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COMMANDANT

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24 September, 1941.

4. Intelligence office personnel were engaged in recording information and preparing reports relative to the actual 24 September, 1941. belligerent merchant vessels.

5. The Commandant, Eighth Naval District, Intelligence Officer, U.S. Army, Port San Antonio, Texas, and local Agent in Charge, Federal Bureau of Investigation, furnished Crew Lists of all merchant vessels departing from the port of New Orleans and containing furnished information received by this office which might be of interest to the particular service.

From: Commander, New Orleans District.
To: Commandant.
Subject: Weekly report, Intelligence Office, week ending 20 September, 1941.

6. Intelligence personnel were engaged in recording information and preparing summaries in connection with the automatic and the regulations established thereunder. 1940, (a) Headquarters' letter, 21 July, 1941 (IOF-64).

Inclosure: (A) Ten copies, Report of Movements of Nationals of Other Countries in Central America and Mexico, dated 23 September, 1941.

1. The inclosures are submitted in accordance with instructions contained in reference (a). Movements of nationals are reported to the Commandant, Eighth Naval District as they come to the attention of this office.

2. An investigation in connection with the reported damage to a donkey boiler on board the Norwegian M.V. BALLA, was, in the presence of the Norwegian Consul, New Orleans, Louisiana, conducted by personnel of this office. The master of the BALLA admitted that he had for some time been aware of the fact that discontentment prevailed among members of the engineer force; he stated that seven motormen recently reported to the vessel for duty and these men were already discontented even though the vessel had not moved from the wharf. The investigation further revealed that one of the motormen, Nils Smistad, took over the engine room watch at 6:00 a.m., 14 September, 1941, and one of his duties consisted of keeping steam on a donkey boiler. He admitted his failure to observe whether or not water was visible in the glass upon assuming the watch. The fire under the boiler was extinguished at about 8:00 a.m., when the third engineer discovered the water was dangerously low in the boiler, the boiler was cooled before examination which revealed four lower rows of tubes leaking at the tube sheet and the bottom blow valve of the boiler leaking accounting for loss of water. The opinion is that there was no willful sabotage intentions and that the damage was due to gross carelessness on the part of the motorman, Nils Smistad.

3. Intelligence personnel were engaged in carding information relative to the movements of neutral and belligerent merchant vessels within ports of the New Orleans District and preparing daily reports in connection therewith.

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TREASURY DEPARTMENT
United States Customs Service

24 September, 1941.

4. Intelligence office personnel were engaged in recording information and preparing reports relative to the sealing of radios on belligerent merchant vessels.

5. The Commandant, Eighth Naval District, Intelligence Officer, U.S. Army, Fort Sam Houston, Texas, and local Agent in Charge, Federal Bureau of Investigation, were furnished Crew Lists of all merchant vessels departing ports of the New Orleans District. These offices were furnished information received by this office which might be of interest to the particular service.

6. Intelligence office personnel were engaged in recording information and preparing summaries in connection with the systematic plan for the boarding of vessels affected by the Act of April 25, 1940, and the regulations established thereunder.

7. Intelligence personnel continued photographing foreign and domestic merchant vessels entering the port of New Orleans and compiling photographs received from other units for forwarding to Headquarters. One photograph of each foreign merchant vessel is furnished the Commandant, Eighth Naval District.

8. District radio personnel were engaged in continuous monitoring operations during the week.

The ship's owners then called for more bids to repair and recondition both motors. This vessel is a twin screw and powered with two Diesel engines. Two local concerns bid on these repairs. The Todd Shipbuilding Company, whose bid was \$89,000, and J. L. AHERN, Welding and Metal Works, Inc., whose bid, the lowest, was \$72,000. No bid has been accepted yet.

Mr. Rusevich further stated that from the condition that the motors of this boat were found in when inspected by his mechanics, it would be hard to state whether there was any sabotage or not. He also stated that these engines could be sabotaged by an expert in such a way that an experienced mechanic could not detect same until trial and with the use of precision instruments.

At the present time the ship's owners are negotiating for a bid to repair these motors temporarily and not to recondition them as the first bid required. In event the Dixie Machine Company obtains the repair contract on this vessel, this office would be advised should a mechanical inspection show sabotage.

in BALLA file