

*Derblay
Jacht*



UNITED STATES COAST GUARD

WASHINGTON

29 June, 1942

HEADQUARTERS

CONFIDENTIAL

Subject: **Delay in sailing of SS DERBLAY due to trouble with crew members involving liquor.**

To: *Headquarters District*

Reference:

Summary of Information:

The following received from a reliable source is forwarded for your information:

The SS DERBLAY which was reported ready to sail northward at 0935, 30 May, 1942, from Ketchikan, Alaska, was delayed by the fact that the First Assistant Engineer, Fred Irwin, and two crew members were stopped at the pier gates by a Coast Guard guard and forbidden to take liquor aboard the vessel through the restricted area. The three men who were reported as intoxicated then refused to go aboard without the liquor.

After a meeting of the union delegates from the crew with Government port officials, it was agreed that the ship should sail without delay and the drunken crew members came aboard without their liquor. Subject vessel sailed after being held up forty-seven minutes.

Distribution:

INI 4585
Operations, CG

Evaluation:

Source: **Reliable**
Information: **Reliable**

FOR DEFENSE



BUY
UNITED STATES
SAVINGS
BONDS
AND STAMPS

F. A. ZEUSLER

to: C.G. Headquarters
LMD/fcf
Comalco, Seattle and Kodiak

268 LMD

District

30 May, 1942

Ketchikan-----

From: District Coast Guard Officer, Ketchikan, 13th Naval District
 To: Commandant, 13th Naval District
 Subject: Delay in sailing of S.S. DERBLAY due to trouble with crew members involving liquor.

1. The S.S. DERBLAY, reported ready to sail at 0935, 30 May, 1942, was reported delayed in sailing northbound to the officer at the Signal Tower at 1000 by Captain A. Danielson of the DERBLAY and Mr. Lee Dickinson of the Alaska Steamship Company. A report was made to this office and the District Coast Guard Officer, Lieutenant Commander Tomkiel, Lieutenant Banta and Lieutenant Sarty proceeded to investigate. Mr. Dickinson stated that First Assistant Engineer Fred Irwin and two crew members of the S.S. DERBLAY were stopped at the gate of the Ketchikan Spruce Mills by a Coast Guard guard and were told that they could not take liquor aboard the vessel through the restricted area. Upon the refusal of the guard to allow them to proceed to the ship, the three men refused to go aboard without the liquor.

2. The District Coast Guard Officer saw the first assistant engineer at 1005 in the Tower office. He was in a drunken condition. He claimed that he stood on his rights as an American citizen to be allowed to take two pints of whisky aboard, despite the fact that I informed him that military restrictions strictly forbade him from doing so. The party proceeded to the DERBLAY for a conference with the three union delegates representing the deck department, the stewards department and the deck hands. I explained the situation with regard to the restricted areas, the fact that the DERBLAY was proceeding on a war mission to the northward, that the safety of the vessel was dependent on sober individuals, and that the men in the merchant marine were fighting the battle at the front as much as the men in uniform. The three delegates agreed absolutely with the general setup and stated that they desired to cooperate to the greatest extent, and each indicated that his union was in accord with the prohibition of excessive use of liquor aboard the vessel on which they are serving. They agreed to proceed and stated that action would be taken immediately to bring the drunken members aboard. They came without further difficulty. They left their liquor behind and the ship sailed at 1032 after a delay of 47 minutes.

FAZ:W

F. A. ZEUSLER

Copy to: C.G. Headquarters
 Comalsec, Seattle and Kodiak