

FIRST NAVAL DISTRICT INTELLIGENCE OFFICE

rjb

MERCHANT VESSEL BOARDING REPORT

CONFIDENTIAL

VESSEL M/V JAMESTOWN U. S. TANKER 7050
 flag type gross tons

CARGO Oil Ballast
 in out

MASTER Leland C. LAMAR AGENTS Cities Service Oil Co. of N.J.

OWNERS War Shipping Administration OPERATORS War Shipping Administration

CREW (Ship's) 41 gun 26 PASSENGERS None

SPEED normal 9 maximum 11 HOME PORT Baltimore, Md.

BOARDED at Boston, Mass. date December 7, 1943

ITINERARY Baytown, Texas, November 19, 1943.

The following information was telephoned to ESF on December 8, 1943.
POSSIBLE COLLISION IN CONVOY KN-280.- Ref.(a): 1ND Bdg. Rpt. SS WILLIAM COMPTON -
12-7-43.

1. When interviewed by the boarding officer, the master of SUBJECT vessel stated in substance:

"Our position in the convoy was #11. At no time during the voyage from Texas to Boston was there enemy contact, to the best of my knowledge. The only extraordinary happening of the voyage was on December 4, 1943, at 1850 Q (EWT) when our position was 36-47, 74-33, we were ordered to execute at 45 degrees emergency turn to port. At the time I was in the saloon having dinner and my chief officer who was on watch not wishing to accept the responsibility for making the turn sent for me. I arrived on the bridge about one minute after the Commodore had ordered the turn and gave two blasts of the whistle to notify the ship astern of me that I was turning to port. The whistle on this ship fills with water very rapidly and I feel sure that the other ships around me did not hear my second blast. Because of the condition of the whistle and because I didn't execute the turn immediately on the order of the Commodore, the WILLIAM COMPTON turned to starboard. Ship #22 (PAN GEORGIA) also being confused followed the WILLIAM COMPTON. The result was that ships #22 and #32 (name unknown) collided, because when I was dropping back to leave the convoy and come to Boston, I noticed the bow of the PAN GEORGIA was all twisted. Together with the collision the convoy was scattered to the four points of the compass and took about four or five hours to make up again. I suppose that I was partially to blame but I think that the other ships should have followed the order of the Commodore. Furthermore, the Commodore blinked the following message to me the next day: J. F. Murray, Jr.

DISSEMINATION:

ONI (2)

DIO, 3ND (1);

FILE.

ONI DISSEMINATION: Lt.(jg) J. F. MURRAY, USNR.
 "DEC 5 0820 THE COMMODORE COMPLIMENTS YOU ON YOUR
 EXCELLENT PERFORMANCE DURING THE CONTACT WITH THOSE
 TWO CONVOYS LAST NIGHT."

BOARDING OFFICER /s/ J.F. MURRAY, Jr.

Lt.(jg) J.F. Murray, USNR.

DISSEMINATION

ONI (2)

DIO, 3ND (1) (CESF)

FILE

ONI DISSEMINATION: COMINCH APPROVED /s/ B. S. WARREN, JR.

F-20; Coast Guard; J.A.G.

for EDMUND F. JEWELL, Captain, USNR

DIO, 1ND.

COPY

BT/B-5/Aug.43

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VESSEL	SS WILLIAM CROMPTON	U.S. flag	Tanker type	7176 gross tons
CARGO	Oil in		Unknown out	
MASTER	J. BAKER	AGENTS	John G. HALL	
OWNERS	War Shipping Administration	OPERATORS	War Shipping Administration	
CREW (Ship's)	40 gun 26	PASSENGERS	None	
SPEED	normal 9 maximum 11	HOME PORT	New Orleans	
BOARDED	at Boston, Mass.	date	December 7, 1943	
ITINERARY	Baytown, Texas, November 19, 1943.			

NOTE: The following information was passed by 'phone to ESF 07 December 1943.
POSSIBLE COLLISION IN CONVOY KN-280;

1. When interviewed by the boarding officer, the master of the SUBJECT vessel stated in substance:

"Our position in the convoy was #12. There was no enemy contact throughout the trip to my knowledge. On the contrary it was what we considered a quiet trip with the exception of the following incident:

"On December 4, 1943, at about 1845 Q (EWT) when our position was Lat. 36-38 Long. 72-26, a preparatory signal of one long blast, (15 seconds) was sounded followed by two short blasts and two red rockets, indicating a 45 degree emergency turn to port. It appears that ship #11 mistook the long blast to make a starboard turn because when the execution blast was sounded she was in position for it. Had I carried out the order for a 45 degree turn to port my ship would have struck #11 amidships; and had I maintained my speed (8 knots) and turned to starboard there was grave danger of a collision with the Commodore's ship. To clear both ships there was no other course left to me but to put my wheel hard right and reverse my engines, showing my side lights at the same time. I sounded a danger signal and then gave three short blasts indicating that my engines were full speed astern. It appears that the ships astern of us also were confused because I heard a noise that sounded like a collision probably between ships #22 and #32 because it came from that vicinity. Fog was beginning to blow in with a visibility of about two miles. Wind was force 3 and a small sea running."

This report is on one page only.

DISSEMINATION:

ONI (2)

DIO, 3ND (1); CESF(1)

FILE.

ONI DISSEMINATION:

COMINCH F-20: COAST APPROVED

GUARD: J.A.G.

BOARDING OFFICER J. F. Murray, Jr.

Lt.(jg) J. F. MURRAY, USNR.

/s/ Richard Preston

for EDMUND F. JEWELL, Captain, USNR.

DIO, 1ND.

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By DK NARA. Date 5/4/17

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