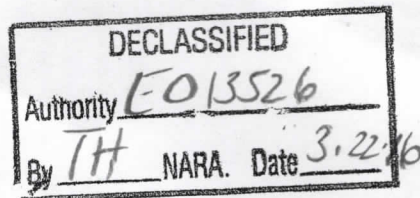


CONFIDENTIAL



19 June 1942

ONI (Room 3825/F5)

450-3

Subject:

Extracts from Boarding Report 3ND on subject on SS COLD HARBOR.

Enclosure:

(A) NNI-122, June 5, 1942.

1. Fireman
noted.

Enclosure (A) is returned. Information report for

During working hours on the days following Trebbly lay in his bunk and in the evenings went ashore, thereby necessitating a relief and unnecessary overtime. The fireman claimed overtime for this period, stating that he arranged for a substitute and paying for F. E. POLLIO, such arrangements were without the consent or knowledge of Lieut. Comdr., U. S. C. G. "illegal Roubles", the total amount paid to the relief far exceed the amount drawn by the entire crew.

It was the opinion of the Chief Engineer that it was a clear case of malingering.

The days not worked by Trebbly were: February 2, 14, 15, 16, 17, 19, 20 and 23.

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PART THREE

INTERNAL SECURITYMISCELLANEOUS

Informant reports that twenty-three members of the crew signed a petition not to sail with Captain of the SS COLD HARBOR. They wanted him removed in Murmansk. The reason they gave was that the Master had shown very poor judgement in keeping the vessel running back and forth trying to get through to Archangel. Ice made it impossible for them to get through and, after nine days of trying, they were ordered into Ikanka, where they arrived on January 12, 1942. Three of the men tried to get off the ship, but were brought by the police. The petition was not signed on subject mentioned by crew until the vessel arrived in Murmansk on January 26, 1942. No further trouble was experienced on the homeward trip.

On Friday February 13, R. Trembley, the fireman-watertender on this vessel, refused to work pleading sickness. The 1st Engineer was attacked by Trembley while in the Firemen's quarters attempting to call him to report for duty.

During working hours on the days following Trembley lay in his bunk and in the evenings went ashore, thereby necessitating a relief and unnecessary overtime. The fireman claimed overtime for this period, stating that he arranged for a substitute and paying for same. Any such arrangements were without the consent or knowledge of the Engineers and the payments by "illegal Reubles", the total amount paid to the relief far exceed the amount drawn by the entire crew.

It was the opinion of the Chief Engineer that it was a clear case of malingering.

The days not worked by Trembley were: February 2, 14, 15, 16, 17, 19, 20 and 23.

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PART FOUR

MISCELLANEOUS

In leaving Iceland, SS COLD HARBOR was accompanied by another vessel, a trawler and a corvette escort stayed with the two ships for about 600 miles. The other vessel was lost around December 30, 1942 (?) in a snow squall and was not seen again. This vessel never arrived in Murmansk and it was believed that planes and a destroyer were sent out to look for her.

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