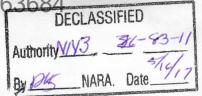
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MERCHANT VESSEL BOARDING REPORT

and MOHLE answered in the affirmative. MOHLE thought nothing of this instance, and did not try to conceal it from friends or acquaintances. He recalls making no pro-German statements, prior or subsequent to Pearl Harbor. He has never had any affection for the British, however, and he admits he may have expressed discrediting opinions about them, prior to our entry in the war, which may have been interpreted by some as being pro-German. He said the FBI made a check on him in Boston in 1944, but dropped the case when they found nothing definite. He displayed a letter of application, indicating that he had applied for a U.S. Passport, 4 September, 1944, at U.S. Clerk's Office, 1525 Federal Building, Boston, Mass. An investigation is being made to determine his qualifications for such. MOHLE advised that in 1942 he applied for a commission as Ensign in the U.S. Coast Guard, but the application was rejected because of the fact he had not been a citizen for the required ten-year period. MOHLE further advised that since the questioning by the FBI no other agency or government unit has interrogated him.

- 3. Thomas W. OLIVER, Master of the above ship, and Paul W. WADE, Chief Officer of above ship, were interviewed concerning MOHLE. They agreed in stating that his conduct and attitude aboard the ship has been exemplary, and that he has been a capable officer. No statements or opinions of his have been inconsistent with loyalty to U.S. Because of his German birth, they were suspicious of him, and have closely observed him. Captain OLIVER stated that the previous master of the JAMES BOWDOIN, James F. LUSBY, was also well pleased with MOHLE'S ability and stated MOHLE made a first rate officer. LUSBY informed Captain OLIVER that he had never observed any suspicious actions or inquisitiveness on the part of MOHLE.
- 4. MOHLE was fingerprinted, and a Form NCG-2515 on him is enclosed herewith.
- 5. MOHIE stated he gave the following references to the U. S. State Department, in their investigation into his qualifications for a passport:

a. Coleman Norton, 184 L Street, South Boston, Mass.

- b. Chief Warrant Boatswain Henry Schluter, USN, 144 Monmouth Street, Boston, Mass.
- c. Marion Eden, Chief Gunnery Officer, USN, aboard S/S BOWDOIN.
- 6. After consultation, it was decided not to grant MOHLE a regular security endorsement, but to give him a temporary endorsement, pending the outcome of the investigation for his passport. Accordingly, a letter of Temporary Security Endorsement, bearing his description, was given him this date. It states it is valid only until such time as his passport is granted or refused, and shall in no case be valid beyond 60 days from the time of issuance. Neither his COTP ID Card nor Z paper was security stamped.
- 7. The only alien aboard the ship, Anseleme NUNEZ, Guatamalian, had all papers in proper order, and had been previously security endorsed.

Declassified NARA Project: NW 63684

S/S JAMES BOWDOIN

5 April, 1945

8. Louis BAPTISTA, Chief Steward, aboard the above vessel advised that when the ship arrived at Leghorn, Italy on the 5th of March his Certificate of Identification #Z-341905, his discharge certificates, certificate of service, and Draft Registration Card were on a shelf over the desk in his cabin. On the 7th of March, BAPTISTA went to turn his papers over to the Captain as is the practice while the ship is in a foreign port, and found the papers missing. A search of the cabin and his personal effects did not reveal the papers. BAPTISTA occupies the cabin alone and had no idea as to the identity of the person who took the papers. He reported the incident to the Captain and to the local Coast Guard representative in Leghorn; BAPTISTA states he has been informed there is a thriving "black market" dealing with stolen U.S. Seamen's papers in Italian ports. BAPTISTA states the Z Certificate was issued to him at Boston in 1937; he intends applying for duplicates at Providence, R.I. BAPTISTA had in his possession Seamen's Passport, and Captain of the Port Identification Card which appeared to be in order.