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Serial R-22-48 Monograph Index Guide No. 215/400
(Start new series each year, i. e. 1-40, 2-40) (To correspond with SUBJECT given below. See O. N. I. Index Guide. Make separate report for each main title.)
From Officer in Charge,
Branch Intelligence Office at Curacao, N.N.I. Date May 25,, 1943.
(Ship, fleet, unit, district, office, station, or person)

Reference _____
(Directive, correspondence, previous related report, etc., if applicable)

Source Personal Observation - Official. Evaluation 4-1
(As official, personal observation, publication, press, conversation with— (As reliable, doubtful, unverified, etc.)
identify when practicable, etc.)

Subject Curacao and Aruba, N.N.I.
(Nation reported on) (Main title as per index guide) (Subtitles) (Make separate report for each title)

BRIEF.—(Here enter careful summary of report, containing substance succinctly stated; include important facts, names, places, dates, etc.)

CONFIDENTIAL

WEEKLY NEWS LETTER #21-43
May 15 - 22, 1943.

CURACAO NOTES

SHIPPING

- 1). U.S. tanker CERRO GORDO runs aground at entrance of Santa Anna Bay, Curacao in attempting to enter that harbor without a pilot. Damage to vessel is slight, however, and she proceeds in convey as scheduled.
- 2). Armed Guard Officer aboard U.S. MORRIS (Pan) reports that at least three men aboard, MAOI, Nicolai; MEHRIKSEN, Asbjorn; and DRISTIANSEN, Erik, have Axis sympathies, and asks SHD to board this vessel in stream at New York.

SUBVERSIVE

- 1). Jose M. Candido GERT, caught in the act of putting sand in engines of Dutch tanker SS NEMATA, is kept in jail and is to be prosecuted by Netherlands authorities.

ECONOMIC

- 1). New compulsory labor law in Curacao and Aruba, passed to overcome shortage of labor caused by increase of native army, compels every man or woman not employed at present, or who has retired, to offer themselves for employment.

CENSORSHIP

- 1). Master of U.S. Schooner BUREKA, King GOMZ, receives suspicious cable from Ed MORRIS, Miami. GOMZ gives satisfactory explanation.

MISCELLANEOUS

- 1). Resident Inspector of Naval Material, Curacao advises regard "ocean losses" of tankers from Curacao and suggests procedure to prevent large losses.
- 2). Strike of 250 native workmen employed by U.S.A.D. and working on the construction of Navy Camp Parera ends satisfactorily, all workers returning with exception of about 80. Foreman praises work done by 18 enlisted men from Navy Camp detailed to work on the construction job during the strike, stating they were enthusiastic and capable.
- 3). By Royal Decree, Her Majesty the Queen nominates Rear Admiral Robinson, USN, ex-Commander All Forces, Aruba-Curacao, Senior Officer in the Order of Orange-Nassau. By the same Decree, the Queen also nominates Lieut. John P. Bracken, USNR, Aide of Rear Admiral Robinson, as Officer in the Order of Orange-Nassau.

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CONFIDENTIAL

SECRET FROM LONDON (L-10)

5/29/45

CONFIDENTIAL

ARUDA NOTESSHIPPING

- 1). A check of the crew list of the SS CALIFORNIA, Spanish tanker, reveals that Gabriel AGUIR ARCEA, Captain, is a member of the Falange party.
- 2). JOSE CALVO STZ 70, Spanish tanker, arrives from Bilbao on her maiden voyage. Construction began 1935, completed during 1940 and 1941. Spain has five new tanker type ships under construction, expected to be completed during 1944.
- 3). The Argentine tanker SAN Blas ignores instructions to anchor at Malank instead of San Nicholas. Master states his government prohibits his anchoring off the coast. Master complies with instructions when advised it was absolutely necessary he do so.
- 4). Crew of RIO GRANDE show unusual interest in cargo of Swedish tanker FALSTERHOLM.
- 5). Master of Swedish tanker FALSTERHOLM gives considerable background information on conditions in Sweden. Departs under "safe conduct" for Gottenburg, Sweden with cargo of oil for Swedish Marine.
- 6). Master of Argentine tanker JUNON states that commodities of Argentina are being shipped to United States and England, and denies there is any resentment on part of Argentine populace concerning commercial business between his country and the United States.
- 7). SS MALAGA arrives, smoking heavily, so that it is visible for many miles.

SUSPICION

- 1). Information received indicates captains of Argentine vessels RIO SAN JUAN, RIO CALABO, RIO JURAMENTO and RIO MINOXIA are pro-Germans.

SABOTAGE

- 1). Charles MOUD, Canadian, age 20, AB, and LOEHMAN, Canadian, age 21, AB, being investigated in regard to suspected case of sabotage aboard SS VANDOLITE (Can.).

MISCELLANEOUS

- 1). William I. BALUSHAN, Colonel, Cavalry, assumes command of Forces Auxiliaires, Army.

CURACAO NOTESSHIPPING

- 1). "On Wednesday morning May 18th, the SS CERRO GORDO, a 6000 ton U.S. tanker, ran aground at the entrance of Santa Anna Bay, Curacao. The explanation of the captain of the ship that the incident was due (1) to the failure of his U.S. Navy signalman to receive the correct signal which was 'Proceed to Bullen Bay', instead of 'Proceed in, pilot inside', and (2) to failure of the rudder to respond when given hard right at the harbor entrance, together with conversations with the Harbor Master and others who witnessed the incident lead to the conclusion that the master's action in attempting to enter this small, tricky harbor without a pilot and then trying to turn around in the narrow harbor mouth showed poor judgment and seamanship. Fortunately, damage to the CERRO GORDO was slight and she was able to proceed in her convoy as scheduled."
- 2). Lieut.(jg) E.J.M. BELAIEY, USN, Armed Guard Officer aboard the MS NORMAN, Panamanian flag, has reported that at least three men aboard the NORMAN have given indications of Axis sympathies. The names of the men are as follows: Nicolai MAOI (Bathonian), Achjorn HERNIMSEN (Norwegian) and Erik KRISTIANSEN (Norwegian). The actions of the men consist mainly in belittling the war effort of the Allies and in creating friction at every possible opportunity. U.S. merchant seamen aboard are planning to quit the ship in disgust when it arrives in New York. A question is raised by this incident as to the desirability of putting aboard such a polyglot crew. The crew consists of Norwegian, British, Finnish, Spanish, Brazilian, Bathonian, Canadian, Swedish and American seamen. Lieut.(jg) BELAIEY reports that there has been trouble aboard the ship almost from the start and asked that a Naval Intelligence officer from the Third Naval District board the vessel in the stream at New York to enable him to present the result of his investigation during this voyage before the crew is signed off.

SUBVERSIVE

- 1). It has been decided by Netherlands Police authorities that Jone M. Candide GERT, caught in the act of putting sand in the engines of the Dutch tanker SS ISHATA, May 6, 1945, will be kept in jail and prosecuted although the police are not satisfied with what appears to be conclusive evidence. The Chief Inspector of Police has stated that it is his opinion that GERT committed the act on orders from "higher-ups". In the event that GERT is not convicted, local authorities indicate steps will be taken to intern him in Bonaire, conviction in court not being a prerequisite to internment.

CONFIDENTIAL

WEEKLY NEWS LETTER #21-13

5/25/43

CONFIDENTIAL

ECONOMIC

1). The new law relating to compulsory labor in Curacao and Aruba went into effect May 20, 1943. This law compels every man or woman who is not employed at present, or who has retired, to offer themselves for employment. This measure was passed to overcome the shortage of labor caused by the increase of the native army. The law will be administered by a committee which will act as the intermediary between the employer and employee. All persons affected by the law will have to register and hold themselves ready for negotiations for a position. Married women are excluded.

SENSORSHIP

1). The master of the U.S. schooner BUREKA, King GOMEZ, received a cable from Ed MORRIS, of Miami, on May 18th as follows: "Sending eight return Miami Do not go to Cuba under any circumstances You might be detained Can you buy seconds elsewhere". Netherlands cable censorship authorities called the attention of this office to the enigmatic nature of the cable, particularly the reference "You might be detained". GOMEZ was called to the Branch Intelligence Office and made a ready and frank explanation of the cable. GOMEZ stated that he flew from Miami to Havana to take over the schooner after the previous captain had grounded it on a reef. Since that time there have been nothing but financial troubles as the MORRIS BROTHERS, owners of the schooner, have not been able to meet their financial obligations and had left GOMEZ stranded in Curacao without expense money. The crew of four, three of whom are Cubans, are grumbling, refusing to work, etc. This cable was in answer to GOMEZ' plea for money to enable him to get back to the United States. The Branch Intelligence Office was convinced that GOMEZ' explanation was a true one and that the cable was legitimate.

MISCELLANEOUS

1). A conference with Lieut. M.W. WILSON, Resident Inspector of Naval Material, Curacao brought out the following points regarding "Ocean Losses" of tankers from Curacao: (a) Losses of less than 1% are believed to be caused by a combination of actual ocean loss of old tankers and the established practice of flushing pipe lines when switching from one type of fuel to another; (b) Lieut. Wilson explained that losses of over 1% may result from the practice at C.F.I.M. of assuming that the temperature of all tanks is 25 degrees centigrade. He states that 31 degrees centigrade is more frequently the exact temperature and this difference of three degrees may mean a difference of thousands of gallons when it comes to loading; (c) Lieut. Wilson further states that the only way to prevent large losses is for the Chief Mate to witness personally the taking of all temperatures and ullages. He should also figure the cargo. C.F.I.M. here can always claim "ocean loss" if complaint is made when the ship docks hundreds of miles away. Lieut. Wilson suggests that as a double check the shipping company have a civilian agent check the loading of fuel oil.

2). The strike on Wednesday, May 18th, of approximately 250 native workmen employed by U.S.A.D. and working on the construction of the Navy Camp Farera has been concluded satisfactorily. All workers have returned or been rehired with the exception of about 30. As a large number of the strikers were skilled workmen such as carpenters, 18 enlisted men from the Navy Camp were detailed to work on the construction job. The foreman on the job praised the work done by these Navy boys highly and stated that they were enthusiastic and capable. J. EMRY, Surinam negro, and David BURNHAM, Barbados negro, ringleaders of the strike, are still in jail awaiting deportation. It is believed that the firm handling of the strikers by the U.S.A.D. as well as the good cooperation of the Netherlands authorities will tend to prevent future labor disturbances.

3). The Government Press Service made the following announcement this week: "His Excellency, the Governor, received word that by Royal Decree of May 6th, Her Majesty, the Queen, nominated Rear Admiral Robinson, USN, ex-Commander All Forces, Aruba-Curacao, Senior Officer in the Order of Orange-Nassau. By the same Decree, Lieut. John P. Bracken, USNR, Aide of Rear Admiral Robinson, has been nominated Officer in the Order of Orange-Nassau. Both officers were decorated for services to the Dutch Empire in the East and West Indies.

CONFIDENTIAL

WEEKLY NEWS LETTER #21-43

5/25/48

CONFIDENTIAL

ARUBA NEWS

SHIPPING

1). In checking the crew list of the SS CAMPECHE, Spanish tanker, it was revealed that Gabriel ANIBAL LLORENCA, Captain, is a member of the Falange party, according to the list prepared by the State Department, Dispatch No. 500, dated Dec. 18, 1942, from the American Embassy, Madrid, entitled "List of Maritime Falange Chiefs Appointed Aboard Spanish Merchant Vessels".

2). Another Spanish tanker, the SS CALVO SOTELLO, arrived in Aruba from Bilbao, Spain. This was her maiden voyage. Construction of this ship was begun in 1933, but was held up during the period 1934 to 1939 because of the Spanish Civil War. Construction was continued during 1940 and 1941. The majority of material on this ship was said to have been received from England and Denmark. It was further learned that Spain now has five new ships (tanker type) under construction and these ships are expected to be completed during 1944.

3). The SAN BLAS, Argentine tanker, arrived at Aruba on May 13 from La Plata via Buenos Aires. This ship was told to anchor at Malank but stated she would be unable to do so and proceeded to San Nicholas Harbor. Intelligence immediately went aboard to determine why instructions had been ignored and the master stated that his government prohibited his anchoring off the coast since his ship could not keep her lights on and would, therefore, be vulnerable to submarine attack. The master was told that it was absolutely necessary for him to anchor the ship at Malank. This was done. At the time the SAN BLAS arrived, San Nicholas was filled with Allied ships.

4). The RIO MANITA was also among a large number of neutral ships that arrived at Aruba. This ship came from Buenos Aires. It was noted that members of her crew seemed to have unusual interest in the amount of cargo that was being carried by the Swedish tanker FALSTERBORGEN.

5). The Swedish tanker FALSTERBORGEN arrived at Aruba on May 13. The master gave considerable background information on conditions in Sweden. This ship traveled under "safe conduct" and departed for Gothenburg, Sweden with a cargo of oil for the Swedish Marine.

6). The master of the Argentine tanker JUBIAL stated that commodities of the Argentine were being shipped to the United States and England, and he specifically mentioned butter, dairy products, along with hides and skins. He denied there was resentment on the part of the Argentine populace concerning the commercial business transacted between his country and the United States.

7). The SS MALANG was among a number of Allied ships to visit this port. The MALANG was smoking heavily, so much so in fact that it was visible for many miles.

SUSPECTS

1). Information has been obtained that the Captains of the following Argentine vessels are pro-Germans: RIO SAN JUAN, RIO CALIBROS, RIO JUANITO, and the RIO MEDUSA.

SABOTAGE

1). Investigation was made aboard the SS VIMARIE (Can.) in regard to a suspected case of sabotage. The two men possibly involved were Charles WOOD, Canadian, age 30, AB, and LOREMAN, Canadian, age 21, AB. Both men went ashore on the evening of May 18th and returned on board in a drunken condition. They went to the Bos'n's cabin and attacked the Bos'n, L. WALSH. Afterwards, WOOD went down to the engine room and was observed to be opening the valves of the lubricating pump behind the starboard engine. Had this not been discovered, a serious mishap might have occurred when the main air bottles were opened to start the engine. On April 18, 1943, an accident took place in Boston, Massachusetts, steam ship, when valves were accidentally left open. This resulted in one of the engineers being seriously wounded. WOOD and LOREMAN stated they had drunk three pints of rum and had no recollection of subsequent events at Aruba.

MISCELLANEOUS

1). William E. LINDSEY, Colonel, Cavalry, has assumed command of Force Aruba, Army.