5)	INITIAL	TO (6)	INITIAL	TO (7)	INITIAL
FOR		FOR		FOR		FOR		FOR		FOR	
OUT (DATE)		OUT (DATE)		OUT (DATE)		OUT (DATE)		OUT (DATE)		OUT (DATE)	

COMMENTS AND REMARKS

Vessel was not torpedoed or attacked by a sub but ran aground.  
Sent to Coast Guard to retain.

**CONFIDENTIAL**

1. O. N. I. ROUTING SLIP --- FINISHED FILE COPY --- DO NOT DETACH

... of the U.S. JAMES MILLER.

The U.S. Naval Observer also directed Lieutenant ... from the Naval Observer's Staff to investigate and report on the grounding and emergency action pertaining to the U.S. JAMES MILLER.

## OFFICE OF U. S. NAVAL OBSERVER

H. M. C. DOCKYARD

HALIFAX, NOVA SCOTIA

RECEIVED ONI MAIL ROOM

AS/ whm.

Serial: 941.

L11-1 James Miller  
1944 SEP 4 AM 9 59C-O-N-F-I-D-E-N-T-I-A-L

30 August 1944.

To : The Chief of Naval Operations.

Subj: Torpedo Attack on Merchant Ship S.S.  
JAMES MILLER - Report on.

Ref : (a) CNO Conf. ltr. Op-16-B-5, L11-1/QS1,  
(SC) A16-3(B/QS1) Serial 0101116  
June 30, 1942.

Enc : (A) Copy of telegram 231430 Aug. 1944 from  
Co, Pennfield Airport to Easter Air Com-  
mand, Halifax, N.S.  
(B) Copy of Masters report on S.S. JAMES MILLER  
to O-in-C, Marine Inspection, U.S. Coast  
Guard, Boston, Mass., dated 25 Aug. 1944.  
(C) Copy of report from Lt.(jg) Edward Yerow,  
ASO on S.S. JAMES MILLER to U.S. Naval  
Observer, Halifax, N.S.  
(D) Form NMI-142 report on Enemy Attack on  
Merchant Ships.  
(E) Survivors Summary Report on S.S. JAMES  
MILLER dated 29 Aug. 1944 from U.S. Naval  
Observer, Halifax, N.S., to CNO.  
(F) Merchant and Navy Crew list on S.S. JAMES  
MILLER.

1. Enclosures (A) to (F) are forwarded herewith for information.

2. Upon request from the U.S. Naval Observer, Halifax, N.S., the Officer in Charge, Marine Inspection, 40 Broad Street, Boston, Mass., directed Lieutenant Commander W.B. Corning, USCG, and Yeoman to proceed to Saint John, New Brunswick for the purpose of conducting an investigation relative to the grounding of the S.S. JAMES MILLER.

3. The U.S. Naval Observer also directed Lieutenant T.H. Bonk, USNR, from the Naval Observer's Staff to investigate and report on the grounding and enemy action pertaining to the S.S. JAMES MILLER.

RECEIVED ONI MAIL ROOM

OFFICE OF U. S. NAVAL OBSERVER  
H. M. C. DOCKYARD  
HALIFAX, NOVA SCOTIA

1944 SEP 4 AM 9 59

1944 SEP 4 AM 9 59

30 August 1944.

**CONFIDENTIAL**

4. The interrogation of survivors was conducted on 25 August 1944 by Lieutenant Commander W.B. Corning with Lieutenant T.H. Bonk present during the examination. The report on the interrogation by the U.S. Coast Guard was taken to Boston by Lieutenant Commander W.B. Corning for a hearing on 29 August 1944.

5. No evidence was developed to substantiate the Masters report that an enemy submarine was in the vicinity. Except for the Master, none of the witnesses observed a periscope or torpedoes prior to the grounding nor after the grounding.

Copy to:  
COMINCH  
ONI  
DNI COMONE

- (A) Copy of Masters report on S.S. JAMES KILLER to C-in-C, Marine Inspection, U.S. Coast Guard, Boston, Mass., dated 25 Aug. 1944.
- (B) Copy of report MALCOLM N. STANLEY, Foreman, USCG on S.S. JAMES KILLER to U.S. Naval Observer, Halifax, N.S.
- (C) Para 211-145 report on Enemy Attack on Merchant Ships.
- (D) Survivors Summary Report on S.S. JAMES KILLER dated 25 Aug. 1944 from U.S. Naval Observer, Halifax, N.S., to USCG.
- (E) Merchant and Crew List on S.S. JAMES KILLER.

1. Enclosures (A) to (E) are forwarded herewith for information.

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3. The U.S. Naval Observer also directed Lieutenant T.H. Bonk, USCG, from the Naval Observer's Staff to investigate and report on the grounding and any action pertaining to the S.S. JAMES KILLER.

DISPATCH MESSAGESt. John, N.S., Canada.  
25 August, 1964.4977-7188  
T.O.O. 231430 August.

TO : EAC, HALIFAX, N.S.

FROM: RCAF STN PENNFIELD RIDGE NB

REFERENCE RESCUE OF CREW FROM SS JAS MILLER 1890 TONS  
(CAPT J CALLIS) STOP MESSAGE RECEIVED 1158 HRS LEFT  
DOCK BLACKS HARBOUR 0100 HRS SAW FLARES FROM SHIP  
0335 HRS REACHED SHIP 0605 HRS LEFT SHIP FOR BASE  
WITH RESCUED CREW 0440, HRS, REACHED BASE BLACKS HARBOUR  
1040, HRS ALL TIMES GMT STOP ORIGINAL STOREY BY FIRST  
MATE AND FIRST ENGINEER WAS THEY HAD RECEIVED DUD  
TORPEDO LATER CHANGED BY CAPTAIN THAT TWO TORPEDOS  
FROM TWO SUBS MISSED AND HE GROUNDED STOP ENTIRE  
CREW OF 41 RESCURED STOP VESSEL IN 30FT OF WATER WITH  
LOWER DECKS AWASH STOP DUE TO POOR VISIBILITY EXACT  
POSITION NOT CERTAIN BUT ESTIMATE 4435N 6642W (.)

C-O-P-YS-O-P-I

ENC(A)

## OFFICE OF U. S. NAVAL OBSERVER

H. M. C. DOCKYARD  
HALIFAX, NOVA SCOTIA

26 AUG 1944

St. John, N.B., Canada.  
25 August, 1944.

From: Lieutenant (jg) Edward YERGEN, D-V(S), USNR,  
Commanding Officer, Armed Guard Unit aboard  
S.S. JAMES MILLER.

To: Officer in Charge, Marine Inspection, N.B.,  
U.S. Coast Guard  
40 Broad Street

Subj: Boston, Massachusetts - Report of.

1. Dear Sir: 24 August 20, 1944 the S.S. JAMES MILLER went  
ahead away from the Canadian Gypsum Company's dock at Windsor,  
Nova Scotia. I wish to report that the SS JAMES MILLER of  
Gypsum sailed from Windsor, Nova Scotia on 22 August 1944 the  
bridge bound for New York with a cargo of gypsum. Just  
up the as entering the North Grand Manan Channel at about  
about 5:30 p.m. I picked up this periscope dead ahead. I  
hailed to the left and went down the Eastern side into  
the the of the Island and a wake went by my starboard bow,  
bridge and about 20 minutes later another one was on the  
during port bow. I was zig-zagging at the present time  
until I run on down to the lower end of the Island  
starboard and fog was shutting in on her. I ran her aground  
The the to avoid this submarine. The land then visible on our star-  
board side was Grand Manan Island. He stated that we had evi-  
dently or. No lives were lost and no one was injured.  
instead of the channel on the west side. He identified the  
lighthouse on the east at that position.

The doctor was seemed confused and not himself stated  
somewhat as follows: "You can't trust me one but your mother,  
"That's twice friends". I noted w/s/ J. M. CALLIS that the  
lighthouse was on a ridge at the end of the island. There was  
what seemed to be a bridge over a gap, connecting the ridge with  
the rest of the island. There was an inlet with what looked  
like fishing nets on poles driven into the bottom of the water  
close to shore. Several houses were visible on shore. The  
Master gave an order to haul her to Port 10° and five or ten  
minutes later repeated his order. This command was given I  
think three times. The Master's eyes looked bloodshot and he  
was tired looking and abrupt.

At 1858 he to C-O-PY Chief Mate to go below for show.  
I watched the course and the Master and in about five minutes  
I went below for show too. At 1859 I came up on the starboard  
wing of the bridge again where the Chief Mate and the Master  
were. One look through my glasses showed me we were back at  
the same position we noted at 1830. - The lighthouse on the  
ridge, the connecting bridge of the gap, the inlet with the  
nets in the water and the of houses were clearly visible.  
I noted the Chief Mate looked worried and he shook his head to

Enc(B)

Enc(c)

## OFFICE OF U. S. NAVAL OBSERVER

H. M. C. DOCKYARD  
 HALIFAX, NOVA SCOTIA

26 AUG 1944

From: Lieutenant (jg) Edward YEROW, D-V(S), USNR,  
 Commanding Officer, Armed Guard Unit aboard  
 S.S. JAMES MILLER.  
 To: The U.S. Naval Observer, Saint John, N.B.,  
 Canada.  
 Subj: Grounding S.S. JAMES MILLER - Report of.

1. At 0224 August 22, 1944 the S.S. JAMES MILLER went ahead away from the Canadian Gypsum Company's dock at Windsor, Nova Scotia with a full load of approximately 2440 tons of Gypsum aboard. The pilot, master and second mate were on the bridge. The ship was in charge of the pilot for navigation up the Avon River to Minas Basin where she was anchored at about 0400.

At 0540 the anchor was raised and we proceeded into the Bay of Fundy bound for New York. At 0750 I went up to the bridge for a moment and noted the Chief Mate was navigating during his watch.

At approximately 1630 I went to the bridge on the starboard side and found the Master and the Chief Mate on watch. The Chief Mate explained that the land then visible on our starboard side was Grand Manan Island. He stated that we had evidently drifted with the current and gone down the eastern coast instead of the channel on the west side. He identified the lighthouse as the one at that position.

The Master who seemed confused and not himself stated somewhat as follows: "You can't trust no one but your mother, 'Thats Wolves Islands". I noted with my binoculars that the lighthouse was on a ridge at the end of the island. There was what seemed to be a bridge over a gap, connecting the ridge with the rest of the island. There was an inlet with what looked like fishing nets on poles driven into the bottom of the water close to shore. Several houses were visible on shore. The Master gave an order to haul her to Port 10° and five or ten minutes later repeated his order. This command was given I think three times. The Master's eyes looked bloodshot and he was tired looking and abrupt.

At 1658 he told the Chief Mate to go below for chow. I watched the course and the Master and in about five minutes I went below for chow too. At 1850 I came up on the starboard wing of the bridge again where the Chief Mate and the Master were. One look through my glasses showed me we were back at the same position we noted at 1630. The lighthouse on the ridge, the connecting bridge over the gap, the inlet with the nets in the water and the group of houses were clearly visible. I noted the Chief Mate looked worried and he shook his head to

ENC(c)

## OFFICE OF U. S. NAVAL OBSERVER

H. M. C. DOCKYARD  
HALIFAX, NOVA SCOTIA

me when I said, Captain this is the same spot we were at before". The Master seemed more confused than before and he ordered the ship hauled to starboard. Using my binoculars the Chief Mate pointed out two black can buoys and landfall was visible. Without knowing the charts of the area to well it seemed that we were heading in dangerously close to such rocky islands.

At 1905 the radio operator called me, telling me that he had an important coded message he would like some help with. I went below leaving the Master and Chief Mate on the starboard wing of the bridge. The first few words of the message which the radio operator had already begun indicated it was a warning of submarines north of Cape Hatteras. I rose and called to the Naval Gunner on watch to set Condition I and to be on the alert. Then the radio operator informed me he had asked the bridge for a position and had not received it. I immediately went up to the bridge informed the Master and Chief Mate of the nature of the message and asked for a position as soon as possible and one every half hour for the next two hours. I then returned to the radio shack to continue to decode the message. The fog whistle was being blown periodically and it was but a few minutes after reaching the radio shack that there was an underwater bump a rip and a bump. I looked at my watch, it was 1920 and ran to my battle station on the flying bridge. As I ran over the boat deck I noted a tall greyish object like a periscope and shouted periscope on the port beam. Several others took up the cry. I put my glasses on the object and began to discern it was stationary, tall and too big in diameter to be a periscope. I held the fire of the 3"/50 gun. I then noted the gun could not be swung on the object due to stays which support the main mast. I decided we had run onto rocks beneath. The ship settled slowly and all hands were ordered to stand by the boats or rafts. On the order I told the navy crew to come down from the gun deck since there was no enemy about. The buoy first mistaken was still visible but fog was closing in. The abandon ship six short and a long was blown and a member of the gun crew released a raft. It floated away since it had no painter attached. I ran aft and held up the other raft since the ship didn't seem to be settling fast and a sea painter was secured. Jarratt, Coxswain had strapped on his side arms and some men had flashlights. I ordered the Type "J" lanterns removed from the magazines to be taken with us. All binoculars were taken.

I noted the crew was having trouble getting the port life boat hoisted to swing out and ran amidships to lend a hand. The Master called at this point and informed me that we were on ground or rocks and that he was running away from a submarine for quite a while. In the time which I had spent



OFFICE OF U. S. NAVAL OBSERVER  
H. M. C. DOCKYARD  
HALIFAX, NOVA SCOTIA

on the bridge twenty minutes before our piling up. I had used my binoculars frequently and been right next to the Master. I saw no submarine or periscope nor was any mentioned.

The entire crew were extremely calm and joking after the first few minutes of shock to everyone. The Master remained on the wing of the bridge looking extremely downcast. The engineer went down again to examine the engine room and reported back that all seemed in fair shape there. Orders were given to sound the bilges every so many minutes and report to the bridge. As the ship seemed to be grinding back and forth on a rock and not sinking further I ordered the gun crew back to their stations. Coxswain Jarrat loaded the machine guns and went aft to the 3"/50. The SM/3c Morgenroth placed equipment like the multi-purpose lamp in a life boat where it might have to be used.

Radio messages were sent out immediately when we struck, from the prepared messages the operator had on his desk. It was then that a position was given him from the bridge.

I noted at this time that the Master was no longer on the bridge. Our messages had been acknowledged and help was on the way. The position given was seen by me and as I remember the first position sent out it was 44° 30' and 66° 31'.

At approximately 0100 I was called by one of my men and told he noted a glare on the horizon on the port side. It looked like a search light. I sent up three burst of fire from the machine guns. The ship finally coming closer asked if we were aground. The signalmen answered no as at some times we had seemed to float free of the under water object and the port bow anchor had been dropped. It was very dark and the ship's well decks seemed almost level with the water. The rescue boat proved to be a R.C.A.F. crash boat PT 6. The question was asked if we wanted to be taken off and since only the 2nd mate and myself were the only officers on the bridge at this moment, I used the electric megaphone to answer, "Not if she doesn't seem to be sinking". The Chief Mate was summoned and he in turn sent for the Master. I went down to the boat deck and ordered the gun crew to report to me there. The order was given to abandon ship at about 0130. Three gunners went in each of the two lifeboats. I was the second from the last off the ship the Chief Mate and then the Master followed.

On board the PT boat Wing Commander Ross was the Senior Officer and Sergeant Major Dart was the skipper. They offered tea to all who wished it and allowed the men, forty-one in number, to get comfortable wherever they could. The Coxswain Jarrat reported to me his lifeboat had a side stove in and was half filled with water when they reached the PT boat.

Intelligence Report

ENEMY ATTACK ON MERCHANT SHIPS

## OFFICE OF U. S. NAVAL OBSERVER

From U.S. Naval Observer

H. M. C. DOCKYARD

HALIFAX, NOVA SCOTIA

Date 23 Aug 1944

Subject Torpedo Attack.

Name of Ship S.S. JAMES HILMAN Flag U.S.

Type

We were taken to Black's Harbor where we were landed at about 0700. The boat had to be off shore for about an hour and a half due to fog. The R.C.A.P. at Pennfield extended every facility and courtesy to all hands even to the extent of flying the Master and several of the men out over the ship at noon that day, August 23, 1944. I spoke to Lieutenant Commander Stanley in Halifax and was instructed to meet Lieutenant Benk in St. John, New Branswick that night.

(3) Passenger. In St. John the Naval Control Station named HMCS Captor II extended every courtesy to me. A cabin was assigned and Lieutenant Frank J.L. Davies placed his wardrobe at my disposal. His generosity in every respect could not be surpassed. Lieutenant G.C. DeWolf furnished a chit book to me and said the wardroom was available to me at all times. Lieutenant Commander Bonner, Lieutenant Commander Green and all of the officers on the base did everything their power to see that I was comfortable and at home.  Damaged  Captured  or Escaped

by grounding

## PARTICULARS OF SHIP AND VOYAGE

## Questions

/s/ EDWARD YEROW  
EDWARD YEROW,  
Lieutenant (jg).

1. (a) Port of Departure Windsor, Nova Scotia
- (b) Date of Sailing 23 Aug 44 0824 ship's time and H.W.T.
- (c) Destination New York
- (d) Route Instructions Windsor - Cape Cod Canal - New York
2. Name of Owners and Charterers (if any) (If on Government Service the fact should be stated) WSA - Bell Lines
- (1) Cargo
  - (a) Loaded ~~unloaded~~ Gypsum (type of ballast)
  - (b) General description and weight of cargo Gypsum - 2600 Tons, approx.
  - (c) Deck load (give distribution) None
  - (d) When a tanker give distribution and amount of liquid cargo or ballast
3. Full Christian Name, Surname and Nationality of Master James Merchant CARRIS, U.S.A.

(Page 1)

Enclosure (A) to Serial No. 01011016

ENC (D)

OFFICE OF U. S. NAVAL OBSERVER

S.S. JAMES MILLER

H. M. C. DOCKYARD  
HALIFAX, NOVA SCOTIA

C-O-N-F-I-D-E-N-T-I-A-L

29 August 1944.

To : The Chief of Naval Operations.

Subj: Survivors Summary Report on S.S. JAMES MILLER, Cargo Ship, 1870 Tons, War Shipping Administration, Bull Lines.

1. The Master of the S.S. JAMES MILLER was the only person on watch to claim the sighting of torpedoes without warning first at 221740 E.W.T., August 1944 at 44°-46'-42"N, 66-43W., and second at 221905 E.W.T., August 1944 at 44°36'N, 66-38W., while enroute from Windsor, Nova Scotia to New York with approximately 2440 tons of gypsum. The cargo ship did not sink but went aground and was towed by a commercial tug and assisted by the H.M.C.S. ANNAPOLIS into the port of St. John, New Brunswick, Canada, eighteen feet two inches mean draft.

2. The ship was on course 232 degrees true, position 4450N-6648W at 221730 E.W.T., August 1944 when submarine periscope was sighted by Master directly ahead of the bow approximately one mile, speed 12 knots in fifty-five fathoms not zig-zagging. Master then began zig-zagging and continued to do so until 221915 E.W.T. Radio silent until time of grounding. Master did not notify other officers that periscope was sighted nor did he inform the Armed Guard Officer. Three lookouts present, one on top bridge and Master and Chief Mate on bridge. The weather was hazy, sea choppy, westerly wind force 2, visibility two miles, Master did not have tide tables and was not acquainted with the tides.

3. At 221740 E.W.T., the first torpedo was sighted by Master from starboard 130° true about forty feet ahead of bow and the second torpedo sighted by Master at 221905 E.W.T., from port 170° true about thirty feet ahead of bow, no hits. Vessel grounded in position 44-30N, 66-40W., at 221919 E.W.T. to avoid being torpedoed. After grounding distress signal was sent out as being torpedoed. Vessel cleared itself and remained afloat, anchor was dropped. At approximately 221905 E.W.T., Armed Guard Officer set Condition One for armed guard crew while decoding BAMS message reporting submarine warning which subsequently pertained to ships off Cape Hatteras. Confidential books thrown overboard in weighted bag in two

ENC (F)

CREW LIST - AMERICAN S.S. "JAMES MILLER"

<u>NAME &amp; NO. OF SEAMAN</u>		<u>NATIONALITY</u>	<u>CAPACITY</u>
1. J.M. CALLIS	031577	AMERICAN	MASTER
2. MANUEL COURT	Z 71761	AMERICAN	CHIEF MATE
3. VINCENT ROBERT MAILLARD	Z 316174	AMERICAN	Asst. 2nd MATE
4. EMIL M. JANKE	Z 162193	AMERICAN	3rd MATE
5. MARTIN HELIER	Z 424765	AMERICAN	RADIO
6. RICHARD A. JOHNSON	Z 375605	AMERICAN	PURSER PH.MATE
7. RONALD FINN	Z 435219	AMERICAN	BOATSWAIN
8. WILLIAM E. MOORE JR.	Z 361391	AMERICAN	A.B.
9. BASILIO GASPE	Z 153159	PHILIPINE ISLAND	A.B.
10. LEOPOLD LANG	Z 74050	AMERICAN	A.B.
11. VICTOR P. MERTRUD	Z 478744	AMERICAN	O.S.
12. TIMOTHY WHITE	Z 221431	AMERICAN	A.B.
13. HENRY WHITE	Z 293688	AMERICAN	A.B.
14. SALVADOR CRUZ	Z 285076	AMERICAN	O.S.
15. GEORGE E. NICHOLS	Z 485827	AMERICAN	O.S.
16. JOSEPH E. WENKS	Z 485828	AMERICAN	O.S.
17. JOHN T. MARKO	Z 090426	AMERICAN	CHIEF ENGINEER
18. HERBERT M. LEIGHTON	Z 141936	AMERICAN	1st ASST.
19. EMERY T. STAGER	Z 140780	AMERICAN	2nd ASST.
20. EDWIN J. DINGLEY	Z 215192	AMERICAN	3rd ASST.
21. JOSEPH P. RICKARD	Z 403769	AMERICAN	OILER
22. CLAYTON L. MACKINSON	Z 405645	AMERICAN	OILER
23. WILLIAM E. PENNINGS	Z 415950	AMERICAN	OILER
24. SIDNEY G. SAHA	Z 438957	AMERICAN	FIREMAN
25. ALBERT LE PLANTE	Z 239716	ENGLAND	FIREMAN
26. BURNHAM B. HEEZER	Z 380017	AMERICAN	FIREMAN
27. FRANCIS P. RESSLER	Z 270648	AMERICAN	WIPER
28. JOHN E. HEITZENROEDER	Z 106842	AMERICAN	STEWARD
29. ANTONIO ERIZARRY	Z 161 530	PTO. RICO	CHIEF COOK
30. JOSEPH W. GAYAN	Z 492214	AMERICAN	2nd COOK
31. MALCOLM W. PURVIS	Z 469361	AMERICAN	MESSMAN
32. FERRELL J. DURRENCE	Z 469381	AMERICAN	MESSMAN
33. GEORGE H. HAWLEY	Z 479958	AMERICAN	UTILITY
34. RAFAEL W. BAISLEY	Z 437909	AMERICAN	UTILITY

ARMED GUARD CREW

1. DOYLE WASH BERTRAM	864 45 89	S1c V-6 USNR
2. BLAIR ROBERT BOLLOW	898 32 65	S1c V-6 USNR
3. ALBERT HENRY BOUCHER	667 54 70	S1c V-6 USNR
4. NORMAN RUDOLPH CAMPAGNA	825 61 53	S1c V-6 USNR
5. SAM HARVEY JARRETT	372 42 99	COX USN
6. JAMES C. MORGENROTH	279 93 56	SM3c USN
7. EDWARD YEROW		Lieut(jg) D-V(S), USNR.

FNC(F)

V. A. Submarine  
a-Description  
b-When last seen  
direction headed

OFFICE OF U. S. NAVAL OBSERVER  
H. M. C. DOCKYARD  
HALIFAX, NOVA SCOTIA

to six fathoms where strong tides exist.

4. At 221922 E.W.T., order was given by Master to abandon ship and standby lifeboats for further orders. At 230130 ship was abandoned when a Royal Canadian Navy Airforce crash boat came alongside and provided transportation for the thirty-four merchantmen and seven U.S. Navy, total forty-one, including Master and Armed Guard Officer to Black Harbor, New Brunswick. No lives lost nor injuries.

MALCOLM N. STANLEY.  
*Theo. H. Bouk*  
*By direction*

Copy to:  
COMINCH  
ONI  
DNI COMOHE

3. At 221922 E.W.T., the first torpedo was sighted by Master from starboard 130° true about forty feet ahead of bow and the second torpedo sighted by Master at 221905 E.W.T., from port 190° true about thirty feet ahead of bow, no hits. Vessel proceeded to position 44-30N, 60-40W., at 231910 E.W.T. to avoid being torpedoed. After grounding distress signal was sent out as being torpedoed. Vessel cleared itself and remained afloat, neither was dropped. At approximately 231920 E.W.T., Armed Guard Officer set Condition One for crew guard crew while dropping 100 message reporting submarine warning which subsequently pertained to ships off Cape Satterthwaite. Confidential message shown overboard in weighted bag in two

ENC(E)