

62479

NAH 115

FROM: ENRIGHT 091510 NCR 35098 9 MARCH 44
ACTION: COMDESLANT...INCLANT... DEFERRED GMP
INFO: BUPERS...COMCORTDIV 17(BY HAND)...DAO NY(BY HAND)

Einar
LT COMDR ~~EDGAR~~ CARL HUGLUND DEVG USNR THIS DATE ASSUMED COMMAND
ENRIGHT(DE216) X

31321 - Q. B. H.
20A
BUPERS...COMINGH...COG

OP-01...OP-05...23...19...19C...20...20R...20M...FILE

RK

RESTRICTED

NAVY-NCR-4

For information about this dispatch call Branch 5295 (Room 3628)

Refer to
Serial

PLC/OC/PP15-6

UNITED STATES FLEET
DESTROYERS, ATLANTIC FLEET

022032
To facilitate
Administrative Handling
~~CONFIDENTIAL~~
Classification changed
from:

1944 MAY 24 PM 1 55
Care of Fleet Post Office,
New York, N. Y.

~~CONFIDENTIAL~~

MAY 24 1944

From: UNCLASSIFIED Commander Destroyers, U.S. Atlantic Fleet.
To: Pers-320 The Chief of Naval Personnel.
Officer Discipline

Subject: Detachment of Lieutenant Commander E. Carl
Hoglund, DE-V(G), U.S.N.R., from Duty in
U.S.S. ENRIGHT (DE216).

1. On 16 April, 1944, the U.S.S. ENRIGHT collided with the Portuguese merchant vessel S. THOME in the North Atlantic. As a result of this collision, there was extensive damage to these two vessels, personnel from the U.S.S. ENRIGHT were injured and Carl Augustus Hims, shipfitter third class, V-6, U.S. Naval Reserve, is missing under circumstances which lead to the presumption that he is dead.

2. In reviewing the investigation held in the foregoing case, Commander Destroyers, U.S. Atlantic Fleet, stated that the Commanding Officer of the U.S.S. ENRIGHT was aware for at least thirty minutes that his ship was proceeding on a collision course with an unidentified craft, and when ordered to divert this craft, he maintained this course until collision was inevitable. Commander Destroyers, U.S. Atlantic Fleet, further noted that there was no indication of an alert organization in the U.S.S. ENRIGHT to maintain an accurate plot, nor that such a plot was continuously maintained.

3. For the above reasons, Commander Destroyers, U.S. Atlantic Fleet, addressed a letter of reprimand to Lieutenant Commander E. Carl Hoglund, DE-V(G), U.S. Naval Reserve. It is considered that normally trial of Lieutenant Commander Hoglund by general court martial would be warranted.

4. For the above reasons, it is requested that Lieutenant Commander E. Carl Hoglund, DE-V(G), U.S. Naval Reserve, be detached from command of the U.S.S. ENRIGHT.

FINISHED FILE PERP 120
CORRESPONDENCE JACKETS

J. CARL JONES

cc: Cinclant.
Lt.Cdr. E.C. Hoglund, DE-V(G), USNR.

Refer to Serial 213/06, this-6
Serial 02053

UNITED STATES FLEET
DESTROYERS, ATLANTIC FLEET

Care of Fleet Post Office,
New York, N. Y.

~~CONFIDENTIAL~~

To: UN

~~CONFIDENTIAL~~

MAY 2 6 1944

Office : Commander Destroyers, U.S. Atlantic Fleet.
To : Lieutenant Commander E. Carl Heglund,
DE-V(G), U.S. Naval Reserve.
Via : Commander Escort Division SEVENTEEN.

Subject: Letter of Reprimand.

Reference: (a) General Order No. 62.

1. At approximately 0905, 16 April, 1944, the U.S.S. ENRIGHT (DE216), of which you were Commanding Officer, collided with the Portuguese merchant vessel S. THOMAS in the North Atlantic. As a result of this collision there was extensive damage to these two vessels, personnel from the U.S.S. ENRIGHT were injured and Carl Augustus Sims, shipfitter third class, V-6, U.S. Naval Reserve, is missing under circumstances which lead to the presumption that he is dead.

2. The Board of Investigation, convened in this case, clearly discloses that:

(a) The Commanding Officer of the U.S.S. ENRIGHT was aware for at least thirty minutes that his ship was proceeding on a collision course with an unidentified craft, and when ordered to divert this craft, he maintained this course until collision was inevitable.

(b) There is no indication of an alert organization in the U.S.S. ENRIGHT to maintain an accurate plot, nor that such a plot was continuously maintained.

3. In reviewing this case, Commander Destroyers, U.S. Atlantic Fleet, stated that you should normally be tried by general court martial. However, owing to the exigencies of war, the convening of a general court martial composed of a sufficient number of officers would seriously interfere with the scheduled operations. For your failure

Refer to 113/70, 113-4
Serial: 02853

UNITED STATES FLEET
DESTROYERS, ATLANTIC FLEET

Care of Fleet Post Office,
New York, N. Y.,

MAY 26 1944

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UNCLASSIFIED

Subject: Letter of Reprimand.

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Officer Discipline

to carry out your duties as Commanding Officer on this occasion, you are hereby reprimanded.

4. Commander Destroyers, U.S. Atlantic Fleet, will request the Chief of Naval Personnel to relieve you of command of the U.S.S. ~~SHRIANT~~.

5. Commander Escort Division SEVENTEEN is directed to attach a copy of this letter of reprimand, as well as the statement required by reference (a), to the next Report of Fitness of Lieutenant Commander E. Carl Hoglund, DB-V(1), U.S. Naval Reserve.

J. CARY JONES

cc: Supers.
Cinolant.

Commander Escort Division SEVENTEEN
U. S. S. SCOTT (DE-214)

Flagship,
c/o Fleet Post Office
New York, New York

From: CCD17/PI3
CONFIDENTIAL
To: Serial 042

FIRST ENDORSEMENT to
DesLant ltr. PI3/00/FF13-6,
Serial 02053, dated 26 May 1944.

30 May 1944

From: Commander Escort Division SEVENTEEN.
To: Lieutenant Commander E. Carl Hoglund, DE-V(G), USNR.

Subject: Letter of Reprimand.

1. Forwarded.

A. WILDNER

U. S. S. ENRIGHT (DE216)

To Facilitate
Administrative Handling
Classification changed
from: *10*

c/o Fleet Post Office,
New York, N. Y.

12 June 1944.

CONFIDENTIAL

To: UNCLASSIFIED

FROM: Commanding Officer, ^{Pers-320}
TO: Commander Escort Division Seventeen.

SUBJ.: Statement of Lt. Comdr. E.C.HOGLUND, DE-V(G), USNR.

REF.: (a) P13/00/FF13-6 Ser. No. 02053.

1. In accordance with reference (a), submitted herewith is Statement of Lieutenant-Commander E. C. Hoglund, DE-V(G) USNR, for enclosure in next fitness report.

E. C. Hoglund
E. C. HOGLUND

FINISHED FILE PERS 320
FITNESS REPORTS JACKET

U. S. S. ENRIGHT (DE216)

To: Fleet Post Office
Administrative Handling
Classification changed

c/o Fleet Post Office,
New York, N. Y.

12 June 1944.

CONFIDENTIAL

FROM: Commanding Officer, ^{OFFICER}
TO: Chief of Naval Personnel.

VIA: Commander Escort Division Seventeen.

SUBJ.: Statement Complying with General Order No. 62.

REF.: (a) DesLant Conf. Ltr. P13/00/FF13-6 Ser. 02053, dated
26 May 1944.
(b) Record of Proceedings of a Board of Investigation
Convened at U.S. Navy Yard, N. Y., 18 April 1944.

1. Noted herewith is statement made by the Commanding Officer of the USS ENRIGHT (DE 216) before Board of Investigation under reference (b). The facts stated therein have been established by testimony, and the statement is part of the official record of that board:

"The contact, which eventually proved to be the S. THOME and which collided with this vessel, was first picked up by radar at 12½ miles about 25 minutes before the collision. It was tracked and held under close observation during the whole period. It was known that the USS WEBER had been ordered to intercept and divert it, which she was endeavoring to do. During the whole period its bearing remained steady and was closing at about 800 yards per minute, while this vessel maintained its station in the screen. When the range closed to 4000 yards or less, or about four minutes from time of collision, the following order was received: "Do not let the contact get between you and the convoy." This called for immediate and positive action. The visibility of 500 yards or less meant that this vessel must close the contact to 500 yards, make sight contact and divert it before it reached the nearest ship in the convoy, 3000 yards from the ENRIGHT'S present position. Another course of action was to approach the contact cautiously rather than from ahead, thereby avoiding a collision, but permitting the contact to get between the ENRIGHT and the convoy, running the risk of having the contact in collision with ships of the convoy.

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FITNESS REPORTS JACKET

U. S. S. ENRIGHT (DE216)

Chief of Naval Personnel Administration Division
12 June 1944. Classification changed

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CONFIDENTIAL (10)

To: CLASSIFIED

Para-320

Subject: Dictation

The former alternative was chosen; this vessel immediately left the screen and closed the contact on a collision course. About four minutes later the contact appeared out of the fog less than 500 yards distant. Up to this instant a collision could have been avoided had I so chosen. A full astern bell and right full rudder was ordered by the Executive Officer, who was on the flying bridge. This order was immediately countermanded by me and changed to full speed ahead, left full rudder. Our stern started to swing away from the S. THOME, which bore down rapidly, hitting this vessel about 120 feet from the stern at an angle of about 20°.

It is my opinion that if the engines continued to back, the S. THOME would have hit near the bridge, resulting in a far more serious collision and perhaps cutting the ENRIGHT in half. Even after sighting, a collision might have been avoided had not the speed of the vessel been checked momentarily. The course of the S. THOME was such as to carry it straight into the convoy, where collision far more serious might have occurred. It is believed that the ENRIGHT in risking collision and taking a glancing blow, but diverting the S. THOME, made the proper decision".

s/ E. C. HOGLUND
Lt. Comdr., USNR.

2. In defense of the action taken by the Commanding Officer of the ENRIGHT, resulting in collision, the following facts and opinions are set forth:

- (a) A collision course was maintained for the following reasons:
 - 1. Before the order to divert was received, this ship was obliged to maintain its position in the screen.
 - 2. When the order to divert was received the ENRIGHT left its position in the screen, to close the oncoming vessel to visual range. In order to accomplish this, with visibility less than 500 yards, an approximate collision course had to be taken.

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FITNESS REPORTS JACKET

U. S. S. ENRIGHT (DE216)

Chief of Naval Personnel
12 June 1944.

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CLASSIFIED
Pers-320
J. Edgar Hoover

- (b) The base course and speed of the S. THOME was correctly solved ten minutes after initial contact. Thereafter, its movements were kept under close surveillance by radar ranges and bearings about every half minute. These facts were brought out by testimony of witnesses.
- (c) The Commanding Officer of the ENRIGHT, with heavy odds against him, risked collision of his ship in carrying out a "military order". The decision to close the oncoming ship, with visibility less than 500 yards, was made on the premise that the order to divert it must be carried out at all costs.
- (d) In the opinion of the Commanding Officer of the ENRIGHT, it is doubtful if any ship under similar circumstances could have successfully diverted the S. THOME without a collision. Noted herewith is Recommendation of Board of Investigation, Page 296, reference (b):

"1. That the Commanding Officer of USS ENRIGHT, Lieutenant-Commander E. Carl Hoglund, DE-V(S), U. S. Naval Reserve, be admonished for his failure to make known to the Escort Commander at an early time that he was on a collision course with the contact.

2. That the Escort Commander be admonished for his failure to take positive action early enough to prevent a dangerous situation from developing, and that he be directed to require closer cooperation between escorts under his command."

s/ CLARENCE L. WINECOFF
Captain, U. S. Navy, Senior Member.

s/ WILLIAM OUTERSON
Commander, U. S. Navy, Member.

s/ NORMAN J. SAMPSON
Commander, U. S. Navy, Member.

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U. S. S. ENRIGHT (DE216)

Chief of Naval Personnel
12 June 1944

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- (e) The Commanding Officer of the ENRIGHT believed that the correct decision was made in the execution of the order to divert the oncoming vessel, notwithstanding the great risk involved. He deeply regrets the attendant loss of life, injury and damage. The utmost effort was exerted by himself and all hands to successfully accomplish the mission. When collision became imminent, proper action was taken to minimize damage, as well as subsequent action in keeping the ship afloat and bringing it safely into port.

E. C. Hoglund
E. C. HOGLUND

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