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OFFICE OF CHIEF OF NAVAL OPERATIONS
NAVY DEPARTMENT

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INTELLIGENCE REPORT

CONFIDENTIAL

Serial 399-43 Monograph Index Guide No. 505-200
(Start new series each year, i. e. 1-43, 2-43) (To correspond with SUBJECT given below. See O. N. I. Index Guide. Make separate report for each main title.)

From U. S. Naval Attache at Montevideo, Urug. Date 30 November 1943
(Ship, fleet, unit, district, office, station, or person)

Reference NA Montevideo dispatch 301361 of November to USNAVCOM, Washington.
(Directive, correspondence, previous related report, etc., if applicable)

Source Personal Investigation Evaluation A-1
(As official, personal observation, publication, press, conversation with— Identify when practicable, etc.) A-1 to E-0 etc. AO/EN 3-10; SER. 4312415-11-16-42

Subject United States Merchant Marine Lorn C. McGrary
(Nation reported on) (Main title as per index guide) (Subtitles) (Make separate report for each title)

BRIEF.—(Here enter careful summary of report, containing substance succinctly stated; include important facts, names, places, dates, etc.)
Enclosures (A) Log of SS DOROTHY LUCKENBACH regarding Lorn C. McGrary.

(B) Letter dated November 29, 1943 to Master, H. J. Miller.

Upon the arrival of the SS DOROTHY LUCKENBACH in Montevideo on November 29 the Master, H. J. Miller, advised that Lorn C. McGrary, who had signed on as First Assistant, was broken to Second Assistant, then broken to Third Assistant, had been relieved of all duties and responsibilities and confined to his quarters due to misconduct and lack of trustworthiness. As the result of a hearing held in the presence of an Acting Vice Consul, the U.S.A. Representative, and the Security Officer, McGrary was placed under Naval custody aboard the vessel for delivery to the Coast Guard authorities for further action.

1. Upon boarding the SS DOROTHY LUCKENBACH at arrival at Montevideo from Buenos Aires and previously from the Persian Gulf Area, the Security Officer was advised by H. J. Miller, Master, that Lorn C. McGrary who signed on the vessel at Philadelphia had been relieved of all duties and was confined to his quarters. The Master advised that he had, during the trip, reduced McGrary from First Assistant to Second Assistant, and subsequently from Second Assistant to Third Assistant, prior to relieving him of all duties. The Security Officer advised the Captain that this should be reported to the American Consulate and that this office would handle the matter in the event that the Consulate failed to do so.

2. Upon the arrival of the Master at this office, he advised that the Consulate had referred him to the Security Officer for action. After conferring with the Consulate Section of the Embassy, this office decided to hold a hearing at the request of the Consulate and in the presence of the U.S.A. Representative, Mr. Ray A. Gibson and Acting Vice Consul, Mr. Stewart G. Anderson, the Master, and the Security Officer. The subject, McGrary, was interviewed at this office with witnesses John P. Lundergan, Chief Engineer, A. Marquez, First Assistant, F. Piorkowski, Oiler, and Louis Corney, Messman.

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By SA NARA. Date 4/5/17

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3. Enclosure (A) was read to the subject who stated that the loggings were specifically correct. The subject stated that the Master and Chief Engineer were prejudiced against him, that he had worked so hard in the Persian Gulf that he became exhausted, and that on November 28th the Master had struck him in the face when he was found in the port shaft alley asleep.

4. John P. Lundergan, Chief engineer, stated that McCrary had done practically no work during any day while in port in the Persian Gulf, had consistently failed in his duties aboard ship prior to the first logging on 15 July, and that he, Lundergan, had not reported the subject earlier in the voyage as they had been torpedoed together on a previous ship and he had hoped that the subject would "come into line." Mr. Lundergan stated that the Master did not strike the subject while in the port shaft alley.

5. A. Marquez, First Assistant, stated that the incidents in the log were generally correct in that McCrary had been intoxicated many times aboard. Marquez stated that he was present on November 28 when the Master was called to the port shaft alley and further that the Master did not strike McCrary, but shook him by the arm to awaken him.

6. Walter Fiorowski, oiler, revealed that on November 28 while on duty as oiler, he found himself alone in the engine room when the bridge telegraphed for a change from full to half speed at the time the pilot was about to be dropped. He effected the change in speed and advised the Chief Engineer of the absence of Mr. McCrary who was supposed to be on watch. He stated that he had last seen Mr. McCrary at approximately 12:15, having seen him first of all just prior to noon at which time the subject appeared to be under the effects of liquor.

7. Louis Corney, Messman, was called as a witness at the request of the subject. Corney, who had signed on the ship in the Persian Gulf, stated that he simply wished to give "both sides of the case." He stated that late in the evening of the 27th and up to approximately 2 o'clock he had seen the subject several times and considered the subject was sick. On the day following the hearing Corney admitted to the U.S.A. Representative that he had made this statement out of sympathy for McCrary and that McCrary was actually under the sickening effect of liquor.

8. Mr. McCrary was advised by the Master and later advised by the Security Officer at the hearing that he could call upon any members of the crew or officers as further witnesses if he so desired. Mr. McCrary said that he did not wish to call any further witnesses.

9. The subject was given an opportunity to ask any of the witnesses and the Master any questions. The subject asked the Chief Engineer why, when other men failed to stand duty, they were not logged. The Chief Engineer answered that anyone who had failed to stand a duty in the Engineering Department had been logged, which fact McCrary eventually agreed with, stating they had been logged when intoxicated in port. The subject asked First Assistant Marquez if he did not remember his (subject's) having said "well he finally hit me" when he left the port shaft alley. Marquez answered that he had no recollection of this and that no one had hit the subject while he was in the shaft alley at the time he was found there asleep and intoxicated.

10. The subject gave no explanation for his consistent intoxication when on duty and had nothing to say in his defence other than that when first reduced from First Assistant to Second Assistant it made him drink, and that the exhaustion of the work in the Persian Gulf caused him to get intoxicated on one occasion on two bottles of beer.

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11. The Master stated that he considered that the subject, due to his extreme prejudice against the Master, Chief engineer, and others aboard, might wittingly damage the engines or bearings, and that he considered him a danger aboard the vessel and detrimental to the operation thereof. In the presence of the Vice Consul and U.S.A. Representative it was pointed out to the Master that the Navy wished to avoid where possible the placing in Naval Custody of any Merchant Man or Officer. The Master repeated his statement that the subject would constitute a danger aboard the vessel and that unless placed under the custody of the Navy he would chain him to his bed in the hospital. As a result of the foregoing testimony taken and the statement of the Captain as to the possible danger from the subject's presence aboard, the subject was placed in Naval custody on November 29 following the hearing and conducted to the ship by Naval personnel. Enclosure (B) was given to the Captain upon his request. The U.S.A. Representative and the Acting Vice Consul concurred in the action taken.

COMMENT:- In view of the lack of responsibility of McCrery and his tendency to alcoholism it is suggested that he be removed from the Merchant Marine Service.