

SHIP:

S.S. ALBERT HILL

FLAG:

Panamanian

CONFIDENTIAL

OPERATOR:

Atlantic Refining Company

UNION:

SOURCE OF COMPLAINT:

To The Atlantic Refining Co.
(Intercepted letter from Aug. Guerin, Master.)
Confidential Postal Censorship, Record No. W-4038

PLACE:

Bombay Aruba Capetown Marmagoa

DATE REFERRED

TO THE COAST GUARD: Hq. June 3, 1943

DATE REFERRED

TO UNION:

JUN 6 - 1943

CAB

June 3, 1943

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SHIP: S.S. ALBERT HILL

OPERATOR: Atlantic Refining Company

MASTER: Aug. Guerin

DATE OF OCCURRENCE: March 10, 1943

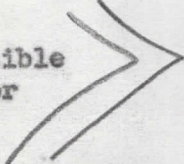
DATE OF ORIGINAL COMPLAINT:

April 27, 1943

CREW INVOLVED: (Aug. Guerin, Master - letter)
 2nd Engineer, (Osborne) Crew
 (J. Nelson) (T. Henry)
 (Schuck)
 (McAtee, Wiper
 (A. Less, Wiper

CHARGE:

In intercepted letter the above reveals possible fifth column activity on board ship. Master paid crew off and took on natives instead.



Dissension on board ship started almost before U. S. A. had been cleared, but it was, according to informant, in particular area that the crew began to "act up!" Colored stewards' Dept. were ashore all the time in this particular place and no meals were cooked for 36 hours. Second Engineer extremely intoxicated and gave orders to start fuel in the middle of the night and then turned in without notifying anyone; this resulted in flooding the tween decks with fuel oil. Later in another port of call Second Engineer was also intoxicated with oilers J. Nelson and Schuck who were inciting members of the crew to assault Mr. Bivins, Third Engineer, who informant states, was severely mauled; later, Osborne threatened Bivins with a gun. Next day Osborne was again very much under influence of liquor, plying the colored stewards with liquor and inciting them to assault Bivins. Colored stewards were intoxicated, fighting with knives, throwing lye water at each other, and cursing at the officers. Oiler N. Solando and fireman J. Fagan, who had kept clear of all trouble, put in many extra hours on watch and for this were abused by crew. McAtee and A. Less, Wipers, did not show up for work; later Less came aboard but was too drunk to work. Master stated in particular port crew members were missing when they should have been aboard, saying, it appeared to him a deliberate plan to delay vessel. At another port of call there was a repetition of crew missing at due time for sailing. Many complaints received by Captain from crew. One man was heard to remark, "If they think they are sailing this ship tomorrow they are mistaken." Delegation committees to Master were continuous. J. Nelson and T. Henry, who were supposed to be on watch, left the fireroom and engine room completely unattended and without notifying any engineer joined the committee of delegates to the Master. Informant concludes that situation had gotten entirely "out of hand" for Master; anticipating possible disaster, Captain decided to terminate articles and send the men home as only solution. Ship since then, according to informant, has "operated normally."