

USS ABNER READ

**Action Report, ABNER READ, 8/18/43,
which resulted in severe damage to stern section**

**Department of the Navy.
Office of the Chief of Naval Operations. Intelligence Division.
Office of Naval Records and Library.
(1922 - 10/10/1945) (Most Recent)**

DD526/A16-3

Serial 006.

U.S.S. ABNER READ (DD526),
c/o Fleet Post Office,
San Francisco, California,
26 August 1943.

SECRET

From: The Commanding Officer.
To : The Commander in Chief, U.S. Pacific Fleet.
Via : 1. The Commander Task Group 16.3.
2. The Commander North Pacific Force.

Subject: Action Report, U.S.S. ABNER READ, 18 August
1943, which resulted in severe damage to
stern section.

References: (a) Commarpac Operation Plan 6-43.
(b) Comattackfor Operation Plan 4-43.
(c) Comattackfor Operation Order 14-43.
(d) Pacific Fleet Conf. ltr. 24 CL-42.
(e) Pacific Fleet Conf. ltr. 36 CL-42.

Enclosures: (A) Photostats of Grid Charts showing Line K-7.
(B) Photostat of Captain's Night Order Book.
(C) Copy of Radar Bearing Sheet.
(D) Extracts from TBS Log.
(E) List of Dead, Missing, Wounded.
(F) Photographs of damage.
(G) Berthing Plan.

A. NARRATIVE (All times WILLIAM).

1. In compliance with instructions contained in references (a), (b), and (c), ABNER READ (Fire Support Unit Five) was, on 15 and 16 August 1943, in Fire Support Area No. 8 generally to the northward of Beach 9 (BLUE, YELLOW) prepared to deliver fires requested by the assigned shore fire control party. About 1300, 17 August 1943, when it became apparent that fire support would probably not be needed, ABNER READ was assigned to A/S Patrol Line K-7 by Commander Task Unit 16.9.2 (CDD-Two in FARRAGUT). As indicated in the enclosed photostat (Enclosure (A)), Line K-7 terminated in grid positions Q-2040 and L-8090, and was in a direction 320° - 140° . Even during daylight hours, the nature of this patrol was unusual from a navigational point of view, in that:

(17) 53994

DD526/A16-3

Serial 006.

U.S.S. ABNER READ (DD526),
c/o Fleet Post Office,
San Francisco, California,
26 August 1943.

SECRET

Subject: Action Report, U.S.S. ABNER READ, 18 August
1943, which resulted in severe damage to
stern section.

-
- (a) It ran directly towards and away from the beach
and was but 6400 yards in length.
 - (b) The shoreward end was equidistant and only
2000 yards from:
 - (1) BLUE JAY ROCK off CONQUEST POINT.
 - (2) SPARROW ROCKS due south.
 - (3) An area labeled "POSSIBLE MINE FIELDS"
off BLUFF COVE and directly in line with
the axis.
 - (c) An appreciable current of unknown nature set
across the axis of Line K-7.

These conditions called for constant vigilance in order to
remain both on the line and out of trouble.

2. On 17 August 1943 sunset was at 2132, end of
evening twilight 2246, and moonrise 2351. After dark, naviga-
tion was by necessity entirely by Sugar George radar. The
Commanding Officer was greatly concerned about the safety of
the ship. However, it was definitely proven that accurate
fixes could be obtained by radar pips on WITCHCHAFT POINT,
BLUE JAY ROCK, and SPARROW ROCKS. Explicit instructions
were written in the Night Order Book (Enclosure (B)) to
insure the safe navigation of the ship. Speed was slowed to
five knots mainly to permit more fixes to be taken between
the ends of the line. The shoreward end of the line was
arbitrarily shortened by about 2000 yards in order to keep
outside the 50-fathom curve and to afford a greater margin
of safety should the turn be started late either as a result
of laxness or slowness in plotting a radar fix.

3. The Officer-of-the-Deck relied on the S.I.C.
for his data, with only the bridge P.P.I. scope to give him

(16)

DD526/A16-3

Serial 003.

U.S.S. ARNER READ (DD526),
c/o Fleet Post Office,
San Francisco, California,
26 August 1943.

SECRET

Subject: Action Report, U.S.S. ARNER READ, 18 August 1943, which resulted in severe damage to stern section.

a general view of the adjacent ships and land. These bearings, as recorded in S.I.C., are attached as Enclosure (C). By 0130, having had a satisfactory demonstration that the line could be safely patrolled by radar, the Commanding Officer turned in in the Emergency Cabin. At this time the visibility was about 2000 yards, sea calm, wind from south force 2, moon could be seen at intervals through a broken sky, intermittent fog patches and mist.

B. CHRONOLOGICAL SEQUENCE OF EVENTS (18 August 1943)

Time

- 0143 - Obtained fix (Enclosure (C)), course 140°.
- 0144 - Right maximum rudder (32°).
- 0150 - Explosion aft, gyro stopped on 215, ship still swinging slowly right; pulled electric circuits aft; pulled degaussing.
- 0151 - Sounded general alarm and called all hands to battle stations; men were reported to be in water; passed word "Do not abandon ship"; broadcast TBS that an underwater explosion had blown our stern off.
- 0152 - Lowered #2 M.W.B.; one life net already near survivors.
- 0200 - Ready to anchor if necessary; two survivors taken aboard amidships.
- 0215 - BANCROFT approaching; two additional boats from adjacent ships searching.
- 0224 - Commenced taking twenty survivors out of our boat and life net; other boats unable to find any survivors but still searching.
- 0235 - Ready to be towed; depth 31 fathoms.
- 0249 - Reported by TBS that watertight integrity and stability satisfactory for towing.
- 0256 - Tow line secured to BANCROFT.
- 0300 - In tow of BANCROFT away from beach; depth of water 31 fathoms.

(15)

DD626/AL6-3

Serial 006.

U.S.S. ABNER READ (DD626),
c/o Fleet Post Office,
San Francisco, California,
26 August 1943.

SECRET

Subject: Action Report, U.S.S. ABNER READ, 19 August
1943, which resulted in severe damage to
stern section.

-
- 0320 - UTE approaching; BANCROFT requested to maintain tow
away from beach until UTE ready.
 - 0335 - Depth of water 48 fathoms.
 - 0340 - BANCROFT reports grid position L-4188.
 - 0355 - UTE alongside to starboard; BANCROFT cast off;
hoisted boat; bending UTE's tow wire to our starboard
anchor chain.
 - 0359 - Sound gear hoisted (out of order).
 - 0420 - After additional careful inspection, watertight
integrity intact forward of frame 137. At frame
134-135 under main condenser after engine room
buckling is apparent in vertical keel and one
main strength longitudinal on either side thereof.
In same location, hull plating is wrinkled star-
board and port up to about the 9 foot waterline.
 - 0440 - Proceeding in tow of UTE; UTE using 2" main tow wire,
ABNER READ using 75 fathoms of chain; SICARD escort.
 - 0539 - Pumped fuel from aft to improve trim.
 - 0543 - Morning twilight begins.
 - 0600 - Course 004°; speed about 8 knots; temperature (dry)
82; barometer 29.99; wind south, force 2-3; sea from
southeast with slight swells; sky overcast; visibil-
ity 15,000 yards.
 - 0644 - Secured from General Quarters.
 - 0650 - Passed through Point "CROW"; changed course to 090°
enroute ADAK.
 - 0657 - Sunrise.
 - 0715 - Completed shoring bulkhead 157 in Compartments
C-201L (Crew's Quarters) and C-202E (Workshop).
 - 0800 - Mustered crew with results listed as Enclosure (B).

19 August 1943

Moored alongside MANHAB at ADAK; transferred wounded
to shore hospital.

14

DD526/116-3

Serial 006.

U.S.S. ABNER READ (DD526),
c/o Fleet Post Office,
San Francisco, California,
26 August 1943.

SECRET

Subject: Action Report, U.S.S. ABNER READ, 18 August
1943, which resulted in severe damage to
stern section.

20 August 1943

Drydocked in floating drydock, YFD-22.

C. THE EXPLOSION AND ITS IMMEDIATE EFFECT.
Note: The Ship's Berthing Plan is attached as
Enclosure (C).

- I. General Facts established from interviewing survivors.
1. A violent explosion took place which apparently did not wake up all men sleeping. Some state that they were first aroused by the strong gas (FS smoke) entering the compartment and making it difficult for them to breath.
 2. Accounts vary, but the large majority indicate that there was no confusion or crowding at ladders and hatches in escaping from compartments. It appears that the exodus was reasonably quiet and orderly.
 3. Except in one or two isolated cases, there were no lights in the compartments after the explosion. All was in utter darkness. Men had to grope and feel their way from bunks to hatches. Their knowledge of the layout of compartments served them well.
 4. Most of the bunks in the aftermost compartment (C-205L) came down from shock of explosion, impeding men in their efforts to escape. Many mattresses spilled out into the narrow passageways and thereby hindered men in rapid transit. Numerous bunks in C-203L and C-204LM came down from shock of explosion, but by no means all -- probably less than half.
 5. Almost immediately after the explosion, FS smoke commenced entering the after living spaces.
 6. The FS smoke was the most depressing single

(13)

DD526/Alc-3

Serial 006.

U.S.S. ABNER READ (DD526),
c/o Fleet Post Office,
San Francisco, California,
26 August 1943.

SECRET

Subject: Action Report, U.S.S. ABNER READ, 18 August
1943, which resulted in severe damage to
stern section.

effect of the disaster that the men had to cope with. It blinded them, but worse yet it strangled them. It appeared to immobilize their respiratory muscles, so that they could neither breathe in nor out. After a few whiffs of smoke, their mental outlook became one of forlorn abandon. They lay down and waited for the ship to sink. Some leaned fruitlessly over the lifelines desperately gasping for air. About four climbed up on top of #5 gun mount, where they caught not over one or two whiffs of fresh air before the stern sank. Sinking of the stern brought great relief to all men on it by way of escape from FS smoke. Water was cold and covered with fuel, but such was a minor consideration compared to the terrifying effects of smoke.

7. The FS smoke completely covered the stern from about frame 168 aft. There was no escape from it.

8. One or more FS smoke tanks was dislodged from its stand, ruptured, and blown forward on the port main deck to about frame 170. Gas was issuing from this tank and covering the entire fantail. Other tanks were probably similarly dislodged and issuing gas.

9. Shortly after the explosion, water began entering the compartments in moderate quantities. A number of men, on leaving their bunks, found water about ankle-deep on the deck. They heard no violent noises as though the ship were about to break up. Many remarked afterwards about how comparatively quiet and orderly all seemed at the time, although all were aware that something untoward and unusual was occurring.

10. In a short time plates, decks, and strength members began to fail and rupture rapidly in the vicinity of frame 170 (after a considerable number of men had escaped to the main deck). Some witnesses state that a few men, groping in the dark apparently fell through large holes in the deck into fuel oil tanks below.

(12)

DD526/AL6-3

Serial 006.

U.S.S. ABNER READ (DD526),
c/o Fleet Post Office,
San Francisco, California,
26 August 1943.

SECRET

Subject: Action Report, U.S.S. ABNER READ, 16 August
1943, which resulted in severe damage to
stern section.

11. As the main deck gave way slowly at frame 170, men in the compartment below could discern the night sky above. A few escaped by crawling up through the breaks in the deck, either to safety on the forward part of the ship, or to the sinking stern section.

12. Many survivors on the fantail found the deck intensely hot -- almost too hot to stand on with bare feet.

13. As the parted stern section gradually sank, men on that section of the ship were dragged down to considerable depths by it. Upon returning to the surface, they were able to get their first breath of good fresh air in several minutes, which was greatly appreciated, however cold the water or thick the fuel oil. Men in the water were no longer bothered by FS smoke.

14. One of the floater nets carried on the stern floated out of its cradle as the stern went down. Many men, upon coming to the surface, found this floater net immediately or closely at hand, and swam to it. Some probably owe their lives to its presence.

15. The stern broke off gradually after the explosion, and slowly sank, after end first. Most men on the fantail believed at this time that the entire ship was sinking stern first.

II. Engineering Department (in full split-plant operation).

Engine Rooms

0150 - A heavy shock was felt. The port shaft stopped instantly and could not be started again. This was reported to the bridge. The starboard shaft continued to revolve at 80 rpm.

DD528/A16-3

Serial 006.

U.S.S. ABNER READ (DD528),
c/o Fleet Post Office,
San Francisco, California,
26 August 1943.

SECRET

Subject: Action Report, U.S.S. ABNER READ, 18 August
1943, which resulted in severe damage to
stern section.

-
- 0151 - General Quarters sounded and word was received from the bridge to open the switches on all grounded electrical equipment.
 - 0152 - A heavy thumping in the starboard reduction gear developed and the engines were stopped. This was reported to the bridge.
 - 0200 - Since both main propeller shafts were locked and could not be turned by the engines the main engines were secured to prevent warping of the rotors.
 - 0215 - Completed securing the main engines.

Fire Rooms

- 0150 - A heavy shock was felt. Both #2 and #4 boilers continued to function normally.
- 0153 - Began to shift after fire room fuel oil suction forward in anticipation of ruptured tanks in the after part of the ship.
- 0155 - The fires under #4 boiler went out due to water in the oil but were relighted immediately having completed the shifting of oil suction to the forward tanks.
- 0200 - Shifted fuel in forward tanks compensating for a 4° port list.
- 0215 - Secured #4 boiler; #2 boiler steaming for auxiliary purposes.
- 0300 - Closed sluice valve between fuel oil tanks C-1-F and C-4-F.
- 0330 - Started rigging fuel hose to discharge water and fuel overboard.
- 0415 - Started pumping water and oil from fuel oil tank C-1-F.
- 0537 - Pumped 15,000 gallons of fuel oil forward. Emptying C-1-F and C-3-F.
- 0630 - Continued pumping on C-7-F and C-4-F but could not gain on the water in the tanks.
- 0830 - Stopped pumping water over the side.

(10)

8

DD526/Al6-5

Serial 006.

U.S.S. ABNER READ (DD526),
c/o Fleet Post Office,
San Francisco, California,
26 August 1943.

SECRET

Subject: Action Report, U.S.S. ABNER READ, 19 August
1943, which resulted in severe damage to
stern section.

Generators and Electrical Equipment

0150 - A heavy shock was felt but #1 and #2 generators con-
tinued running normally. The gyrocompass failed and
the vertical lock was applied.

0150-

0151 - The following circuits tripped automatically:

On #1 distribution board:

FB-423 Steering power transfer switchboard.
FB-419 Power to Gun #5.
FB-111 Battle lighting aft.

On #2 distribution board:

FB-422 Steering power transfer switchboard.
FB-418 Power to Gun #5.
FB-428 Battle auxiliaries aft.
FB-104 Battle lighting aft.
F-190 Test switchboards.
FB-110 Ship service lighting aft.
FB-106 Battle lighting aft.
XFB-422 Emergency power to steering gear.
XFB-418 Emergency power to Gun #5.
XFB-104 Emergency battle lighting aft.
20-FB-406 Submersible pump outlet aft.

0154 - Completed tripping by hand the following grounded
circuits:

FB-415 Power to Gun #3.
FB-417 Power to Gun #4.
FB-414 Power to Gun #3.
FB-416 Power to Gun #4.
FB-426 Power to ventilation aft.
FB-408 Power to general workshop.
F-186 Test switchboard.
D-190 Power to degaussing system.

0215 - Started connecting casualty power and lighting for
submersible pumps and portable lights. Examination
of the gyrocompass disclosed that the suspension
had broken allowing the sensitive element to drop to
the phantom ring.

⑨

9

DD526/Al6-3

Serial 006.

U.S.S. ABNER READ (DD526),
c/o Fleet Post Office,
San Francisco, California,
26 August 1943.

SECRET

Subject: Action Report, U.S.S. ABNER READ, 18 August
1943, which resulted in severe damage to
stern section.

III. Gunnery Department.

1. Due to FS smoke, the men on the after 40mm and #4 - 5 inch gun were directed to leave their stations and go forward.
2. All remaining depth charges were checked and found to be on "Safe". Impulse charges were removed from the throwers.
3. In the I.C. room, grounds were noted on #5 - 5 inch gun and all circuits including battle telephones to this gun were secured. The fuze had blown on the SPA (gun firing circuit). With the master gyro stopped due to failure of its suspension, the "own ship's course" input to the computer was secured.
4. Made all preparations to flood remaining magazines if required.

IV. Radio and Radar.

0205 - Unable to use TDK to report damage due to failure of ceramic antenna insulators. Other material operable.

D. RESCUE AND CARE OF THE WOUNDED.

I. Rescue Boat.

1. Within a few minutes after the explosion, #2 motor whaleboat, manned by volunteers, proceeded towards the oily wake trailing from the ship's port quarter. After picking up one man about 30 yards from the ship, the boat continued to the vicinity of a floater net to which several men were seen to be clinging. Several survivors were rescued enroute. Upon determining that the men on the net were safe for the time being, the search was continued to the end of

8

DD526/AL6-3

Serial 006.

U.S.S. ABNER READ (DD526),
c/o Fleet Post Office,
San Francisco, California,
26 August 1943.

SECRET

Subject: Action Report, U.S.S. ABNER READ, 18 August 1943, which resulted in severe damage to stern section.

the oil slick, a distance of almost 200 yards. Several men were rescued in this area. With no additional survivors in sight although the area was clearly illuminated by the moon, the boat loaded to capacity and with the net in tow, came along side the ship. In all, 20 men were thus rescued. Great difficulty was experienced in taking the oil-covered men aboard. Two boats from other ships were meanwhile searching the area which was plainly marked by the oily surface. No additional survivors could be found.

II. Report of Medical Department.

1. On hearing the explosion the Medical Officer proceeded to his battle station in the wardroom. Casualties were brought to the wardroom until it was filled, following which they were placed in the Captain's cabin and the Division Commander's cabin. Upon arrival most of the casualties were covered with fuel oil and most of those who had been exposed to FB smoke escaping from ruptured smoke screen generators were having moderate difficulty in breathing and were coughing up moderate amounts of whitish sputum. As each casualty arrived the nature of his injuries was quickly evaluated and those who were suffering from smoke inhalation only were carried below to the C.P.O. quarters or officers' quarters. Here, if it had not already been done, wet clothing was removed and the patients placed in bunks and covered with blankets.

2. The more serious cases and those with lacerated wounds were retained in the wardroom. All lacerated wounds were cleansed with soap and water, sprinkled with sulfanilamide and first aid dressings applied. Two cases were in shock, one being an extensive burn, the other being a suspected abdominal injury. The burn case was given morphine gr $\frac{1}{2}$ and 2 units of plasma intravenously. Both responded satisfactorily. The deceased patient was brought in about 30 minutes after the explosion and although apparently dead was given artificial respiration. Total time of administering artificial respiration was about one hour. At the end of this time it was seen that treatment was of no avail, and artificial respiration

DD526/A16-3

Serial 006.

U.S.S. ABNER READ (DD326),
c/o Fleet Post Office,
San Francisco, California,
26 August 1945.

SECRET

Subject: Action Report, U.S.S. ABNER READ, 18 August
1945, which resulted in severe damage to
stern section.

was discontinued and the body removed to the torpedo deck. One of the patients who had been exposed to F3 smoke required artificial respiration on two occasions. At about 0700 all casualties received by mouth 4 grams of sulfadiazine prophylactically followed by 1 gram every 4 hours until transferred to U.S. Naval Dispensary, W.O.B., ADAK, ALASKA. By 0800 all casualties were out of shock and in bunks, and those who were able to take food received coffee and toast. At this time each casualty was reexamined and classified according to injuries. Sixteen patients with lacerated wounds and burns were brought one by one to the sick bay where definitive treatment was given. All lacerated wounds were thoroughly cleansed with saline, sprinkled with sulfanilamide powder and sterile dressings applied. All burns were cleansed with soap and water, and dressed with heavy dressings of boric acid ointment gauze.

3. While this treatment was being given in the sick bay the chief pharmacist's mate supervised the cleaning up and redistribution of smoke exposure gases. Those cases had been previously separated, the Medical Officer indicating those in good enough condition to take showers. As the smoke exposure cases were taking showers and the cases with wounds or burns were being cared for, bunks in the officers' quarters and crew's quarters were prepared so that each patient when treated could return to a clean bunk. By 2130 all casualties had been examined and treated. All permitted had received food and all were comfortable. At 0700, 19 August, each patient was again reexamined and notes completed for the health records. 19 .5cc. Tetanus toxoid booster shots were administered to all requiring them. Each patient was classified as to whether he should be transferred ambulatory, transferred by stretcher, or retained on board, and a complete casualty list was drawn up. The total number of casualties was 48. One dead and 34 casualties were transferred to U.S. Naval Dispensary, W.O.B., ADAK, ALASKA. (24 stretcher cases and 10 ambulatory). Eight were retained on board.

6

DD526/AL6-3

Serial 006.

U.S.S. ABNER READ (DD526),
c/o Fleet Post Office,
San Francisco, California,
28 August 1943.

SECRET

Subject: Action Report, U.S.S. ABNER READ, 18 August
1943, which resulted in severe damage to
stern section.

4. On 20 August 1943 a survey of the crew revealed
five more slight casualties who were transferred to the hospital.

B. ANALYSIS

1. ABNER READ was engaged in a regularly assigned
war operation.

2. Line K-7 had been patrolled by various destroyers
since 16 August and by ABNER READ since about 1300, 17 August
1943.

3. Extreme caution was required at night and in
poor visibility to keep the ship in a safe navigational posi-
tion.

4. Condition of Readiness Tw. (half the battery,
watch in 3); Material Condition Maker; and complete split-
plant operation were in effect and set.

5. The crew off watch were not concentrated by
ratings. (See Enclosure (G)).

6. The explosion was on the port quarter as evi-
denced by the 4^o Initial list to port, the fact that the port
propeller tail shaft was destroyed and disappeared, and that
the port engine stopped immediately.

7. The damage was not from the dropping of own
depth charges as evidenced by:

- (a) All depth charges had been set and checked on
"safe" after dark. All depth charges remain-
ing after the explosion were on "safe". There
were no explosions when the stern sank. Twenty
men were rescued from the water after the stern
sank.

⑤

DD826/ALC-3

Serial 006.

U.S.S. ANKER BEAD (DD826),
c/o Fleet Post Office,
San Francisco, California,
26 August 1945.

SECRET

Subject: Action Report, U.S.S. ANKER BEAD, 18 August
1945, which resulted in severe damage to
stern section.

(b) Had a depth charge rolled off the stern accident-
ally (although weather was calm and pins were
in levers), while the ship was swinging right
with full (32°) rudder and with speed reduced
to about 3 knots due to the drag of the rudder,
even on the extreme shallow setting of 50',
it would explode 25 yards horizontal distance
on the starboard quarter. With the normal
"medium" setting of 200', the sinking time
would have permitted the stern to move a
horizontal distance of about 48 yards and the
explosion would be on the starboard quarter.
In each case, the slant range to the center
of the explosion would of course be greater.

(c) The damage caused by a depth charge at 25-48
yards would be of the "near-miss" type, and
would result in distortion and leaks to the
adjacent hull and fittings. This is confirmed
by Plate 9, O.P. 747, which gives for a 600
lb. depth charge:

Zone II (Some damage to surface vessel) -
70 to 45 feet.

Zone I (Serious damage to surface vessel) -
45 to 10 feet.

Note that these distances are in "feet"
and are to the center of the explosion
and not horizontal distance.

8. The damage was not from own depth charges
exploding on deck as evidenced by:

- (a) The initial damage was not on the top-side.
- (b) The depth charges were seen (but naturally
not counted) in the racks by a witness who
was carried down by the stern.
- (c) It is a practical physical impossibility for

④

DD526/A10-3

Serial 008.

U.S.S. ABNER READ (DD526),
c/o Fleet Post Office,
San Francisco, California,
26 August 1943.

SECRET

Subject: Action Report, U.S.S. ABNER READ, 18 August 1943, which resulted in severe damage to stern section.

a depth charge to explode until the extender has been operated hydrostatically and then only after the pistol cover has been wiped.

9. The explosion was of the destructive contact type which actually heated the decks above. This fact in itself eliminates the feasibility of the damage being caused by one of our own depth charges.

10. The possibility of an enemy submarine torpedo is eliminated because:

- (a) The torpedo would have come from an area so restricted as to preclude the presence of a submarine.
- (b) No propeller noises were heard on the sound gear.
- (c) No torpedo wakes were seen.
- (d) From the personal experience of the Commanding Officer, the destructive effect would have been much greater.
- (e) The ship, stopped and helpless, would have been an easy target for a follow-up shot which never came.

11. An area marked "POSSIBLE MINE FIELDS" was located about 3000 yards inshore from the point of explosion. It is not unreasonable to assume that one of these anchored mines may have broken loose or that a floating mine may have drifted across the ship's track.

F. OPINION.

It is the opinion of the Commanding Officer that:

- (1) The stern, swinging to port, made contact with and exploded a drifting enemy mine.

③

* DDS26/A16-3
Serial 006.

U.S.S. ABNER READ (DD226),
c/o Fleet Post Office,
San Francisco, California,
26 August 1943.

SECRET

Subject: Action Report, U.S.S. ABNER READ, 18 August
1943, which resulted in severe damage to
stern section.

- (2) The underwater structure was destroyed abaft
frame 170.
- (3) The above-water structure was blown upwards;
within about four minutes it broke clear by
its own weight at frame 170 and sank, leaving
the ship watertight forward of bulkhead 157.
- (4) The loss of life resulted from the choking
and blinding effects of the concentration of
FS smoke (from the ruptured smoke generator
tanks), and from the men being trapped in the
stern section when it sank.
- (5) The absence of fire in the midst of the shattered
fuel oil tanks and magazines is considered
providential.

G. REMARKS.

- 1. A complete report of damage will be forwarded
in accordance with current directives.
- 2. The conduct of all officers and men was exemplary.
Recommendations for awards and commendations will be made the
subject of separate correspondence. Particular credit is due
the Commanding Officers USS BARGROFT and UTE whose promptness
and efficiency in taking ABNER READ in tow was directly re-
sponsible for keeping her off the beach towards which she was
helplessly drifting, and in permitting her to reach the near-
est base.

T. BURROWES

Copy direct (less Enclosure
(F)) to:
Cominch
Comdespac

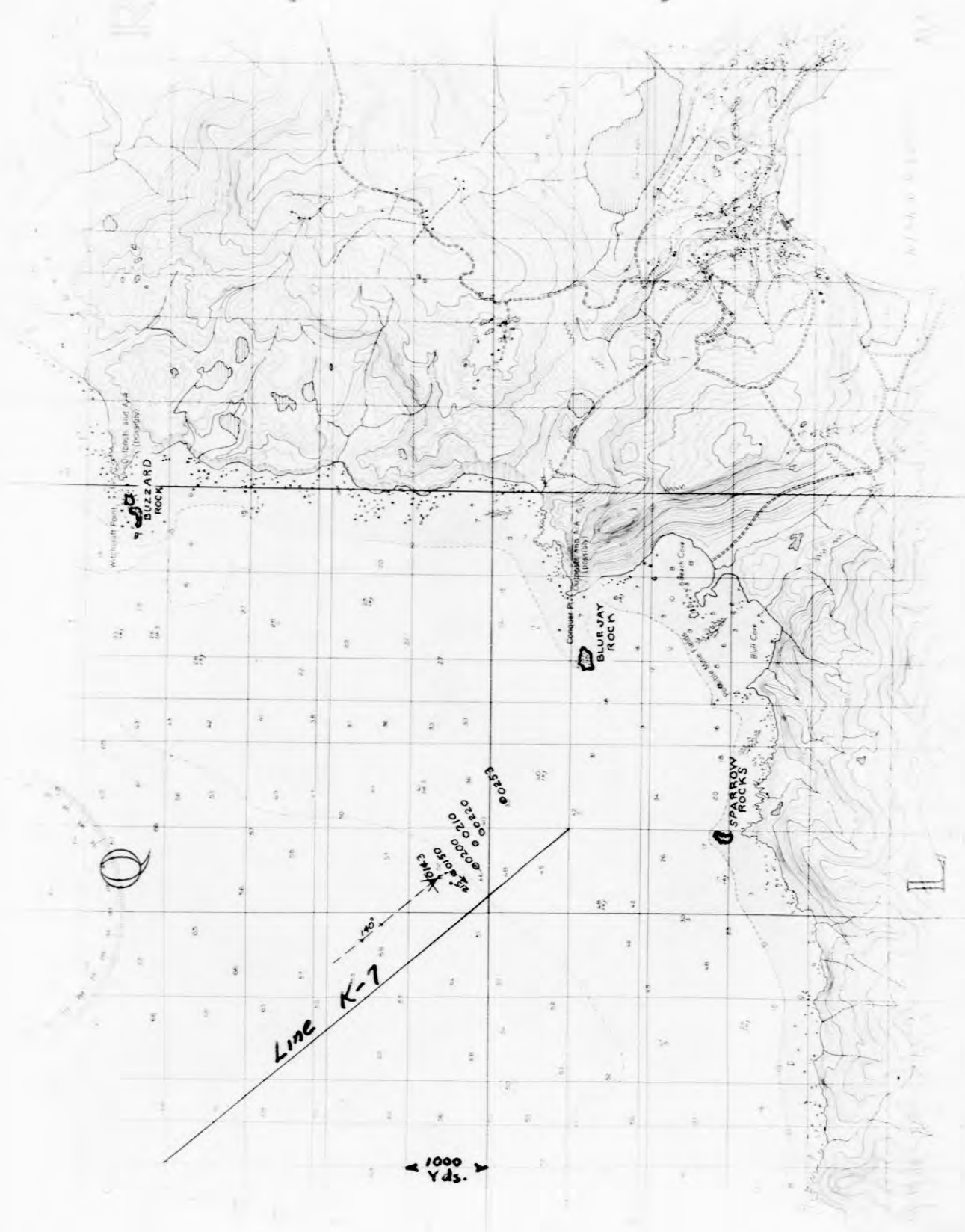
(2)

1943 SEP 7
8
COMMANDER-IN-CHIEF
FLAG OFFICE
RECEIVED



(18)

Enclosure (A)



Enclosure (A)

17-18 August 1943

Steaming in accordance with current orders.
Patrolling line K-7 (Q2040-L6090) at 5 kts. Base courses 320-140 but allowance must be made for set if encountered. At SE end reverse course when BUZZARD Rk. off Witchcraft Pt. bear about 050. At NW end reverse course when left tangent volcano bears about 050 or when KERNEL Cove RR. (to westward of Quisling Cove) bears about 205.

Keep clear of BLUE JAY Rk. off Conquer Pt. - this is the big rock on port bow on SE leg. Do not let bearing on this rock get to right of 130 and preferably 170.

Sheeps is patrolling Q4080-Q7050
Keep clear of her and of Southern patrol (Farragut etc) off transports

SG secured; SG in use when needed.
Call at 0555; call me 0550.

Call me if in danger or doubt.

20-24 1943
00:00 on K-7

Reggie Burrows

Mooring 2251
Mooring 0932

SECRET

U.S.S. ABNER READ (DD526)

RADAR BEARING SHEET

<u>TIME</u>	<u>WITCHCRAFT</u>	<u>BLUE JAY</u>	<u>SPARROW</u>	<u>SOUND (Fathoms)</u>	<u>REMARKS</u>
2313	086	142	165		
2335	046	118	169	56	
2352	064	120	150		
2357	074	124	150		
0017	079	123	145		START
0029	064	119	150		
0036	054	112	159		
0047	048	104	148	53	START
0055	058	114	150		
0102	068	119	149		
0106	070	122	148		
0116	080 3/4	127	149	51	FINISH
0118	083	130	154		
0120	083	132	154		
0124	081	133	156		START
0132	070	131	160 3/4		
0138	060	129	166		
0143	050	124	172		START

A true record: *Paul M. Dines*
 PAUL M. DINES, HdM3c

(21)

(ENCLOSURE (C) TO ABNER READ SECRET
 Ltr. A16-3, Serial 006 of 8/26/43)

EXTRACTS FROM T.B.S. (72.5 MCS.) LOG OF

SECRET

U.S.S. ABNER READ, 1150--1502 G.C.T.

(#150--0502 W) AUGUST 18, 1943

1150 THIS IS LEAFLET. WE HAVE BEEN HIT BY UNDERWATER EXPLOSION.
OVER

1153 HELLO LEAFLET. THIS IS CAVALIER. DO YOU NEED ANY ASSISTANCE?
OVER
THIS IS LEAFLET. AFFIRMATIVE. THERE ARE MEN IN THE WATER.
OVER
LEAFLET, THIS IS PAUL. ARE YOU WHERE YOU WERE ALL THE TIME?
I THINK I AM NEAR YOU. I WILL COME RIGHT OVER.
THIS IS LEAFLET. AFFIRMATIVE. OUT

1155 THIS IS PAUL. AM ON MY WAY.

1157 HELLO LEAFLET, THIS IS BERKLEY. CAN YOU GIVE ME YOUR APPROXIMATE
GRID POSITION? OVER

1158 THIS IS LEAFLET. WAIT.
HELLO CORNELL, THIS IS LEAFLET. MY GRID POSITION IS
QUEEN 5505. OVER

1201 HELLO CAVALIER, THIS IS BERKLEY. WE HAVE NOT BEEN ABLE TO HEAR
CORNELL. WILL YOU SEE WHAT ASSISTANCE YOU CAN GIVE TO LEAFLET.
OVER
HELLO, LEAFLET, THIS IS CAVALIER. WILCO
HELLO, LASSIE, THIS IS CAVALIER. BE ON THE ALERT. LEAFLET HAS
JUST BEEN STRUCK BY UNDERWATER EXPLOSION. VOLTAIRE, HAVE YOUR
CREW GET UNDERWAY AND CLEAR THAT AREA. OVER.
CAVALIER FROM PARROT. SHALL I REMAIN HERE OR GO TO LEAFLET?
OVER
PARROT, THIS IS CAVALIER. REMAIN ON YOUR STATION. CAVALIER WILL
PROCEED TO ASSISTANCE OF LEAFLET. OVER.

1205 THIS IS PARROT. ROGER.

1206 HELLO, BERKLEY, THIS IS CAVALIER. RECOMMEND THAT WE MAKE
PREPARATIONS TO ASSIST LEAFLET. OVER.
HELLO, BERKLEY, THIS IS CAVALIER. THE NAME IN MY LAST TRANSMISSION
SHOULD BE BRICK. RECOMMEND BRICK ASSIST LEAFLET. OVER

1210 HELLO PAUL, THIS IS CAVALIER. DO YOU HAVE LEAFLET IN SIGHT?
OVER.
THIS IS PAUL. YES, I DO. I AM RIGHT CLOSE ABOARD HIM. OVER

1214 OUR GRID POSITION IS NOW QUEEN 5808. THIS IS LEAFLET. OUT.

1215 BRICK IS ON HIS WAY OVER.
BERKLEY, THIS IS CAVALIER. ROGER.

1217 HELLO PAUL, DO YOU UNDERSTAND THAT BRICK IS ON HIS WAY OVER?
THIS IS PAUL. WILCO.

1221 HELLO PAUL, THIS IS CAVALIER. WHAT POSITION SHOULD I TAKE TO
BE OF MOST ASSISTANCE TO LEAFLET? OVER

1223 THIS IS LEAFLET. CIRCLE US UNTIL SOMEBODY GETS READY TO TOW.
OVER.
HELLO CAVALIER, THIS IS PAUL. I AM CIRCLING LEAFLET NOW.
OVER
HELLO PAUL, THIS IS CAVALIER. IN REGARD TO YOUR LAST TRANSMISSION,
IF YOU CAN GET A HOLD OF LEAFLET SUGGEST YOU GET HIM CLEAR OF
THAT AREA. BELIEVE IT UNADVISABLE TO PATROL THAT AREA. OVER

1224 THIS IS PAUL. ROGER
PAUL, THIS IS CAVALIER. DO YOU HAVE ANY IDEA AS TO WHETHER YOU
WERE STRUCK BY MINE OR TORPEDO? OVER
THIS IS LEAFLET. NEGATIVE EXCEPT NO TORPEDO SOUNDS PICKED UP
ON SOUND GEAR.
LEAFLET, I AM GOING TO BACK DOWN AND TAKE YOU IN TOW. OVER.
THIS IS LEAFLET. ROGER.
LEAFLET, THIS IS CAVALIER. WHERE ARE THE MEN YOU REFER TO
RELATIVE, THE MEN IN THE WATER? OVER
THIS IS LEAFLET. WE HAVE RECOVERED ALL SURVIVORS OURSELVES.
OVER
THIS IS CAVALIER. ROGER. OUT.

EXTRACTS FROM T.B.S. (72.5 MCS.) LOG OF

U.S.S. ABNER READ, 115°--15°2 G.C.T.

(0150--0502 W) AUGUST 18, 1943

SECRET

1224 THIS IS LEAFLET. ANY SHIPS CIRCLING THIS AREA KEEP A BRIGHT
LOOKOUT FOR SURVIVORS IN THE WATER. OUT.

1236 HELLO, CAVALIER, THIS IS BUCK. WE HAVE TAKEN OVER LEAFLET'S
PATROL. OVER.
BUCK, THIS IS CAVALIER. ROGER. OUT.

1243 PAUL FROM CAVALIER. ARE YOU GOING TO BE ABLE TO PULL LEAFLET,
OUT?
FROM PAUL. ROGER.
FROM CAVALIER. I SUGGEST YOU TRANSFER OVER TO BRICK (TOWING
OF LEAFLET)

1249 HELLO, LEAFLET, THIS IS BERKLEY. HAVE YOU HAD AN OPPORTUNITY
TO MAKE AN EXAMINATION AND AN ESTIMATION? OVER
THIS IS LEAFLET. WATERTIGHT INTEGRITY AND STABILITY O.K.
FANTAIL SHOT OFF. OVER

1251 THIS IS BERKLEY. ROGER.
LEAFLET, WE ARE PROCEEDING IN YOUR DIRECTION. THIS IS BRICK.
OVER.

1252 THIS IS LEAFLET. ROGER. OUT

1303 HELLO, LEAFLET, THIS IS BERKLEY. CAN YOU TELL ME YOUR COURSE,
SPEED, AND WHETHER YOU WERE SWINGING? OVER.
THIS IS LEAFLET. WE WERE TURNING RIGHT FROM 140 TO 320 DEGREES
AND WERE PASSING 215 WHEN HIT. WE WERE MAKING FIVE KNOTS. OVER

1304 THIS IS BERKLEY. ROGER. OUT.

1314 HELLO, BERKLEY, THIS IS CAVALIER. BRICK HAS CONTACT ALONGSIDE
LEAFLET. OVER.

1315 ROGER. OUT.

1326 CAVALIER, THIS IS BERKLEY. DID YOU DIRECT THE PATROL TO STAY
CLEAR OF THE AREA WHERE LEAFLET WAS STRUCK? OVER.
BERKLEY, THIS IS CAVALIER. ROGER. HAVE DIRECTED THEM TO KEEP
ONE MILE BACK FROM THE SOUTHEAST END. OVER.

1330 ROGER. OUT.

1335 PAUL FROM BRICK. WHAT IS OUR GRID POSITION? OVER.

1336 BRICK FROM PAUL. LOVE 4188.

1340 LEAFLET FROM PAUL. CAN YOU STILL SEE WHERE YOU ARE? IF SO,
WHEN YOU ARE SATISFIED THAT YOU ARE CLEAR, I WILL TURN YOU OVER
TO BRICK. OVER

1343 THIS IS LEAFLET. AS FAR AS WE CAN TELL, IT IS ALL RIGHT AND YOU
CAN TURN US OVER. CAN YOU VERIFY THAT?
YES, IT LOOKS CLEAR, ESPECIALLY WITH THE WIND. OVER
FROM LEAFLET. WE ARE READY TO SHIFT WHEN YOU ARE. OVER
FROM PAUL. WE WILL OVER.

1345 THIS IS LEAFLET. WE WILL HEAVE IN AND SLOW DOWN AS YOU PREPARE
TO SLIP. OUT.

1349 PAUL, THIS IS LEAFLET. THANK YOU VERY MUCH FOR YOUR VERY
EFFICIENT SERVICES. OUT.

1350 FROM PAUL. ROGER. OUT.
LEAFLET, THIS IS PAUL. THAT WAS TOUGH LUCK FOR YOU, BOY. ONE
GOOD TURN DESERVES ANOTHER.

1355 BERKLEY, THIS IS LEAFLET. BRICK IS TAKING US IN TOW. WE CANNOT
TRANSMIT ON ANY OTHER CIRCUIT BUT THIS ONE. REQUEST YOU GIVE US
INSTRUCTIONS.
FROM BERKLEY. WHAT SORT OF CONDITION DO YOU THINK YOU ARE IN
FOR TOWING?
BERKLEY, THIS IS LEAFLET. OUR WATERTIGHT INTEGRITY IS O.K.
OUR TOWING SPEED IS LIMITED ONLY BY THE TUG. OVER.
FROM BERKLEY. ROGER.

1359 BRICK, THIS IS BERKLEY. WHAT TOWING SPEED DO YOU THINK YOU
CAN MAKE? OVER

(23)

(ENCLOSURE (D) TO ABNER READ SECRET
Ltr.A16-3, Serial 006 of 8/26/43)

CERTIFIED TO BE A
TRUE COPY. *C.R. Paster, Lt(jg)USNR*

EXTRACTS FROM T.B.S. (72.5 MCS.) LOG OF

SECRET

U.S.S. ABNER READ, 1150--1502 G.C.T.

(0150--0502 W) AUGUST 18, 1943

1402 BERKLEY FROM BRICK. WE ARE ATTEMPTING TO MAKE TEN KNOTS AND BELIEVE WE CAN MAKE 8 KNOTS GOOD. OVER.
ROGER.
BRICK, THIS IS BERKLEY. YOU HAVE HIM IN TOW NOW, DO YOU NOT?
OVER.
BERKLEY FROM BRICK. PREPARING TO RUN OUR MAIN NOW.
OVER
FROM BERKLEY. ROGER. OUT.

1409 LEAFLET FROM BERKLEY. HAVE YOU HAD A CHANCE TO CHECK YOUR CREW? OVER.

1411 BERKLEY FROM LEAFLET. MISSING (CODED) 61; INJURED (CODED) 26.
LEAFLET FROM BERKLEY. TOUGH LUCK, BOY. ROGER. DO YOU HAVE A DOCTOR ON BOARD.

1416 ROGER. AFFIRMATIVE. OUT.
BERKLEY FROM LEAFLET. WHEN YOU REQUEST INSTRUCTIONS FOR US WE WOULD LIKE TO HAVE YOU REQUEST AIR PROTECTION AND ANTI-SUB PROTECTION DURING DAYLIGHT HOURS.

1420 FROM BERKLEY. WILCO. OUT.

1426 LUDLOW FROM GEORGE. LEAFLET IS NOW IN TOW BY BRICK AND THEY ARE AWAITING INSTRUCTIONS TO BE MADE BY BERKLEY.
ALL PATROLS HAVE RESUMED NORMAL STATIONS.

1430 BRICK, LEAFLET, FROM BERKLEY. MESSAGE FOR YOU. BREAK. ACTION
BRICK, INFORMATION LEAFLET. UPON CLEARING THIS IMMEDIATE AREA PROCEED TO GRID POSITION PURPLE BAKER 6080, THEN ON COURSE (CODED) 090 DIRECT TO BASE TO JOIN FLOSSIE. OVER
FROM BRICK. ROGER. OUT.
FROM LEAFLET. ROGER. OUT.

1439 BRICK AND LEAFLET FROM BERKLEY. HAVE REQUESTED AIR COVERAGE FOR YOU. OVER
FROM LEAFLET. THANK YOU. ROGER. OUT.

1455 BERKLEY FROM CAVALIER. I SUGGEST WE ASSIGN ONE OF THE SCREEN TO STAY WITH BRICK UNTIL ANOTHER ESCORT TAKES OVER.
CAVALIER FROM BERKLEY. DIRECT KILDARE ACCOMPANY BRICK AND LEAFLET UNTIL RELIEVED BY OTHER SURFACE ESCORT.
BERKLEY FROM CAVALIER. WILCO. OUT.
KILDARE FROM CAVALIER. DID YOU INTERCEPT BERKLEYS LAST TRANSMISSIONS?
CAVALIER FROM KILDARE. AFFIRMATIVE.

1502 FROM CAVALIER. COMPLY WITH BERKLEYS INSTRUCTIONS.
FROM KILDARE. ROGER. OUT.

CERTIFIED TO BE A
TRUE COPY.*Ch. Proctor Lt/jg/USNR*

BERKLEY	C.T.G. 16.9 (IN ZEILIN)
BRICK	UTE
BUCK	LONG
C ORNELL	PENNSYLVANIA
CAVALIER	C.T.U. 16.9.2 (IN FARRAGUT)
FLOSSIE	BLACK HAWK
GEORGE	DEWEY
KILDARE	SICARD
LEAFLET	ABNER READ
LUDLOW	C.T.U. 16.9.3
PAUL	BANCROFT

SECRET

U.S.S. ABNSR READ (DD526)

LIST OF DEAD, MISSING AND WOUNDED

I. Dead (Died of Injuries Received in Action.).

DEANE, Layton Warren 265 59 69 RM2c

II. Missing in Action.

AKIN, Noel Duane	376 70 68	F2c V6
ALBRIGHT, Fred Wood	616 08 09	Slc V6
BAKER, Mark Mason	250 54 28	GM1c
BALLARD, James Dwight	621 41 40	MoMM2c V6
BARTLETT, Robert Don	377 66 44	S2c
BELL, Morris Andrew	329 02 08	Slc
BRILEY, Gordon Elmo	563 24 10	F1c V6
BRYANT, John Edward	311 19 20	MoMM1c
CANTLIN, Wayne Burton	377 67 08	S2c V6
GARDWELL, Norman Wildey	625 20 64	SoM2c V6
CARNAHAN, Lee Philip	372 50 15	RdM3c
CASH, Allen Clifford	669 18 20	F1c V6
CHERRY, Alph Taylor	850 18 68	S2c (SV)
CHRISTENSEN, Maynard Emil	638 85 62	F2c V6
COPE, Horace Lee	624 12 06	RM3c V6
COYNE, Martin Aloysius	653 34 91	F2c V6
CRAFT, Willard Ray	618 96 12	RdM3c V6
CRAIG, Judson Stevenson	377 66 86	S2c V6
CUMMINGS, John Larry, Jr.	376 95 66	S2c
DEES, Merle Durwood	618 08 99	Slc V6
DOUR, Jacob Nicholas	300 92 91	F1c
DUNCAN, John Graham	707 53 27	QM3c V6
FINCH, Eugene Earl	655 36 10	S2c V6
FISCHER, William Henry	410 41 50	TM3c V6
FORD, Joseph Edward	725 65 06	S2c V6
FOSNESS, Melvin Morgan	638 81 12	F1c V6
GILMARTIN, William Hugh	618 81 62	S2c V6
GODFREY, Albert Delos	376 66 21	S2c
GREENWALD, John	618 98 51	S2c V6
HARMES, John Clarence	645 58 93	PhM1c V6
HAYES, "W" "H"	377 66 49	S2c V6
HENDERSON, Richard DeForest	570 12 62	F2c V6
JACOBS, Joseph Michael	655 28 98	Slc V6
JOHNSTON, Walter Wilbert	312 43 40	F2c V6
KAMENAR, Robert James	283 85 82	F2c
KOLACHIK, Michael	223 43 79	M1c

(ENCLOSURE (2) TO ABNSR READ SECRET
Ltr. A16-3, Serial 006 of 8/26/43)

(25)

SECRET

U.S.S. ABNER READ (DD526)

KREY, David Patterson	223	80	09	S1c
LEE, Don	377	66	38	S2c
LOWMAN, Widner Spessard	371	97	01	WT1c
MADREN, Philip Salgado	563	40	12	S2c V6
MARSHALL, Dewitt, Jr.	665	31	05	S2c V6
MC BRATNEY, Harold Edward	563	17	37	FC3c V6
MC BRIDE, Elmer Augustine, Jr.	618	79	46	S2c V6
MC CULLEY, Robert Arthur	555	72	27	RM3c V6
MEUSCH, Robert Leo	386	20	01	S2c
MORRIS, Currie Bowen	202	65	58	S2c V6
NENDEL, Robert Henry	655	33	34	S2c V6
NICHOLAS, Alfred Martin, Jr.	357	26	86	S2c V6
NIMMYSER, Harold Leon	655	33	03	S2c V6
PARKER, Aubrey Max	357	29	52	S2c V6
PHILLIPS, Sidney Augustine, Jr.	346	56	28	CM1c
PLASKETT, Frederick Clinton	376	69	08	S2c
ROBERTSON, Harden Weaver, Jr.	845	30	44	S2c (SV)
ROBINSON, Thomas Victor	621	17	98	RM3c V6
ROWAN, Paul Francis	645	46	41	S1c V6
SCHIPPER, William Adolph	376	10	59	FC2c
SCHNEIDER, Lester Paul	410	99	04	TM2c V1
SHUMATE, Robert "W"	613	05	61	QM3c V6
SLOAN, James Justin	662	22	79	S1c V6
SPIEGEL, Earl	266	15	35	MM2c
STEVENS, Parker Avon	380	88	55	MM2c
SWANN, William Grady	262	84	74	Flc
TOBEY, Howard Stanley	208	87	18	Flc V6
TURNER, Tommy Lee	845	30	20	S2c (SV)
WARE, Fred Earl	845	30	29	S2c (SV)
WHITLOCK, Damon Lloyd	272	09	55	CRM(AA)
WHITNEY, Glyde Otis	665	39	09	S2c V6
WILSON, John Dossie	347	14	10	S2c
YADA, Charles Webster	655	35	82	S2c V6
YAROSE, Thomas	600	31	98	GM3c V6

(ENCLOSURE (8) TO ABNER READ SECRET
Ltr. A16-3, Serial 006 of 8/26/43).

SECRET

U.S.S. ABNTER READ (DD526)

III. Wounded in Action

<u>Name</u>	<u>Ser. No.</u>	<u>Rate</u>	<u>Diagnosis</u>	<u>Prognosis</u>
ABELA, Charles Joseph	377 10 72	S2c V6	Contusion, left leg #2512	Favorable
ALEXANDER, Joe Matt	645 43 03	RM3c V6	Wound, lacerated left forehead #2563	Favorable
*ANDERSON, Boyd Andrew	633 82 54	RM3c V6	Smoke, inhalation PS Gas #2549	Favorable
AURIT, Charles Raymond	638 10 65	SOH3c V6	Wounds, multiple #2564	Favorable
*BAKER, Kenneth Raymond	665 56 32	S2c V6	Smoke, inhalation PS Gas #2549	Favorable
BALZELL, Martin Edward	622 26 14	S1c V6	Smoke, inhalation PS Gas #2549	Favorable
BUNNET, Marfell Leon	616 25 74	S1c V6	Wound, lacerated left leg #2563	Favorable
BOETCHER, William Henry	655 32 24	S1c V6	Smoke, inhalation PS Gas #2549	Favorable
BOULTON, William Bryan	633 90 70	GE2c V6	Wound, lacerated right eyebrow #2563	Slight wound for record only
*BONDEN, Greed Chester	359 88 81	W1c	Wound, multiple #2564	Favorable
*BREWER, Robert Norries	618 83 71	P2c V6	Wound, multiple #2564	Favorable
CAMPBELL, Preston Colonel	636 15 35	S1c V6	Wound, lacerated 5th finger, left hand #2563	Slight wound for record only
*CHAMBERLIN, John Marlon	371 91 68	CBK(AA)	Burn, entire right leg #2508	Favorable
*CHASE, Lee Phillip	618 83 70	P2c V6	Smoke, inhalation PS Gas #2549	Favorable
*COOK, Glen	122 45 50	AM2c V6	Smoke, inhalation PS Gas #2549	Favorable
CHAIG, Thomas Jefferson	377 66 36	S2c V6	Smoke, inhalation PS Gas #2549	Favorable
*DONALDSON, Robert Willard, Jr.	660 14 50	SM1c V6	Smoke, inhalation PS Gas #2549	Favorable

(ENCLOSURE (B) TO ABNTER READ SECRET
Ltr. A16-3, Serial 006 of 8/26/43)

(27)

SECRET

U.S.S. ABNER READ (DD526)

<u>Name</u>	<u>Ser. No.</u>	<u>Rate</u>	<u>Diagnosis</u>	<u>Prognosis</u>
DOYAL, Wilbur Tenney (Jacket No. 165669)		Lt(jg)	Smoke, Inhalation PS Gas #2549	Favorable
*ELDRIDGE, Thornton Eric	600 11 46	Pfc V6	Smoke, Inhalation PS Gas #2549	Favorable
*ELLIOTT, Edgar Franklin	662 13 91	SM2c V6	DU (Back Injury) #2518	Favorable
#FUDGE, Island Eugene	346 72 10	MM2c	Wound, lacerated left heel #2563	Favorable
GOHREN, Paul Eugene	653 19 58	SGc V6	Burn, chemical right foot #2504	Favorable
GOODRICH, Frank Elliott	618 81 62	RAM3c V6	Wound, lacerated scalp #2563	Slight wound for record only
GRIFFIN, Jimmy Cecil	563 17 27	Sfc V6	Wound, lacerated left forearm #2563	Favorable
HASBURN, Arthur Emil	708 53 58	SK3c V6	DU (Fracture 8a9th rib right side) #2518	Favorable
HOLMES, Ralph Clayton	611 15 62	RT2c V6	Rounds, multiple #2564	Favorable
*JONES, Herman	346 69 11	GM1c	Smoke, Inhalation PS Gas #2549	Favorable
JONES, William Paul	377 78 85	SGM3c V6	Wound, lacerated forehead #2563	Slight injury for record only
JORGENSEN, Vinel Wilbur	611 07 88	TM3c V6	DU (Fracture rib) #2518	Favorable
*KOOISTRA, Richard Ernest, Jr	300 15 56	SM2c	Smoke, Inhalation PS Gas #2549	Favorable
KRAY, George Robert	639 69 60	SGc V6	Smoke, Inhalation PS Gas #2549	Favorable
*LAYTON, Raymond Douglas	381 36 25	SM3c	Burn, antire rt. arm over rt. scapula rt. elbow and flank #2508	Favorable

ENCLOSURE
 SECRET ltr. 16-3, Serial
 006 of 8-26-43)

(28)

SECRET

U. S. S. ABNER READ (DD526)

<u>Name</u>	<u>Ser. No.</u>	<u>Rate</u>	<u>Diagnosis</u>	<u>Prognosis</u>
*LEONARD, Carl Luther	615 48 67	RM3c V6	Burn, toes left foot #2508	Favorable
LOPEZ, Franklin Duran	562 88 47	RF3c V6	Wounds, multiple #2564	Favorable
*MERTENY, Orval Adrian	627 74 75	32c V6	Wound, lacerated left leg #2563	Favorable
NIZOHY, Herbert Paul	680 40 60	51c V6	Smoke, Inhalation PS	Favorable
*NOVAK, Nicholas Francis	202 31 40	32c	Gas #2549	Favorable
OLESIAK, Joseph	385 80 10	MM1c	Smoke, Inhalation PS	Favorable
*SIMPSON, Clyde Owen	368 31 40	MM1c	Smoke, Inhalation PS	Favorable
*SLONE, Robert, Jr.	287 57 01	CM3c	Gas #2549	Favorable
SULLINBERGER, Lynn	265 51 85	CVF (AA)	Smoke, Inhalation PS	Favorable
VILLINSS, Edwin David	382 11 26	MM1c	Wound, lacerated right eyebrow #2563	Slight injury for record only
*VREELAND, John Stanley	623 17 76	TM3c V6	DU (Sternoclavicular separation) #2518	Favorable
*WALSH, Charles David	707 48 42	32c V6	Smoke, Inhalation PS	Favorable
*WARNER, Lawrence Elmer	357 01 49	32c V6	Gas #2549	Favorable
WAUGH, Edwin Fredel	563 13 85	PLc V6	DU (Costovernal separation) #2518	Favorable
WOODS, Charles Walter	655 36 00	32c V6	Wound, lacerated medial aspect right foot #2563	Slight injury for record only

(*) Recovered by ship's boat.
 (#) Recovered over ship's side.

(ENCLOSURE (2) to ABNER READ
 SECRET Ltr. A16-3, Serial 006
 of 8/26/43)

(29)

SECRET

U.S.S. ABNER READ (DD526)

BERTHING PLAN

In order to comply with good damage control practice, the general berthing plan of the ship was to have men berth according to their underway watch. In general, those men in Watch I berthed forward in the ship, those in Watch II berthed forward in the after living compartments, those in Watch III berthed aft in the after living compartments. Thus, the various ratings were distributed equally about the ship.

Specifically, assignments were as follows:

<u>Watch</u>	<u>Compartments</u>	<u>No. Assigned</u>	<u>No. Present During Explosion</u>	<u>No. Lost</u>
I	A-302L	24	24	0
	A-303L	34	34	0
	A-304L	25	25	0
	A-305-2AL	2	2	0
II	C-203L	71	26	7
	C-204LM (port)	12		
III	C-204LM (stbd.)	35	24	14
	C-205L	69	57	50

Exceptions to the general berthing plan were as follows:

<u>Compartment</u>	<u>Occupants</u>
A-206IL	Steward and Cook Steward's Mates
C-201L	Cooks and Bakers

Chief Petty Officers berthed in their assigned space, A-204ILM except for one CBM in C-203L and one CBM in C-204L. Members of the Forward Repair Party berthed forward, those of the After Repair Party berthed aft, regardless of their individual watch assignments.

9 271

30

(ENCLOSURE (C) TO ABNER READ SECRET
Ltr. A16-3, Serial 006 of 8/26/43)

29