

Reykjavik, Iceland
May 24th, 1942.

From: Captain C. A. Stanley, Representative of War
Shipping Administration, Reykjavik.
To: War Shipping Administration, Washington, D. C.

On the morning of May 19th I was advised of crew trouble on the SS IRONCLAD manned by an S. I. U. merchant crew, while she lay at anchor, awaiting Eastbound Convoy at Hvalfjordur. An Armed Guard was put aboard at request of Master, and vessel was brought to Reykjavik for investigation.

Boarded on arrival at 6:10 P.M. May 19th by Lieutenant Commander Pease and Captain C. A. Stanley who interviewed Master Philip Moore. Master charged that 12 members of crew "did unlawfully conspire to commit unlawful acts on board SS IRONCLAD and did on the night of May 18-19 unlawfully break into #1 hatch and remove five cases of whiskey (said whiskey being part of ship's cargo) and are hereby charged with conspiracy to damage vessel and/or her cargo and with the theft of said five cases of whiskey".

on watch reported seeing an empty whiskey case being thrown overboard. The Ship's Armed Guard Officer investigated at Master of Ironclad directed letter to Commanding Officer NOBI, requesting arrest of crew members involved.

Investigation disclosed that IRONCLAD left Boston on February 15th and proceeded to Halifax where she arrived on February 19th. While laying at Halifax several members of crew were absent from duty from one to three days.

One officer and ten Marines boarded IRONCLAD. This Guard was later rep. Vessel left Halifax on March 3rd and proceeded on Eastbound voyage. On or about March 9th crew broached cargo and stole a quantity of whiskey. Vessel arrived in a Scottish port on March 16th where shore leave for crew was prohibited by military authorities. Several members of crew then became intoxicated (presumably on stolen cargo) and proceeded to lower a lifeboat to get ashore. On being prevented Master stated men became threatening and unruly and that Allen H. Kramer, O.S., stated "You haven't seen anything yet; we will show you what an S. I. U. crew can do about running a ship and her Master." It appears that a mild effort was made to discipline the men at this time.

that had no authority to imprison merchant seamen. I understand there were these The IRONCLAD left Scottish ports on March 26th and arrived at Hvalfjordur, Iceland on March 31st. She left with an Eastbound Convoy on April 8th. On April 11th the convoy became split up and in attempting to reassemble on April 12th IRONCLAD failed to rejoin convoy because of having to divert course to avert ice bergs. About April 16th the IRONCLAD met a Westbound Convoy and was in-

Consul. As the log book entries did not appear substantial enough

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structed by Commanding Officer of escort to join this Westbound Convoy. The SS CITY OF JULIET, SS WEST GOTONSKI, SS MENOTEUR, SS MOOMACRIO, and SS FRANCIS SCOTT KEY, all vessels which had started out of Hvalfjordur with group which left on April 8th, were also in this convoy.

This group returned to Hvalfjordur, arriving on April 21st. From this time on to May 12th crew of IRONCLAD made occasional minor complaints. On May 12th a quantity of whiskey was stolen from cargo in #1 hatch. Several members of crew became intoxicated but no disciplinary action was taken.

On the night of May 18-19 whiskey cargo was again broached and a seaman on watch reported seeing an empty whiskey case being thrown overboard. The Ship's Armed Guard Officer investigated at request of Master and informed Master that several members of crew were drunk. Ship's officers then proceeded to search ship and when doing so were molested by B. L. Lambert, A. B., and Clarence B. Gruton, A. B. These men were put in orons and remainder of drunks rounded up and confined to their quarters. under guard. Master, fearing ship's Armed Guard was unable to keep the situation under control requested Military Guard from Commanding Officer, U.S.N. at Hvalfjordur. One officer and ten Marines boarded IRONCLAD. This Guard was later replaced by Marine Guard from Reykjavik and vessel was ordered to proceed to Reykjavik for investigation.

Upon getting particulars of the case, Lieutenant Commander Pease informed Captain Alexander, Port Director, and knowing the IRONCLAD was scheduled to sail on the 20th I arranged for crew to substitute the men the Master requested removed. Crew prisoners were then brought ashore to landing and on arrival at landing the officer-in-charge was instructed to take them back to the ship IRONCLAD where they were to be held in custody. IRONCLAD's sailing was postponed and another vessel substituted because the military authorities stated that had no authority to imprison merchant seamen. I understand there were some complications over the MORMACMAR case and because of these complications the authorities were reluctant to act hurriedly. If these men could have been removed from ship as late as 7:00 a.m. May 20th, IRONCLAD could have sailed on schedule.

On May 20th the Master made his charges to the United States Consul. As the log book entries did not appear substantial enough

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to hold all the original crew members charged, Master requested that four members be taken off ship and returned to the United States. After some discussion it was arranged to pay four men off and upon being paid off the men were transferred to homeward bound vessels, upon the instructions of Captain Alexander, Port Director.

Small:	John H. Dahlke, A. B. to	SS PAN YORK
Shields:	Allen H. Kramer, O.S. to	SS OZARK
Peterson:	L. J. Greene, A.B. to	SS CITY OF DALLAS
	Clarence B. Bruton, A.B. to	SS. NORLARGO

Two members of ship's Armed Guard who were involved were disciplined by Navy Officials.

At the request of the Master the remaining whiskey cargo consisting of 21 cases were transferred to the SS ALGIC for delivery at a Russian port. The whiskey was consigned to the U.S. AMBASSADOR at Murmansk.

Ship was searched by military authorities but none of the stolen whiskey was recovered.

(Sgd.) C. A. Stanley
C. A. STANLEY.

Signed:

(Sgd.) Philip Moore

Philip Moore-Master Marine detachment
from the U.S.S. Washington. S.S. IRONCLAD

Approved:

Philip Moore-Master
S.S. IRONCLAD

Signed: W. A. Carter
W. A. Carter, Design, USNR
Commanding Officer
Armed Guard Unit
S.S. Ironclad

May 19th. 1942.

Hurst:	Cris C.	AB	S.S. Ironclad
DAHLKE:	John H.	AB	May, 19th. 1942
Miller:	Frederic	OS	
Kramer:	Allen H.	OS	
Bruton:	Clarence B.	AB	
Lambert:	B. L.	AB	
Greene:	T. J.	AB	
Stevall:	Paul	Wiper	
Fair:	D.C.	Wiper	
La Fasso:	John H.	Fireman	
Narvos:	T. J.	Fireman	
Small:	Gordon P.	Fireman	
Shields:	William T.	SM3/c	USN
Peterson:	Herbert A.	SM3/c	USNR

Did unlawfully conspire to commit an unlawful acts on board the S. S. IRONCLAD and did on the night of May 18th - 19th, 1942 unlawfully break and enter into the #1 hatch on said vessel (said hatch also containing ammunition) and unlawfully remove and dispose of five cases of whiskey (said whiskey being a part of the Vessel's cargo) and are hereby charged with conspiracy to damage the vessel and/or her cargo and with the theft of the said five cases of whiskey.

Signed:
Bruton: C. B. (A.B.) was so abusive in his language that we were forced to shackle him too. He did not resist. We then stationed armed members of the gun crew to keep the members of the crew aft; until aid could be summoned.

Philip Moore-Master
This was the situation upon the arrival of the Marine detachment from the U.S.S. Washington. S.S. IRONCLAD

Approved:

Philip Moore-Master
S.S. IRONCLAD

Signed: W. A. Carter
W. A. Carter, Ensign, USNR
Commanding Officer
Armed Guard Unit
S.S. Ironclad

May 19, 1942.

S.S. Ironclad

May, 19th. 1942

From: Master S.S. IRONCLAD

To: On May 19th. 1942, at approximately 0415, I went out on deck and saw two whiskey cases floating near the ship; My suspicions were immediately aroused as we had had a previous instance in which members of the ship's crew had stolen some whiskey from the ship's cargo; I went to investigate and examined the hatch cover of #1 hold; I saw that the metal stripper had been removed and that the hatch had been entered; I then went aft to continue my investigation.

I was standing on the poop, when three members of the crew started forward talking about getting a drink. I heard one say that all the whiskey was amidships. They look up and saw me, and though I pretended not to have heard, they were forewarned that the knowledge of their theft had been discovered.

I therefore request that for the safety of the vessel and I then called the Master and informed him of the situation; At his orders I called the Chief Officer, and my own men, and a search of the ship was begun. It was at this time that I found my two signalmen, who were on duty; in their bunks in a drunken condition. A search of the Armed-guard quarters, revealed no evidence of whiskey.

I stationed my men throughout the ship while the search was in progress; while standing outside the crew's quarters aft, I was summoned by the Chief Officer to arrest Lambert: B.B. (AB) who was drunk and becoming abusive and disorderly. He resisted arrest and made repeated attempts to attack the Chief Officer. We carried him forward by force, intending to look in the forepeak. I attempted to quiet him, and he went quietly for some distance, but rebelled against going farther forward than the forward-well-deck. Rather than do him bodily harm, I had the Chief Officer shackle him to a cargo cable with handcuffs. During these actions numerous members of the crew, at first attempted to persuade Lambert to go quietly, but as his actions became violent, they merely egged him on.

Bruton: C. B. (A.B.) was so abusive in his language that we were forced to shackle him too. He did not resist. We then stationed armed members of the gun crew to keep the members of the crew aft; until aid could be summoned. S. S. IRONCLAD

This was the situation upon the arrival of the Marine detachment from the U.S.S. Washington.

Approved:

Philip Moore-Master
S.S. IRONCLAD

Signed: W. A. Carter
W. A. Carter, Ensign, USNR
Commanding Officer
Armed Guard Unit
S.S. Ironclad

May 19, 1942

From: Master S.S. IRONCLAD

To: Commanding Officer-Naval operating Base, Iceland

Subject: Crew, arrest of.

In view of the unruly conduct of twelve (12) members of the crew of the S. S. IRONCLAD it is my belief that it is unsafe to take the vessel to sea with those members on board who were placed under arrest on May 19, 1942.

I therefore request that for the safety of the vessel and her cargo these men be removed from the vessel, and held in custody pending trial.

Any measures short of such removal will be entirely inadequate and will only add to the dangerous situation now existing on board.

Respectfully,

Philip Moore-Master

S. S. IRONCLAD