

ENCLOSURE NO. 3 to despatch dated October 23, 1943, from the American Consulate at Melbourne, Australia, entitled "DISCHARGE AND RETURN TO THE UNITED STATES OF STEPHEN H. BAKER, SECOND ASSISTANT ENGINEER OF THE S.S. 'BILLY SUNDAY'".

SWORN STATEMENTS OF PRINCIPAL WITNESSES.

At Sea
Aug. 29-1943

From: M. Van Horn, Chief Engineer, s.s. BILLY SUNDAY
To: The Master of the s.s. BILLY SUNDAY.
Subject: Mr. S. H. Baker, 2nd Asst. Engineer Officer of the s.s. BILLY SUNDAY.

Sir: In view of certain definite herein unstated reasons it is respectfully requested that the above named Engineer Officer be removed from all duties as such as soon as possible.

Very truly

M. Van Horn

31 August, 1943

Approved. Unsatisfactory to Chief Engineer.

M. Collins, Captain, U.S.B., Ret.

Marion Van Horn, Chief Engineer, was questioned by the Master in relation to the entry in the Official Log Book on August 31, 1943. His reply was as follows:

I hereby certify that Mr. Stephen H. Baker, 2nd Asst. Engineer, did on about August 31, 1943 use vile and abusive language in addition to numerous other occasions and did order the Chief Engineer out of the engine room when he was in the performance of his duties. I find that he is not only insubordinate but lacking in experience to carry out a comprehensive order after it is given. He did even threaten to take my life, in the presence of one witness (Barnett, fireman on watch).

Signed

M. Van Horn

Subscribed and sworn to before me
this first day of September, 1943

M. COLLINS,
Captain, U.S.N., Ret.

- 2 -

Mr. Charles E. Haines, 1st Asst. Engineer was questioned by the Master in relation to entry in Official Log Book on August 31, 1943. Charles E. Haines replied as follows:

The charges as outlined are not known to me to be facts but I feel reasonably sure that they are accurate. I would further state that in my opinion the difficulty is more in the nature of personal disagreements between Mr. Baker and the Chief Engineer, than lack of ability of either party. I have recently warned Mr. Baker against such outbursts of temper as have apparently precipitated this entire controversy. It is my belief, that if Mr. Baker can use due forbearance in all his personal relations aboard ship he would be an efficient Engineering Officer.

This is all I care to say.

Signed Charles E. Haines

Subscribed and sworn to before me
this first day of September, 1943.

M. COLLINS,
Captain, U.S. Navy, Ret.

John Barnett, Fireman - Water-tender was questioned by the Master in relation to entry in Official Log Book on August 31, 1943. John Barnett replied as follows:

I was on watch August 31, 1943 from 12:00 Midnight to 8:00 A.M. The way I understand it the Chief Engineer wanted to be called when anything out of the ordinary happened. A packing gland blew out and I called the Chief Engineer. The 2nd Asst. Engineer, Mr. Baker, went to take care of the generators and I called the Chief Engineer. The Chief looked to see what was wrong and asked if he was an engineer. Mr. Baker asked the Chief what he meant. But as far as the insults go they were put out on both sides. As far as that goes I couldn't say anything more.

Signed John C. Barnett

Subscribed and sworn to before me this
first day of September, 1943.

M. COLLINS,
Captain, U.S. Navy, Ret.

ENCLOSURE NO. 4 to despatch dated October 23, 1943, from the American Consulate at Melbourne, Australia, entitled "DISCHARGE AND RETURN TO THE UNITED STATES OF STEPHEN H. BAKER, SECOND ASSISTANT ENGINEER OF THE S.S. 'BILLY SUNDAY'".

STATEMENT OF ACCUSED - STEPHEN H. BAKER

My name is Stephen H. Baker and I was serving as 2nd Assistant Engineer on the s.s. BILLY SUNDAY. The charges entered in the Official Log Book having been read and handed to me as required under Section 4597.

Reply is as follows:

This particular occurrence was not the first misunderstanding. Aside from his threats and abusive language and accusations, which he had no grounds to make remarks of. I was defending myself those times as of August 31, 1943. If you went back you'd have to go back as far as the fueling at San Pedro. When Mr. Head stated that if it wasn't for you, Mr. Baker, it would have been a lot worse. And every possibility he went out of his way to remind me of the fact that he was Chief Engineer. And always made demanding requests, regardless of surrounding circumstances. And when I'd make an inquiry on his order, he'd say Never mind that, this is an order. I mentioned to the 1st Assistant Engineer to call the attention of the Captain regarding the misunderstanding. And he said he didn't think it would be a good idea, due to the fact the Chief would be right regardless, or words to the same effect.

Signed

Stephen H. Baker

ENCLOSURE NO. 5 to despatch dated October 23, 1943, from the American Consulate at Melbourne, Australia, entitled "DISCHARGE AND RETURN TO THE UNITED STATES OF STEPHEN H. BAKER, SECOND ASSISTANT ENGINEER OF THE S.S. 'BILLY SUNDAY'".

COPY OF EXTRACT FROM OFFICIAL LOG BOOK

August 31, 1943 Hobart, Tasmania.

Reported to the Master by Mr. Marion Van Horn, Chief Engineer, that Stephen H. Baker, 2nd Assistant Engineer, did on the 31st day of August, at about 0330 (3:30 A.M.) use vile and abusive language to the Chief Engineer and did order the Chief Engineer out of the engine room, the Chief Engineer then being in the proper performance of his duty and it is further charged that during the voyage Stephen H. Baker, 2nd Assistant Engineer did on several occasions become insubordinate and did use vile and abusive language toward the Chief Engineer.

In view of the above it has been requested that the competent Naval Authority at this port and the Representative of the U. S. War Shipping Administration that he be removed from this vessel.

(Sec. 4596)

(Signed) Master H.A. Krum

Chief Eng. M.J. Van Horn

E. Skanta Chief Officer