

OPNAV NNI-139M  
DESCRIPTION:

**D. N. I. MEMORANDUM  
ROUTING SLIP**

1944 OCT 19 AM 9 12  
ORIGINATOR OF BASIC MATERIAL: DIO 12ND  
SUBJECT OF BASIC MATERIAL: M.S. KLIPFONTEIN, Boarding Report of -  
Extracts from

MATERIAL DATED: 9/27/44  
ORIGINATOR'S FILE NUMBER: Q51/Klipfontein  
MERCHANT MARINE INSPECTION DIVISION

D. N. I. FILE NUMBERS

REFERENCE: MATERIAL COVERED BY D. N. I. ROUTING SLIP NO.

ROUTING: ms

FROM: (SECTION OR NAME)		TO (1)	INITIAL	TO (2)	INITIAL	TO (3)	INITIAL	TO (4)	INITIAL
Op-16-FE 10/10/44		USCG	retain						
OUT DATE		OUT DATE		OUT DATE		OUT DATE		OUT DATE	
TO (5)	INITIAL	TO (6)	INITIAL	TO (7)	INITIAL	TO (8)	INITIAL	TO (9)	INITIAL
OUT DATE		OUT DATE		OUT DATE		OUT DATE		OUT DATE	

INSTRUCTIONS: (ENTER NAME OR SECTION SYMBOL)

INFORMATION	SEE ME ABOUT THIS	SIGNATURE
DRAFT REPLY	FOR RECOMMENDATION	XXXXX
COMMENT	APPROPRIATE ACTION	RETAIN
CONSULT	PREPARE LETTER TO	FILE

COMMENTS AND REMARKS:

Copies to:  
Cominch  
Op-39  
USCG

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To safeguard the security of the information contained herein, please initial and return to intelligence for filing when it has served its purpose.

*File*  
*Denny*

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DECLASSIFIED  
Authority NW 3-26-83-11  
By AB NARA. Date 6/7/17

*Pls. Judge*  
*M.S. Klipfontein - vs. Jct (2)*  
*Intelligence Office - case op (7)*

*pl*

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DESCRIPTION:

ROUTING SLIP

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2 (b)

KLIPFONTEIN Aground on Jomard Island (Ramble Haven Reef): (C-2)

The Master and Chief Mate reported that subject vessel went aground on Jomard Island at 0133 (New Guinea time) on 21 August 1944, stating that the grounding was entirely due to the fact that the light on Bomatu Point, Jomard Island, was not lighted. They related that the ship was aground for twenty hours, but managed to free herself before assistance arrived. The damage has not yet been determined, although it is known that the hull suffered some dents and the No.1 forepeak tank was punctured. Both officers stated that the course followed by the KLIPFONTEIN is a new passage off Milne Bay, but they do not recommend its use because of the strong currents and numerous reefs in the area. The Master reported that he subsequently heard that Bomatu Point light had been out for four days before subject vessel went aground and although it had been so reported to New Guinea port officials, no mention of it was made at Finschhafen either verbally or in the routing instructions when subject vessel cleared that port.

Source: Boarding Report on M.S. KLIPFONTEIN dated 27 September 1944, boarded at San Francisco, California, 18 September 1944.

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*Pls. Indlg  
File: m/s Klipfontein - val glet (2)  
X - Naval Intelligence Office - case op (7)  
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