

REPORT ON U. S. MERCHANT VESSEL WAR ACTION CASUALTY

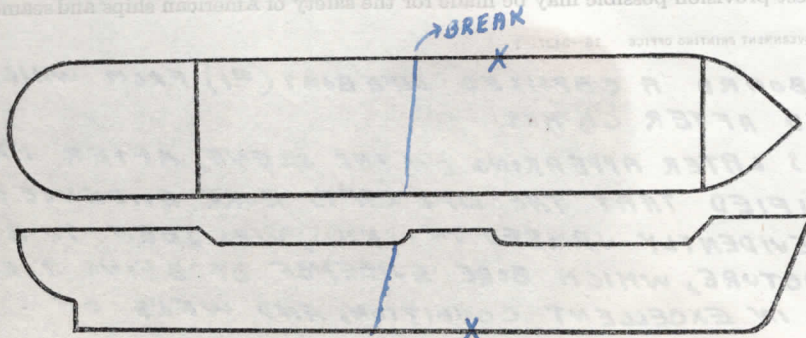
To: Commandant, U. S. Coast Guard, Washington, D. C.

Ship/s JOHN STRAUB Service OCEAN FREIGHT

Owner WSA Operator ALASKA SS Co.

Information furnished by 3RD MATE + INVESTIGATION REPORTS Date 5 OCTOBER, 1944

LINE No.	QUESTIONS	ANSWERS	
1	Year built and propulsion	Built <u>1943</u>	Propulsion <u>STEAM</u>
2	Tonnage	Gross <u>7176</u>	Net <u>4380</u>
3	Draft loaded (maximum allowed)	Fwd <u>27'8" (M)</u>	Aft
4	Draft when attacked	Fwd <u>27'8" (M)</u>	Aft
5	Cargo on board (any deck)	Nature <u>GENERAL</u>	Tons <u>2737</u>
6	Voyage	From <u>SEATTLE, WASHINGTON</u>	To <u>ATTU</u>
7	Were routing orders followed	<u>YES</u>	
8	Any criticism of orders	<u>NO</u>	
9	Weather at time of attack	Weather <u>MISTY</u>	Sea <u>SLIGHT</u>
10	Was enemy sighted? When	<u>NO</u>	
11	Any friendly ships in sight	<u>NO</u>	
12	Were navigation lights on	<u>YES</u>	
13	Date and time of attack	Date <u>4/18/44</u>	Time <u>2358</u>
14	Position	Latitude <u>54°15'N</u>	Longitude <u>163°30'W</u>
15	Nature of attack (Give data)	<u>MINED</u>	
16	Number of hits	<u>1</u>	
17	Location of hits (Mark diagram)	<u>I-MACH - P</u>	
18	Effect of hits	<u>SANK SHIP NOTED</u>	
19	Was ship armed? What type	<u>YES</u>	
20	Was armament used? State result	<u>NO</u>	
21	Any explosions or fires*	Ship <u>YES; EXPLOSION</u>	Cargo <u>YES; EXPLOSION</u>
22	Was deck ruptured	<u>YES</u>	
23	Did ship break in two	<u>YES</u>	
24	Was SOS sent	<u>NO</u>	
25	Ship's speed	Normal <u>10.5</u> When attacked <u>10.5</u>	When abandoned <u>6.0</u>
26	Time abandoned, sunk	Abandoned <u>2359 (1 min)</u>	Sunk <u>AFT-1549 (15 HRS, 51 min)</u> <u>FORD-0001 (3 min)</u>
27	Was ship reboarded	By whom <u>AFT END - U.S.C.G.</u>	When <u>1100 4/19/44</u>
28	Was ship brought in	How <u>NO</u>	Approximate damage <u>SUNK</u>



*Fill in this diagram to show attack hits, fires, etc.

NOTE - FOR'D END OF SHIP SANK IN 3 MIN.; AFT END SANK AT 1549, (15 HRS, 51 min)

29	Lifeboats	Number carried	4	Which used	1	NOTE ①	
30	Lifeboats	Number lost	3	How	2 - MINE EXPLOSION		
31	Life rafts	Number carried	4	Which used	1	NOTE ②	
32	Life rafts	Number lost	3	How	FLOATED OFF AND DRIFTED AWAY		
33	Life floats	Number carried	2	Which used	1		
34	Life floats	Number lost	1	How	DRIFTED AWAY		
35	Lifesaving suits	Number carried	10	Number used	0		
36	Were boats, etc., attacked	Attacked	NO	Casualties	0		
37	Time in each boat, raft, etc.	1 Boat	6 1/2 hrs.	1 Raft	2 hrs.	1 Float	2 hrs.
		— Boat		— Raft		— Float	
38	Rescued by and where	By	ALLIED SHIP	Where	AT SCENE		
39	Number of gun crew carried (military)	Officers	1	Enlisted men	26		
40	Number ship's crew carried	Officers	2	Radiomen	1	Unlicensed	34
41	Number passengers and others carried	Passengers	1	Others	0		
42	Total on board		70				
43	Number gun crew injured (military)	Officers	1	Enlisted men	12		
44	Number ship's crew injured	Officers	1	Radiomen	0	Unlicensed	1
45	Number passengers and others injured	Passengers	0	Others	0		
46	Number gun crew lost (military)	Officers	0	Enlisted men	14		
47	Number ship's crew lost	Officers	6	Radiomen	1	Unlicensed	33
48	Number passengers and others lost	Passengers	1	Others	0		
49	Total casualties	Injured	15	Lost	55		
50	Persons lost by (Specify)	Drowning	2	Fire	0	Shell or torpedo	3
		Other causes	50 (UNKNOWN - PRESUMABLY DROWNED OR MINE EXPL)				
51	Total rescued	Gun crew	13	Officers	1	Radio operators	0
		Unlicensed	1	Passengers	0	Others	0
						Total	15
52	Persons saved by	Boats	8	Rafts	5	Floats	1
		Suits	0	Other means	1	NOTE ③	0
		Preservers	0	No aid	0		
53	Engineering watch below	Number on watch below	3	Number lost below	3		
54	Number of look-outs		9				
55	Any defective material		NO				
56	Any personnel fault		NO				

COMMENTS, CRITICISMS, AND RECOMMENDATIONS

The comments, criticisms, or recommendations of survivors with respect to safety of seamen and ships involved in war actions are earnestly solicited by Headquarters in order that the fullest provision possible may be made for the safety of American ships and seamen.

U. S. GOVERNMENT PRINTING OFFICE 16-34271-1

NOTE ①:- 8 SURVIVORS MANAGED TO BOARD A CAPSIZED LIFEBOAT (#1) FROM WHICH THEY WERE FINALLY RESCUED AFTER 6 1/2 HRS.

NOTE ②:- ONE OF THE RESCUE VESSELS LATER APPEARING ON THE SCENE, AFTER EXAMINING THE WRECKAGE, TESTIFIED THAT THE LIFERAFTS BORE EVIDENCE OF FLOATING OFF. ONE LIFERAFT, EVIDENTLY JAMMED IN SKIDS, WAS SEEN TO BE STILL ATTACHED TO ITS STRUCTURE, WHICH BORE EVIDENCE OF BEING TORN FROM DECK. LIFERAFTS WERE IN EXCELLENT CONDITION, AND WERE OF GLOBE AMERICAN, ALL-METAL, IMPROVED DESIGN.

NOTE ③:- 1 MAN STAYED ABOARD AFT END OF SHIP, FROM WHICH HE WAS FINALLY RESCUED AFTER 6 HRS.