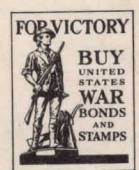


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File No. 628

35346
DEC 8 1944

24 November, 1944

To: The Commandant (OMP), U. S. Coast Guard, Washington, D. C.
Subject: S.S. MATTHEW B. BRADY; suspected sabotage onboard; Case No. 903
Source: Letter from master of subject vessel to U. S. Naval Intelligence,
Naples, Italy, 14 November, 1944.

Facts: On 20 November, 1944, at about 2130, while onboard said vessel investigating acts of pilferage, the master gave me a copy of the letter indicated as source, enclosed herewith. It was too dark at the time to properly examine such anchor windlass. On 21 November, 1944, while still investigating acts of pilferage onboard, it was decided to examine the anchor windlass. It was learned that the pivot rod of the starboard anchor windlass which works as a fulcrum for the rod from the operating arm to the gear that meshes with the steam driven operating gear in order to engage or disengage the wildcat had broken its threaded stud. This break had taken place a short distance in from the shoulder of such pivot rod, thereby putting the actual break inside the housing of the casing. In this position, no chisel or other tool could have been used on it. There was no indication on the rod or the related parts of the anchor windlass that any such tampering had taken place or that any violent means had been used. Since the rod and stud had been repaired, the people who examined the stud and effected the repairs were questioned and statements obtained from them. The statements of Harry Gorman, 1st Asst. Engr., and George G. Jamison, Acting Deck Engr., which are self-explanatory are attached hereto. Neither statement indicates sabotage. The chief engineer, Mr. Ralph Nantau, and the chief mate, Mr. Lawrence E. Thompson, were also questioned. The former gave his opinion that the break occurred by improper meshing of the gears and belied any possibility of sabotage. The chief mate doubted the sabotage and further stated that he considered that any time lag as a result of such break was negligible. James N. Nouery, acting deck maintenance, who was operating the anchor windlass the night in question stated that when the break was discovered they merely used a crowbar which is always on hand when operating the windlass to mesh the gears. According to Nouery, such method was no slower than using the hand operating wheel of the arm screw and that no particular delay was experienced.

Conclusions:

There was no evidence or indication that the above break was caused by an act of sabotage. The indications were that such break was a normal casualty of usage.

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Recommendation:

It is recommended the above case be closed.

Action: No action taken. Conclusions reported to Naval Intelligence,
23 November, 1944. Copy of this report to be forwarded Naval Intelligence,
Naples.

J. D. Craik
J. D. CRAIK
Commander, U. S. Coast Guard

I want to report a collision which may have been
between the ship and the port anchor with a stevedore. The anchor dropped to the
deck to catch the anchor down along. We had ships close all around so we could
not safely get under way.

At daybreak we heaved up the port anchor and then wished to heave
up the starboard anchor. It was then found that the post supporting the hook-
ing gear was broken. Fortunately we were able to engage the gears with a very
short delay.

However, due to the delay, collision was narrowly avoided with
another ship.

This ship is under charter to the S.I.C. and we have a cargo of
war supplies from Guam for discharge here.

Members of the crew have worked into the hold and pilfered cargo.
Much has been found but more has probably been sold. Commander Craig of the
U. S. Coast Guard, as you probably know, is investigating the case.

As far as anchor I have done what I have been able to think of to
prevent further damage. The anchor was under great nervous strain. Every one of us will have been
convinced that the anchor was about to break.

I should be glad if you could visit this ship to look at the damage
and see the anchor.

I have listed the crew arranged in the order of increasing probable
involvement in the pilferage case prepared without exchange of views by the
Master, Chief Officer, Purser and myself. This list agrees in eliminating
suspects to about 10 crew members. The act of sabotage, if such it is, would
probably have been committed by one in the crew group.

Respectfully yours,
J. D. CRAIK

Respectfully yours,
/s/ S. A. AMERSON
Master

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own grading by address Fleet Post Office
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22 November 1944

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HARRIS
Classification Subject to
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per Art. 76 (5) (b) Navy
Regulations.
First Ass't. Engineer, 215 York St., Camden, N. J., License No. 131899
SS MATTHEW B. BRADY
Naples Harbor
November 14, 1944

Q. Mr. German, do you know anything about the broken anchor gear?

A. U. S. Naval Intelligence,
Naples, Italy

Q. When were you told to inspect it?

A. Gentlemen: approximately 6 hours after it happened, though it had been brought to my attention immediately after it took place.

Q. I have to report a serious damage to this ship which may have been an act of sabotage.

A. Sometime early in the morning; I found out through the chief.

Q. We were lying in the outer harbor in 35 fathoms during the southerly gale which came up the night of November 13. The starboard anchor was out with 7 shackles chain and the port anchor with 4 shackles. The anchors dragged so we had to turn the engine dead slow. We had ships close all around so we could not safely get under way.

Q. Did you do so?

A. Yes. At daybreak we heaved up the port anchor and then wished to heave up the starboard anchor. It was then found that the post supporting the locking gear was broken. Fortunately we were able to engage the gears with a top maul. Examining the broken part, I detected no signs of sabotage or maliciousness.

Q. Describe the damage. However, due to the delay, collision was narrowly avoided with another ship.

Q. This ship is under charter to the S.T.O. and we have a cargo of war supplies from Suez for discharge here.

A. Considering the fact that the threads were screwed into a sleeve, it would be impossible to... Members of the crew have broken into the holds and pilfered cargo. Much has been found but more has probably been sold. Commander Craig of the U. S. Coast Guard, as you probably know, is investigating the case.

Q. Where was the break on this stud in relation to the housing?

A. I would say Here at anchor I have done what I have been able to think of to condition the men for further questioning by Commander Craig, when we berth. Some of them are under great nervous strain. Petty acts of ill will have been committed.

A. It would be impossible due to the fact that the threads were completely inclosed in the housing.

Q. I should be glad if you could visit this ship to look at the damage and let me know your opinion.

Q. Would you say that a blow on either the nut or this rod proper to effect a break at the particular point where the break occurred?

A. Yes. I have lists of the crew arranged in the order of increasing probable involvement in the pilferage case prepared without exchange of views by the Steward, Chief Officer, Purser and myself. This list agrees in eliminating suspects to about 10 crew members. The act of sabotage, if such it is, would probably have been committed by one in the same group.

Awaiting your pleasure, I am,

Respectfully yours,
/s/ S. A. ANDERSON
Master

C O P Y

COAST GUARD MERCHANT MARINE DETAIL

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Classification Subject Navy 728, Box N
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 per Art 76 (-) (b) New York, N. Y.
 Regulations. 22 November, 1944

HARRY GORMAN, First Ass't. Engineer, 215 York St., Camden, N. J., License No. 131899 (Z-313165) having first been duly sworn and informed of his rights made the following statement under oath on 21 November, 1944 aboard the S.S. MATTHEW B. BRADY:

- Q. Mr. Gorman, do you know anything about the broken anchor gear?
 A. Yes, inasmuch as the captain told me to inspect it.
- Q. When were you told to inspect it?
 A. I would say approximately 6 hours after it happened, though it had been brought to my attention immediately after it took place.
- Q. When did it happen?
 A. Sometime early in the morning; I found out through the chief.
- Q. Did you have anything more to do with the anchor gear?
 A. Yes sir; between 8 and 9, Captain Andersen requested that I go forward and have a look at the broken part.
- Q. Did you do so?
 A. Yes.
- Q. What did you find?
 A. Upon examining the broken part, I detected no signs of sabotage or maliciousness.
- Q. Describe the break in the metal.
 A. It was the stud; it was a jagged break.
- Q. Was there any evidence in this jagged break that a portion of it might have been broken previously?
 A. Considering the fact that the threads were screwed into a sleeve, it would be impossible to determine whether or not there was an open break when I first look at the stud for inspection.
- Q. Where was the break on this stud in relation to the housing?
 A. I would say approximately a full 1/2" beyond the housing (2 threads).
- Q. Would it be possible to chisel a break at this particular point of the stud?
 A. No, it would be impossible due to the fact that the threads were completely inclosed in the housing.
- Q. Would it be possible by a blow on either the nut or this rod proper to effect a break at the particular point where the break occurred?
 A. Yes, it would be possible.

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- Q. Were there indications that such a blow was given either the rod or the nut?
- A. No sir, there was no indication whatsoever. You can see that if they used a heavy hammer on it, it would leave a mark (exhibiting pivot rod).

- Q. What did you report to the master as a result of your inspection?
- A. Well, upon completing the inspection of the broken pivot arm, I informed the master that to my knowledge, there was no signs of sabotage or that the pivot had in any way been tampered with. I would like to again point out that if the gears were not properly meshed, it would cause undue strain on the stud which would be a means of breaking.

- Q. How much engineering experience have you had?
- A. I have served 3 years as an unlicensed man; 3 months as Third Asst. Engr.; 5½ months as Acting Second Asst. Engr; 3½ months as regular Second Asst. Engr, and up to this time, 6 months as Acting First Asst. Engr.

- Q. Do you presently carry a Second Asst. Engr's License?
- A. Yes.

A. Yes sir, I examined it, took it apart and tried to make repairs.

Q. Describe the break in the rod.

Signed

Harry Gorman
Harry Gorman

A. It was a clean break inside the housing.

Q. Did you notice whether there were any indications that anybody had hit it
SWORN TO AND SUBSCRIBED BEFORE ME

A. No sir, the metal is very well battered up; you couldn't tell whether
THIS 22nd DAY OF November, 1944

James H. Croak, Cards. VSCG.

Q. Was there anything about it to indicate a chisel was used?
A. No sir.

Q. Was there anything about the rod that you would say would indicate that a
hammer or any other heavy instrument was used?
A. No sir, there wasn't.

Q. Is there anything further you have to say about this that you haven't been
asked about?
A. No sir.

George G. Jackson
George G. Jackson

SWORN TO AND SUBSCRIBED BEFORE ME
THIS 22nd DAY OF November, 1944

Franklin D. ...
Franklin D. ...

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COAST GUARD MERCHANT MARINE DETAIL

Navy 728, Box N
% Fleet Post Office
New York, N. Y.
22 November, 1944

GEORGE G. JAMISON, Acting Deck Engineer, 453 Meith St., Pittsburgh, Pa., Certificate No. C-103905 (Z-355230), having first been duly sworn and informed of his rights made the following statement under oath on 21 November, 1944 aboard the S.S. MATTHEW B. BRADY:

- Q. Do you know anything about the break on the pivot rod of the starboard anchor gear on 13 November, 1944?
- A. They went to use the anchor windlass and when it was warmed up they went to fire the gearing and found out the rod was broke. That is all I know.
- Q. Did you examine the broken rod?
- A. Yes sir, I examined it, took it apart and tried to make repairs.
- Q. Describe the break in the rod.
- A. It was a clean break inside the housing.
- Q. Did you notice whether there were any indications that anybody had hit it with any sort of implement to break it?
- A. No sir. The metal is pretty well battered up; you couldn't tell whether anything was being used on it. I don't think anybody would take a chisel to it.
- Q. Was there anything about it to indicate a chisel was used?
- A. No sir.
- Q. Was there anything about the rod that you would say would indicate that a hammer or any other heavy instrument was used?
- A. No sir, there wasn't.
- Q. Is there anything further you have to say about this that you haven't been asked about?
- A. No sir.

Signed

George G. Jamison
George G. Jamison

SWORN TO AND SUBSCRIBED BEFORE ME

THIS 22nd DAY OF November, 1944

Wesley M. Ferris
(Sigs.) U.S.C.D.R.

