



EMBASSY OF THE
UNITED STATES OF AMERICA

Montevideo, Uruguay
December 14, 1945

No 3637

Subject: Discharge at this Port of Lorn C. McCrory,
Former Third Assistant Engineer of the
Dorothy Luckenbach, for Incompetency in
the performance of his Duties as a Result
of Continued and excessive Drinking. His
Return to the United States in the Custody
of the Armed Guard Officer of the Dorothy
Luckenbach.

CONFIDENTIAL

The Honorable
The Secretary of State,
Washington.

Sir:

On the morning of November 29, 1945, Captain H.J. Miller, Master of the SS. Dorothy Luckenbach called at the Consular Section of the Embassy to serve notice that he had relieved former First Assistant Engineer Lorn C. McCrory of all duties on board the ship, and to have the ship's official log witnessed. According to Captain Miller Mr. McCrory had often been drunk while on duty, and had repeatedly been negligent and remiss in the performance of his duties. The log was noted as seen, and it was decided to hold an investigation of the case that afternoon, at which McCrory should be present.

The investigation was held in the presence of a Consular Officer of this Embassy, the War Shipping Administration Representative in Montevideo, and the Security Officer from the office of the Naval Attaché. At that time the official log of the Dorothy Luckenbach was examined, and it was determined from it that Mr. McCrory had originally signed on as First Assistant Engineer, and that he had been demoted to Second Assistant Engineer on July 15, 1943 because of "flagrant negligence of duty due to continuous intoxication despite repeated warnings from the Chief Engineer". On October 2, 1943, he was demoted to Third Assistant Engineer because of "prolonged intoxication and intentional negligence". On November 29, 1945, he was relieved of all further duties and confined to his quarters because of "seriousness of the misconduct and inability to be trusted with the duties of engineer in charge of an Engine Room, or any other responsibilities".

All of the entries concerning the demotions had been jointly signed by Captain Miller and John P. Landerger, the Chief Engineer. They had all been read to Mr. McCrory, and a copy of them presented to him before witnesses.

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From the statements of those present at the hearing, it appeared that Mr. McCrary's original demotion on July 15, 1943 was due to repeated intoxication and consequent inability to perform his duties at times when he was supposed to be standing watch in the Engine Room. The subsequent demotion on October 2, 1943 was due to a continuation of the same offense. The decision to relieve him of all duties and to confine him to quarters was taken as the result of an incident which occurred at Buenos Aires, Argentina, on November 21, 1943. It appeared that as a direct result of failure to perform his duties and incompetency the Dorothy Luckenbach was left without power of any kind over a period of approximately eight hours while in the process of manoeuvring in that port. The incident was brought to the attention of the War Shipping Administration Representative in Buenos Aires by the Captain, and the Consular section of our Embassy there was also notified. Finally, on the night of November 25-29, 1943, while the ship was on route from Buenos Aires to Montevideo, Mr. McCrary left his post of duty, and was discovered asleep and in an intoxicated condition in another part of the ship. The decision was then made to relieve him of all duties. The charges as set forth in the log were emphatically corroborated by Mr. Lundergen, the Chief Engineer. He said that McCrary's incompetency began long before July 15, and that he had repeatedly warned him of the results. He had not officially reported McCrary, however, since they were former ship-mates, had been torpedoed while serving together, and he had hoped that McCrary's conduct would improve.

McCrary was given every opportunity to speak in his own behalf, and to call as witnesses any member of the crew or its officers whom he desired. His defense was only that other officers and members of the crew were guilty of the same offenses and had not been punished. He said that he was being "picked on" by the Captain and the Chief Engineer, and alleged that his drinking was due to his original demotion. Louis Corney, Messman, was called as witness at the request of McCrary. Corney stated that on November 27, 1943 he had seen McCrary several times and considered him to be ill. However, the day after the hearing Corney told the War Shipping Administration Representative that he had made that statement because of his sympathy for McCrary, and that McCrary had only been sick from excessive drinking.

The master of the vessel, Captain Miller, stated that in his opinion he had been fair and just, that McCrary's failure were due to his continued, excessive and uncontrollable drinking, that he had been repeatedly warned and had not changed, and that he considered that McCrary's negligence constituted a very serious danger to the safety of the ship and crew.

It was the opinion of all those before whom the hearing was conducted that Captain Miller was justified in the actions he had taken. Accordingly, it was decided that McCrary should be discharged at this port. Upon the intervention of the representative from the Naval Attaché's office, it was agreed that McCrary should be returned to the United

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States under the custody of the Armed Guard Officer of the Dorothy Luckenbach, to be delivered to the Coast Guard authorities at the first port reached in the United States for further action. Captain Miller concurred in that decision.

There is enclosed a copy of the pertinent entries in the official log of the Dorothy Luckenbach, which contains copies of the correspondence between Captain Miller and the War Shipping Representative concerning the incident in Buenos Aires.

Mr. McCrery was discharged at this office on December 1, 1943 effective as of November 29, 1943, and his name was removed from the shipping articles and added to the list of the members of the U.S. Naval Armed Guard on board, as being in the custody of the officer in charge of that group.

Respectfully yours,

For the Ambassador:

Dudley G. Byrne
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Counselor of Embassy

✓ Enclosure: Copy of Official Log of U.S. Dorothy Luckenbach.

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