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EXCERPT FROM 12ND BOARDING REPORT, SS JOEL PALMER (U.S.), 24 FEBRUARY 1944.

On 16 September 1943 at Milne Bay, an LCT drifted into the bow of subject vessel causing a small dent in the port bow just below the hawse pipe. The Chief Mate stated that two frames in the hull were bent slightly, but that no leakage or serious damage was caused.

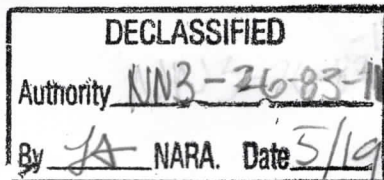
The Chief Mate reported that at Finschhafen, New Guinea, on 8 January 1944, a thirty-ton tank barge drifted into the stern of subject vessel and bent two blades of her propeller. Again on 10 January an LCM drifted into the stern of the PALMER and bent one propeller blade quite badly. Both of the incidents occurred while the vessel was docked. The damage was reported to Army Transport Service at Finschhafen and A.T. S. authorities, after examining the propeller at Milne Bay, ordered the vessel to proceed to San Francisco for repairs. The Chief Mate stated that she made the return voyage at about  $9\frac{1}{2}$  knots but did not zigzag.

Dissemination:  Coast Guard; J.A.G.

Cognizant: COMWESSEAFRON: 11ND: 13ND: AI&PR-PM: PD 12ND: OPINTEL-TI: COM 12.

Op-16-B-5

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