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PHOTOSTAT

ACTION REPORT

USS MAC KENZIE

DD-614

SERIAL NONE

18 OCTOBER 1943

EXTRACTS FROM LOG OF USS MAC KENZIE FOR 18 OCTOBER  
1943 - ENGLAND.

USS MAC KENZIE, WHILE BEING GUIDED  
BY AN ENGLISH PILOT, FROM THE LOCKS  
THROUGH SCHERZER BRIDGE TO THE PRINCE  
OF WALES DOCK AT SWANSEA, WALES, COL-  
LIDED WITH A TUG, THE NORTH WALL OF  
THE DOCK, AND THE BRITISH MINESWEEPER  
HMS FAIRFAX.

60168

DIVISION OF NAVAL RECORDS  
AND HISTORY

DECLASSIFIED  
Authority NA 12 968 133  
By SB HMMA, Data

NOAR

RECEIVED  
MAIL ROOM

A16-3/ABSS Mackenzie  
1943 DEC 21 PM 1 44

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COMINCH FILE

UNITED STATES FLEET  
HEADQUARTERS OF THE COMMANDER IN CHIEF  
NAVY DEPARTMENT, WASHINGTON, D. C.  
14 December 1943

MEMORANDUM

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From: F-48  
To: Confidential Mail Room.

Subject: Distribution of Extracts from Log of USS MACKENZIE  
for 18 October 1943 - England.

1. Please have subject report distributed as follows:

- CominCh F-105; F-48(2); F-30 4
- Vice CNO Op-02; Op-16; Op-16E; Op-23 4
- BuShips 1
- Naval War College 1
- General Board 1
- CinCPac 1
- ComDesPac 1
- Naval Training School (Damage Control) 1
- Philadelphia, Penna.
- COTCPac 1
- COTCLant 1

*G. C. Gill*  
G. C. GILL

BURN WHEN NO LONGER REQUIRED

NOV 23 1943  
16

A12-1/DD614

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The following is the statement of the Commanding Officer concerning events between 1950 to 2105. It is believed to be the most complete record available.

"At about 1430 the afternoon of 18 October the MAC KENZIE tied up to #2 fuel jetty, Queen's Dock, Swansea, N.S.W. Shortly after securing I reported aboard the Flagship of the Squadron Commander and reported that we were about to commence fueling, and the estimated time to fuel would be about seven (7) hours. I was informed that two (2) ships were to move out that night in order to keep Queen's Dock clear for any emergency fueling jobs. Inasmuch as the MAC KENZIE was the second ship to enter Queen's Dock, the MAC KENZIE would shift berths upon completion of fueling preceded by the PARKER. At about 1615 a message was sent to the Squadron Commander informing him that fueling would be completed and the MAC KENZIE ready to shift berths at 1930, that night. At about 1920, two (2) tugs came alongside bringing with them the pilot. He reported to me on the bridge and stated that he would supervise the securing of the tugs in order that he could give them their instructions. The night was clear but the harbor was blacked out except for shaded lights at infrequent intervals. There was a wind from southeast of from fifteen (15) to twenty (20) knots. The conditions, except for the darkness, did not appear to be as severe as we had in the afternoon. When all lines were cast off, the wind carried the ship away from the jetty and we started, to what appeared to me, to swing the ship in the dock area. As the wind seemed to be taking charge and with buoys in the middle of the dock, the pilot maneuvered to keep the buoys clear and decided to back the ship out of Queen's Dock.

"The passage to Scherzer Bridge was uneventful until the stern of the ship was between the bridge abutments at which time the tug on the bow was on the starboard side and was pulling to the westward, and the pilot told him to swing the bow to eastward and endeavoring to shift his position he went ahead too fast and parted the tow line, which resulted in the bow continuing its movement to westward. The ship, in the meantime, was continuing its passage through the abutments and the starboard anchor scraped one of the supports of the operating rack of the bridge. On clearing the bridge, the bow tug re-secured itself and the ship entered King's Dock and was swung clockwise so that the bow would pass through the swing bridge bow first. The trip through King's Dock and through the swing bridge was uneventful until the ship had cleared the swing bridge abutments. At this time the pilot hollered to the bow tug to the effect, I wanted you to go westward instead of eastward. The bow tug reduced the strain on the tow line and appeared to me to initiate a turn to accomplish the desire of the pilot. The pilot seeing this told the tug that he was to go ahead to the eastward and the engines were used to assist the ship in moving the ship's head to the eastward. In preliminary conversation with the pilot prior to getting underway, I informed him that our destroyers had a tremendous amount of power and would react very quickly to any orders given to the engines. He informed me that he had taken the LAUB (DD613) from the locks through Scherzer Bridge to the fuel dock and that he was fairly familiar with

Approved:

*B. N. Rittenhouse, Jr.*  
B.N. RITTENHOUSE, Jr., U.S.N.  
Commanding Officer.

Examined:

*M. Varland*  
M. VARLAND, Lt., U.S.N.  
Navigator.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

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**FILMED**

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Authority: NND 968 183

By: SA [Signature]

PART III  
**CONFIDENTIAL**

UNITED STATES SHIP MAC KENZIE Monday 18 October 1943  
(Day) (Date) (Month)

Zone description - 1

Position	0800	1200	2000
Lat.			
Long.			

**OPERATIONAL REMARKS**  
**(WAR DIARY)**

the ship's reactions. I informed the pilot that if he ordered "slow ahead" I would ring up four (4) knots and for "full ahead" would be ten (10) knots. He said that would be satisfactory, and that he did not intend to use more than "slow ahead" or "astern". The turning movements brought on by this attempt to swing the bow eastward by the engines, resulted in the stern swinging to port and the tug on the stern parted its line and we backed into a sandsucker. We went ahead still attempting to get the ship's head swung to eastward. In going ahead, we hit the north wall of the Prince of Wales Dock and on backing down before sternway could be checked, we touched lightly aft, a tug boat. Sternway was checked and we went ahead and the starboard anchor was dropped but before headway could be checked, we hit what turned out to be a Minesweeper, the H.M.S. FAIRFAX. The anchor was heaved in on advice from the pilot who stated we were clear to head for our berth and made ready for letting go. The stern then touched lightly another Minesweeper and upon clearing this Minesweeper, I ordered the anchor dropped again and allway checked. I told the pilot to secure us in a berth that appeared to be available but had not been assigned to the MAC KENZIE.

"After hitting H.M.S. FAIRFAX, prior to letting go the anchor the second time, a line was passed to the north seawall and secured to a bollard astern of the FAIRFAX. By means of this line and the tug which had re-secured itself astern, the ship was warped into a berth on the north side of Prince of Wales Dock. While being warped, several bumps were felt and I inquired of the pilot, "Could we be aground?", and he replied, "No, there is plenty of water in the dock." Upon investigation the following day, it is believed that the bumps that were noticed resulted from our passing over one of the buoys located in the middle of the dock. Also with the ships secured to the sidewalls of the Prince of Wales Dock there was about fifty (50) yards to maneuver in."

*M. Varland*  
M. VARLAND,  
Lieutenant, U. S. N.

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