

RECEIVED
UNI MAIL ROOM

651/ JANE A. Delano
JUN 12 AM 8 10

UNITED STATES NAVAL LIAISON OFFICE

COLOMBO, CEYLON

New Caffoor Building
40 Church St.
Telephone 5201

File: QS/P13-1/EN3-11(C n)
Serial: L59-43

~~CONFIDENTIAL~~
CONFIDENTIAL

JANE A. DELANO, - Condition on board of.

29 May, 1943.

From: U.S. Naval Liaison Officer.
To : Director of Naval Intelligence.
Subject: S.S. JANE A. DELANO, Condition on board of.
Enclosure: (A) Statement of Lieutenant Alvin S. Cox., U.S.N.R.,
(B) American Consul, Colombo ltr. to Hon. SecState.

1. On the afternoon of May 25, 1943, Lieutenant Alvin S. Cox, U.S.N.R., Officer Commanding Armed Guard on board S.S. JANE A. DELANO, reported to me and stated that his ship had not entered port but was at the outer anchorage and that she would continue her voyage within a few hours. Upon my inquiring whether conditions were going along smoothly on the ship he replied that they were not and had not since sailing from Sydney, Australia.

2. Lieutenant Cox stated that in Sydney the Master of the ship, Captain E.R. Small, had refused to sail in convoy and consequently did not attend the convoy meeting as he had been directed. He stated that Captain Small had been called to account by the War Shipping Administration officials and that a four hour investigation had taken place; that Captain Small based his refusal to sail on engine trouble; that he (Cox) had endeavored to support the Master as much as he could with the limited knowledge he had of the conditions; that the War Shipping Administration officials had found Captain Small negligent of duty and that he only mentioned the incident to emphasize that he and the Master were on excellent terms prior to sailing from Sydney. He then went on to say that he had boarded the ship only a very short time before she sailed and that before going on board he had been presented with three (3) cases of cigarettes for his gun crew; that he was using these cigarettes as prizes for the men of his crew when they showed improvement in their naval training and that about ten cartons a week were consumed in this manner. He continued by stating that shortly after sailing from Sydney Captain Small informed him that the Armed Guard Crew would not be permitted to purchase cigarettes from the slop chest since the supply was running low. This episode apparently precipitated the non-cooperative attitude which the Master took after leaving Sydney. Further details of this situation may be found in enclosure (A).

3. I asked Lieutenant Cox if there were any other complaints and he replied that he had the following:

(a) That the Third Officer, Milton Teylor, had, while on the bridge of the ship and in the presence of Navy enlisted personnel and merchant seamen, used lewd language with respect to him and the United States Navy.

... my illness but added to my trouble.

RECEIVED
ONI MAIL ROOM

QS/P13-1/EN3-11(Cn)
Serial 159-43

29 May, 1943 JUN 12 AM 8 10

CONFIDENTIAL

Subject: S.S. JANE A. DELANO, - Condition on board of.

(b) That the crew's nest was not manned with a lookout during the day.

(c) That the radio operator was ordered by Captain Small not to give Lieutenant Cox any messages.

(d) That only one inspection of the ship had been made since leaving the United States to ascertain if there were liquor and firearms in the crew's possession.

4. Upon hearing these charges, I felt they should be brought to the attention of the American Consul, Mr. Robert L. Buell, and I asked him to call at my office at his earliest convenience. When Mr. Buell heard the charges he requested the Master to call at the Consulate. A short time later Mr. Buell called me on the telephone and asked me and Lieutenant Cox to come to the Consulate to discuss the matter with Captain Small. The report of this conversation will be found in Enclosure (B).

5. In the late afternoon of the same day Captain Small called at my office and said that he wished to apologize to me for losing his temper, giving as an excuse his feeling that I had jumped to a conclusion without giving him a chance to fully explain himself. He again said he was very sorry and that he was willing to cooperate with Lieutenant Cox. I called Lieutenant Cox to my desk and Captain Small repeated his statement, whereupon Lieutenant Cox reiterated his willingness to cooperate and the two gentlemen shook hands.

6. Even in view of the above, I am not at all convinced that the reconciliation will be lasting for in my opinion Captain Small appears to have a completely ungovernable temper and a stubborn, unforgiving mind.

Very truly yours,

B.W. Goldsborough

B.W. GOLDSBOROUGH.

John C. Brown
Legal Representative,
South Pacific and
South West Pacific Areas

...near my navel, so that this incident
...illness but added to my trouble.

THE OCEANIC STEAMSHIP COMPANY
MATSON LINE
SYDNEY, AUSTRALIA

Incl 1 COPY

May 13, 1943

10th May, COPY

Mr. Charles E. Brown,
Regional Director,
South & South West Pacific Areas,

Bnk of N.S.W. Chambers
7 Wynyard Street
Sydney, Australia -

James L. Adams Esquire,
Assistant General Counsel
War Shipping Administration
Washington D.C. U.S.A.

Dear Mr. Brown,

Re: "JANE A. DELANO" - Delay at Sydney
Captain E. R. Small

Dear Jim:

your information and record we wish to acquaint you with various situations which developed regarding the movements of the above vessel which called here en route to the Middle East. Enclosed please find a copy of a letter received from The Oceanic Steamship Company underdate of May 10 which is self-explanatory and outlines fully a very annoying experience recently.

Frazer Bailey happened to be here and we talked to Captain Small jointly with Mr. Brown. His attitude was entirely wrong. He simply neglected his job and responsibility. Liquor was not involved.

We considered taking him off the ship but finally decided against it. Mr. Brown gave him a good talking and allowed him to sail.

At first I thought it might be desirable to obtain statements from all interested parties and I did obtain one from Chief Engineer Perry, which is enclosed. However, we ran into opposition in trying to obtain a statement from Commander Williams at Naval Control. We finally concluded that not much could be done except to reprimand Small and abandoned attempts to obtain detailed statements.

The crux of the matter is that Small had absolutely no legitimate excuse for failing to comply with the agent's instructions and if he had done so the ship would have sailed at noon on Saturday instead of early Monday morning.

I take it you will pass the enclosed material on to whatever parties it should go.

Very truly yours,

sgd/ JOHN

John C. McHose
Legal Representative.
South Pacific and
South West Pacific Areas

Enclosure

me, and another near my navel, so that this incident
illness but added to my trouble.