Declassified Character Project: NW 63684 UNITED STATES COAST GUARD

REPORT ON U. S. MERCHANT VESSEL WAR ACTION CASUALTY

Year built and propulsion	Built 1919 Gross 5649 Fwd 25'6" (M) Fwd 23'6" (M) Nature GENERAL From NEW YORK YES YES Weather CLEAR YES; BEFORE + AFTER NO. NO; DAYLIGHT Date 2/5/42 Latitude 26°50'N BOMB + MACHINEGUN 3 NEAR MISSES; M.G?	To ARCHANGEL Sea CALM ATTACK Time 1600 Longitude 38° E FIRE.
Draft loaded (maximum allowed Draft when attacked Cargo on board (any deck) Voyage Were routing orders followed my criticism of orders Weather at time of attack Was enemy sighted? When Any friendly ships in sight Were navigation lights on Date and time of attack Position Nature of attack (Give data) Number of hits Location of hits (Mark diagram Effect of hits Was armament used? State re	Built	Propulsion STEAM Net 3565 Aft Tons 280 To ARCHANGEL Sea CALM BITACK Longitude 380 E FIRE.
Draft loaded (maximum allowed Draft when attacked Cargo on board (any deck) Voyage Were routing orders followed Ny criticism of orders Weather at time of attack Was enemy sighted? When Any friendly ships in sight Were navigation lights on Date and time of attack Position Nature of attack (Give data) Number of hits Location of hits (Mark diagram Effect of hits Was armament used? State re	Fwd 35'6" (M) Fwd 35'6" (M) Nature GENERAL From NEW YORK YES Weather CLEAR YES; BEFORE + AFTER NO. No; DAYLIGHT Date 2/5/42 Latitude 26°50'N BOMB & MICHINEGUN 3 NEAR MISSES; M.G?	Aft Tons 280 To ARCHANGEL Sea CALM BITACK Time 1600 Longitude 38° E
Draft when attacked Cargo on board (any deck) Voyage Were routing orders followed ny criticism of orders Weather at time of attack Was enemy sighted? When Any friendly ships in sight Were navigation lights on Date and time of attack Position Nature of attack (Give data) Number of hits Location of hits (Mark diagram Effect of hits Vas ship armed? What type Was armament used? State re	Fwd SociAl Nature GENERAL From NEW YORK YES Weather CLEAR YES; BEFORE + RETER No. No; DRYLIGHT Date 2/5/42 Latitude 26°50'N BOMB & MIRCHINEGUN 3 NEAR MISSES; M.G?	Tons 280 To ARCHANGEL Sea CALM BITACK. Time 1600 Longitude 38° E FIRE.
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Were routing orders followed ny criticism of orders Weather at time of attack Was enemy sighted? When Any friendly ships in sight Were navigation lights on Date and time of attack Position Nature of attack (Give data) Number of hits Location of hits (Mark diagram Effect of hits Vas ship armed? What type Was armament used? State re	YES YES Weather CLEAR YES; BEFORE + AFTER NO. NO; DAYLIGHT Date 2/5/42 Latitude 26°50'N BOMB + MIRCHINEGUN 3 NEAR MISSES; M.G?	Sea CRLM Sea CRLM BITACK Time 1600 Longitude 380 E Chiefe Longitude 380 E
weather at time of attack Was enemy sighted? When Any friendly ships in sight Were navigation lights on Date and time of attack Position Nature of attack (Give data) Number of hits Location of hits (Mark diagram Effect of hits Vas ship armed? What type Was armament used? State re	Weather CLEAR YES; BEFORE + AFTER NO. NO; DAYLIGHT Date 2/5/42 Latitude 26°50'N BOMB + MACHINEGUN 3 NEAR MISSES; M.G?	Sea CRLM Sea CRLM RITACH, Time 1600 Longitude 38 E FIRE.
Weather at time of attack	Weather CLEAR YES; BEFORE + AFTER NO. NO; DAYLIGHT Date 2/5/42 Latitude 26°50'N BOMB + MACHINEGUN 3 NEAR MISSES; M.G?	SeaCRLM BITACK. Time/600 Longitude _380 E
Was enemy sighted? When	Weather CLEAR YES; BEFORE + RETER NO. NO; DAYLIGHT Date 2/5/42 Latitude 26°50'N BOMB + MIRCHINEGUN 3 NEAR MISSES; M.G?	Sea CRLM BITACK Time 1600 Longitude 380 E FIRE.
Any friendly ships in sight	YES; BEFORE + FIFTER NO. NO; DAYLIGHT Date 2/5/42 Latitude 26°50'N BOMB + MIRCHINEGUN 3 NEAR MISSES; M.G?	Time 1600 Longitude 380 E FIRE.
Were navigation lights on	No. No; DAYLIGHT Date 2/5/42 Latitude 26°50'N BOMB & MIRCHINEGUN 3 NEAR MISSES; M.G?	Time 1600 Longitude 38 E Longitude 38 E (Yleegle) yd Jeol arostof 0
Date and time of attack Position Nature of attack (Give data) Number of hits Location of hits (Mark diagram Effect of hits Vas ship armed? What type Was armament used? State re	No; DAYLIGHT Date 2/5/42 Latitude 26°50'N BOMB & MACHINEGUN 3 NEAR MISSES; M.G?	Time 1600 Longitude 38° E FIRE.
Position	BOMB & MACHINEGUN 3 NEAR MISSES; M.G?	FIRE. 0 Persons lost by (Specify)
Nature of attack (Give data) Number of hits	BOMB & MACHINEGUN 3 NEAR MISSES; M.G?	FIRE. 0 Persons lost by (Specify)
Number of hits. Location of hits (Mark diagram Effect of hits. Vas ship armed? What type Was armament used? State re	BOMB & MACHINEGUN 3 NEAR MISSES; M.G?	FIRE. 0 Persons lost by (Specify)
Number of hits. Location of hits (Mark diagram Effect of hits. Vas ship armed? What type Was armament used? State re	3 NEAR MISSES ; M.G?	0 Persons lost by (Specify)
Location of hits (Mark diagram Effect of hits Vas ship armed? What type Was armament used? State re	3-PORT SIDE: M.G. FIRE	
Effect of hits		F-ALL OVER.
Yas ship armed? What type Was armament used? State re		MAIN STEAM LINES; SUNK BY
Was armament used? State re	YES. Dearness	dru)
9. bis ovi	./-	2 Persons saved by Boat
would deal radin	servers ————————————————————————————————————	Cargo YES; FIRE.
Was deck ruptured	noer on waten below I will be to the	S Engineering watch below Num
Did ship break in two	No	A Number of look-outs.
Was SOS sent	V-	any defective material
5 Ship's speed		11.5 When abandoned 8
Time abandoned, sunk	Abandoned /6/0 (10 mini	When abandoned 8 Sunk 0/00 7/4/42 (9 hours.)
Was ship reboarded	Contraction of the second seco	
		Approximate damage SUNK
and the second s	marchas to whotes of Jeenset Ally/ Stoynyfils to st	The comments, criticisms, or reconnicadation rocally solicited by Headquarters in order that the

NOTE O - SHELLED BY RESCUE SHIP.

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Indicate by star (*) rafts, floats, or suits used as temporary refuge in water before rescue by lifeboats.

LINE No.	QUESTIONS	CHAUS TEACO STATES COAST GUARD
29	Lifeboats	Number carried Which used
30	Lifeboats	Number lost How
31	Life rafts	Number carried 4 Which used Bons Explosion.
32	Life rafts	Number lost 3 How 2 - NOT NEEDED.
33	Life floats	Number carried
34	Life floats	Number lost How O ANNAM vd badainul noitamalal
35	Lifesaving suits	Number carried Number used
36	Were boats, etc., attacked	Attacked NO Casualties
37	Time in each boat, raft, etc	Boat S 1-AR. Raft 1-HR. Float
	Net SE65	Boat Raft Float
38	Rescued by and where 48 +1R.	By ALLIED SHIP Where MEAR SOENE
39	Number of gun crew carried (military)	Officered / Enlisted men /0
40	Number ship's crew carried	Officers Radiomen Unlicensed 27
41	Number passengers and others carried	Passengers Others Other Others Others Other Others Others Others Others Other Others Other Others Other Others Other Others Other Other
42	Total on board	47
43	Number gun crew injured (military)	Officers O Enlisted men O Enlisted m
44	Number ship's crew injured	Officers Radiomen Unlicensed Unlicensed Officers
45	Number passengers and others injured.	Passengers O Others O
46	Number gun crew lost (military)	Officer A Enlisted man
47	Number ship's crew lost	Officers / Radiomen Unlicensed /
48	Number passengers and others lost	Passengers Others O
49	Total casualties	Injured 0 Lost
50	Persons lost by (Specify)	Drowning O Fire O Shell or torpedo 2 2 40751
	L over	Other causes 1- MACHINEGON FIRE; 1-1/100R/ES
51	Total rescued	Gun crew Officers Radio operators
0.74	C. S.LEGIT. HIEES; SPHK BY	Unlicensed 26 Passengers Q Others Total 45
52	Persons saved by	Rafts Floats Suits
		Preservers Other means No aid O
53	Engineering watch below	Number on watch below Number lost below
54	Number of look-outs	4
55	Any defective material	24 Was SOS sent
		The state of the s
56	Any personnel fault	25 Ship's speed. Normal 22.0 When attack ON 25 Time abandoned, sunk Abandoned VA VA
-6.0	Sunk 01.00 1 484 11 - 10 - 10	27 Was ship reinarded Brashes 200

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 FRINTING OFFICE 16-34271-1

WOTE OF IT DIED IN LIFEBOAT FROM INJURIES. SUSTAINED FROM SHRAPNEL