

MERCHANT VESSEL BOARDING REPORT

Confidential

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DATE BOARDED: 24 Feb. 1945 BOARDED AT: Chas., S.C. DATE OF REPORT: 26 Feb. 1945

VESSEL: "ABBOT L. MILLS" NO. IN CREW: _____

CREW CHECK: NEGATIVE: _____ POSITIVE: (See Below) XXX

OPERATIONS IN PORT: Loading small arms ammunition and high explosive bombs.

ITINERARY: Departing Charleston for Gibraltar via Norfolk

1. Lt. (j.g.) Carl Erickson, USNR, armed guard officer was referred to CG Intelligence office by the Port Director, 6ND. Erickson requested representatives to come aboard the above vessel as he had important information to impart regarding a member of the crew. A conference was held aboard ship with the Master, I. HALVERSEN, Lt. Erickson, and the Chief Engineer, Gustov Stromberg. The Chief was the principal spokesman, as the Master of the vessel had only recently been placed in command.

2. The Chief related that Erik SCHULTZ, 1st Assistant Engineer was the object of his suspicions. SCHULTZ was a member of the crew when the Chief signed on the ship in San Francisco some nineteen months ago; the Chief has made two voyages with SCHULTZ as his 1st. Asst. The Chief stated that SCHULTZ has indicated very definite anti-Russian views and told the Chief he would rather be ruled by Germans than the Russians; SCHULTZ claims he is a Latvian, that he lost contact with his family in Latvia. During conversations with SCHULTZ the Chief asked him about investing money in U. S. War Bonds, SCHULTZ answered that since he was an alien and that this country wouldn't protect him he wasn't going to invest in bonds, that he intended to "back to the other side as soon as he could".

3. SCHULTZ claims to have been "Shanghaied" in Liverpool, England and entered this country serving as crew member of a Liberty ship. The Chief stated he had heard that SCHULTZ had been incarcerated in a Liverpool prison or camp on suspicion of sabotage, the Chief declared SCHULTZ has admitted this to him personally, and other than the fact the incident is alleged to have occurred about 2 years ago the Chief didn't know any of the details of the imprisonment.

4. On the last trip foreign the Chief stated SCHULTZ did not go ashore at Cran

DISSEMINATION: CIO (1)
DIO, 6ND (2)
DCGIO, 6ND (1)
File (1)

BOARDING OFFICER: _____

APPROVED: _____

HARVEY F. JOHNSON, JR.,
District CG Intelligence
Officer, 6th NavDist.

but when the ship docked in France, SCHULTZ went ashore alone and overnight on three separate occasions; on their return from France and when the ship docked at Baltimore, Md. SCHULTZ was desperately anxious to get to New York City, his anxiety and distress at the possibility of not being permitted to go caused the Chief to inquire the reason for his presence in New York; SCHULTZ replied he had to get to the bank (the Chief believes it to be the Seaman's Bank in N.Y.C.) to draw out his money. The ship departed Baltimore and on arrival at this port SCHULTZ kept importuning the MASTER and Chief Engineer for time off; on 21 February he left Charleston to go to New York and returned to the ship on 24 February,; it was his distress and actions on this occasion that made the Chief and Master suspicious of SCHULTZ. The Chief advised that as 1st Asst, SCHULTZ has performed his work satisfactorily and given no cause for complaint or criticism. No unusual incidents or actions have been noted.

5. Check of the files of this office was negative.
6. A check of the files of the DIO, 6ND revealed the following:
SCHULTZ, Eric CONFIDENTIAL 3ND

Ref. (a) 3rd card, SUBJECT SS TRIANA (Spanish) dated 6-2-42

Subject reported to be passenger aboard SPANISH vessel believed to be SS TRIANA (Span) which left Cadiz, Spain, 2-22-42, believed bound for the U. S.

Subject is suspected of being a German agent. FBI (NY) cognizant. Rating "B"
June 2 1942 ONI, ND's, 1, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, PRNC, SRNC, MIS

7. SCHULTZ was interviewed by the boarding officers, his personal description is: age 36 years, born in Riga, Latvia, height, 6'1"; weight, 160 lbs.; hazel eyes; dark brown hair; fair complexion; slender build, speaks English with only a trace of accent; he holds Certificate of Identification Z-484234, issued at New York; E-430732; Social Security #163-22-4351; Coast Guard Card #031-1415688; Latvian Passport #004668. Schultz has a tattoo on the left forearm in the form of a cross the upright bar of the cross bear his initials "E" and "S", the initials "R" and "G" appear on the cross bar, forming the lower part of the cross with the words "Sailor's Grave", ratlines and a broken mast form the lower part of the tattoo. SCHULTZ states the tattoo was applied in Denmark about 1925; that the initials "R" "G" stand for a former shipmate named Rudolf GAILITS. SCHULTZ has a two inch shrapnel scar on the outside of his right leg over the ankle. On the crew list of the last voyage

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SCHULTZ has listed his wife, Leonida, 4-20 Anchor St., Riga, Latvia, as next of kin. In the course of interrogating SCHULTZ he gave #1 Anchor St., Apt. 9, Riga, Latvia, as his wife's present address; SCHULTZ states he has not heard from his wife or family since 1939.

8. The following is SCHULTZ's background: His father HUGO SCHULTZ has been deceased since 1919; his father, SCHULTZ claims was shot by the Russians, hence his violent dislike of all things Russian. At the age of eleven years SUBJECT was classified a guerilla by the Russians for obtaining information regarding Russian troop movements and storage of ammunition and passing the information to Latvian revolutionists. His mother Wilhemina SCHULTZ (nee LEGZDIN) since 1936 has lived with his wife at the Anchor St., address. SUBJECT did not remember his grandparents either maternal or paternal, he claims they were born and resided in a suburb of Riga. SCHULTZ states he was an only child; that he attended "primary" school at Riga for about six years, then entered the Christian Waldemar Navigation School at Riga for about four years, intermittently. His class training course took about eight months out of the year the remainder of the year he served as Messboy, Deckhand, Fireman, CoalPasser, then Engineer for various private shipping firms in Riga; which service was required by the Navigational School for practical training.

9. SCHULTZ married Leonida BIRZENIEKS 4 October 1930 in Riga, Latvia, a daughter Lia, was born in 1931 in Riga. SCHULTZ states he served compulsory military training in the Latvian Navy from March 1935 to June 1936; for the first four months he served on a submarine then was transferred to a shore base as Engineer, he was released from the Navy with a certificate of "leading seaman, Engineering Department".

10. SCHULTZ claims when hostilities started and his country became involved he was serving on a Latvian vessel, that about August 1940 while the ship was at sea they received a radio message from the Russian authorities to take the ship to the nearest Russian port. SCHULTZ, as Chief Engineer, consulted with the Master and because of the fact that neither could return to Latvia by reason of being on the "wanted list" by the Russians, took the vessel to Dublin, Ireland, and turned it over to the British, he remained in Dublin, until the dispute over possession of the vessel which arose between the Russian consul and the British was ironed out. While in Dublin and fearing for the safety of his family he visited the German consul there in an effort to enlist German aid to get his family either to Switzerland or to Germany, out of the reach of the Russians. At this time Germany and Russia were still operating under the terms of the non-aggression pact and were not at hostilities. SCHULTZ in the course of being interrogated by British Intelligence operators was asked whether he had gone or visited any German or Italian Consul offices in Ireland, SCHULTZ claims he "made a foolish mistake" and answered in the negative. He continued the denial until pressed by the fact that he had been followed on his several visits at the German consul, he then admitted the calls and explained their purpose. He was imprisoned at the Cardiff, England, prison for a period of

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seven days pending investigation. At the expiration of the week he was released and given clearance by the British to sail on their vessels. He served on British ships in various capacities from 1941 to 1943. While in Hull, England, he was asked to ship on the SS "JAMES McHENRY", a U. S. liberty ship, which he did, and arrived in New York. He has been sailing on U. S. ships continuously since, other than the Latvian ships, British, and American, he has never been aboard vessels of any other registry. He advised he has never served on any Spanish vessels, nor has he ever been a passenger on any Spanish ship. He did make one trip on a Turkish vessel, serving as Engineer, while the vessel was being delivered to the Turkish government.

11. SCHULTZ states he has no permanent U. S. address; that while in ports here he used to stay at the Hotel "George" (?) West 49th St., N.Y.C., but removed to 453 W 43 St., New York City, a boarding house; he states he has no relatives in the States; that the address, "79 Beaufort Place, New Rochelle, N. Y." listed on his Certificate of Identification, was the address of friends.
12. SCHULTZ's Certificate of Identification was endorsed "Examined for Security" 9 November 1944, at 3ND, New York. SCHULTZ states he was examined at considerable length before the endorsement was placed on his papers.
- Date: 27 Dec. 1944
13. Fingerprint Form NCG--2515 is attached.

Subject: Reveals date and part of departure, cargo, extensive damage

to state and cargo during storm and return to port for repairs

Original filed under

Unit: Censorship Violation

Number: 15