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OFFICE OF CHIEF OF NAVAL OPERATIONS
NAVY DEPARTMENT

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INTELLIGENCE REPORT

Serial 17-43
(Start new series each year, i. e. 1-40, 2-40)

Monograph Index Guide No. _____
(To correspond with SUBJECT given below. See O. N. I. Index Guide. Make separate report for each main title.)

From U. S. Naval Observer at Talara, Peru Date Jan. 23, 1943
(Ship, fleet, unit, district, office, station, or person)

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

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

Subject S. S. Loida, visit to Talara, Jan. 21-22, 1943
(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.)

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When S. S. Loida, Panamanian Tanker, arrived Talara, Jan 21st, trouble developed between Captain, Ship's Officers and Crew. Third Officer, Anastasios Sarafoglou, Greek, accused of incompetency, conniving with crew, and negligence. Investigation showed a most unsatisfactory situation aboard with Captain having lost control of men of his ship. Ship has a Swedish Captain, eight Finns and the balance mostly Greek. Serious disorders anticipated unless a Greek Captain put aboard and Finns replaced, or the Greeks replaced by another crew.

S. S. Loida, Panamanian tanker of 5,505 Gross Tons, Jonas Elias Hagglof, Swedish, Captain, arrived Talara, Jan. 21st on her regular West Coast run between Talara and points in Chile. Capt. Hagglof immediately filed the statement quoted below against his third Officer, Anastasio Sarafoglou, Sarafoglou, according to his own statement, was a Lieutenant Commander in the Greek Navy before Greece collapsed. He holds a permit of Local Board for Registrants to Depart from the United States issued by Local Board # 67, New York County, 175th Street and Broadway, Rm. 3, New York City. Permit which was indicated as Order # 1293-A, Serial # 3386, Class 1, Division A, gave him permission to be absent from the United States for 6 months - July 7th to January 1943. His address in New York is that of his sister at 255 Cabrini Boulevard, Tel Wall 290. Following is the statement filed by Capt. Hagglof against Sarafoglou:

"To U. S. Naval Observer - Statement on Anastasios Sarafoglou, Third Officer on board the S/T Loida.

"I, Jonas Elias Hagglof, Master of the Panamanian tanker "Loida", of Panama, R.P., Net Register tons 2965, have considered it necessary and useful for the future safe conduction of the vessel to make this statement on ANASTASIOS SARAFOGLOU, employed as Third Officer on board the ship.

"From the very beginning of his employment on board, I noticed that he was not very interested in his duties as Third Officer, and furthermore, he did not seem to have any real experience as seaman. He has on several occasions left his watch, while on duty in port, doing so without even informing his nearest foreman. After having been notified about his conduct he has given boastful answers not fit for an Officer.

"While the ship once was loading at Talara, Peru, one of the A.B. seaman, George Ananidakis, came intoxicated on board. Down on main deck he stood smoking beside the hatches while the ship was being loaded. When ordered to put out his

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U. S. NAVAL OBSERVER, TALARA, PERU - Serial 17-43 - Jan. 23, 1943 - Page 2.

RESTRICTED

cigarette, he refused to do so. When force was used, he started to fight. After a longer quarrel on deck, smoking again and behaving badly, it was, due to risk of fire, important to have Ananidakis sent ashore. Police was called, but after having boarded the ship, Ananidakis had been hidden with the help of Third Officer, who now seemed to be the leader for a group of crew members taking the party of Ananidakis, and stating, that if Ananidakis was removed from the ship, all crew would leave too.

"A. Sarafoglou has proved himself completely incompetent for loading and discharging the ship. When left alone with loading, for instance, he has flooded the deck with oil, this once to such a degree, that, after cargo having been delivered to consignee, a shortage of 20 tons was reported. There is no doubt that that shortage of cargo was due to the fault of the Third Officer. It is also obvious, that, due to negligence in his duties when discharging cargo, the ship has been delayed. As an example of his carelessness in his job, I can mention, that he, while on duty during the ship's stay in Valparaiso for discharging, he simply went ashore leaving the ship to its own, this despite being fully aware that no other responsible Officer was on board taking over the watch.

"On watch at sea he does not pay sufficient attention to his job, thus menac- ing the safety of the ship. He has, without permission, left the bridge while on watch, when sailing in convoy. He has once, on his own initiative, altered the ship's course when the ship was approaching Valparaiso, Chile, a course which later should have wrecked the ship. On the 11th of January, this year, a delay in the ship's departure from Valparaiso, Chile, was caused by the activity of the Third Officer. As the contract between the crew and the ship's owner was the end in January, the crew had asked for renewal of the agreement under better terms for them. It was agreed between us then, that they, the crew, should wait till I had received instructions from the ship's owner in the matter. This was in December 1942. But when Third Officer, A. Sarafoglou, had realized that I had had inten- tion to pay him off in Valparaiso, an act which was prevented by the Captain of the Port of said port, he had summoned a group of crew members who saw me, a few hours before the ship was scheduled to sail, and in front of them he stated that I had tried to signed him off as saboteur. His conduct was very insulting and un- fit for a ship's Officer. This quarrel resulted in new demands from the crew to renew their contract, their terms now being the same as those of American ships. As I had no authority to make such an agreement I asked for the help of the Port Authorities to settle the matter temporarily. At the presence of the Port Captain's Assistant, Agent's Representatives and a detective from the International Police, an agreement, to last till decisive answer had arrived from the ship's owner, was made and signed by most of the crew members and the Third Officer. The ship sailed on the 12th.

"Due to the above, and many other minor incidents, I am absolutely sure that A. Sarafoglou uses his influence on the crew to create an opinion against me, and having the support of the crew, behaves very boastfully and insulting. Thus the crew stated, while discussing the terms of the new contract, that if Third Officer would be paid off, all other crew members would do the same. When there are no other things to quarrel about, the food question is taking up. Once, after the Third Officer had promised me trouble, the crew saw me after a few minutes and made complaints about the food.

"I have now decided not to tolerate A. Sarafoglou and his associates any longer, especially when I am not able to guarantee that the ship will run without delay, as long as that man is on board. The Authorities ashore, dealing with these things, do not seem to have power to remove the troublemakers from the ship, and this statement have been made to make clear the situation, demanding more active help in putting a final end to the matter.

/s/ J. E. Hagglof
S/T "LOIDA"
Jan. 20, 1943.

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Captain Hagglof developed the case further and damned all the Greeks aboard as a bunch of worthless bastards and unfit to man a ship. He felt that Sarafoglou was conniving with the crew and deliberately stirring up trouble against the Master. He stated that, due in part to the evil ways of this officer, he no longer had control of the men on his ship and he could do nothing with them whatsoever. This later turned out to be true, but it appeared that Sarafoglou was the only one who could control the men.

About ten of the members of the crew were interviewed by this Officer with Sarafoglou acting as interpreter. The following points were brought out:

Majority of the crew are Greek nationals. They were operating under a provisional contract drawn up in Valparaiso and was good until the ship arrived at Talara on this voyage. A new contract was to be drawn up; and the crew was demanding the equivalent of American wages. The crew considered the Captain a drunkard. On several occasions he had had fist fights with members of the crew. Both parties to these fights were admitted to have been drunk. On one occasion, the Captain had pulled his revolver and fired four shots through the bulkhead. This, according to the Captain, was when a seaman refused to put out his cigarette when ordered to do so by the Captain.

There are eight Finns aboard who held these positions: Steward, Boatswain, Chief Mate, Radio Operator, 4th Engineer, the pumpman and two sailors. The Greeks felt that all Finns were enemies and because the Captain was a Scandinavian too the Finns received preferential treatment. The Captain and Chief Mate had delayed the sailing of the ship in Antofagasta several months previously because they were both drunk.

The food was unsatisfactory. Steward served too much meat which the Finns liked, but the Greeks wanted vegetables. The Captain was not buying the best grade of food that he could with the amount allotted by the ship's owners. This was stated to be one dollar a day per man.

Sarafoglou was interviewed along. He stated he had been a Lieutenant Commander in the Greek Navy. On one occasion, the Captain had accused him of being a saboteur. He had never left the bridge or his watch more than five minutes, and that was to answer the calls of nature. (Captain said he could answer his in two minutes). He denied being responsible for a shortage of 20 tons of fuel, adding that, on that particular occasion, he was not absent more than one minute after the tank began to flood, and at the very most not more than 3 tons could have been lost. The pumpman had not informed him correctly as to the amount in the tank.

He had changed course as mentioned in the Captain's statement, but this was not unusual, as the Captain often relied upon the mate-on-watch to change course if such were deemed wise. The night of the incident mentioned, the Captain was drunk and changed the course before informing the Captain. In reply to a question as to whether he had ever consciously neglected his duty he replied that, as an Officer in the Greek Navy, he solemnly swore that he had not. And he stated that, as an Officer, he could not tolerate the conduct of the Captain for he was not a "Gentleman". Furthermore, the Captain had not obeyed the routing instructions of the Routing Officer in Valparaiso.

Further conversation with the Captain followed. He had had a number of drinks though he was not drunk. This Observer accused the Captain of disobeying the Routing Instructions of the Routing Officer in Valparaiso. This he admitted, but he stated he had done so in order to make Talara before the port closed at 1900. He was unwilling to pay the members of his crew full American wages, and would not approve of the idea of their buying bonds from their monthly salaries. (Crew wanted to either pay taxes or buy bonds each month so as to bring their real wages in line with American Wages.)

This Observer went aboard with the Captain at about 1600, Jan. 22nd. He first inspected the galley and food storage. There was adequate food aboard and in sufficient variety and in good condition, considering that this had to be purchased in West Coast Ports. There was strong evidence, however, that the Steward was not serving a variety of dishes. Supper was one pot of beef and fresh beans all cooked together. Lunch had been fish and olives. When it was suggested to the Captain that he take a more personal interest in the food of the crew, he

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stated that he left everything to the Steward, that what was served in the forward salon was the same as the crew ate. (This statement is not true, for that night the forward salon had cabbage and cheese which the men did not have.) Furthermore, he stated he would not interfere with the Steward's work, and he would not have anyone telling the Steward what was going to be served aboard. He felt the Steward was doing a good job.

Crew was willing to abide by the recommendation of this Observer as to the terms of the contract they were going to sign with the Captain. It was pointed out to them that this was a matter between themselves and the Captain as representative of the owner, but they must approach the problem in a reasonable way, that to demand full parity in wages with American Seamen would make their wages far higher, since they do not have to pay taxes of American Seamen. The Crew then stated they were not going to leave Talara until they had drawn up the contract. When it was pointed out to them that they would be held accountable by the United States Government for any delay in the ship's departure, they immediately agreed to negotiate the contract after they had left port.

Wage Scale offered by the Master is as follows:

Boatswain	=	\$120.00	Donkeyman	=	\$120.00
Pumpman	=	120.00	Oiler	=	105.00
Cook	=	130.00	Fireman	=	100.00
A.B.	=	100.00	Messman	=	70.00
O.S.	=	80.00	Overtime	=	.85

The fourth engineer arrived on board with the Steward, both fairly well intoxicated. This Observer was attempting to leave the ship at the time so as to permit it to depart, but the Captain said it was the Observer's job to settle the differences before he left, for he could do nothing. The Steward saw a piece of liver which had been brought up from below and believed to be spoiled by the crew, and he accused the Third Officer of plundering his larder. They gave each other several punches and this Observer ordered both to their respective cabins. Meanwhile, the crew, hearing the commotion, all came forward. One had a knife. This Observer sent them aft, and they obeyed instantly. The Captain was present at this row and did nothing except to say to this Observer, "Now you see what I am up against." Sarafoglou then accused the Captain of calling him a saboteur, which was denied by the Captain. Both were told to forget it.

The Crew then said that they would not get the ship underway unless the 4th engineer was prohibited from coming down into the engine room and the Captain's pistol were taken away from him. The 4th engineer was directed to stay out of the engine room for two days, and the crew told by this Observer that the Captain, as Master, had every right to retain his firearms. They accepted this as being reasonable.

The Captain had gone to his cabin to finish off more Scotch. He still was not drunk, but not sober. Fifteen minutes remained to get the ship underway before the Port Closed for the night. This Observer went aft and directed the engine room force to get below and be prepared to get underway within ten minutes. The Captain was informed that the engine room gang would be ready to go in ten minutes, and he went up on the bridge. The crew scurried below, with much shouting and handshaking all around, and the ship was underway in ten minutes - 1848 Talara Time.

COMMENT:- Ship is manned by a Swedish Captain, eight Finns, two British subjects, one of whom is black, and the balance Greek (about eighteen). It is a combination that will not work. There is absolutely no chance of bringing about harmony on this ship with the present complement. The Captain is a weak character incapable of handling the situation and refuses to do anything about it other than to lay the problem before shore authorities and expect them to straighten it out. He has lost all control of his men.

Sarafoglou is believed to be a slightly irresponsible person, but his bitterness toward the Captain and the Finns makes it impossible for him to be a good officer aboard that ship. His relations with the crew are close because he acts as interpreter for them. The crew responded to his orders immediately. He cannot fail, however, to side with his own people in questions involving the Swedish Captain and the Finnish Officers. The Chief Engineer, who is a Greek, and

RESTRICTED

U. S. NAVAL OBSERVER, TALARA, PERU - Serial 17-43 - Jan. 23, 1943, Page 5.

RESTRICTED

the Captain are having a bitter feud and the Chief Engineer and the Third Officer, Sarafoglou, are very close friends. Sarafoglou is very anxious to get off the ship and enlist in the U. S. Army and it is recommended that this be arranged. The ship owner has agreed to pay his passage to New York from Talara.

The crew is an average bunch of excitable Greeks with a nationalism aggravated by the fall of their country. They are extremely sensitive about anything said regarding their people. It is believed that they could be handled easily by a Captain of their own nationality.

It is recommended that:

Either the Captain be removed with the Finnish nationals and Greek officers be put aboard, or the Greeks be removed and a Scandinavian crew shipped. The present combination must be broken up. And this must be done in the immediate future if serious disorders are to be avoided.

Sarafoglou should be removed and sent to the United States, for his presence aboard the vessel even with a change of Captain and Chief Mate would not be conducive to his being a good Third Officer, after having taken the part of the crew against the Ship's Master during the past few months. He would probably continue as a source of trouble.

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Authority NW 3-26-83/1

By [Signature] NARA. Date 5/14/17

Stuart D. Paine
Lieut., USNR

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