

Op-16-B-5

MFM/mg

MEMORANDUM FOR:

COMINCH E-20

Comdr. Avery, J.A.G., Room 2327

SUBJECT:

Comdr. Pollio, U. S. Coast Guard, Room 7212

SS JOSEPH T. ROBINSON (U.S.)

Enclosure

(2) (A) Excerpt from 5ND B.R., same subject, 27 Nov. 43.

Date:

9 Dec. 43.

RECEIVED

DEC 13 1943

1. Enclosure(s) (A) is forwarded for information and such attention as may be deemed appropriate.

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 such action taken on the basis of such report.

3. Ultimate return of this correspondence to ONI Op-16-B-5 is requested.

XX This correspondence may be retained or destroyed.

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BY HAND

H. A. BURCH

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Lieut. Comdr., U.S.N.R.

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EXCERPT FROM 5ND BOARDING REPORT, SS JOSEPH T. ROBINSON (U.S.), 27 NOVEMBER 1943.

COLLISION AT SEA:

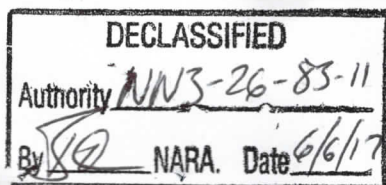
Contacts (a), (b) and (c) stated that on 11/23/43 at 36-42N, 70-59W, at 0507 local time, while on convoy course 295 True, subject ship was challenged by blinker tube by DD 626 on a parallel course, three points on port bow; that at 0510 DD 626 veered suddenly and its stem struck subject ship on port bow tearing a wedge shaped hole three feet wide at top and extending eight feet above bottom of #1 hold between shell frames #8 and #9 from forward bulkhead into #1 deep tank. Subject ship's engines were rung stop at moment of impact but time was insufficient to swing ship or reverse. Before the ships cleared the stem of DD 626 raked shell plating 20 feet abaft hold, denting several plates. At 0516½ half-speed ahead was ordered and at 0525 convoy speed of 7 knots was resumed after exchanging information concerning identity and damage with the destroyer. Damage to DD 626 consisted of stove-in bow plates and to subject ship of the hole mentioned and of 6 inches of seawater taken into #1 hold and the filling of #1 deep tank. The weather was cloudy, wind WNW, Beaufort 5, sea rough, visibility unlimited.

Dissemination: COMINCH F-20; ✓ Coast Guard; J.A.G.; G-2; HRPE.

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