

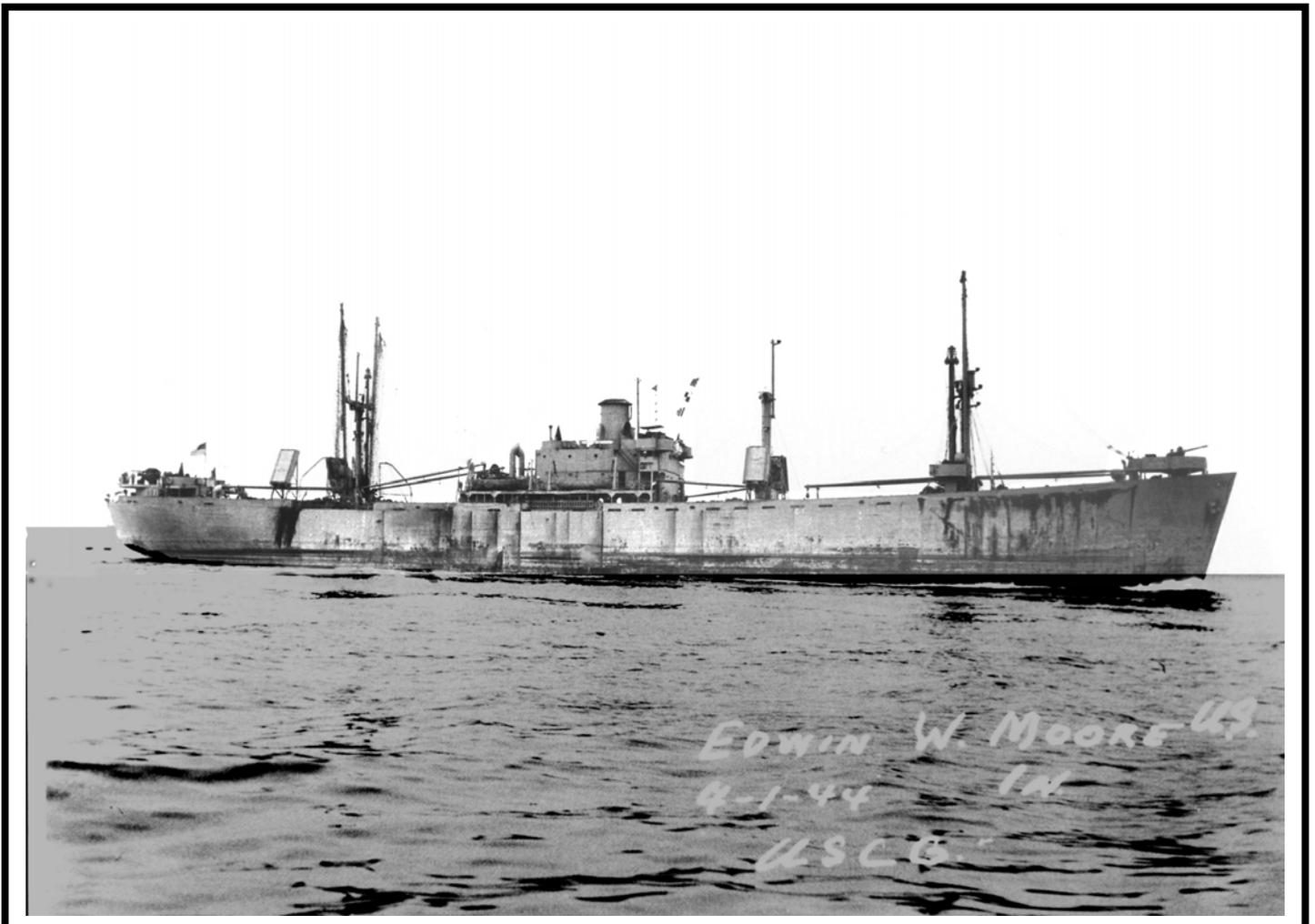
ARMED GUARD VOYAGE REPORTS

S.S. EDWIN W. MOORE

LIBERTY SHIP

September 8, 1943 to April 1, 1944

In Honor Of Howard V. Hoskins, Armed Guard Onboard



Armed Guards On Board In Alphabetical Order

1. Broughton, Louis M.
2. Cunningham, Charles R.
3. Diferdinando, George William
4. Hoskins, Howard V.
5. Jager, Stephen Joseph
6. Jordan, Donald E.
7. Joyce, William I.
8. Juhol, Allan M.
9. Karnemont, Harry M.
10. Kenney, William
11. Kitzmiller, Elmer J.
12. Lapere, Lloyd L.
13. Lepley, Bernal L.
14. Light, Harold J.
15. Lindstrom, Warren W.
16. Mann, Wilford L.
17. Morse, Charles R.
18. O'Connell, Wilbur R.
19. Rackley, Norbin J.
20. Ratcliff, William J.
21. Ratto, Bert R.
22. Rumis, Harry A.
23. Salsgiver, Reginald D.
24. Saunders, Charles E.
25. Semon, Eugene J.
26. Shearin, Frank Jr.
27. Shepherd, Thomas A.
28. Sprouls, John Thomas
29. Steen, George Bruce
30. Walters, Edward Anthony
31. Wicks, Dewey L.
32. Wilhelm, Donald J.



Brothers

Howard Hoskins, Armed Guard in rear
Homer Hoskins, Aircraft Mechanic, in front
Picture taken in 1944

Form 64

ARMED GUARD REPORT

RESTRICTED

SS EDWIN W. MOORE

RESTRICTED

September 1, 1943

7176
ET

From: Harry M. KARNEMONT, ENSIGN, D-V(S), USNR
in Command of Armed Guard Unit aboard SS EDWIN W. MOORE
To: Chief of Naval Operations

Subj: Structural Test Firing of Guns Installed on Armed
U. S. Flag Merchant Vessels

Ref: (a) CNO's restricted ltr of Dec. 1, 1941, Serial
396123

1. In accordance with Reference (a) structural test firing
of the gun aboard SS EDWIN W. MOORE was done on
August 30, 1943.

2. Safety precautions were observed as required by Navy
Regulations.

3. After firing, foundation and holding down bolts were
examined and found to be secure.

Harry M. Karnemont
HARRY M. KARNEMONT,
ENSIGN, D-V(S) USNR

cc: BuOrd
BuShips

OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVY DEPARTMENT
WASHINGTON, D. C.
SEP 1 1943

AE
Vase L-800

PD HOU

Form 64

RESTRICTED

ARMED GUARD REPORT

RESTRICTED

SS EDWIN W. MOORE

September 1, 1943

7176

BT

sp 23

SEP 8 2 49 PM '43

From: Harry M. KARNEMONT, ENSIGN, D-V(S), USNR
in Command of Armed Guard Unit aboard SS EDWIN W. MOORE
To: Chief of Naval Operations

Subj: Structural Test Firing of Guns Installed on Armed
U. S. Flag Merchant Vessels

Ref: (a) CNO's restricted ltr of Dec. 1, 1941, Serial
396123

1. In accordance with Reference (a) structural test firing of the guns aboard SS EDWIN W. MOORE was done on August 30, 1943.
2. Safety precautions were observed as required by Navy Regulations.
3. After firing, foundation and holding down bolts were examined and found to be secure.

Investigation

Harry M. Karnemont
HARRY M. KARNEMONT,
ENSIGN, D-V(S) USNR

cc: BuOrd
BuShips

Office of the Chief of Naval Operations
FLEET MAINTENANCE
SECT 8-1202
RECEIVED
NAVAL DEPARTMENT

2800

ADJ

D. Speed of vessel: 8-9 knots. Lights shown: blue stern in
dark weather

Fog Signals: _____ Zig Zag: Yes _____ No X

Incidents out of routine: _____

E. Copy of written or radio orders received by vessel from foreign government officials attached.

F. Did commercial radio operator appear to follow wartime radio instructions? Yes X No _____.

G. Defects or deficiencies in location or arrangement of battery and of Armed Guard quarters, or in equipment as regards material, personnel, or operation.

There are no alarm bells in the gunner's quarters amidships nor is there any in the gunnery officer's quarters. During practice drills several of the men have failed to be aroused.

H. Did master and officers of ship carry out Instructions for Naval Transportation and U. S. Merchant Vessels in Time of War? Yes X No _____.

I. Recommendations for Improved Armed Guard Services:

NONE

J. Report of improper procedure on part of friendly aircraft approaching a Merchant Vessel.

PROPER

Ess. Harry Kammert

FROM: ASTINDMAN GALVESTON TEXAS 311830

NCR 12094

ACT: CNO

4 SEPTEMBER 1943

INFO: BUPERS - BUORD - BUSHIPS - IM 8ND - COM 8

RESTRICTED/MAILGRAM

ARMING OF SS EDWIN MOORE 7176 GROSS TONS COMPLETED 28

AUGUST 1943 HOUSTON SHIPBUILDING HOUSTON TEXAS X FOLLOWI

GUNS INSTALLED X TWO 3"/50 CALIBER DP EIGHT 20 MM AA X ARMED

GUARD PROVIDED X

AG

EC

DISTRIBUTION:

23.....ACTION

OP-01...20...39...BUPERS...BUORD...BUSHIPS...MC...FILE

DECLASSIFIED
Authority
NND 3000
BY LHM
ON 11/14/01

RESTRICTED

For information about this dispatch call Branch 3904 (Room 2625)

FROM: INDMAN 8TH ND

Ø72Ø51

NOR 12625

9 SEPT 1943

MAILGRAM HC

ACTION: VICE CND

DEGAUSSING INSTALIATION COMPLETED ON MS HILLSBORD

INLEI X MS CUBITRI GAP X SS EDWIN W MOORE

DECLASSIFIED
Authority NND/EG/PT
By LHM, TMW, JHM

BUJORD.....ACTION

BUSHIPS...23...3 3 ...MC...FILE

--RS--

208

RESTRICTED

For information about this dispatch call Branch 3904 (Room 2625)

9-8-43 → 9-22-43

CONFIDENTIAL

ARMED GUARD VOYAGE REPORT

From: Ensign Harry M. Karmement, B.W(S), USNR, In command of
 Armed Guard Unit Aboard SS Edwin W. Moore.

To : Vice Chief of Naval Operations.

Via : Port Director, Naval Transport Service, City of
New York, New York.

Subject: Voyage, report of.

Reference: (A) General Instructions for Commanding Officers of
 Naval Armed Guard on Merchant Ships, 1942, Chapter
 IV, Section 4.

1. In accordance with reference (a), the following infor-
 mation is submitted.

A. Name and type of vessel: Edwin W. Moore, Liberty ship

Owner of vessel: War Shipping Administration

Gross tons: 7, 244 Cargo: sulphur & cotton Charter: American

B. Port of departure: Galveston, Texas

Time and date of departure: 1635 on September 8, 1943

Sailed in convoy: from New Orleans No. of ships in

convoy: from New Orleans, 12; from Key West, 16; from Savannah, 15; from Norfolk, 11.
 To Key West, 2 tankers, 3 LST'S, 7 cargo; to Savannah 3

No. and types of vessels: tankers, 13 cargo; to Norfolk 2 tankers, 13 cargo; to N.
2 tankers, 9 cargo.

No. and types of escort aircraft: Blimps and aircraft of different types on
different occasions - never very continuous

Port of arrival: New York, N.Y.

Time and date of arrival: passed Ambrose Lightship at 0545, September 22, 1943

C. Detailed account of contact with enemy: _____

No contact with the enemy.

CONFIDENTIAL
SERIAL PDNYF 012705

1st Endorsement
17 Battery Place, New York, N.Y.
23 September 1943

From: The Port Director, Third Naval District.
To: The Vice Chief of Naval Operations.
Subject: Voyage report of S.S. EDWIN W. MOORE.

1. Forwarded.

F. G. REINICKE,
By *[Signature]*

~~RECEIVED~~
~~SEP 24 1943~~
24 SEP 1943
FILE NO. 23
A4-3 / Edwin W. Moore
3295325

97

9-28-43 → 10/13/43

CONFIDENTIAL

ARMED GUARD VOYAGE REPORT

From: Ensign Harry M. Karnemont, D-V(S), USNR, In command of Armed Guard Unit Aboard S. S. Edwin W. Moore.

To: Vice Chief of Naval Operations.

Via: U. S. Naval Liaison Officer for the Port of Liverpool, England.

Subject: Voyage, report of.

Reference: (A) General Instructions for Commanding Officers of Naval Armed Guard on Merchant Ships, 1942, Chapter IV, Section 4.

1. In accordance with reference (a), the following information is submitted.

A. The name of the vessel is the S. S. Edwin W. Moore; the type, Liberty ship; the owner, War Shipping Administration; gross tons, 7,244; cargo, sulphur, cotton and deck cargo consisting mostly of Army vehicles; charter, American.

B. Port of departure was New York, N. Y., U. S. A., on September 28, 1943 at 1130 G. C. T. Sailed in convoy except from early in the morning of September 28, 1943, until 1700 G. C. T. October 2, 1943, when we were lost from the convoy due to fog. From New York to the rendezvous with certain ships from Halifax, Nova Scotia, there were thirty-seven ships in convoy and of these fourteen were tankers and the rest cargo save for one which was cargo and passenger. Twelve additional ships were supposed to have joined at the Halifax rendezvous, but not being in convoy at the time they joined up I have no knowledge of whether they did or not. When it became possible to count the ships, I discovered that there were forty-one in all. The first two days out of New York we had a small amount of air coverage, but after that we had no more until October 7, 1943, when a British Liberator escorted the convoy for an entire day. The next coverage occurred on October 11, 1943, when a PBY met the convoy and continued with it all day. The port of arrival was Liverpool, England, where we moored at 1 King's at 1245, October 13, 1943.

C. Contact with the enemy, if at all, occurred on October 8, 1943, when a corvette dropped two light depth charges. Nothing further was heard or seen.

D. The speed was from eight to ten knots. The only lights shown were stern fog lights. We did not zig zag.

E. The commercial radio operator appeared to follow wartime radio instructions.

F. Forward magazine has a tendency to take in water in heavy weather.

G. Master and officers of ship appeared to carry out Instructions for Naval Transportation and U. S. Merchant Vessels in Time of War.

H. Friendly aircraft approached convoy properly.

Ens. Harry Karnemont

CONFIDENTIAL
A9(Tr)
Serial 01169

Office of the Chief of Naval Operations
FLEET MAINTENANCE
OCT 29 1943
RECEIVED
NAVY DEPARTMENT

1st. Endorsement to S.S. EDWIN W. MOORE
Damage Report of (undated)

U.S. NAVAL PORT OFFICE,
361 Royal Liver Building,
Liverpool, England.

7176
ET

14 October, 1943.

From: U.S. Naval Port Officer, Liverpool, England.
To : The Chief of Naval Operations.
Via : Commander, U.S. Naval Forces in Europe.

1. Forwarded. Attention is invited to paragraph F of basic report.
Inspected by this office and believed due to type construction of magazine rather
than to leak.

J. F. Holzinger
J. F. HOLZINGER,
Lieutenant, USNR.,
Acting.

End--2

UNITED STATES FLEET
U.S. NAVAL FORCES IN EUROPE
20 GROSVENOR SQUARE
LONDON, W.1.

Serial 02953

OCT 18 1943

CONFIDENTIAL

From: Commander, U.S. Naval Forces in Europe.
To : Vice Chief of Naval Operations.

1. Forwarded.

20

J. G. Bray
J. G. BRAY, JR.,
BY DIRECTION

RECEIVED S-C FILES
Room 2055

21 OCT 1943

ROUTE TO - 23

File No. A4-3 / Edwin W. Moore

No.

No. 1 of 1

23895

DECLASSIFIED
Authority NND 7836
By TEM RWA Date

U. S. NAVAL ARMED GUARD CENTER (BROOKLYN, N.Y.)
 REPORT OF MATERIALS FURNISHED TO ARMED GUARD UNITS

CONFIDENTIAL
 SERIAL PDNYE 012943

DATE 1 October 1943

INSTRUCTIONS ISSUED TO ARMED GUARD OFFICERS - SS ^{1MS} EDWIN W. MOORE

1. General Instructions for Commanding Officers of Naval Armed Guards on Merchant Ships. (1943 Third Edition).
2. Recent Supplementary Information for Armed Guard Commanders.
3. Bulletins form VCNO to Armed Guard Commanders to date.
4. Manual for Lifeboatmen and Able Seamen - Published by U. S. Department of Commerce, Bureau of Marine Inspection and Navigation August, 1941.
5. Censorship Regulations.
6. Ordnance and Gunnery Instructions for Naval Armed Guard on Merchant Ships. (1943 Third Edition).
7. Wartime Safety Measures for Merchant Marine, Educational Series No.2 published January 1943.

ALL ABOVE BULLETINS ISSUED NO EXCEPT # .

MOVABLE EQUIPMENT ISSUED TO ARMED GUARD UNIT

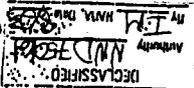
Clothing listed below issued to 0 officers and 1 enlisted men:

STANDARD SPECIAL WINTER CLOTHING

	QUANTITY	UNIT	ITEM
1.	1	NO.	HELMET, JUNGLE CLOTH
2.	1	PR.	ARCTICS, CASIMERE
3.	1	NO.	JACKET, JUNGLE CLOTH
4.	1	PR.	TROUSERS, JUNGLE
5.	1	NO.	JACKET, PARKA, RUBBERIZED
6.	1	PR.	TROUSERS, RUBBERIZED
7.	2	NO.	UNDERSHIRTS, HEAVY
8.	2	PR.	DRAWERS, HEAVY
9.	3	PR.	SOCKS, HEAVY
10.	1	PR.	MITTENS, LEATHER, LINED
11.	1	NO.	FACE MASK, FELT
12.	1	PR.	GOGGLES
13.	1	NO.	COAT, SHEEPSKIN (OFFICER'S)
14.	1	Complete	RED CROSS OUTFIT
15.			SOU'WESTER HAT, OILSKIN COAT & TROUSERS FOR 1/3 OF CREW PLUS (2) SPARE OUTFITS.

Welfare and recreational gear issued to 0 officers and 0 enlisted men.

Comments: _____



7554

**PORT DIRECTOR'S MATERIEL REPORT
FOR ARMED GUARD UNIT**

CONFIDENTIAL

MS

SERIAL PD

ON BOARD SS

EDWIN W. MOORE

ITEM NO.	QUANTITY NO. UNIT	DESCRIPTION	STOCK NO.	TITLE
1.	Each	BAG, canvas, weighted	(L)24-B-62	C
2.	Cells	BATTERIES, flashlight	17-B-7210	C
3.	Cells	BATTERIES, dry hand lantern	A-17-B-7600	C
4.	Each	BATTERIES, for kit, multipurpose AC	17-B-7725	C
5.	Each	BELTS, sidearm, automatic	A(L)2-B-1490	B
6.	1 Pair	BINOCULARS, 6x30	18-B-1137	B
7.	Each	BLINKER, signal gun, battery tp.	17-B-16000	B
8.	Each	BOTTLES, vacuum, 1 qt.	63-B-500	B
9.	Each	CASE, first-aid (Armed Guard)	S-2-510	
10.	yes Misc	CLEANING, supplies (brushes, buckets, rags)		C
11.	20 Lbs.	CLOTHS, cleaning and wiping	27-C-2685	C
12.	Set	FLAGS, alphabet code No. 4	5-F-255 to 280	C
13.	Set	FLAGS, numeral No. 4 (Pennants)	5-P-951 to 960	C
14.	Set	FLAGS, semaphore	5-F-5100 & 5110	C
15.	Each	FLASHLIGHTS, 2 cell pocket type	17-F-13452	C
16.	Each	GAS MASKS, 1-NC ; 1-NDO ;	A(L)37-M-105	
17.	6 Pair	GOGGLES & Lenses, l.d.	A(L)37-M-110	B
18.	6 Pair	GOGGLES & Lenses, d.d.	37-G-3450 & 37-L-237	C
19.	Each	HELMETS, steel, standard	37-G-3450 & 37-L-241	C
20.	Each	HOLSTERS, .38 cal. revolver	A(L)2-H-1006	B
21.	Set	HOOK, SNAPS, RINGS	A(L)2-H-1445	B
22.	5 Gals.	KEROSENE	42-H-32500	C
23.	2 No.	LAMPS, 8" signal searchlight	14-K-235	C
24.	10 Each	LAMPS, flashlight	17-L-4921 & 4922	C
25.	Each	LAMPS, hand lantern	17-L-6320	C
26.	No.	LAMPS, multipurpose signal light	17-L-6390	C
27.	Each	LANTERNS, hand port. type "J"	17-L-6901	C
28.	24 Each	LOCKS, pad, 1 1/2"	17-L-7761	B
29.	Each	MEDICAL GUN BAG, equipment	42-L-15100	C
30.	Each	MEGAPHONES	S-2-03	
31.	Pair	MITTENS, ammunition-hldg. asbes.	37-M-330 & 335	C
32.	5 Gals.	PAINT, white paste	37-M-392	B
33.	Each	REVOLVERS, .38 cal.	52-P-5335-5	C
34.	Each	ROPE, 300 fath 1 1/2" manila f/spar	A(L)2-R-718	B
35.	Each	SEARCHLIGHT, signal, 8" GE	21-R-135	C
36.	Kit	SIGNAL LIGHT, AC multipurpose	400-S-4291	B
		ND Spec. 17-L-15	17-L-12929	
37.	Each	SPAR, towing		B
38.	Each	SPY GLASS, quartermaster, 16 power	23-S-180	B
39.	yes Misc	STATIONERY, (No. 53 items) (Not over \$30.)	A-18-S-2255	B
40.	Each	TARPAULINS, No. 2 canvas		C
41.	1 Gals.	TINTING MATERIAL, Formula 5-T-M	24-P-23	C
42.			52-T-842-5	C
43.				

DEGAUSSING OPERATION

Type of Coils ----- Compass Compensated ----- yes
 (Monly; MF & Q; MF; Q & A) Standard ----- yes
 Steering ----- yes
 Not coiled-Date Wiped ----- or Date Flashed -----
 Date Calibrated ----- 9/13/43 ----- Ranged ----- New Orleans
 Date Depermed ----- (Wolf Trap, Newport, etc.)
 (If shown necessary by range.)

12-19-43 → 1/17/44

CONFIDENTIAL

ARMED GUARD VOYAGE REPORT

DECLASSIFIED
Authority: NND 7506
By: JEM
PMA, 1986

From: Ens. Harry M. Karnemont, D-V6), USNR, In Command of Armed Guard Unit Aboard the S. S. Edwin W. Moore.

To: Chief of Naval Operations.

Via: Port Director, Naval Transportation Service, New York, New York.

Subject: Voyage, report of.

Reference: (A) General Instructions for Commanding Officers of Naval Armed Guard on Merchant Ships, 1943, Chapter IV, Section 4.

1. In accordance with reference (a), the following information is submitted.

A. Name of vessel, Edwin W. Moore; type of vessel, Liberty ship; owner of vessel, United States Maritime Commission; gross tons, 7, 244; no cargo; charter, American.

B. Port of departure was Naples, Italy, at 0940, December 19, 1943. Assumed position 52 in convoy of nine ships of which seven were cargo, one a tanker and one an LST. Arrived at Augusta, Sicily, at 1240 on December 20, and anchored there until 1530 December 21, when we joined outgoing convoy of twenty-two ships assuming position 51. All of these ships were cargo except for two tankers. On the morning of December 22, we joined convoy of twenty-three ships from Malta and in this convoy we assumed position 111. At 1615 on December 24, ship 114 left convoy in the direction of Bone. On morning of December 27, four ships from Oran joined the convoy. Arrived at Gibraltar early on the morning of December 28, where the Commodore's ship and several others left the convoy and where several others joined us. The new convoy consisted of forty-one cargo ships - all but one Liberty ships - and eight tankers. On morning of December 29, four cargo ships and a U. S. Navy tanker joined convoy and at 0900 on same day the tanker in position 42 left convoy and proceeded in a south-easterly direction. During afternoon of January 12, 1944, we were shifted to position 55. At 1600, January 14, convoy split and the main portion consisting of thirty-six ships took direct course for New York, the others proceeding toward Hampton Roads, Virginia. From Naples to Augusta, Sicily, we were escorted by six British escorts four of which were of the DE class and two of which were of the SC class. From Augusta to where we joined the Malta convoy we were escorted by three ships of the DE class and an additional escort, a destroyer, joined with Malta convoy. The same afternoon a light cruiser was first discovered among the escorts. Leaving Gibraltar our escorts were three DD's and six DE's and the next day, December 29, we were joined by an additional DD and another DE. On January 14, 1944, when the convoy split, eight of the escorts remained with us. Escort aircraft numbering two to four and consisting of fighter planes and medium bombers accompanied us daily from Augusta to Gibraltar. In the vicinity of the Azores a Liberator escorted us for several days. Beginning about January 10, 1944, we had daily escort by a patrol boat. Port of arrival was New York, New York, at 1150 on January 17, 1944.

C. The only evidence of contact with the enemy, except for warnings from time to time, occurred the second day out of Gibraltar

CONFIDENTIAL

when the destroyer off our starboard bow dropped two depth charges, and on January 13, 1944, when we were notified that a submarine had been sighted one hundred miles dead ahead in the vicinity of 34° 45' N, 64° 45' W. We altered our course shortly thereafter.

D. Speed of convoy varied from four to nine knots in the Mediterranean and from six to nine and one half across the Atlantic. No lights were shown except the blue stern light on the nights of December 19 and January 15, and for intervals at other times. Convoy did a small amount of zig-zagging while in the Mediterranean.

E. Torpedo nets were used from 0930 December 24, to 1600 December 25. No results were observed.

F. Commercial radio operator appeared to follow wartime radio instructions.

G. Master and officers appeared to carry out Instructions for Naval Transportation and U. S. Merchant Vessels in Time of War except that there was considerable drinking on the part of the Merchant crew on the night of December 24, 1943, which I think should have been prevented.

H. The principal defect in equipment is in the after magazine where the stanctions have been inclined to give way with a severe roll of the ship. On several occasions we were forced to move the ammunition. A further difficulty is experienced in connection with the torpedo nets which interfere with the effective firing of the machine guns.

I. Armed Guard Services could be improved by an improvement in petty officer personnel and by giving a greater number of the enlisted personnel gunnery schooling in addition to their "boot" training.

J. Frieddly aircraft approached convoy properly at all times.

DECLASSIFIED
Authority
100-11000-100
100-11000-100

ET

Harry M. Kammont

1st Endorsement

CONFIDENTIAL
SERIAL PDNYF 016130

17 Battery Place, New York, N.Y.
18 January 1944

From: The Port Director, Third Naval District.
To: The Chief of Naval Operations.

Subj: Voyage report of S.S. EDWIN W. MOORE.

1. Forwarded.

2. The defects reported in Par. (H) have been referred to the departments concerned.

Report on torpedo net defense is attached.

2055
JAN 1944

23
(80) A4-3

F. G. REINICKE,

By *J. McKeely*

1 of 1

REPORT ON TORPEDO NET DEFENSE
(T.N.D.)

Upon completion of a voyage, it is requested that each Armed Guard Commander fill out this report as a means of determining the effectiveness, as well as weaknesses, of the T.N.D.

1. Use of T.N.D.
 - (a) Amount of time in use Approximately 4 days
 - (b) Distance in nautical miles Approximately 500 miles

2. Were both sides used? yes.
 - (a) Explanation _____

3. Operation of T.N.D.
 - (a) Approximate time in lowering net 1 hr.
 - (b) Approximate time in raising net 1 hr. 30 min.
 - (c) Did Navy crew assist in operation of the defense? No
 - (i) If so, in what capacity, and how many men were used?

 - (d) Were any difficulties encountered in the following:
 - (i) Securing net No
 - (ii) Releasing net No
 - (iii) Loading or discharging cargo No
 - (iv) Handling of life boats No opportunity to judge
 - (e) Extent of effectiveness in foul weather With a very slight increase of seas it was necessary to take them in.

4. Any action? None If so
 - (a) Were torpedoes caught or deflected? Explain _____

 - (b) Was it necessary to drop net? _____

5. Servicing and Repairs.
 - (a) Were any ports visited with T.N.D. depots? No
 - (i) If so, were reports made giving necessary information as to servicing and repairs? _____

6. Reaction as to the efficiency of T.N.D.
 - (a) Merchant crew Unfavorable
 - (b) Merchant officers Unfavorable, believing them to be impractical so much of the time.

7. Remarks: My observation was that they could not be used in even slightly rough seas. I also found that they interfered considerably with the firing of the 20 mm machine guns. When down they obstructed the arc of fire of the two forward 20 mm guns to the extent of about 45 degrees. When raised they interfered with the bridge machine guns.

Name of Ship	<u>S. S. Edwin W. Moore</u>
Armed Guard Commander	<u>Harry M. Karnemont</u>
Rank and Classification	<u>Ensign</u>
Date	<u>January 17, 1943</u>

2-12-44 → 3-1-44

CONFIDENTIAL

ARMED GUARD VOYAGE REPORT

1 March 1944

From: Ens. Harry M. Karnemont, D-V(S), USNR, In Command of Armed Guard Unit Aboard the S. S. Edwin W. Moore.

To: Chief of Naval Operations.

Via: U. S. Naval Port Officer, Bristol Channel Area, Cardiff. The Commander, U.S. Naval Forces in Europe.

Subject: Voyage, report of, S.S. EDWIN W. MOORE.

Reference: (A) General Instructions for Commanding Officers of Naval Armed Guard on Merchant Ships, 1943, Chapter IV, Section 4.

1. In accordance with reference (a), the following information is submitted:

A. Name of Vessel, S. S. Edwin W. Moore; type of vessel, Liberty ship; owner of vessel, U. S. Maritime Commission; gross tons, 7,244; cargo, general and largely U. S. Army; charter, United States.

B. Port of departure was New York, N. Y., at 1045, February 12, 1944. Assumed position 131 in convoy of 47 ships of which 9 were tankers and the rest cargo save for two or three cargo and passenger. On February 16th a unit from Halifax, Nova Scotia, consisting of thirteen cargo ships, one escort carrier and several escort craft joined convoy on the port side. At that time our ship was lost from the convoy and for this reason I have no record of the position. From New York until the time we were joined by the Halifax unit the escorts consisted of one corvette and four ships of a class designated "J" all of which were Canadian. After that it was impossible to determine with accuracy the number of escorts in all. As an estimate I should say that there were at least twelve and that at least two of these were destroyers. Land based escort aircraft accompanied us the first five days out of New York and joined us again on February 24th in the vicinity of the Azores, remaining with us the duration of the trip. In the interim we were given some aerial protection by the carrier planes. Port of arrival was Newport, Monmouthshire, England at 1430, March 1, 1944.

C. Contact with the enemy, if at all, occurred on the evening of February 23rd, in the vicinity of the Azores at which time a muffled sound that was repeated several times was heard. Several of the ship's officers thought this to be the sound of depth charges but no signalling of any kind was done and nothing further was observed.

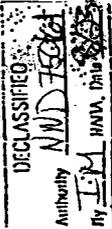
D. Speed of the convoy was approximately nine knots. No lights were shown except on extremely dark nights when blue stern lights were flashed at intervals. No zig-zagging was done.

E. Torpedo nets were never used.

F. Commercial radio operators appeared to follow wartime radio instructions.

G. Master and ship's officers appeared to carry out Instructions for Naval Transportation and U. S. Merchant Vessels in time of War.

H. The principal defect in equipment concerned the flood valve to the forward magazine which is too close to the deck and for this reason is being continually damaged by heavy seas. At times when deck cargoes have been carried the catwalks have also presented

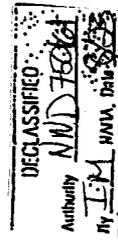


ARMED GUARD VOYAGE REPORTCONFIDENTIAL

a problem. The construction of these is left solely to the discretion of the ship's officers and frequently it is completed without regard to the need for ready access to the guns. These are usually constructed at such a late date as to make it impossible to make any complaint to Naval authorities. On the present voyage the few suggestions that I volunteered were disregarded and the walks were so hazardous that it was impossible to hold battle station drills for fear of men breaking their limbs. I might add that this is the general consensus of opinion by the men using them. If speed in assuming battle stations is to be stressed as it should something should be done to correct this.

I. Escort aircraft appeared to approach the convoy properly at all times.

Harry M. Garnemont



UNITED STATES FLEET

A9-10
Serial C-0182

UNITED STATES NAVAL FORCES IN EUROPE
PORT OFFICE, BRISTOL CHANNEL AREA

3. CONFIDENTIAL - BRITISH CONFIDENTIAL

3 March 1944

FIRST ENDORSEMENT

From: The U.S. Naval Port Officer,
Bristol Channel Area, Cardiff, Wales.
To : The Chief of Naval Operations.
Via : The Commander, U.S. Naval Forces in Europe.
Subject: Report of voyage, S.S. EDWIN W. MOORE.

1. Forwarded.

2. With reference to paragraph H., the Armed Guard Officer has been directed to re-submit this recommendation in his homeward bound voyage report, in order that it will be brought to the attention of the Port Director upon the ship's arrival in the Continental United States.

John K. Hicks
JOHN K. HICKS
By direction.

End--2

UNITED STATES FLEET
U.S. NAVAL FORCES IN EUROPE
20 GROSVENOR SQUARE
LONDON, W.1.

Serial C1206
CONFIDENTIAL

From: Commander, U.S. Naval Forces in Europe.
To : Chief of Naval Operations.

1. Forwarded.

RECEIVED S-C FILES

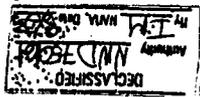
23 Room 2055 *icw*

ROUTE TO: 23 MAR 1944
Op File No. (SC) *23-3/Edwin W. Moore*
Doc. No. _____
Copy No. *1* of *1*
Pkg. No. *539*

Antell

DECLASSIFIED
Authority NND 78014
by JEM HAWA Date 8/25/83

492



U. S. NAVAL ARMED GUARD CENTER (BROOKLYN, N. Y.)
REPORT OF MATERIALS FURNISHED TO ARMED GUARD UNITS

CONFIDENTIAL
 SERIAL PDNYF-----

DATE 11 February, 1944

INSTRUCTIONS ISSUED TO ARMED GUARD OFFICERS — ^{MS-} SS EDWIN W. MOORE

1. General Instructions for Commanding Officers of Naval Armed Guards on Merchant Ships. (1943 Third Edition).
2. Recent Supplementary Information for Armed Guard Commanders.
3. Bulletins from VCNO to Armed Guard Commanders to date.
4. Manual for Lifeboatmen and Able Seamen — Published by U. S. Department of Commerce, Bureau of Marine Inspection and Navigation August, 1941.
5. Censorship Regulations.
6. Ordnance and Gunnery Instructions for Naval Armed Guard on Merchant Ships. (1943 Third Edition).
7. Wartime Safety Measures for Merchant Marine, Educational Series No. 2 published January, 1943.

ALL ABOVE BULLETINS ISSUED ----- EXCEPT #-----

MOVABLE EQUIPMENT ISSUED TO ARMED GUARD UNIT

Clothing listed below issued to ----- officers and 4 enlisted men:

STANDARD SPECIAL WINTER CLOTHING

	QUANTITY	UNIT	ITEM
1	1	No.	Helmet, Jungle Cloth
2	1	Pr.	Artics, Cashmerette
3	1	No.	Jacket, Jungle Cloth
4	1	Pr.	Trousers, Jungle
5	1	No.	Jacket, Parka, Rubberized
6	1	Pr.	Trousers, Rubberized
7	2	No.	Undershirts, Heavy
8	2	Pr.	Drawers, Heavy
9	3	Pr.	Socks, Heavy
10	1	Pr.	Mittens, Leather, Lined
11	1	No.	Face Mask, Felt
12	1	Pr.	Goggles
13	1	No.	Coat, Sheepskin (Officer's)
14	1	Complete	Red Cross Outfit
15			Sou'wester Hat, Oilskin Coat and Trousers for 1/3 of Crew Plus (2) Spare Outfits.

Welfare and recreational gear issued to ----- officers and ----- enlisted men.

Comments: None

REF ID: A66374
 DECLASSIFIED
 AUTHORITY: NND 740014

PORT DIRECTOR'S MATERIEL REPORT FOR ARMED GUARD UNIT

CONFIDENTIAL
 SERIAL PD

MS
 ON BOARD SS **EDWIN W. MOORE**

ITEM NO.	QUANTITY NO. UNIT	DESCRIPTION	STOCK NO.	TITLE
1.	Each	BAG, canvas, weighted	(L)24-B-62	C
2.	72 Cells	BATTERIES, flashlight	17-B-7210	C
3.	4 Cells	BATTERIES, dry hand lantern	A-17-B-7600	C
4.	Each	BATTERIES, for kit, multipurpose AC	17-B-7725	C
5.	Each	BELTS, sidearm, automatic	A(L)2-B-1490	B
6.	2 Pair	BINOCULARS, 6 x 30	18-B-1137	B
7.	Each	BLINKER, signal gun, battery type	17-B-16000	B
8.	Each	BOTTLES, vacuum, 1 qt.	63-B-500	B
9.	Each	CASE, first-aid (Armed Guard)	S-2-510	
10.	yes Misc.	CLEANING, supplies (brushes, buckets, rags)		C
11.	100 Lbs.	CLOTHS, cleaning and wiping	(L)27-C-2680	C
12.	1 Set	FLAGS, alphabet code No. 4	5-F-255-5	C
13.	1 Set	FLAGS, numeral No. 4 (Pennants)	5-P-951-5	C
14.	Set	FLAGS, semaphore	5-F-5100 & 5110	C
15.	8 Each	FLASHLIGHTS, 2 cell pocket type	17-F-13452	C
16.	Each	GAS MASKS, 1-NC	A(L)37-M-105	B
17.	Each	GAS MASKS, 1-NDO	A(L)37-M-110	B
18.	8 Pair	GOGGLES	37-G-3450	C
19.	16 Each	GOGGLE LENSES, light density	37-L-237	C
20.	16 Each	GOGGLE LENSES, dark density	37-L-241	C
21.	Each	HELMETS, steel, standard, M-1	A(L)2-H-1006	B
22.	Each	HELMETS, steel, phone, M-2	A(L)2-H-1007	B
23.	1 Each	HOLSTERS, .45 cal. revolver	A(L)2-H-1445	B
24.	12 Each	HOOK, SNAPS, RINGS	42-H-32500	C
25.	Each	INDICATORS, Range, anti-aircraft	A-1-I-234	B
26.	10 Gals.	KEROSENE	14-K-235	C
27.	2 No.	LAMPS, 8" signal searchlight	17-L-4921 & 4922	C
28.	20 Each	LAMPS, flashlight	17-L-6320	C
29.	Each	LAMPS, hand lantern	17-L-6390	C
30.	No.	LAMPS, multipurpose signal light	17-L-6529	C
31.	Each	LANTERNS, hand port. type "J"	17-L-7761	B
32.	Each	LOCKS, pad, 1 1/2"	42-L-15100	C
33.	Each	MEDICAL GUN BAG, equipment	S-2-03	
34.	Each	MEGAPHONES	37-M-330 & 335	C
35.	Pair	MITTENS, ammunition-hldg. abes.	A-37-M-392	B
36.	5 Gals.	PAINT, white paste	52-P-5335-5	C
37.	1 Each	RIFLES PISTOL, .45	A(L)2-R-718	B
38.	2 Each	RIFLES, .30 cal. & complete access.	A(L)2-R-1036	B
39.	Each	ROPE, 300 fath. 1 1/2" manila f/spar	21-R-135	C
40.	Each	SEARCHLIGHT, signal, 8" GE	400-S-4291	B
41.	1 Each	SEARCHLIGHT, signal, 12"	17-S-4236	B
42.	Kit	SIGNAL LIGHT, AC multipurpose	17-L-12929	
		ND Spec. 17-L-15		B
43.	Each	SPAR, towing	23-S-180	B
44.	Each	SPY GLASS, quartermaster, 16 power	18-S-2255	B
45.	yes Misc.	STATIONERY, (No. 53 items) (Not over \$30.)		C
46.	Each	TARPAULINS, No. 2 canvas	24-P-23-5	C
47.	1 Gals.	TINTING MATERIAL, Formula 5-T-M	52-T-842-5	C
48.	Misc.	MISCELLANEOUS SUPPLIES, TOOLS & ACCESSORIES		C
49.				
50.				

DEGAUSSING OPERATION

Type of Coils ----- **M** ----- Compass Compensated ----- **yes** -----
 (M only; MF & Q; MF; Q & A) ----- Standard ----- **yes** -----
 Steering ----- **no** -----
 Not Coiled—Date Wiped ----- or Date Flashed -----
 Date Calibrated **9/12/43** ----- Ranged **New Orleans** -----
 Date Depermed **9/11/43** -----

(if shown necessary by range)

(Wolf Trap, Newport, etc.)

CONFIDENTIAL

ARMED GUARD VOYAGE REPORT

From: Ens. Harry M. Karnemont, D-V(S), USNR, In command of Armed Guard Unit Aboard the S. S. Edwin W. Moore.

To: Chief of Naval Operations. 7244 65

Via: Port Director, Naval Transportation Service, New York, N. Y.

Subject: Voyage, report of.

Reference: (A) General Instructions for Commanding Officers of Naval Armed Guard on Merchant Ships, 1943, Chapter IV, Section 4.

DECLASSIFIED
 Authority: NND 7602
 by: JEM HAWA, DPA 8/23

1. In accordance with reference (a), the following information is submitted:

A. Name of vessel, Edwin W. Moore; type of ship, Liberty ship; owner of vessel, United States Maritime Commission; gross tons, 7244; cargo, ballast; charter, U. S.

B. Port of departure was Belfast, Ireland at 0100 (GCT) March 16, 1944, and after joining with units from Liverpool, Aultbea, Londonderry and the Clyde we assumed position 16 in convoy of approximately eighty ships of which approximately 10 were tankers and the rest cargo ships. From our position it was impossible to determine the number of escorts with accuracy but an estimation of seven would be quite accurate. In addition there was an escort carrier. Land based aircraft provided some cover the first two days out and joined us again on March 26. In the interim we were afforded some protection by the carrier planes. Port of arrival was New York, N. Y. at 0655, April 1, 1944.

*Added
JAA*

C. Contact with the enemy, if at all, occurred on the evening of Mar 21, when an escort on the starboard side of the convoy dropped several depth charges. Nothing further occurred at that time or later.

D. Speed of the convoy was set at 9.5 knots but because of adverse weather it probably did not average over 8.5. Blue stern lights were used by some ships on extremely dark nights and by all ships on the night of March 30, when a heavy fog made them necessary. No zig-zagging was done.

E. Torpedo nets were never used.

F. Commercial radio operator appeared to follow wartime radio instructions.

G. Master and officers appeared to follow Instructions for Naval Transportation and U. S. Merchant Vessels in Time of War.

H. The principal defects in equipment involve the flood valve to the forward magazine and the battle phone plug on the forward broadside gun. The former is so close to the deck that the glass cover is being continually damaged by the seas and the latter is so far removed from the watch station that the wires to the phones are being damaged by a more or less continuous pull.

I. Escort aircraft approached the convoy properly at all times.

LOG 018982

W. M. Karnemont 

1. The first endorsement of the report of the Chief of Naval Operations, dated 7 Battery Place, New York, N.Y. 10007, dated 17 April 1944, is as follows: From the Chief of Naval Operations, Third Naval District. Subject: Voyage Report of SS EDWIN W. MOORE.

2. Inspections will be made to determine possible improvements as requested in Paragraph H.

J. McNeely

RECEIVED S-C FILES
Room 2055

ROUTE TO: ON 5 APR 1944
Copy No. 1000
Copy No. 1000

3. The following information is being furnished to the Chief of Naval Operations, Third Naval District, New York, N.Y. 10007, for his information and guidance.