

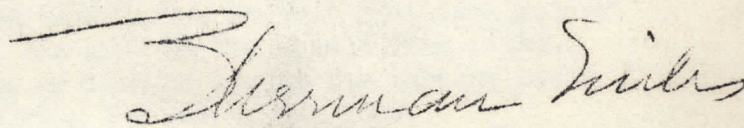
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January 28, 1941.

Subject: Letter of transmittal.

To: Lt. L. T. Jones
U. S. Coast Guard Headquarters

The attached communications are forwarded for your information and such action as you consider advisable.



SHERMAN MILES,
Brigadier General, U. S. Army,
Acting Assistant Chief of Staff, G-2.

1 Enclosures:

G2/2801-422 - Cpy ltr fr. R. T. Spangler, Port Manager, Broward County Port Authority; dated 1/20/41; photostatic copy of map attached.

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C O P Y

-2/2801-422

PORT EVERGLADES
Hollywood, Florida
or
Fort Lauderdale, Florida

January 20th, 1941.

Commanding Officer, G-2,
U. S. War Department,
Washington, D. C.

Dear Sir:

On December 19th, 1939, the E/S "ARAUCA" of The Hamburg-America Line came into Port Everglades to avoid capture or sinking by the British Cruiser "ORION". The Arauca is still docked in Port Everglades with her full crew aboard.

Considering the possibilities of the United States' entry into the war, opposed to Germany, we feel that some action should be taken to prevent the crew on the Arauca from sinking or burning her at her dock, or sinking her in the turning basin or channel and thereby blocking the use of the Port.

It is our observation that the crew is intensely German and therefore will use every means possible to prevent the ship being taken over by the United States in the event of war. And further, it would be natural for them to cause as much damage as possible and this could easily be accomplished by sinking her in the turning basin or channel which has thirty-five feet of water.

The Arauca is libeled for approximately \$77,000.00 and is in charge of U. S. Marshall for the Southern District of Florida. Up to a few days ago the Coast Guard maintained a guard aboard, but due to a shortage of men at the base in Fort Lauderdale, this guard was taken off and the Marshall's Office maintains a guard of two men each serving twelve hours duty. This guard could not prevent any action by the crew which is approximately forty-six men.

We feel that some action should be taken at this time to prevent any destructive action by the crew. The best way to do this would be to remove the crew from the boat, but, of course, we do not know whether this could be done. If not, then the next best thing would be to use some means to prevent the ship from being moved, but this might be rather difficult to do, and it would be far better if the vessel were not damaged so that she could be used in the event of war.

Distribution: G-2, 4th C.A.
State Dept.
Navy Dept.
Coast Guard

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This matter has been discussed by the writer with the Federal Bureau of Investigation's office in Miami, but they advise that they do not have jurisdiction, and that inasmuch as the War Department maintains the channel and turning basin and have operating jurisdiction over them, it would be in position to handle the situation.

We might add that Port Everglades with its thirty-five foot water depth and its petroleum storage facilities would be of value to the U. S. Navy in the event of war or in the naval defense system in the Caribbean. Construction is under way at the Port on a million barrel storage plant for molasses. This product will be brought in for storage from Cuba, and then shipped out in British ships for England.

Enclosed you will find a map showing the present berth of the Arauca in relation to the turning basin and channel.

An investigation by your Department of this situation will be appreciated.

Yours very truly,

BROWARD COUNTY PORT AUTHORITY

(signed)

By R. T. Spangler
Port Manager

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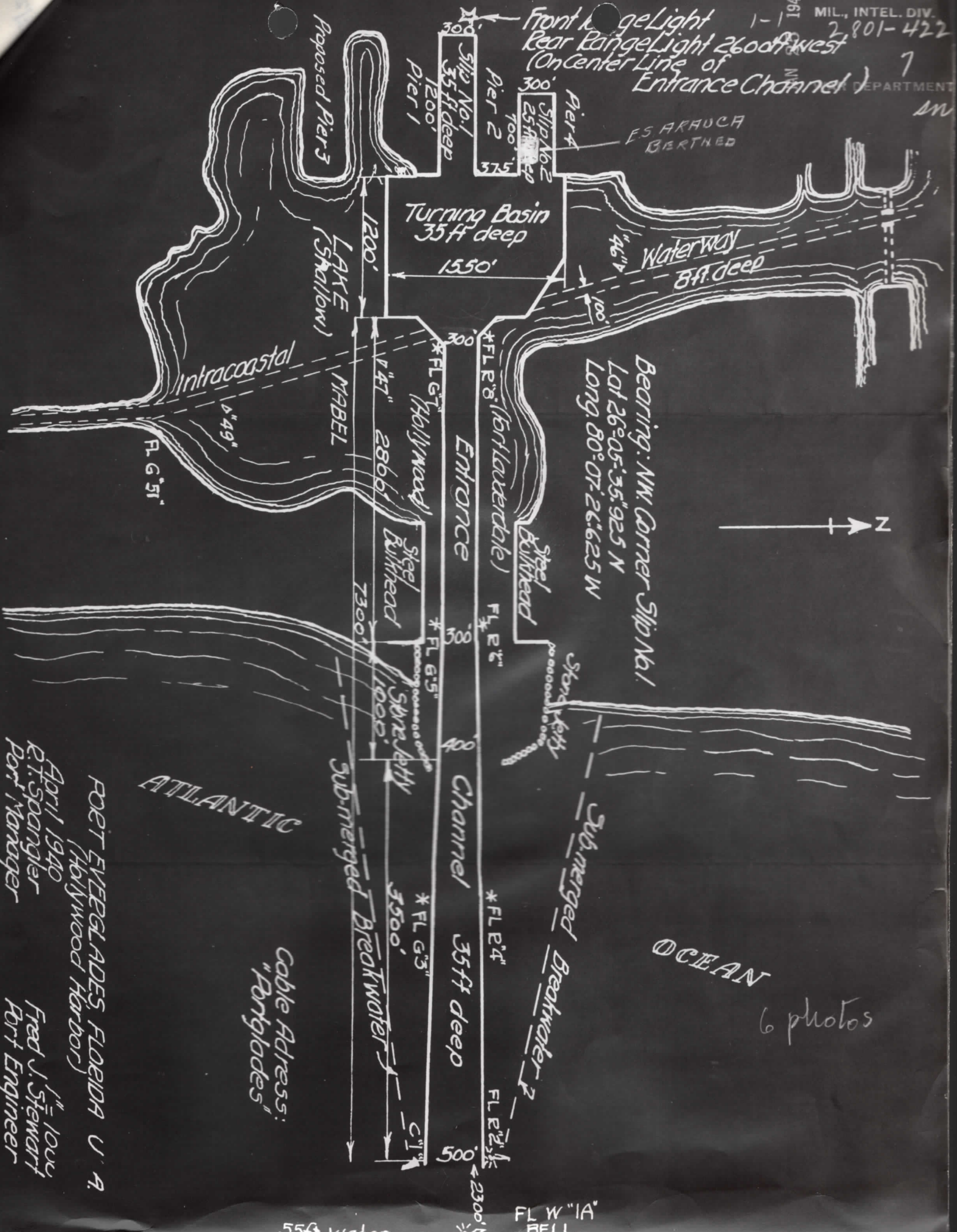
Port Everglades

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1941
OFFICE CHIEF OF STAFF
MIL., INTEL. DIV.
2801-422
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DEPARTMENT
ON



PORT EVERGLADES, FLORIDA U S A
 (Hollywood Harbor)
 April 1940
 R. T. Spangler
 Port Manager
 Fred J. Stewart
 1st Lt.
 Asst Engineer

OCEAN
 6 photos

55 ft water → * FL W "1A" BELL