

CONFIDENTIAL

EXCERPT FROM 4ND BOARDING REPORT, S/S JOHN A. DIX (US), DATED JULY 11, 1943, WHICH MAY BE OF INTEREST TO COAST GUARD, JUDGE ADVOCATE GENERAL, AND COMINCH F-20.

"Subject vessel sailed from New York on 4 March 1943 and at 1050 on the same day, about 30 miles outside, while convoy was forming up, she was out of control as a result of steering gear breakdown, and she collided beam to beam with the tanker ORVILL HARDING. Three lifeboats were swept off the subject vessel, some damage was sustained to her starboard side, and one plane carried on deck was damaged. There were no injuries to peronnel."

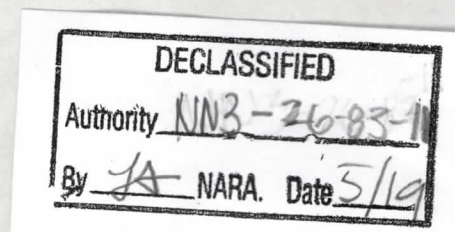
"COLLISIONS:

"In addition to the collision before leaving New York, as set forth in paragraph (1), subject vessel was involved in two other collisions. On 15 May 1943, while anchored at Bone, the subject vessel was hit dead on her stern by the bow of the S/S LIBERTY GLOW, resulting in damage to her rail, deck plating, and 5-inch gun platform. Damage to the LIBERTY GLOW was slight. The collision was caused by confusion in a message from the bridge of the LIBERTY GLOW to her engine room, so that order for "full speed astern" was misinterpreted in the engine room as "full speed ahead". The next collision occurred at 1350 ship's time on 6 June 1943 coming into the Oran Harbor, passing between 2 buoys marking scuttled ships, and while making a hard turn in a light ship (draft 10 feet forward, 15 feet aft), subject vessel ran over one of the buoys, which surfaced and fouled ship's propeller, bending 2 opposite blades. She attempted to join her convoy, but was compelled to return because the blades struck her stern post. One blade had to be burned off."

DISSEMINATION:

CG; JAG; Cominch F-20

Op-16-B-5  
JRT/ams  
7/23/43



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