

TENS UNITS AREA ENEMY SHIP ENEMY ACTION WEATHER DAMAGE	7 4 2 1 0 7 4 2 1 0 7 4 2 1 0 7 4 2 1 0			7 4 2 1 0 7 4 2 1 0 7 4 2 1 0 7 4 2 1 0		7 4 2 1 0 7 4 2 1 0 7 4 2 1 0 7 4 2 1 0		7 4 2 1 0 7 4 2 1 0 7 4 2 1 0 7 4 2 1 0	
OWN DAMAGE GET 2050 SET 1650 WEATHER Clear		OWN ACTION DATE 6-1-42 DATE 6-1-42 SEA Slight swells		OWN SHIP TYPE LAT 26-00 N LONG 59-34 W VISIBILITY 1 mi with glasses		OWN SHIP NAME Triton		OWN SHIP TONNAGE 2278	
ENROUTE Port of Spain to New York ZIGZAG Not		NATL Dutch CARGO CARGO GUN CREW		COURSE 43		ENEMY SHIP Submarine		ENEMY SHIP NAME XXX	
OWN LIGHTS Blacked out LOOKOUTS Three		ARMED BY US OTHER ✓		RADAR Silent		TORPEDO TRACK NOT SEEN		MAG DET	
OWN DAMAGE SUNK CONTACT MADE BY SIGHT		SOUND 40 ROUNDS PERISCOPE SUBMERGED		ENEMY DAMAGE One shot was fired at the submarine.		ENEMY ATTACK ✓		REMARKS One shot was fired at the submarine.	
ON SURFACE ✓ DISTANCE		BEARING Course		TORPEDO TRACK NOT SEEN		ENEMY SHIP Submarine		REMARKS One shot was fired at the submarine.	
ENEMY IDENTITY The sub was 250 ft long, one 4" gun fwd of conning tower which was square with a step aft and open bridge top, bow was raked and chain ran the length of deck, newly painted a dark gray.		BEFORE ATTACK The sub first fired a flare off starboard beam,		ENEMY SHIP Submarine		REMARKS One shot was fired at the submarine.		ENEMY SHIP Submarine	
DURING ATTACK then immediately started firing at a range of 2,000 yds; 15 or 20 rounds of incendiaries were fired at 10 to 15 seconds intervals, scoring 8 or 10 hits and ship immediately caught fire. Distress signals were jammed by sub. One shot from the ship's 3" gun was fired, no results, and gun was hit immediately thereafter. Motors stopped and ship abandoned within minute after shelling began. The sub stayed in vicinity until 2210 LAT when it fired 20 more incendiaries into the ship from 300 to 500 yds, sinking ship forthwith. Radio code secured overboard, other confidentials believed sunk with ship, although it is possible ship was boarded.		AFTER ATTACK The sub, with ten men in conning tower, approached the lifeboat and asked name of ship, ports of departure and destination, cargo and tonnage. Help sought by survivors was politely refused, nor would sub give position of sinking or advise distance to Bermuda; but did advise that they were 220 and 540 miles from Puerto Rico, and to sail for West Indies as that course would give fair wind and warmer nights. Of the crew of 36, 32 succeeded in abandoning ship. 4 presumed lost with the ship.		COMMENTS ON GUNNERY TACTICS LIGHTS MATERIAL PERSONNEL SHIP OTHER		ADDL REPORTS IN FILE SURVIVORS ACTION DNI OTHER		COMMENTS ON GUNNERY TACTICS LIGHTS MATERIAL PERSONNEL SHIP OTHER	

TRITON

400 300 200 100 0	400 300 200 100 0	400 300 200 100 0	400 300 200 100 0	400 300 200 100 0	400 300 200 100 0	400 300 200 100 0	400 300 200 100 0	400 300 200 100 0	400 300 200 100 0	400 300 200 100 0	400 300 200 100 0
DISTANCE LAND	FATHOMS	SEA	VISIBILITY	GEAR	ZIGZAG	CON	TENS	UNITS	LOCAL HOUR	TIME OF DAY	DATE

10 June - Shelled and sunk 26N 59-30W 2050Z/1
27 June - 110 rounds B-45 type ship fired on shell.

CR TRITON : Du : MV : 2278 : 012050 : 26N 59-34W : SUNK : Out
 : : : : : Jun '42 : : : : :
 (Name) (Armed) : Nat : Type : Tonnage : Date : Location : Lights : Damage

That happened: Shelled. about 140 shells total.
 Port of Spain to New York with 3100 tons of bauxite and 60 tons timber.
 S-9 1/2 to 10.
 Sub jammed transmission of radio

Description of Sub: 250' Long having 1 gun fwd of conning tower. Bow raked, chain extending along the side and length of the deck, both forward and aft of the conning tower. The conning tower was square with a step extending aft and an open bridge on top. Left at a speed estimated from 18 to 20 kts.

Survivors: 29 out of crew of 35 and 1 pass landed New York. 2 died and 1 missing.

Additional Remarks:

B-5 report in file.

COM 3 6-15-42 RS 6-01095

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DISPATCHES

The SS TRITON 2278 gross tons Dutch freighter shelled and sunk June 1 2050 lat. 26-00 N., 59-34 W. 29 out of crew of 35 and 1 passenger brought to New York June 9 by SS MOORMAC PORT. COM 3 Q to COLLINCH 091825.

Torpedoed and sunk 26-00 N., 55-34 W. COLLINCH Q to COMNAVU LONDON 102055.

REMARKS

471318

In reply refer to
Initials and No.

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

Op-16-B-5
CONFIDENTIAL

July 1, 1942

MEMORANDUM FOR FILE

Subject: Summary of Statements by Survivors of SS TRITON, Dutch Freighter,
2278 G. T., Owners: Royal Netherlands Line, Norton Lilly, Agents.

1. The TRITON was shelled by a surfaced submarine without warning first at 2050 LAT on June 1, 1942 at 26°00' N, 59°34' W, and second at 2211 LAT same date and position while en route from Port of Spain to New York with 3100 tons of bauxite and 60 tons of timber. The freighter sank in flames, plunging by the stern.

2. The ship was on a course true north, speed about 10 knots, not zigzagging, blacked out, radio silent, three lookouts, two on bridge and one on poop, weather clear, slight swell, 1-2 force, south wind, visibility 1 mile with glasses.

3. The sub first fired a flare off starboard beam, then immediately started firing at a range of 2,000 yards; fifteen or twenty rounds of incendiaries were fired at 10 to 15 second intervals, scoring 8 or 10 hits and ship immediately caught fire. Distress signals were jammed by sub. One shot from the ship's 3" gun was fired, no results, and gun was hit immediately thereafter. Motors stopped and ship abandoned within minute after shelling begun. The sub stayed in vicinity until 2210 LAT when it fired twenty more incendiaries into the ship from 300 to 500 yards, sinking ship forthwith. Radio code secured overboard, other confidential believed sunk with ship, although it is possible ship was boarded.

4. The sub, with ten men in conning tower, approached the lifeboat and asked name of ship, ports of departure and destination, cargo and tonnage. Help sought by survivors was politely refused, nor would sub give position of sinking or advise distance to Bermuda; but did advise that they were 220° and 540 miles from Puerto Rico, and to sail for West Indies as that course would give fair wind and warmer nights. Of the crew of 36, 32 succeeded in abandoning ship in boats and rafts, 2 died prior to rescue by the M.V. MOORE-MACK PORT on June 5, 1942 at 1200 LAT in 20-14 N, 62-24 W, and 4 presumed lost with the ship.

5. The sub was 250 feet long, one 4" gun forward of conning tower which was square with a step aft and open bridge on top, the bow was raked and a chain ran the length of the deck, was newly painted a dark grey, no signs of damage and was last seen at 2215 LAT proceeding on the surface in a westerly direction at estimated speed of 18 to 20 knots.

E. D. Henderson
Ensign, USNR

CC: ONI B-8, 16-A-4-d, F-9 (4 copies), F-10, Cominch, Cominch F-21-22, F-252
F-353, F-37 (C&R), Op-23-L, Op-28, Op-30, Op-39, BuShips, BuOrd (Ensign
P. L. Vissat), BuOrd, Atlantic Fleet Anti-Submarine Unit, BuPers-6.

Office of Naval Intelligence
NAVY DEPARTMENT

Intelligence Report

ENEMY ATTACK ON MERCHANT SHIPS

From **DIO** At **3HD** Date **June 10, 1942**

Subject **Enemy Attack on Merchant Ship**

Name of Ship **SSTRITON** Flag **Dutch** Type **Freighter**

Gross Tonnage **2276** Whether Armed **Yes - 3" Gun**

Date of Attack **June 1, 1942** Position at Attack **26° N - 59° 34' W**

Whether Sunk, Captured or Escaped

PARTICULARS OF SHIP AND VOYAGE

Questions	Answers
1 (a) Port of departure	Fort of Spain, Trinidad
(b) Date of Sailing	May 28, 1942
(c) Destination	New York
(d) Route instructions	Outside - to pass 60 miles N.E. of Bermuda
2. Name of Owners and Charterers (if any). General description and weight of cargo. (If on Government Service the fact should be stated).	Royal Netherlands Line Norton Lilly Agents 3100 tons of bauxite 50 tons timber.
3. Full Christian Name, Surname and Nationality of Master.	Barteld Van Dyk, Dutch.

CONDITIONS OF ATTACK

4. (a) Ship's position, date, and time when enemy was sighted, or	26° N 59° 34' W.
(b) When attack commenced	Same
(c) What warning given?	Flare sent up by sub.
(d) Ship's position, date and time 1. when ship sank, or 2. when chase was abandoned	Same position 2210

(Page 1)

- (e) Ship's position, date and time ship was abandoned
5. (a) What was the cause of ship sinking (torpedo, gunfire, bombs or mine) **Gunfire**
- (b) Was she seen to sink? **Yes - plunged by stern 1'40" after first attack, directly after second.**
- 6 Course and speed of ship when enemy was first sighted or when attack commenced **True North slightly less than 10 knots**
7. (a) Was ship zigzagging? If so **No**
- (b) Nature of zigzag
- (c) How long had ship been zigzagging previous to the attack?
8. State of weather and sea, direction and force of wind; visibility **Calm - slight swell - 1-2 point S. wind - clear night-visibility 1 mile with glasses. Moon came up at 2130, 2 nights after full Moon.**
9. (a) Was ship attacked with torpedo by submerged submarine:
- If so was -
- (b) periscope of submarine or
- (c) track of torpedo seen before vessel was struck? If so, at what distance from own ship and what avoiding action was taken?
- (d) Did submarine subsequently come to the surface? If so, when?
10. (a) Was ship attacked with gunfire? **Yes**
If so,
- (b) Was enemy seen prior to the attack? **No**
- (c) Was any, and if so what, warning or order given by enemy? **None - Flare sent up.**
- 11 (a) How many look-outs were on watch? **3 - Gunner on poop, 2 on bridge 25 feet above water line. Gunner and 1 officer on bridge had glasses.**
- (b) Where were they stationed?
- 12 Speed and course of aircraft, raider, or submarine relative to ship when first sighted, or when attack commenced

N.N.I. 142

- 13 (a) What colors, if any, was ship flying at time of attack? **Dutch**
- (b) When were they hoisted? **No**
14. (a) If attack took place at night, what lights, if any, was ship showing **Blacked out**
- (b) If navigation lights were burning, were they dimmed?
- 15 How was ship manœuvred after sighting enemy? **Full speed - turn stern - then stop**
16. (a) Were any other vessels in sight?
- (b) If so, what were their positions and movements and names if known? **No**
- (c) Did any signal pass between them and the ship or enemy?
17. (a) Was ship equipped with radio and did she use it? What signals? **Yes 3335 - position**
- (b) If so, was any reply received, and from whom? **No**
- (c) How long before attack did ship last use her radio? And on what wave length? **Not used**
- (d) Did enemy order silence or jam radio transmission? **Yes - Jammed it**
- 18 (a) What course was submarine, raider, or aircraft steering when last seen, or, if submarine, did she dive? **West course on surface**
- (b) Time enemy ship was last seen? **2215 - June 1, 1942**

CONFIDENTIAL DOCUMENTS

- 19 (a) Were there Navy or British codes on board? **Yes**
- (b) Which ones? **Route Instructions and Radio Codes**
- (c) What became of them? **down on ship - radio codes secured overboard in weighted container.**
20. (a) Were there any other confidential papers or mails on board? **No**

- (b) If so, what became of them?
- (c) What did the confidential papers consist of?

(NOTE: If codes or papers came to enemy hands, Opanav to be advised immediately by dispatch.)

OFFENSIVE ACTS OF ENEMY

Gunfire

- 21. At what time and range did enemy open fire?
1. 2050 LAT -2,000 yards
2. 2210 LAT -400-500 yards
Was any shot fired "across bows" as warning? No
- 22. Number of rounds fired by enemy:
 - (a) Before ship was abandoned 15-20
 - (b) After ship was abandoned 20-30
 - (c) Approximate rate of fire 10-15 second interval
- 23. Number of times ship was hit:
 - (a) Before ship was abandoned Unknown 8-10 Estimate
 - (b) After ship was abandoned Unknown

Torpedo or Aircraft Bombing

- 24. Distance and bearing of submarine or aircraft when torpedoes or bombs fired.
- 25. Was there any way on the ship at time torpedo or bomb was fired?
- 26. (a) Number of torpedoes or bombs fired
(b) Number which hit
(c) Number which missed
- 27. If hit:
 - (a) Position of damage and depth below water (for torpedoes)
 - (b) Description of damage
 - If missed: -
 - (c) Whether torpedo or bomb passed ahead, astern, under or short, and by how much
 - (d) Any other reason to account for missing
 - (e) If torpedo or bomb failed to explode and if torpedo observed to be floating after attack failed

Boarding

28. Was ship boarded by enemy and how? **Believed not**
29. Was Master interrogated by enemy Officers? What questions were asked? Which officer (or Officers) asked questions and what knowledge of the English language had he? **Name of vessel, tonnage, Port of departure, destination.**

Explosive Charges

30. If ship was sunk by explosive charges: -
(a) How many were used?
(b) Where were they placed?

DEFENSIVE ACTS OF SHIPS

Gunfire

31. What guns were carried? **1 - 3" gun (American make)**
32. At what time and range did ship open fire?
33. Was ship showing her proper colors when she opened fire? **No**
34. (a) Number of rounds fired by ship? **1 gun hit immediately thereafter**
(b) Approximate rate of fire?
35. Number of times enemy was hit by gunfire **None**

Smoke

36. Was ship supplied with smoke apparatus? **No**
If so: -
(a) What pattern?
(b) How was it used and with what effect?
37. (a) Were there any casualties?
(b) What were they?
(c) How caused?

38. (a) What was the number and nationality of the passengers & crew? **36. 4 British, 1 Portugese, 1 Venezuelan, 1 Spanish, balance Dutch**
- (b) How did they behave? **Well**
39. (a) What became of the passengers & crew after abandoning ship? **4 probably went down with ship. 1 died on raft - 1 died on lifeboat.**
- (b) Were any taken prisoner? **No**

PARTICULARS OF ENEMY CRAFT

40. (a) Number, if submarine or aircraft.
- (b) Where was number seen and how distinguished?
41. With the help of a sketch or silhouette drawing give a general description of the enemy ship and especially of any peculiarities noticed. A drawing of the submarine or raider, however rough, should be attached and the following points of descriptive detail noted as examples:
- (a) Whether large or small
- (b) Color and whether any streaks or stripes **250'**
- (c) Shape of conning tower? **None seen**
- (d) Shape, rake and position of stack **Square - Step down aft.**
- (e) Any irregularities or bulges on hull or superstructure
- (f) Gun position(s) **No**
- (g) Whether any net cutter? **1 - 4" Gun forward of C.T.**
- (h) Shape of bow; of stern **No**
- (i) Relative height and position of masts **Painted.**

42. Guns, number, position, and nature? 1 - 4"
43. Number of masts and king posts? 1 kingpost forward seen
by 1 man.
44. Radio aeriials and gear, description of? None seen
45. (a) What color was enemy vessel painted? Dark Grey
- (b) Did paint look old or new? New
- (c) Did ship bear any marks of damage? No
46. Estimated speed 18-20 knots
47. Estimated tonnage (gross)
48. Steam or motor ship?
49. Officers of enemy vessel. Names and personal description?

REPORT OF INTERVIEWING OFFICER

50. General remarks by interviewing officer.

F.T. Carmody
Signature and Rank of Interviewing Officer.
Lieut. (Jg) USNR.

NOTE: - Any supplementary questions considered necessary should also be put, and replies inserted on a separate sheet, so that the report may form as complete a record of the circumstances as it is possible to obtain.

Survivors injured.

Th Van Den Broek - 3rd engineer - Dutch
T. Westervearder - radio operator - Dutch
A. Den Heyer - sailor - Dutch
A. Freites - fireman - British
T. Boekhout - 3rd officer - Dutch
T. Montanus - sailor - British
A. Zavala - sailor - Venezuelan

June 10, 1942

SURVIVORS OF SS TRITON, DUTCH

Barteld Van Dyk - Master	-	Dutch
F. Gaastra - Second Officer	-	"
T. Boekhout - Third Officer	-	"
A. Tack - First Engineer	-	"
Th Van Den Broek - Third Engineer		"
P. Wakker - Assistant Engineer		"
Y. Plug - Boatswain		"
D.Y. Cornielje - Carpenter		"
Y. Roos - Sailor		"
A. Den Heyer - Sailor		"
Y. Major - Sailor		British
T. Montanus - Sailor		Dutch
A. Zavala - Venezuelan Sailor		
E. Leeuwendaal - Oiler		Dutch
G. Spier - Oiler		"
Gh. Koenders - Oiler		"
A. Freitas - Fireman		British
E. Hoefderaad - Fireman		"
J. Moreno - Fireman		Spanish
K. Manuel - Trimmer		British
R. Sutherland - Trimmer		British
J. Kuipers - Steward		Dutch
G. J. Bruins - Cook		"
A. Nunes - Assistant Cook		"
T.J. Pavern - Servant		"
H. A. Klipsheen - Servant		"
J. Baeldstroy - Servant		"
H. Hovgsteder - Gunner		"
T. Westervaarder - Radio Operator		Dutch
S. Jensen - U.S. Passenger		

Two men dead are J.P. Lendorf - Chief Mate and Joost DeGraaf, both Dutch.

The following are lost and believed dead:

Van Leen Warden - Gunner	Dutch
Max Elmond - Sailor	British
Nickolas Van Eyck - Trimmer	Dutch
Jeronimo Da Silva AB	Porteugese

June 10, 1942.

Summary of Statements by Survivors of U.S. TRITON,
2278 gross ton Dutch freighter, Royal Netherland's Line, owners.

1. The S.S. TRITON was shelled by a submarine first at 2050 LAT on June 1, 1942 in position 26-00 N, 59-34 W, and second at 2210, sinking aflame at 2211, while en route from Port of Spain to New York with 3100 tons of bauxite and 60 tons of timber. The stars were out at the time of the first attack, the night was clear, visibility about one mile with glasses. There was a one or two point southerly wind and a slight swell. The moon came out at about 2130, increasing the visibility at the time of the second attack.

2. The vessel was making slightly less than 10 knots when the officer on watch saw a flare off the starboard beam. Immediately thereafter they heard gun firing. The vessel was on a true northerly course, not zigzagging nor having zigzagged throughout its voyage except for one-half hour period before and after sunrise and sunset. At the time of the first attack there was one gunner on the poop deck, an officer on watch on one wing of the enclosed bridge and another lookout on the other wing of the bridge. The gunner had glasses and the officer on the bridge had glasses. The bridge was about 28 feet above the waterline but owing to the enclosure, the bridge lookouts could only see forward of the bridge.

3. The submarine fired 15 or 20 shells before the ship was abandoned by the crew, at intervals of 10 to 15 seconds. The gun crew fired one shell from the 3" gun on the poop without effect. The submarine shells were incendiaries and the ship immediately caught fire. The radio operator attempted to send a message after the first hit but the submarine jammed the radio and the message could not have been received. The submarine was distant about 2000 yards off the starboard beam of the vessel when it fired the first few rounds. The vessel attempted to take avoiding action after the first shell was fired and turned its stern to the submarine but within a period of a few seconds after the shelling was commenced, the motors were stopped by orders of the second engineer, and the vessel was abandoned on orders of the master. 32 of the crew succeeded in abandoning ship, one died on a life raft and another in a lifeboat.

4. After the crew abandoned ship, the submarine approached the lifeboats. There were 10 men in the conning tower and one of them asked the occupants of one of the lifeboats the name of the ship, its destination and its port of departure. The name of the ship was given and the submarine was informed that the vessel had left British Guiana and was headed for the U.S., not specifying the port. The survivors then asked for help and were told politely that no help could be given. The master of the TRITON informed the submarine crew that some of the men were hurt and a submarine officer asked how they got hurt. The submarine officer then asked if they had fired a shell from the vessel's gun and was told that they had not, the master of the TRITON believing that no shell had been fired. However, the German submarine officer replied, "Yes, you did." The survivors were then asked the tonnage and cargo of the vessel which information was supplied. Then the master of the TRITON asked if the submarine would wire the position of the sinking and was told that they could not do so. Next the master asked how far they were from Bermuda but could obtain no information. However, the submarine officer did tell them that they should make for the West Indies and that they were 220° and 540 miles from Porto Rico. The submarine officer continued that they should head for the West Indies because it was not so cold at night on that course and that they would have a fair wind. The submarine officer spoke at times in English and at times in German as did the master of the TRITON.

5. The submarine stayed in the vicinity of the vessel until 2210 when from a range of 300 to 500 yards it fired approximately 20 more incendiary shells at the vessel which sank forthwith, listing to port and then going down by the stern. The British route instructions and other confidentials are believed by the master to have gone down with the vessel, and the master and crew members feel that the vessel was not boarded although a bare possibility exists that it may have been boarded. The radio code was secured overboard by the radio operator.

6. The submarine was described as being about 230 feet in length and as having only one 4" gun forward of the conning tower. No other erections on the hull of the submarine except for the one gun on the conning tower were seen. One of the survivors thought he saw a king post just aft of the bow. Another survivor thought he saw the letter "V" painted on the conning tower although none of the other survivors observed this.

The bow was raked, there was a chain extending along the side and length of the deck, both forward and aft of the conning tower. The conning tower was square with a step extending aft and an open bridge on top. The submarine was last seen on the surface at approximately 2215, disappearing at a speed estimated from 18 to 20 knots in a westerly direction.

7. The survivors were picked up by the M.V. MOOREMACK PORT on June 5, 1942 at 1200 LAT, in 20-14 N, 62-24 W and landed in New York on June 9, 1942.

8. A list of the survivors, showing those injured, and a list of the known dead and believed dead, is attached. The injured survivors were taken to the Marine Hospital, Staten Island, New York by the Public Health authorities at Quarantine, New York.

C. C. Vickrey,
Lieut. Comdr. USNR.