

DECLASSIFIED

ACTION REPORT

USS MAC KENZIE

DD-614

SERIAL NONE

29 OCTOBER 1943

DAMAGE REPORT, 18 OCTOBER 1943.

REPORT OF DAMAGE INCURRED WHILE VESSEL
WAS SHIFTING BERTHS AT SWANSEA, NEW
SOUTH WALES. SHIP INVOLVED IN A SERIES
OF MINOR COLLISIONS.

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Authority NN12 968 133

By SB NAVA, DMLA

29 October 1943.

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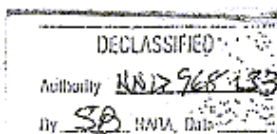
From: The Commanding Officer. 12 958
 To : The Commander-in-Chief, UNITED STATES FLEET.
 Via : (1) The Commander Destroyer Squadron SIXTEEN.
 (2) The Commander Task Force SIXTY.
 Subject: Report of Damage to U.S.S. MAC KENZIE.
 Reference: (a) US FLEET 1 (COMINCH Conf. despatch 052215
 of January 1943).
 (b) Atlantic Fleet Conf. ltr. 2CL-43.
 (c) U.S.S. MAC KENZIE secret despatch 211425
 of October 1943.
 (d) Article 840, U. S. Navy Regulations, 1920.
 Enclosure: (A) CO MAC KENZIE statement regarding damage
 sustained.

1. Reference (c) gave an initial estimate of damage sustained and the place at which repairs would be effected.

2. C. H. Bailey Ltd. of Cardiff, New South Wales, under the supervision of Fleet Officer-in-Charge, Cardiff, New South Wales, has commenced repairs to the damage sustained while this vessel was shifting berths in Swansea, New South Wales. It is estimated that the repairs effected will restore the ship as an effective unit. All material necessary is being supplied by C. H. Bailey Ltd. of Cardiff, New South Wales. Repairs to be effected are:

- (a) Remove and replace stem from 8 foot to 26 foot waterline.
- (b) Remove and replace shell plating from stem to frame 1 between 8 foot and 26 foot waterline, about 100 square feet.
- (c) Repair number 3 and number 4 starboard cant frames.
- (d) Remove and replace stern plating starboard side from number 1 starboard cant frame to frame 190, about 112 square feet.
- (e) Replace 20 square feet of first platform deck aft.
- (f) Replace 70 square feet of main deck aft.
- (g) Replace longitudinal stiffeners numbers 10, 11, and 12 from number 1 starboard cant frame to frame 190.

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29 October 1943.

S-E-C-R-E-TSubject: Report of Damage to U.S.S. MAC KENZIE.

(h) Repair starboard depth charge rack
and inoperative parts.

3. No other damage to hull or machinery was sustained. A tentative estimate of the date of completion is 6 November 1943.

4. Enclosure (A) is forwarded as required by reference (d).

B. N. Rittenhouse, Jr.
B. N. RITTENHOUSE, Jr.

Copy to: ComDesLANT
CinCLANT

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Authority <i>NSA 968-133</i>
By <i>SP</i> MVA, Date <i>2/2/83</i>

STATEMENT BY COMMANDER B. N. RITTENHOUSE, JR., U.S.N., IN REGARDS
TO CONDITIONS SURROUNDING THE MOVING OF THE U.S.S. MAC KENZIE
FROM THE QUEEN'S DOCK TO THE PRINCE OF WALES DOCK.

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 the 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

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Enclosure A

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By <u>SB</u> <u>UNV, GMS</u>

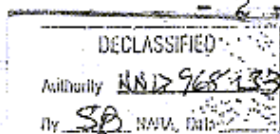
hollered to the bow tug to the effect, I wanted you to go westward instead of eastward. The bow tug reduced the strain on the tow line and appeared to me to initiate a turn to accomplish the desire of the pilot. The pilot seeing this told the tug that he was to go ahead to the eastward and the engines 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 the ship's reactions. I informed the pilot that if he ordered "slow ahead" I could 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.

B. N. Rittenhouse, Jr.
B. N. RITTENHOUSE, Jr.,
Commander,
Commanding, U.S.S. MACKENZIE.

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File CDS16/S88/cr
Serial

DESTROYER SQUADRON SIXTEEN
UNITED STATES ATLANTIC FLEET

U. S. S. PARKER, FLAGSHIP
IN CARE OF FLEET POST OFFICE
NEW YORK, N. Y.

12 953

SECRET

FIRST ENDORSEMENT to:
DD614 ltr. DD614/S88/A9
of 10/29/43.

14 December 1943.

From: Commander Destroyer Squadron SIXTEEN.
To: Commander-in-Chief, United States Fleet.
Via: Commander Battleship Division FIVE.
(Commander Task Force SIXTY).

1. Forwarded.
2. Commander Destroyer Squadron SIXTEEN, 19 October 1943, convened a Board of Investigation to inquire into and report upon the circumstances attending the damage sustained by the U.S.S. MAC KENZIE within the Dock Area, Swansea, Wales. The record of the proceedings and the remarks of the convening authority have been forwarded.
3. The delay in forwarding this report was occasioned by the separation of the MAC KENZIE from the squadron. Repairs effected appeared satisfactory and the MAC KENZIE rejoined the squadron 21 November, 1943.


C. J. CATER.

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MAIL ROOM



DEC 17 1943 AM

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Authority: NA 12 968 433
By: SB NAFA, Date: _____

FILE A9/S88/OF7
Serial 0016

UNITED STATES ATLANTIC FLEET
COMMANDER BATTLESHIP
DIVISION FIVE

Reg. No.	F-259
R.S. No.	12 303

SECRET

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

17 DEC 1943

SECOND ENDORSEMENT to
CO MAC KENZIE (DD614)
Secret ltr. DD614/S88/
A9 of 29 Oct., 1943.

From: Commander Task Force SIXTY,
(Commander Battleship Division FIVE).
To : The Commander-in-Chief, United States Fleet.
Subject: Report of Damage to U.S.S. MAC KENZIE.

1. Forwarded.

817
370
DD614/211-1

C. F. BRYANT.

B. H. Jacobs
B. H. JACOBS,
By direction.

RECEIVED S-C FILES
Room 2034
23 DEC 1943
ROUTED TO 23

Op File No. *L11-1/DD614*
Doc. No. **103637**
Comp. No. *1-2*

*Return to Cominch
R. S. 12-953*

1943 DEC 19 16 03

COMMANDER-IN-CHIEF
FLEET OFFICE
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Office of the Chief of Naval Operations
FLEET MAINTENANCE
DEC 23 1943
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NAVY DEPARTMENT

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Authority *ND 12968-133*
By *SP* NAVA, Date *2*

S-DD614/L11-1(S14)

Serial 07073

S-E-C-R-E-T

JAN 12 1944

4th Endorsement
(To CO MAC KENZIE (DD614)
Secret ltr. DD614/S88/
A9 of 29 Oct. 1943.)

From: The Chief of the Bureau of Ships.
To : The Commander in Chief, United States Fleet.

Subj: Report of Damage to U.S.S. MAC KENZIE.

1. Returned.



W. F. Christman
By Direction of
Chief of Bureau

SECRET

