

RECOMMENDATIONS

Name of Ship
Date of Casualty

KYLE V. JOHNSON
1-12-45

CONFIDENTIAL

Ship's Construction:

4-26-45
Master

"I think the small guns are too small for that. They should be heavier guns and more of them. The small guns we have on board hit the planes, but they merely tear the wings and cause only minor damage. But when a plane is hit by a big gun shell, even when headed for a ship, with a suicide dive, it is knocked out of the air and loses its damaging effect."

Stowage of Cargo:

4-26-45
ONI

"The stowing of gasoline beneath troops was criticized. Gasoline was stowed in No. 5 lower hold with troops quartered in No. 5 'tween deck. It was believed that had this condition existed in No. 3 hold where the plane crashed, there would have been even heavier casualties."

Crew Accommodations:

4-26-45
ONI

"Ship was not abandoned but upon arriving in port casualties were disembarked. Of the U. S. Army troops aboard, 128 were killed or missing and presumed dead. One merchant crew missing, presumed dead and one injured. All of the Armed Guard survived - one wounded and hospitalized. There were heavy casualties among the Army troops quartered in #3 'tween deck. Survivors criticized the convoy position assigned to the subject vessel, first ship of the starboard column in the merchant ship section. It was recommended that vessels carrying large numbers of troops be given the better protection afforded by a position in the interior of the convoy. The master expressed the opinion that the loss of life might have been reduced somewhat if the troops had been more evenly distributed among the various ships rather than concentrated in a few. He asserted that although there were 40 or more merchant ships only a few had troops aboard. It was pointed out that in many instances planes had crashed in the area of No. 3 hatch, presumably because of its proximity to the midship housing and bridge. In view of such experience it was recommended that troops not be quartered in #3 hold."
