

U. S. DEPARTMENT OF COMMERCE
MARITIME ADMINISTRATION
GENERAL FILES SECTION

FILE NO. **SD1-4742**

1
PART _____

FROM **1-1-62** TO **12-31-64**

SD1-4742
Pt. 1
TORIUGA (SS) (#231465)
EX-ANTIGUA

563

UNITED FRUIT COMPANY

1511 K STREET, NORTHWEST

WASHINGTON 5. D. C.

November 25, 1964

JASPER S. BAKER
ASSISTANT VICE PRESIDENT

TELEPHONE
DISTRICT 7-7800

1682

Miss. Ruth Holmes,
Chief, Foreign Transfer Branch
Office of Ship Operations
Maritime Administration
Washington 25, D. C.

Dear Miss. Holmes:

Regarding Transfer Order No. MAF - 344 - SS TORTUGA, I would like to advise that the transaction in connection with the selling of this vessel for scrapping has been completed. We will supply you with a Certificate of Demolition as soon as this matter is closed.

Yours very truly,

JASPER S. BAKER



U.S. DEPARTMENT OF COMMERCE
MARITIME ADMINISTRATION
WASHINGTON, D. C.

File Ref. SD-1:307

September 30, 1964


Military Sea Transportation Service
Department of the Navy
Attention: Mr. McCarron, OP M-3G
STOP 102

Dear Sirs:

Subject: Approval Pursuant to Contract No. MA-1682, as amended
Swedish SS TORTUGA (ex-ANFIGUA, O.N. 231465) - Sale alien
for scrapping

Transmitted herewith, for your records, is counterpart of Maritime Administration Transfer Order No. MAF-344, dated August 24, 1964, evidencing approval of the subject transaction as set forth in said Order. This approval was granted upon the terms and conditions set forth in paragraphs B & C of the Maritime Administration's Foreign Transfer Policy of August 19, 1964.

Sincerely yours,


for Ruth Holmes
Chief, Foreign Transfer Branch
Office of Ship Operations

Enclosure

cc:
539
307

JCFernanders

September 30, 1964

United Fruit Company
Attention: Mr. Kingsley
1511 K Street, N. W.
Washington, D. C. 20005

Dear Sirs:

Subject: Swedish SS TORTUGA (ex-ANTIGUA, O.N. 231465)
Sale alien for scrapping in Belgium

The receipt is acknowledged of the executed original and one counterpart of the following documents given in connection with the Maritime Administration's approval of the subject transaction:

1. Amendment No. 1 dated August 24, 1964, to Contract No. MA-1682;
2. Bond dated September 29, 1964, for \$50,000.00, executed by De Brugse N.V., a Belgian corporation, as Principal, and The United Fruit Company, as Surety, in favor of the Maritime Administration;
3. Opinion of Counsel; and
4. The appointment and acceptance of United Fruit Company as resident agent in the U.S. to accept service of process for the Belgian corporation.

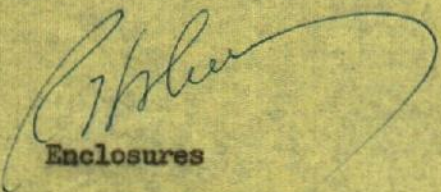
The above documents have been examined and approved by the Maritime Administration as to execution and as to sufficiency of the surety. Accordingly, there are attached six counterparts of Transfer Order No. MAF-344 dated August 24, 1964, evidencing the Maritime Administration's approval of said transaction, as set forth in said Order.

Your attention is called to the owner's obligation to notify the Maritime Administration promptly when the approved sale is effected.

Sincerely yours,

Signed Ruth Holmes

Ruth Holmes
Chief, Foreign Transfer Branch
Office of Ship Operations



Enclosures

cc: 539 307
JCFernanders

U. S. DEPARTMENT OF COMMERCE
MARITIME ADMINISTRATION
WASHINGTON, D. C. 20235

TRANSFER ORDER NO. MAF-344

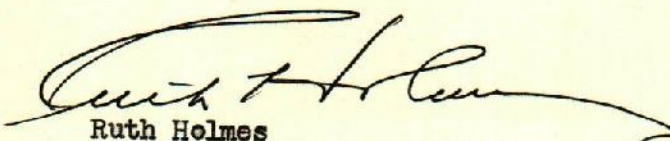
Approving the Sale Alien for Scrapping
of the
Swedish SS TORTUGA

WHEREAS, An application has been filed by Salenrederierna Aktiebolag, a Swedish corporation, for the approval required by Contract No. MA-1682, dated December 3, 1957, of the sale of the Swedish SS TORTUGA (ex-ANTIGUA, Official No. 231465) to De Brugse N. V., a Belgian corporation, Brugge, Belgium, for scrapping in Belgium:

IT IS ORDERED, This 24th day of August, 1964, that the approval required by Contract No. MA-1682, dated December 3, 1957, of the sale of the Swedish SS TORTUGA (ex-ANTIGUA, Official Number 231465) to an alien for scrapping, as above set forth, be, and it is hereby granted, subject to the conditions set forth in Amendment No. 1, dated August 24, 1964, to Contract No. MA-1682; and

IT IS ORDERED FURTHER, That this approval shall be null and void unless the sale of the Swedish SS TORTUGA, hereby approved, is effected within six months of the date of such approval.

ADMINISTRATOR
MARITIME ADMINISTRATION


Ruth Holmes
Assistant Secretary

USCOMM-MA-DC

U. S. DEPARTMENT OF COMMERCE
MARITIME ADMINISTRATION
WASHINGTON, D. C. 20235

TRANSFER ORDER NO. MAF-344

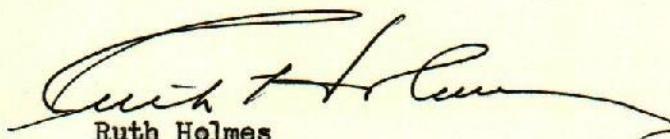
Approving the Sale Alien for Scrapping
of the
Swedish SS TORTUGA

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IT IS ORDERED, This 24th day of August, 1964, that the approval required by Contract No. MA-1682, dated December 3, 1957, of the sale of the Swedish SS TORTUGA (ex-ANTIGUA, Official Number 231465) to an alien for scrapping, as above set forth, be, and it is hereby granted, subject to the conditions set forth in Amendment No. 1, dated August 24, 1964, to Contract No. MA-1682; and

IT IS ORDERED FURTHER, That this approval shall be null and void unless the sale of the Swedish SS TORTUGA, hereby approved, is effected within six months of the date of such approval.

ADMINISTRATOR
MARITIME ADMINISTRATION


Ruth Holmes
Assistant Secretary

USCOMM-MA-DC

U. S. DEPARTMENT OF COMMERCE
MARITIME ADMINISTRATION
WASHINGTON, D. C. 20235

TRANSFER ORDER NO. MAF-344

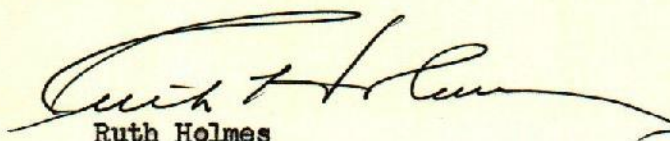
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IT IS ORDERED FURTHER, That this approval shall be null and void unless the sale of the Swedish SS TORTUGA, hereby approved, is effected within six months of the date of such approval.

ADMINISTRATOR
MARITIME ADMINISTRATION



Ruth Holmes
Assistant Secretary

USCOMM-MA-DC

U. S. DEPARTMENT OF COMMERCE
MARITIME ADMINISTRATION
WASHINGTON, D. C. 20235

TRANSFER ORDER NO. MAF-344

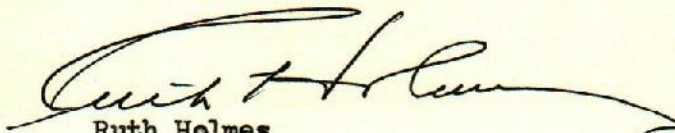
Approving the Sale Alien for Scrapping
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Swedish SS TORTUGA

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IT IS ORDERED, This 24th day of August, 1964, that the approval required by Contract No. MA-1682, dated December 3, 1957, of the sale of the Swedish SS TORTUGA (ex-ANTIGUA, Official Number 231465) to an alien for scrapping, as above set forth, be, and it is hereby granted, subject to the conditions set forth in Amendment No. 1, dated August 24, 1964, to Contract No. MA-1682; and

IT IS ORDERED FURTHER, That this approval shall be null and void unless the sale of the Swedish SS TORTUGA, hereby approved, is effected within six months of the date of such approval.

ADMINISTRATOR
MARITIME ADMINISTRATION


Ruth Holmes
Assistant Secretary

USCOMM-MA-DC

U. S. DEPARTMENT OF COMMERCE
MARITIME ADMINISTRATION
WASHINGTON, D. C. 20235

TRANSFER ORDER NO. MAF-344

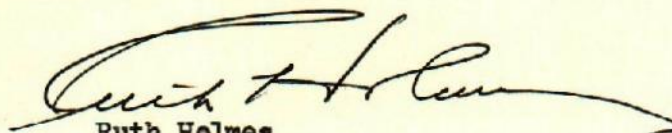
Approving the Sale Alien for Scrapping
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IT IS ORDERED, This 24th day of August, 1964, that the approval required by Contract No. MA-1682, dated December 3, 1957, of the sale of the Swedish SS TORTUGA (ex-ANTIGUA, Official Number 231465) to an alien for scrapping, as above set forth, be, and it is hereby granted, subject to the conditions set forth in Amendment No. 1, dated August 24, 1964, to Contract No. MA-1682; and

IT IS ORDERED FURTHER, That this approval shall be null and void unless the sale of the Swedish SS TORTUGA, hereby approved, is effected within six months of the date of such approval.

ADMINISTRATOR
MARITIME ADMINISTRATION


Ruth Holmes
Assistant Secretary

USCOMM-MA-DC

Chief, Division of Credits and Collections

September 30, 1964

Chief, Foreign Transfer Branch
Office of Ship Operations

Swedish SS TORTUGA (ex-ANFIGUA, O.N. 231465)
Sale alien for scrapping in Belgium

The attached Amendment No. 1 dated August 24, 1964, to Contract No. MA-1682, covering the subject transaction has been approved by Counsel as to execution and is referred to you for advice as to the sufficiency of the Surety, namely, Bond dated September 29, 1964, for \$50,000.00, executed by De Brugse N.V., a Belgian corporation, as Principal, and The United Fruit Company, as Surety, in favor of the Maritime Administration.

If the surety is acceptable, please so indicate by signing this memorandum at the place provided below and returning the copies of this memorandum to the undersigned. The attached documents are to be retained in your Office.

Signed Ruth Holmes

Ruth Holmes

Attachments

Approved as to sufficiency of the Surety,
and documents retained for filing and
safekeeping.

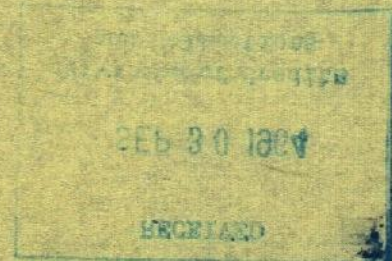
(Signed) GORDON B. FROUSE

Chief, Division of Credits and Collections

Date: SEP 30 1964

cc:
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JCFernanders



UNITED FRUIT COMPANY

1511 K STREET, NORTHWEST
WASHINGTON, D. C. 20005

JASPER S. BAKER
ASSISTANT VICE PRESIDENT

September 28, 1964

Miss Ruth Holmes, Chief
Foreign Transfer Branch
Maritime Administration
Washington 25, D. C.

Dear Miss Holmes:

We are pleased to enclose Original and one
Counterpart of Approval Notice and Agreement,
Amendment No. 1 to Contract MA-1682, SS TORTUGA,
for scrapping.

We shall appreciate receiving approval at your
earliest convenience.

Yours very truly,

Jasper S. Baker
JASPER S. BAKER *msk*

Enclosures

*Contract and supporting
documents returned to United
Fruit (D.C.) for re-issuance
J. Bond. R. R. Holmes/P 9/28/64*



300

Cur

United Fruit Company

General Offices
30 St. James Avenue
Boston, Mass. 02116

August 27, 1964

Miss Ruth Holmes
Chief, Foreign Transfer Branch
Office of Ship Operations
U. S. Department of Commerce
Maritime Administration
Washington 25, D. C.

Dear Miss Holmes:

Supplementing our letter addressed to the Maritime Administrator under date of August 11, 1964 requesting approval on behalf of Salenrederierna AB to sell the Swedish Steamship TORTUGA (ex ANTIGUA, Official No. 231465) to De Brugse NV, Belgium, shipbreaker, we are pleased to enclose herewith an Addendum to the Sale Contract indicating the purchaser's guarantee that the vessel will be scrapped.

Very truly yours,

Chas B McAuley

Chas. B. McAuley
Assistant Vice President

CBM/nw
(Enclosure
cc: Mr. J. S. Baker



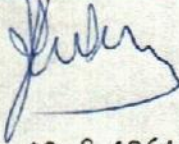
Addendum to the Memorandum of Agreement made 31st July 1964
between Salénrederierna AB of Stockholm as Sellers and De Brugse N.V.
of Bruges as Buyers concerning TES "Tortuga"

The Buyers guarantee to scrap the vessel and not use her for any
trading purposes.

Buyers

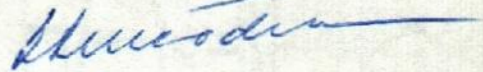
Sellers

N.V. BRUGSE of Bruges
The Director



Dated: 19.8.1964

SALÉNREDERIERNA A.B.



August 25, 1964

Mr. Jasper S. Baker
Assistant Vice President
United Fruit Company
1511 K Street, Northwest
Washington, D. C. 20005

Dear Mr. Baker:

Subject: Swedish SS TORTUGA
[ex-ANTIQUA, Official No. 2314657]
Sale alien for scrapping in Belgium

With reference to your letters of August 14 and 24, 1964, there are transmitted herewith, for execution as required thereby, the original and four counterparts of Approval Notice and Agreement (Amendment No. 1), dated August 24, 1964, to Contract No. MA-1682, and form of Bond, together with forms for appointment of Resident Agent, to be given in connection with the Maritime Administration's approval on August 24, 1964, of the sale of the subject vessel by Salanderierna Aktiebolag to De Brugse N. V., a Belgian corporation, for scrapping in Belgium.

Sincerely yours,

Signed Ruth Holmes

Ruth Holmes
Chief, Foreign Transfer Branch
Office of Ship Operations

Enclosures

cc:
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U. S. DEPARTMENT OF COMMERCE
MARITIME ADMINISTRATION
WASHINGTON, D. C. 20235

TRANSFER ORDER NO. MAF-344

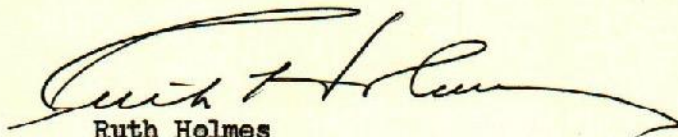
Approving the Sale Alien for Scrapping
of the
Swedish SS TORTUGA

WHEREAS, An application has been filed by Salenrederierna Aktiebolag, a Swedish corporation, for the approval required by Contract No. MA-1682, dated December 3, 1957, of the sale of the Swedish SS TORTUGA (ex-ANTIGUA, Official No. 231465) to De Brugse N. V., a Belgian corporation, Brugge, Belgium, for scrapping in Belgium:

IT IS ORDERED, This 24th day of August, 1964, that the approval required by Contract No. MA-1682, dated December 3, 1957, of the sale of the Swedish SS TORTUGA (ex-ANTIGUA, Official Number 231465) to an alien for scrapping, as above set forth, be, and it is hereby granted, subject to the conditions set forth in Amendment No. 1, dated August 24, 1964, to Contract No. MA-1682; and

IT IS ORDERED FURTHER, That this approval shall be null and void unless the sale of the Swedish SS TORTUGA, hereby approved, is effected within six months of the date of such approval.

ADMINISTRATOR
MARITIME ADMINISTRATION



Ruth Holmes
Assistant Secretary

USCOMM-MA-DC

U. S. DEPARTMENT OF COMMERCE
MARITIME ADMINISTRATION
WASHINGTON, D. C. 20235

TRANSFER ORDER NO. MAF-344

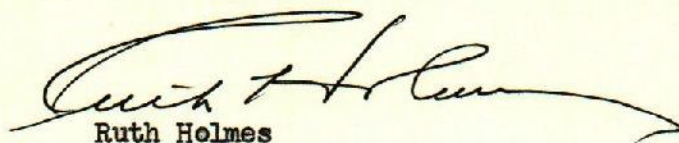
Approving the Sale Alien for Scrapping
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IT IS ORDERED FURTHER, That this approval shall be null and void unless the sale of the Swedish SS TORTUGA, hereby approved, is effected within six months of the date of such approval.

ADMINISTRATOR
MARITIME ADMINISTRATION



Ruth Holmes
Assistant Secretary

USCOMM-MA-DC

U. S. DEPARTMENT OF COMMERCE
MARITIME ADMINISTRATION
WASHINGTON, D. C. 20235

TRANSFER ORDER NO. MAF-344

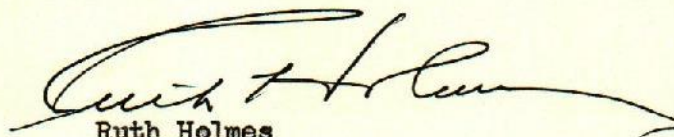
Approving the Sale Alien for Scrapping
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ADMINISTRATOR
MARITIME ADMINISTRATION



Ruth Holmes
Assistant Secretary

USCOMM-MA-DC

U. S. DEPARTMENT OF COMMERCE
MARITIME ADMINISTRATION
WASHINGTON, D. C. 20235

TRANSFER ORDER NO. MAF-344

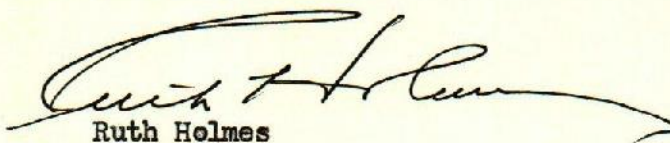
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ADMINISTRATOR
MARITIME ADMINISTRATION


Ruth Holmes
Assistant Secretary

USCOMM-MA-DC

U. S. DEPARTMENT OF COMMERCE
MARITIME ADMINISTRATION
WASHINGTON, D. C. 20235

TRANSFER ORDER NO. MAF-344

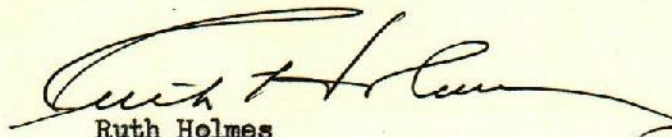
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IT IS ORDERED, This 24th day of August, 1964, that the approval required by Contract No. MA-1682, dated December 3, 1957, of the sale of the Swedish SS TORTUGA (ex-ANTIGUA, Official Number 231465) to an alien for scrapping, as above set forth, be, and it is hereby granted, subject to the conditions set forth in Amendment No. 1, dated August 24, 1964, to Contract No. MA-1682; and

IT IS ORDERED FURTHER, That this approval shall be null and void unless the sale of the Swedish SS TORTUGA, hereby approved, is effected within six months of the date of such approval.

ADMINISTRATOR
MARITIME ADMINISTRATION



Ruth Holmes
Assistant Secretary

USCOMM-MA-DC

U. S. DEPARTMENT OF COMMERCE
MARITIME ADMINISTRATION
WASHINGTON, D.C. 20235

APPROVAL NOTICE AND AGREEMENT

CONTRACT NO. MA-1682
AMENDMENT NO. 1
August 24, 1964

Salenrederierna Aktiebolag
c/o United Fruit Company
30 St. James Avenue
Boston, Massachusetts 02116

FILE COPY

Gentlemen:

Subject: Swedish SS TORTUGA
/ex-ANTIGUA, Official No. 2314657
Sale Alien for Scrapping in Belgium

Reference is made to that certain Approval Notice and Agreement (Contract No. MA-1682), dated December 3, 1957, approving, pursuant to Sections 9, 37 and 41 of the Shipping Act, 1916, as amended (46 U.S.C. 808, 835 and 839), the sale of the SS ANTIGUA, Official No. 231465, by United Mail Steamship Company, Boston, Massachusetts, to Salenrederierna Aktiebolag, a Swedish corporation, and the transfer of said vessel to Swedish registry and flag, subject to the terms and conditions set forth in said Contract.

NOTICE IS HEREBY GIVEN YOU That, in consideration of and in reliance upon application dated August 11, 1964, filed in your behalf by United Fruit Company, Boston, Massachusetts, and subsequent correspondence relating thereto, the representations contained therein and the covenants and agreements hereinafter set forth, the United States Department of Commerce, by its Maritime Administration, approves, pursuant to Contract No. MA-1682, dated December 3, 1957, the sale of the Swedish SS TORTUGA (ex-ANTIGUA, Official No. 231465) by Salenrederierna Aktiebolag, a Swedish corporation, to De Brugse N. V., a Belgian corporation, Brugge, Belgium, for scrapping in Belgium, and will issue appropriate Transfer Order in connection therewith, upon the following conditions:

1. That De Brugse N. V. (hereinafter referred to as the "Contracting Party") agrees, for and on behalf of itself, its successors and assigns, if said vessel is sold and transferred to said Buyer; that

(a) Ownership. The vessel or any interest therein shall not be sold without the prior written approval of the Maritime Administration.

(b) Time within which to be scrapped. Within a period of eighteen (18) months from the date of approval of the sale, the hull of said vessel shall be completely scrapped, dismantled, dismembered, or destroyed in such manner and to such extent as to prevent the further use thereof, or any part thereof, as a ship, barge, steamship, or any other means of transportation.

(c) Distribution of scrap material. The scrap resulting from the demolition of the hull of the vessel, the engines, machinery, and major items of equipment shall not be sold to, or utilized by, any non-citizen of the United States residing in the Soviet Union, Latvia, Lithuania, Estonia, Poland, Czechoslovakia, Hungary, Rumania, Bulgaria, Albania, North Korea, the Soviet Zone of Germany, Manchuria, Communist China, the Communist-controlled area of Viet Nam, or Cuba. Such scrap shall not be exported to these countries. In addition, the engines, machinery and major items of equipment shall not be exported to destinations within the United States.

(d) Default. In the event of default under any or all of (a), (b) and (c) above, the contractor shall pay to the Maritime Administration, Department of Commerce, without prejudice to any other rights which the United States may have, as liquidated damages and not as a penalty, the sum of FIFTY THOUSAND DOLLARS (\$50.00) lawful money of the United States of America.

(e) Evidence of scrapping and destination of scrap materials. There shall be filed with the Maritime Administration a certificate or other evidence, duly attested and authenticated by a United States Consul, that the scrapping of the vessel (hull only) and disposal or utilization of the resultant scrap, the engines, machinery and major items of equipment have been accomplished in the manner above set forth.

2. That to secure the payment of any sum of money which may be required as a result of the imposition of any penalty resulting from any default under conditions 1(a) or 1(b) or 1(c) above, pursuant to the provisions of Section 41 of the Shipping Act, 1916, as amended (46 U.S.C. 839), the Contracting Party does hereby agree to provide, and by this Agreement does provide, a United States commercial surety bond in the principal sum of FIFTY THOUSAND DOLLARS (\$50,000.00) lawful money of the United States of America. The surety on said bond shall be a company licensed by the United States Treasury Department to write Federal bonds as surety; and said Surety shall execute, acknowledge

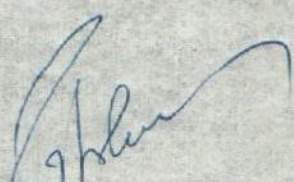
and deliver to the Maritime Administration the attached bond in the aforementioned sum. In lieu of the surety company bond, there may be deposited with the Maritime Administration the sum of FIFTY THOUSAND DOLLARS (\$50,000.00), either (a) lawful money of the United States of America, or (b) Government securities pursuant to Section 1126 of the Revenue Act of 1926, as amended by Act of July 30, 1947, Chapter 390, Sec. 1 (6 U.S.C. 15), and Treasury Department Circular 154, dated February 6, 1935, together with penal bond and power of attorney and agreement required by regulation contained in said Circular; or other form of surety satisfactory to the Maritime Administration.

3. That the Contracting Party accepts the foregoing and agrees to perform and discharge all of the foregoing conditions, covenants and agreements by executing and acknowledging this Agreement at the place indicated at the foot hereof and delivering the same to the Maritime Administration.

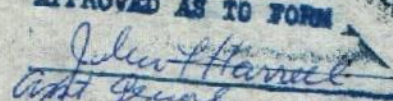
Upon receipt by the Maritime Administration of the original of this Agreement and a counterpart thereof, properly executed and acknowledged, and, in duplicate, (a) Bond in the form attached hereto, duly executed and acknowledged by the Contracting Party as Principal, and by a Surety, as above provided, or a substitute therefor as aforesaid; (b) Secretary's Certificate of appropriate Board Resolutions of the corporation or corporations involved; (c) Appointment of Resident Agent and Opinion of Counsel in the forms attached hereto, and (d), if this Agreement is executed for any signatory thereof by an agent, the original power of attorney, or a duly authenticated copy thereof, authorizing the execution of such instrument by such agent therefor, the Maritime Administration will authorize the completion of the approved transaction by notification to all interested parties. The seller of the ship is required to advise the Maritime Administration of the date of completion of the approved transaction promptly, but in no event later than ten (10) days after such transaction has been consummated.

U. S. DEPARTMENT OF COMMERCE
MARITIME ADMINISTRATION

By 
Assistant Secretary


Prepared Foreign Transfer Branch
Office of Ship Operations
Code 307 lperry 8/25/64

APPROVED AS TO FORM


Counsel
Date: August 25, 1964

A C C E P T A N C E

Place Bruges

Date 8.9.1964

The undersigned accepts the foregoing and agrees to perform and discharge all of the foregoing covenants, agreements and conditions as above required.

CONTRACTING PARTY

DE BRUOSE N. V.

Attest: *Raoul Beulw*

By *Raoul*

ACKNOWLEDGMENT in proper legal form to be executed and firmly affixed hereto.

U.S. DEPARTMENT OF COMMERCE
MARITIME ADMINISTRATION
WASHINGTON, D. C.

BOND

KNOW ALL MEN BY THESE PRESENTS: That we DE BRUGSE N. V., a

Belgian corporation, Brugge, Belgium, as Principal,

and _____,

a _____ corporation, with offices at _____

_____, as Surety, are held and firmly bound unto the U.S. Department of Commerce, Maritime Administration, sometime hereinafter referred to as "Obligee", in the sum of

FIFTY THOUSAND DOLLARS (\$50,000.00)

lawful money of the United States of America, which sum shall be the maximum liability of the Surety hereunder, for the payment of which sum well and truly to be made the said Principal and Surety bind themselves, their successors and assigns, jointly and severally, firmly by these presents.

SEALED with our seals and dated the 29th day of September, 1964.

WHEREAS, The U.S. Department of Commerce, by its _____ Maritime Administration, pursuant to Contract No. MA-1682, dated December 3, 1957,

_____ approved the sale of the Swedish SS TORTUNA (ex-ANTICIA, Official No. 231165)

by Selousvederierne Aktiefelag, a Swedish

corporation, to De Brugse N. V.

a Belgian corporation, Brugge, Belgium, for scrapping in Belgium

_____ subject to the terms and conditions set forth in Amendment No. 1, dated August 21, 1964, to Contract No. MA-1682,

_____ from the Obligee to the Principal, which Amendment No. 1 has been exhibited to, and examined by, the Surety, and is by this reference made a part hereof to the same extent as though the same were set out in full herein; and

WHEREAS, by the terms of said Amendment No. 1, the Principal has agreed to furnish to the obligee, at their own cost and expense, a good and sufficient surety bond in the above mentioned sum, upon the conditions hereinafter set forth.

NOW, THEREFORE, the condition of this obligation is such that if the above bounden Principal shall well, truly, faithfully and fully perform and observe all of the undertakings, terms and conditions contained in the

aforesaid Amendment No. 1 on the part of said Principal to be performed and observed at the time or times, and in the manner and for the period

specified in said Amendment No. 1, including, but without limitation of the foregoing, the covenant and agreement of the Principal to pay to the Obligee the sum required to be paid at the time or times and in the manner therein specified, then this obligation shall be null and void; otherwise to be and remain in full force and effect.

This bond is executed by the Principal and Surety and accepted by the Obligee under the following express agreements:

FIRST: The liability of the Surety shall not be terminated, reduced, modified, released or affected by any act or omission of the Obligee, any

modification or alteration of any of the terms of said Amendment No. 1, above referred to, any forbearance on the part of the Obligee, nor any representation or inducements of any kind whatsoever, made to the Surety, whether the same be true or not, nor by any other matter or thing, saving only the full and faithful performance of the condition of this bond by the Principal and/or the Surety.

SECOND: That each and every default on the part of the Principal in the performance of the aforesaid condition of this bond shall, at the option of the Obligee, give rise to immediate cause of action which shall, at the option of the Obligee, be separate and distinct from the causes of action arising upon defaults thereafter occurring, and bringing suit upon one or more of such causes of action, shall not prejudice nor bar the bringing of separate suits upon other causes of action whether theretofore or thereafter arising.

THIRD: As between the Principal and the Surety, the Principal shall be primarily liable hereunder, but as between the Surety and the Obligee, the Surety shall be primarily liable on this bond; and, in the event of any default or failure on the part of the Principal in the performance of any

of its obligations contained in the aforesaid Amendment No. 1 and/or this bond, the Surety shall forthwith be liable therefor, and it shall not be necessary for the Obligee to bring suit against the Principal or to give any notice to the Surety, nor to take any other action before becoming entitled to bring suit against the Surety. The Surety hereby expressly

waives notice from the Obligee of any default or failure on the part of the Principal prior to the bringing of a suit against the Surety on this bond.

IN WITNESS WHEREOF, the said Principal and Surety have executed these presents as of the day and year first above written.

DE BRUCE H. V.
(Principal)

ATTEST: signed Raoul Bula By signed

ATTEST: signed By signed Chas. B. McAuley
Asst. Vice Pres

Note: The execution of this bond must be appropriately acknowledged by Principal and Surety.

OPINION OF COUNSEL

Date 11th September 1964

U. S. Department of Commerce
Maritime Administration
Washington, D. C. 20235

Dear Sirs:

Subject: **Swedish SS TORTUJA**
(ex-ANTHOUA, Official No. 231147)
Sale Alien for Scrapping in Belgium
Amendment No. 1, dated August 25, 1962, to Contract No. MA-1682

The undersigned has examined the attached Approval Notice and Agreement and bond being given in connection with the Maritime Administration's approval of the subject transaction, pursuant to Contract No. MA-1682, dated December 3, 1957,

and is of the opinion said document(s) ~~has~~/have been duly and properly executed in person or by a duly authorized officer or agent and acknowledged in proper form according to the laws of the jurisdiction in which such document(s) ~~was~~/were executed and acknowledged and that when delivered to the Maritime Administration will constitute valid and legally enforceable agreement(s).

signed Pauls Pascal
Attorney for the Contracting Party(ies)
(Please print or type name below.)

Counsel
Bruges, Belgium

Resident Agent is
United Fruit Company

Chief, Office of Ship Operations

August 21, 1964

Chief, Foreign Transfer Branch

Swedish SS TORTUGA
Sale alien for scrapping in Belgium

The following application for approval of the subject transaction, pursuant to Contract No. MA-1682, dated December 3, 1957, has been received and reviewed:

APPLICANT/OWNER

Salenrederierna Aktiebolag, a
Swedish corporation

VESSEL

The subject vessel was originally constructed in 1932 at Quincy, Massachusetts as a combination refrigerator/refrigerator. It is now a refrigerator cargo vessel, having been rebuilt in 1953. Its present characteristics are: length 447'10"; gross 8084; dwt 5016; hp 11,400 (shaft) with speed of 17.25 knots. On December 3, 1957, the Maritime Administration approved the sale of said vessel under the name ANFIGUA, Official No. 231465, by United Mail Steamship Company to the Swedish corporation named above and the sale and transfer of registry were consummated December 6, 1957. The TORTUGA has remained at the port of Flushing, in The Netherlands, since April 24, 1964.

PURCHASER

De Brugse N. V.
Louis Coiseau Kaai
Brugge, Belgium

This company was incorporated at Brugge on June 26, 1959, and its main business is the demolition of vessels. Mr. Felix Claes is Managing Director and Chief Executive Officer, and the principal stockholders are

This information was redacted to protect business sensitive information.

Mr. Claes and all the stockholders are citizens of Belgium.

*Amendment 1 to Contract 1682
Transfer Order MAF-344*

SALES PRICE

Eighty-six Thousand (86,000) Pounds sterling,
or approximately \$240,800.00 U. S. currency.

AREA OF SCRAPPING

Belgium

CLEARANCES

The Bureau of International Commerce, of the
Department of Commerce, advised on August 19,
1964 that it interposes no objection to the
proposed transaction.

COMMENTS

Since the purchaser and area of scrapping are
acceptable to the Maritime Administration,
favorable action on the subject application
is being recommended, upon the conditions set
forth hereunder.

RECOMMENDATION:

It is therefore recommended that, pursuant to Contract No. MA-1682, dated
December 3, 1957, approval be granted of the sale of the Swedish SS TORTUGA
(ex-ANTIGUA, Official No. 231465) by Salemrederierna Aktiebolag, a Swedish
corporation, to De Brugse N. V., a Belgian corporation, Brugge, Belgium,
for scrapping in Belgium, subject to the execution by the buyer of an
agreement incorporating the terms and conditions of paragraphs B and C,
of the Foreign Transfer Policy of August 19, 1964; the obligations under
said agreement to be secured by a U. S. corporate surety bond, or other
surety satisfactory to the Maritime Administration, in the amount of \$50,000.

Signed Ruth Holmes

Ruth Holmes

No Legal Objection

APPROVED

AUG 24 1964

John T. Howell
Asst General Counsel

Original Signed: R. G. Kriner

hr
M. I. Goodman
Chief, Office of Ship Operations
Pursuant to Administrator's
Order No. 54 (Amended), dated
January 5, 1962.

cc:
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307
→ 539
563
442/450
Code 307 lperry

R. Holmes

UNITED FRUIT COMPANY

1511 K STREET, NORTHWEST
WASHINGTON 5, D. C.

JASPER S. BAKER
ASSISTANT VICE PRESIDENT

August 24, 1964

TELEPHONE
DISTRICT 7-7800



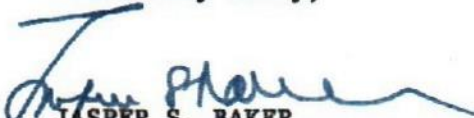
Miss Ruth Holmes, Chief
Foreign Transfer Branch
Maritime Administration
Washington 25, D. C.

Dear Miss Holmes:

As requested I am enclosing a memorandum of agreement in connection with the sale of the SS TORTUGA. I quoted to you the sale price as 85,000 pounds Sterling, and I find that the sale price was 86,000 pounds Sterling.

With these papers before you, I hope you will be able to allow this vessel to be sold for scrap.

Yours very truly,


JASPER S. BAKER

Enclosures

COPY

Memorandum of Agreement

July
Dated: 31 st August 1964
Salénrederierna AB, Stockholm

Norwegian Shipbrokers' Association's
Memorandum of Agreement for sale
and purchase of ships. Approved by
Norwegian Shipowners' Association
and adopted by The Baltic and
International Maritime Conference.
Code-name «SALEFORM».
Revised 1956.



hereinafter called the Sellers, have today sold, and De Brugse N. V. of Bruges

hereinafter called the Buyers, have today bought T. E. S. "TORTUGA"

Class: A. B.

Built: Quincy, 1932

Register Tonnage: 8083 / 3995 Gross/Net

with everything belonging to her, on board and on shore, (see § 7), on the following conditions:

§ 1. Price: £86,000 cash (eightysixthousand pounds sterling, freely transferable)

§ 2. As a security for the correct fulfilment of this contract, the Buyers shall pay a deposit of 10% — ten per cent — of the Purchase Money on signing this contract.

This amount shall be deposited with Stockholms Enskilda Bank, Stockholm

and held by them in a joint account for the Sellers and the Buyers. Interest, if any, to be for Buyers' account. Any fee charged for holding said deposit, shall be borne equally by the Sellers and the Buyers.

§ 3. The said Purchase Money shall be paid in Stockholms Enskilda Bank, Stockholm

on delivery of the vessel, but not later than 3 days (Sundays & Holidays excepted) after the vessel is ready for delivery and written notice hereof has been given to the Buyers by the Sellers.

§ 4. ~~The Sellers shall provide for inspection of the vessel at-in~~

~~and the Buyers shall undertake the inspection without undue delay to the vessel.~~

The vessel shall be delivered and taken over at-in Flushing, as is, where is, prompt

Should the vessel become a total or constructive total loss before delivery, this contract shall be considered null and void and the deposit immediately released to the Buyers.

§ 5. ~~The Buyers shall inspect the vessel afloat without any opening up and the Sellers shall, if the vessel is approved, have received written notice from the Buyers within 48 hours after completion of such inspection. If the vessel has been approved after such inspection, other inboard parts, such as machinery, boilers, tanks, etc., shall be inspected. The Sellers shall provide for the opening up and closing of these parts, and all expenses in this connection shall be borne by them. The purchase shall become definite if the vessel is accepted after such inspection and provided the Sellers have received written notice hereof within 24 hours after completion of such inspection.~~

~~Should the vessel be refused, this contract shall be considered null and void and the deposit immediately released to the Buyers.~~

§ 6. ~~For inspection of bottom and other underwater part(s), the Sellers shall place the vessel in drydock at the port of delivery. If rudder, propeller, bottom or other underwater part(s) be found broken, damaged or defective, so as to affect the vessel's clean certificate of class, same shall be made good at the Sellers' expense to*)~~

~~satisfaction to retain vessel's class without qualification.**)~~

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Buyers. 13

§ 3. The said Purchase Money shall be paid in **Stockholms Enskilda Bank, Stockholm** 14

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is ready for delivery and written notice hereof has been given to the Buyers by the Sellers. 16

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pletion of such inspection. If the vessel has been approved after such inspection, other inboard 24
parts, such as machinery, boilers, tanks, etc., shall be inspected. The Sellers shall provide for the 25
opening up and closing of these parts, and all expenses in this connection shall be borne by them. 26
The purchase shall become definite if the vessel is accepted after such inspection and provided 27
the Sellers have received written notice hereof within 24 hours after completion of such inspection. 28~~

~~Should the vessel be refused, this contract shall be considered null and void and the deposit 29
immediately released to the Buyers. 30~~

~~§ 6. For inspection of bottom and other underwater part(s), the Sellers shall place the vessel 31
in drydock at the port of delivery. If rudder, propeller, bottom or other underwater part(s) be found 32
broken, damaged or defective, so as to affect the vessel's clean certificate of class, same shall be 33
made good at the Sellers' expense to*) 34
satisfaction to retain vessel's class without qualification.**)~~ 35

~~Whilst the vessel is in drydock, and if required by the Buyers or the representative of the Classification 36
Society, the Sellers shall arrange to have the tail end shaft drawn. Should same be condemned or found 37
defective so as to affect the vessel's clean certificate of class, it shall be renewed or made good at 38
Sellers' expense to the Classification Society's satisfaction to retain vessel's class without qualification. 39~~

~~The expenses of drawing and replacing the tail end shaft shall be borne by the Buyers unless the 40
Classification Society requires the tail end shaft to be drawn (whether damaged or not), renewed or 41
made good, in which event the Sellers shall pay these expenses. 42~~

~~The expenses in connection with putting the vessel in and taking her out of drydock, including 43
drydock dues and the Classification Surveyor's fees shall be paid by the Sellers if rudder, propeller, 44
bottom, other underwater part(s) or the tail end shaft be found broken, damaged or defective as 45
aforesaid or if the Classification Society requires the tail end shaft to be drawn (whether damaged 46
or not). In all other cases the Buyers shall pay the aforesaid expenses, dues and fees. 47~~

~~The Sellers shall at their own expense bring the vessel to the drydock and from the drydock 48
to the place of delivery. 49~~

*) The name of the Classification Society to be inserted.

***) Notes, if any, in the Surveyor's report which are accepted by the Classification Society without qualification are not to be taken into account.

~~§ 7. The Buyers shall take over and pay the current market price at the port of delivery for provisions, remaining bunkers, unused oil and unused stores. Unused spare parts and unused spare equipment over and above the requirements of the Classification Society and the vessel's National Institution of Ship Control shall be taken over and paid for by the Buyers at original cost price, but not above the current market price at the port of delivery.*)~~

~~The Sellers have the right to take ashore crockery, plate, cutlery, linen and other articles bearing the Sellers' flag or name, provided they substitute same with an adequate number of similar unmarked items for officers and crew. Library, forms, etc., exclusively for use in Sellers' vessels, shall be excluded without compensation.~~

~~Payment under this clause shall be made in the same currency as the Purchase Money.~~

§ 8. On payment of the Purchase Money, the Sellers shall execute or procure to be executed, a legal transfer of the said vessel, free from all encumbrances and maritime liens. The Sellers shall provide for deletion of the vessel from the Ships' Register and deliver a certificate of deletion to the Buyers. The deposit shall be placed at the disposal of the Sellers as well as the balance of the Purchase Money, which shall be paid as agreed ~~together with payment for items mentioned in § 7.~~

The Sellers shall, at the time of delivery, hand to the Buyers all classification certificates (for hull, engines, anchors, chains, etc.), as well as all plans which may be in Sellers' possession. ~~The same applies to log books, unless otherwise agreed.~~

§ 9. The Sellers guarantee that the vessel, at the time of delivery, is free from all encumbrances and maritime liens or any other debts whatsoever. Should any claims, which have been incurred prior to the time of delivery be made against the vessel, the Sellers hereby undertake to indemnify the Buyers against all consequences of such claims.

§ 10. ~~The Wireless Installation and~~ Nautical Instruments shall be included in the sale without any extra payment, if same is the property of the Sellers.

§ 11. The vessel with everything belonging to her shall be at Sellers' risk and expense until she is delivered to the Buyers, but subject to the conditions of this contract, the vessel with everything belonging to her shall be delivered and taken over as she is at the time of delivery, after which the Sellers shall have no responsibility for possible faults or deficiencies of any description.

§ 12. The Buyers undertake to change the name of the vessel and alter funnel markings before trading the vessel under new Ownership.

§ 13. Should the Purchase Money not be paid as aforesaid, the Sellers have the right to cancel this contract, in which case the amount deposited shall be forfeited to the Sellers. If the deposit does not cover the Sellers' loss, they shall be entitled to claim further compensation for any loss and for all expenses together with interest at the rate of 5% per annum.

Should the Buyers unduly delay the inspection of the vessel, they shall compensate the Sellers for any loss thereby incurred.

§ 14. If default is made by the Sellers in the execution of a legal transfer or in delivery of the vessel with everything belonging to her in the manner and within the time herein specified, and the default shall have arisen from events for which the Sellers are responsible, the Buyers shall have the right to cancel this contract and the deposit in full shall be returned to the Buyers together with interest thereon at the rate of 5% per annum. The Sellers shall, in addition, make due compensation for any loss caused to the Buyers by non-fulfilment of this contract.

§ 15. If any dispute should arise in connection with the interpretation and fulfilment of this contract, same shall be decided by arbitration in the city of London and shall be referred to a single Arbitrator to be appointed by the parties hereto. If the parties cannot agree upon the appointment of the single Arbitrator, the dispute shall be settled by three Arbitrators, each party appointing one Arbitrator, the third being appointed by the High Court or the corre-

§ 9. The Sellers guarantee that the vessel, at the time of delivery, is free from all encumbrances and maritime liens or any other debts whatsoever. Should any claims, which have been incurred prior to the time of delivery be made against the vessel, the Sellers hereby undertake to indemnify the Buyers against all consequences of such claims.

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§ 14. If default is made by the Sellers in the execution of a legal transfer or in delivery of the vessel with everything belonging to her in the manner and within the time herein specified, and the default shall have arisen from events for which the Sellers are responsible, the Buyers shall have the right to cancel this contract and the deposit in full shall be returned to the Buyers together with interest thereon at the rate of 5 % per annum. The Sellers shall, in addition, make due compensation for any loss caused to the Buyers by non-fulfilment of this contract.

§ 15. If any dispute should arise in connection with the interpretation and fulfilment of this contract, same shall be decided by arbitration in the city of London and shall be referred to a single Arbitrator to be appointed by the parties hereto. If the parties cannot agree upon the appointment of the single Arbitrator, the dispute shall be settled by three Arbitrators, each party appointing one Arbitrator, the third being appointed by the High Court or the corresponding court at the place where the arbitration is to be held. If either of the appointed Arbitrators refuses or is incapable of acting, the party who appointed him, shall appoint a new Arbitrator in his place.

If one party fails to appoint an Arbitrator — either originally or by way of substitution — for two weeks after the other party having appointed his Arbitrator, has served the party making default with notice to make the appointment, the High Court or the corresponding court at the place where the arbitration is to be held shall, after application from the party having appointed his Arbitrator, also appoint an Arbitrator on behalf of the party making default.

The award rendered by the Arbitration Court shall be final and binding upon the parties and may if necessary be enforced by the Court or any other competent authority in the same manner as a judgement in the Court of Justice.

*) Attention is drawn to the different rules and requirements enforced by the various Classification Societies in this respect.

16. The sale is subject to Swedish Exportlicence and US Maritime commission approval being obtained within 15 days after signed contract is in Sellers possession.

17. The sale is outright without inspection.

BUYERS:

SELLERS:



COMMUNICATIONS BUREAU

Copy of Message Received

WU 2044

BOSTON 18 AUG 1964 127PM

BRUGGE 18TH 1626

UNIFRUITCO BOSTON

ATTENTION MR BERRY WE AS BUYERS OF TORTUGA DECLARE OUR
INTENTION TO SCRAP VESSEL

NV BRUGSE SCHEEPSSLOPERIJ 15 LOUIS COISEAUKAAI BRUGGE

MEMORANDUM OF CALL

Date

8-19

Time

1:55

TO—

 YOU WERE CALLED BY—
 YOU WERE VISITED BY—

Mr Jasper Baker
re Fortuga

TELEPHONE:

Number or code

Extension

- PLEASE CALL
 WAITING TO SEE YOU
 WILL CALL AGAIN
 WISHES AN APPOINTMENT
 RETURNING YOUR CALL
 IS REFERRED TO YOU BY:

LEFT THIS MESSAGE:

Sale price
8500 pounds Sterling
Contract of sale is on the
way.

Received By—

P.

85000
280

6800000

170000

238,000.00

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TELEPHONE: ADDRESS: OCCUPATION:

DATE: TIME: ...


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...

DATE August 17, 1964
FILE NO. SD-1:TORTUGA:307

TO: Chief, Processing Section
Operations Division - B.I.C.
Commerce Building
Attn: Mrs. Ellen Watson IC-7342

The following application has been received for the approval required by Sections 9 and 37 of the Shipping Act 1916, as amended, of the transfer to foreign ownership and/or registry of the following vessel (s):

NAME OF VESSEL TORTUGA (Swedish)	TYPE Ref. Cargo	OFFICIAL NO. EX- ANTIGUA, O.N. 231465	WHEN AND WHERE BUILT 1932 - Quincy, Mass.	
D.W.T. 5016	GROSS TONS 6873	LENGTH 415'	SPEED 17.5	H.P.
APPLICANT/OWNER-NAME Salenrederierna Aktiebolag (Swedish corporation)		ADDRESS Stockholm, Sweden		
PURCHASER - A CORPORATION		-AN INDIVIDUAL		
NAME De Brugse NV		NAME		
ADDRESS Louis Coiseau Kaai, Brugge, Belgium		ADDRESS		
NATIONALITY Belgian		NATIONALITY		
DATE AND WHERE INCORPORATED 6/26/59 - Brugge, Belgium		COUNTRY OF REGISTRY - - - - -		
NAMES AND NATIONALITY OF OFFICERS, DIRECTORS AND STOCKHOLDERS Felix Claes - MgrDir/Chief Exec Officer		PROPOSED USE OF VESSEL scrapping in Belgium		
<div style="background-color: yellow; border: 1px solid black; padding: 2px;">This information was redacted to protect business sensitive information.</div> <div style="background-color: yellow; border: 1px solid black; padding: 2px; margin-top: 5px;">This information was redacted to protect personal privacy.</div>		REMARKS 4% Main business of purchaser - demolition of vessels.		
All citizens of Belgium				
		Office of Ship Operations By <u>J.C. Fernandez</u> for Ruth Holmes, Chief Foreign Transfer Branch		
RETURN ORIGINAL COPY TO THIS OFFICE AFTER CLEARANCE				
REPLY <u>No objection</u>				
SIGNATURE <u>J. M. Nam</u>	TITLE BIC DEC	DATE 8-19-64		

300

UNITED FRUIT COMPANY

1511 K STREET, NORTHWEST
WASHINGTON 5, D. C.

JASPER S. BAKER
ASSISTANT VICE PRESIDENT

August 14, 1964

TELEPHONE
DISTRICT 7-7800



Miss Ruth Holmes, Chief
Foreign Transfer Branch
Maritime Administration
Washington 25, D. C.

Dear Miss Holmes:

Further to my letter of August 12 requesting permission to sell the SS TORTUGA for demolition, we have cabled the present owners of this vessel to send us a contract of sale. The other information you requested is as follows:

De Brugse N. V. of Louis Coiseau Kaai, Brugge, Belgium, was incorporated at Brugge on June 26, 1959. Its main business is demolition of vessels. This company's managing director and chief executive officer is Mr. Felix Claes of the above address. He is a citizen of Belgium.

The shares are held as follows:

This information was redacted to protect business sensitive information.

This information was redacted to protect personal privacy.

All of the above individuals and companies are Belgium citizens.

I trust this information will be helpful to you.

Yours very truly,
Jasper S. Baker
JASPER S. BAKER

United Fruit Company

1511 K Street, N.W.
Washington, D. C. 20005



**Miss Ruth Holmes, Chief
Transfer Branch
Maritime Administration
Washington 25, D. C.**



8/14/64 Miss Holmes requested of Mr. Jasper Baker by telephone additional data re the Belgian purchaser and a copy of the sales contract.

TRANSMITTAL SLIP

DATE 8/13/44

FROM: RHolmes

TO : ELMann
LPerry
JCFernanders
BTRoberts

*sent with
7 pages
attached*

1. Record
2. Note; file
3. Reply for my signature
4. Reply for signature of
5. Note and return with previous correspondence
6. Clearances - HIC, USCG; Defense; State; Fisheries; Security
7. Please see me re the attached
8. Prepare appropriate recommendation
9. For appropriate action

UNITED STATES GOVERNMENT
M E M O R A N D U M

U. S. DEPARTMENT OF COMMERCE
MARITIME ADMINISTRATION

Date August 12, 1964

To : Chief, Division of Credits and Collections
From : Chief, Foreign Transfer Branch
Office of Ship Operations
Subject: Sale alien for scrapping in Belgium
Swedish SS TORTUGA - Contract No. MA-1682

The fee described herein below covers the above type application.

- It is correct and is hereby authorized for deposit.
 It is not correct. Please return to the undersigned for transmittal to applicant.

DESCRIPTION OF FEE

<u>Type of check</u>	<u>Amount</u>	<u>Number</u>	<u>Date</u>
Certified	\$125.00	06315	8/11/64

Drawn by: United Fruit Company

R. Holmes
Ruth Holmes

UNITED FRUIT COMPANY

1511 K STREET, NORTHWEST
WASHINGTON 5, D. C.

JASPER S. BAKER
ASSISTANT VICE PRESIDENT

August 12, 1964

TELEPHONE
DISTRICT 7-7800

FEE PAID



Miss Ruth Holmes, Chief
Transfer Branch
Maritime Administration
Washington 25, D. C.

Dear Miss Holmes:

I am transmitting to you a letter of August 11, which is self-explanatory, together with a check for \$125, requesting permission to sell the SS TORTUGA, formerly the SS ANTIGUA, for demolition.

I should certainly appreciate receiving the Order at your earliest convenience.

When the Order is ready, will you be good enough to have someone in your office telephone me?

Yours very truly,


JASPER S. BAKER

Attachments



United Fruit Company

General Offices
30 St. James Avenue
Boston, Mass. 02116

August 11, 1964

Maritime Administrator
U. S. Department of Commerce
Maritime Administration
Washington 25, D. C.

Dear Sir:

Please refer to Contract No. MA-1682 Approval Notice and Agreement dated December 3, 1957 relating to the American Steamship, ANTIGUA, Official No. 231465. This Contract was concluded between the Maritime Administration, United Mail Steamship Company, Seller, and Salenrederierna AB, a Swedish corporation, Purchaser, approving the transfer of the above vessel to Swedish ownership and registry.

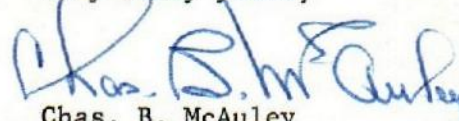
We have been advised by Salenrederierna that they have successfully concluded negotiations on the sale of subject vessel (now named TORTUGA) to De Brugse NV, Louis Coiseau Kaai, Brugge, Belgium, for demolition, subject to the pertinent conditions of Contract No. MA-1682. In this connection, Salenrederierna have authorized United Fruit Company (Resident Agent) on their behalf to make application to you for approval pursuant to Section 1, (a) (1) for the transfer of ownership of this vessel to the shipbreaker, De Brugse NV.

Inasmuch as Salenrederierna wish to pass title of this vessel to the buyers as soon as possible, your earliest approval is requested.

We are pleased to enclose a certified check in the amount of \$125 in connection with processing this request.

We also attach hereto list of arrival and departure times and the names of ports at which the vessel called during the period from December 7, 1957 through April 24, 1964. The vessel has remained in the port of Flushing from April 24 through the present time. The attached list represents the vessel's complete activities during the period of Swedish ownership.

Very truly yours,


Chas. B. McAuley
Assistant Vice President

CBM/nw
Enclosures
cc: Salenrederierna
Attn: Mr. Sture Oedner

Ports of call of TE/S "TORTUGA" ex "ANTIGUA"

during Ownership of Salenrederierna AB, Stockholm Oct 1957 - May 1964

	Ports	Arrival	Departure		Ports	Arrival	Departure
<u>1957</u>	Baltimore		7/12		Flushing	29/3	29/3
	Panamacanal	12/12	12/12		Curacao	9/4	11/4
	Los Angeles	19/12	20/12		Sta Marta	12/4	14/4
	Seattle	23/12	28/12		Libertador	16/4	16/4
	Portland	29/12	31/12		Bremerhaven	27/4	29/4
<u>1958</u>	Los Angeles	2/1	3/1		Curacao	9/5	9/5
	Panamacanal	10/1	12/1		Sta Marta	10/5	11/5
	Curacao	13/1	13/1		Bremerhaven	24/5	25/5
	Oslo	26/1	30/1		Gothenburg		1/6
	Gothenburg	31/1	3/2		Flushing	2/6	2/6
	Bremerhaven	5/2	18/2		Curacao	13/6	14/6
	Aruba	3/3	4/3		Sta Marta	15/6	17/6
	Sta Marta	5/3	6/3		Libertador	18/6	19/6
	Bremerhaven	20/3	22/3		Rotterdam	29/6	1/7
	Curacao	5/4	5/4		Curacao	12/7	12/7
	Sta Marta	7/4	8/4		Sta Marta	13/7	14/7
	Rotterdam	21/4	22/4		Libertador	16/7	16/7
	Curacao	3/5	4/5		Rotterdam	27/7	28/7
	Sta Marta	5/5	7/5		Bremerhaven	29/7	2/8
	Rotterdam	19/5	20/5		Flushing	3/8	3/8
	Curacao	1/6	2/6		Curacao	15/8	15/8
	Libertador	4/6	5/6		Sta Marta	16/8	18/8
	Bremerhaven	17/6	20/6		Libertador	20/8	21/8
	Kingston	2/7	2/7		Rotterdam	31/8	1/9
	Cortes	4/7	5/7		Bremerhaven	2/9	13/9
	Plymouth		17/7		Curacao	26/9	26/9
	Bremerhaven	19/7	22/7		Sta Marta	27/9	30/9
	Curacao	3/8	3/8		Flushing	11/10	11/10
	Sta Marta	4/8	5/8		Rotterdam	11/10	11/10
	Libertador	7/8	7/8		Bremerhaven	14/10	17/10
	Rotterdam	18/8	19/8		Curacao	30/10	30/10
	Bremerhaven	20/8	30/10		Sta Marta	31/10	1/11
	RENAMED TO "TORTUGA" 29/9 1958				Libertador	2/11	3/11
	Punta del Gada	4/11	4/11		Bremerhaven	14/11	16/11
	Curacao	11/11	12/11		Flushing	17/11	18/11
	Cristobal	13/11	14/11		St John NB	27/11	4/12
	Bolivar	17/11	18/11		Port of Spain	9/12	9/12
	Guayaquil	19/11	20/11		Montevideo	21/12	28/12
	Cristobal	22/11	23/11	<u>1960</u>	Curacao	9/1	10/1
	Bremerhaven	6/12	7/12		Sta Marta	11/1	12/1
	Gothenburg	8/12	10/12		Libertador	14/1	14/1
	Curacao	24/12	25/12		Bremerhaven	25/1	30/1
	Cortes	27/12	28/12		Curacao	12/2	12/2
<u>1959</u>	Bremerhaven	12/1	12/1		Sta Marta	13/2	14/2
	Gothenburg	14/1	17/1		Libertador	16/2	16/2
	Flushing	19/1	19/1		Horta /Azores/	24/2	24/2
	Cap Verde	28/1	29/1		Bremerhaven	1/3	
	Santos	5/2	8/2		Delgada /Azores/	8/3	9/3
	Buenos Aires	11/2	2/3		Curacao	16/3	16/3
	Montevideo	3/3	3/3		Sta Marta	18/3	19/3
	St Vincent	13/3	13/3		Libertador	20/3	22/3
	Rotterdam	20/3	21/3		Bremerhaven	3/4	7/4
	Gothenburg	23/3	26/3		Sta Marta	18/4	20/4
	Rotterdam	28/3	29/3		Curacao	21/4	21/4

	Ports	Arrival	Departure		Ports	Arrival	Departure
<u>1960</u>	Bremerhaven	2/5	4/5		Curacao	13/8	13/8
	San Juan	15/5	16/5		Sta Marta	14/8	15/8
	Libertador	17/5	19/5		Libertador	17/8	18/8
	Bremerhaven	31/5	1/6		Rotterdam	28/8	29/8
	Curacao	12/6	12/6		Gothenburg	31/8	31/8
	Sta Marta	13/6	15/6		Oslo	1/9	2/9
	Libertador	17/6	17/6		Flushing	4/9	5/9
	Bremerhaven	22/6	1/7		Kingston	16/9	17/9
	San Juan	11/7	12/7		Barrios	18/9	19/9
	Libertador	13/7	14/7		Cortes	19/9	19/9
	Bremerhaven	25/7	27/7		Azua	22/9	23/9
	San Juan	7/8	7/8		Rotterdam	3/10	5/10
	Libertador	9/8	10/8		Curacao	16/10	16/10
	Horta				Sta Marta	17/10	18/10
	Bremerhaven	22/8	23/8		Libertador	20/10	20/10
	Gothenburg	24/8	25/8		Bremerhaven	31/10	2/11
	San Juan	6/9	7/9		Kielcanal	2/11	3/11
	Libertador	7/9	9/9		Rostock	3/11	8/11
	Horta	15/9	16/9		Kielcanal	9/11	9/11
	Rotterdam	20/9	21/9		Havana	21/11	26/11
	Bremerhaven	22/9	4/10		Curacao	29/11	29/11
	Curacao	15/10	16/10		Sta Marta	1/12	4/12
	Sta Marta	17/10	19/10		Bremerhaven	16/12	17/12
	Libertador	21/10	21/10		Göteborg	18/12	19/12
	Bremerhaven	4/11	6/11		Oslo	19/12	20/12
	Curacao	17/11	17/11		Bremerhaven	22/12	5/1
	Sta Marta	18/11	20/11		St Thomas	15/1	15/1
	Bremerhaven	2/12	3/12		Fort de France	16/1	18/1
	Gothenburg	4/12	5/12		Rouen	28/1	30/1
	Oslo	6/12			St Thomas	8/2	8/2
	Kingston	20/12	21/12		Basse Terre	9/2	11/2
	Barrios	23/12	23/12		Rouen	21/2	25/2
	Cortes	24/12	24/12		Curacao	8/3	8/3
	Bremerhaven	7/1	10/1		Sta Marta	9/3	10/3
	Curacao	21/1	22/1		Manzanillo	12/3	13/3
	Sta Marta	23/1	25/1		Bremerhaven	24/3	26/3
	Libertador	27/1	27/1		Curacao	8/4	8/4
	Rotterdam	6/2	9/2		Sta Marta	9/4	11/4
	Curacao	22/2	22/2		Azua	12/4	12/4
	Sta Marta	23/2	25/2		Bremerhaven	23/4	25/4
	Libertador	27/2	27/2		San Juan	7/5	7/5
	Bremerhaven	10/3	11/3		Manzanillo	9/5	11/5
	Gothenburg	12/3	13/3		Rotterdam	21/5	24/5
	Oslo	14/3	15/3		Curacao	3/6	4/6
	Flushing	17/3	17/3		Sta Marta	4/6	5/6
Curacao	27/3	27/3	Manzanillo	7/6	8/6		
Sta Marta	28/3	29/3	Bremerhaven	18/6	22/6		
Rotterdam	10/4	12/4	Curacao	3/7	4/7		
Curacao	23/4	23/4	Barrios	6/7	7/7		
Sta Marta	24/4	25/4	Cortes	7/7	7/7		
Libertador	27/4	27/4	Bremerhaven	20/7	12/8		
Rotterdam	8/5	10/5	San Juan	24/8	24/8		
Curacao	21/5	21/5	Manzanillo	25/8	26/8		
Sta Marta	22/5	23/5	Azua	27/8	28/8		
Libertador	25/5	26/5	Bremerhaven	8/9	9/9		
Rotterdam	5/6	7/6	Oslo	10/9	10/9		
Bremerhaven	8/6	21/6	Gothenburg	11/9	11/9		
Delgada	26/6	26/6	Helsingfors	13/9	14/9		
Curacao	6/7	6/7	Riga	15/9	18/9		
Sta Marta	7/7	11/7	Leningrad	20/9	24/9		
Libertador	13/7	14/7	Brunsbüttel	26/9	27/9		
Rotterdam	24/7	26/7	Havana	9/10	19/10		
Bremerhaven	27/7	2/8	Kingston	21/10	21/10		
<u>1961</u>							

	Ports	Arrival	Departure		Ports	Arrival	Departure
<u>1962</u>	Barrios	23/10	23/10		Pointe a Pitre	21/12	22/12
	Cortés	24/10	24/10		Fort de France	23/12	25/12
	Azua	27/10	28/10		Curacao	27/12	27/12
	Bremerhaven	8/11	9/11	<u>1964</u>	Barrios	1/1	3/1
	Helsinki	11/11	13/11		Manzanillo	5/1	6/1
	Flushing	17/11	17/11		Bremerhaven	17/1	21/1
	Kingston	29/11	29/11		Kingston	1/2	1/2
	Barrios	1/12	2/12		Barrios	3/2	4/2
	Cortés	2/12	2/12		Cortés	4/2	4/2
	Gothenburg	16/12	18/12		Bremerhaven	17/2	19/2
	Bremerhaven	20/12	22/12		Curacao	1/3	1/3
<u>1963</u>	Curacao	4/1	5/1		Sta Marta	2/3	3/3
	Sta Marta	6/1	7/1		Manzanillo	5/3	6/3
	Manzanillo	8/1	11/1		Rotterdam	16/3	20/3
	Bremerhaven	23/1	25/1		Curacao	31/3	31/3
	Curacao	6/2	6/2		Sta Marta	1/4	3/4
	Sta Marta	7/2	10/2		Manzanillo	5/4	6/4
	Bremerhaven	22/2	24/2		Bremerhaven	16/4	18/4
	Rotterdam	25/2	26/2		Dieppe	19/4	23/4
	Curacao	9/3	9/3		Flushing	24/4	
	Sta Marta	10/3	12/3				
	Rotterdam	24/3	25/3				
	Bremerhaven	26/3	27/3				
	Sta Marta	8/4	10/4				
	Curacao	11/4	11/4				
	Rotterdam	22/4	23/4				
	Kingston	4/5	4/5				
	Barrios	6/5	7/5				
	Cortés	7/5	7/5				
	Bremerhaven	20/5	21/5				
	Gothenburg	22/5	23/5				
	San Juan	3/6	3/6				
	Manzanillo	4/6	5/6				
	Gothenburg	16/6	17/6				
	Bremerhaven	18/6	20/6				
	Kingston	2/7	2/7				
	Cortés	4/7	5/7				
	New Orleans	8/7	9/7				
	Cortés	11/7	12/7				
	New Orleans	15/7	15/7				
	Barrios	18/7	18/7				
	Cortés	19/7	19/7				
	New Orleans	22/7	22/7				
	Barrios	25/7	26/7				
	Manzanillo	29/7	30/7				
	Bremerhaven	10/8	21/8				
	Curacao	1/9	1/9				
	Sta Marta	2/9	3/9				
	Manzanillo	5/9	5/9				
	Rotterdam	15/9	18/9				
	Balboa	1/10	2/10				
	Guayaquil	4/10	6/10				
	Cristobal	8/10	9/10				
	Bremerhaven	21/10	22/10				
	Oso	24/10	28/10				
	Curacao	9/11	9/11				
	Sta Marta	11/11	12/11				
	Manzanillo	14/11	14/11				
	Azua	16/11	16/11				
	Rotterdam	27/11	29/11				
	Bremerhaven	30/11	9/12				
	Le Havre	10/12	12/12				

Ports of call of TE/S "TORTUGA" ex "ANTIGUA"
 during Ownership of Salenrederierna AB, Stockholm Oct 1957 - May 1964

	Ports	Arrival	Departure		Ports	Arrival	Departure
<u>1957</u>	Baltimore		7/12		Flushing	29/3	29/3
	Panamacanal	12/12	12/12		Curacao	9/4	11/4
	Los Angeles	19/12	20/12		Sta Marta	12/4	14/4
	Seattle	23/12	28/12		Libertador	16/4	16/4
	Portland	29/12	31/12		Bremerhaven	27/4	29/4
<u>1958</u>	Los Angeles	2/1	3/1		Curacao	9/5	9/5
	Panamacanal	10/1	12/1		Sta Marta	10/5	11/5
	Curacao	13/1	13/1		Bremerhaven	24/5	25/5
	Oslo	26/1	30/1		Göteborg		1/6
	Göteborg	31/1	3/2		Flushing	2/6	2/6
	Bremerhaven	5/2	18/2		Curacao	13/6	14/6
	Aruba	3/3	4/3		Sta Marta	15/6	17/6
	Sta Marta	5/3	6/3		Libertador	18/6	19/6
	Bremerhaven	20/3	22/3		Rotterdam	29/6	1/7
	Curacao	5/4	5/4		Curacao	12/7	12/7
	Sta Marta	7/4	8/4		Sta Marta	13/7	14/7
	Rotterdam	21/4	22/4		Libertador	16/7	16/7
	Curacao	3/5	4/5		Rotterdam	27/7	28/7
	Sta Marta	5/5	7/5		Bremerhaven	29/7	2/8
	Rotterdam	19/5	20/5		Flushing	3/8	3/8
	Curacao	1/6	2/6		Curacao	15/8	15/8
	Libertador	4/6	5/6		Sta Marta	16/8	18/8
	Bremerhaven	17/6	20/6		Libertador	20/8	21/8
	Kingston	2/7	2/7		Rotterdam	31/8	1/9
	Cortes	4/7	5/7		Bremerhaven	2/9	13/9
	Plymouth		17/7		Curacao	26/9	26/9
	Bremerhaven	19/7	22/7		Sta Marta	27/9	30/9
	Curacao	3/8	3/8		Flushing	11/10	11/10
	Sta Marta	4/8	5/8		Rotterdam	11/10	11/10
	Libertador	7/8	7/8		Bremerhaven	14/10	17/10
	Rotterdam	18/8	19/8		Curacao	30/10	30/10
	Bremerhaven	20/8	30/10		Sta Marta	31/10	1/11
	RENAMED TO "TORTUGA" 29/9 1958				Libertador	2/11	3/11
	Punta del Gada	4/11	4/11		Bremerhaven	14/11	16/11
	Curacao	11/11	12/11		Flushing	17/11	18/11
	Cristobal	13/11	14/11		St John NB	27/11	4/12
	Bolivar	17/11	18/11		Port of Spain	9/12	9/12
	Guayaquil	19/11	20/11		Montevideo	21/12	28/12
	Cristobal	22/11	23/11	<u>1960</u>	Curacao	9/1	10/1
	Bremerhaven	6/12	7/12		Sta Marta	11/1	12/1
	Göteborg	8/12	10/12		Libertador	14/1	14/1
	Curacao	24/12	25/12		Bremerhaven	25/1	30/1
	Cortes	27/12	28/12		Curacao	12/2	12/2
<u>1959</u>	Bremerhaven	12/1	12/1		Sta Marta	13/2	14/2
	Göteborg	14/1	17/1		Libertador	16/2	16/2
	Flushing	19/1	19/1		Horta /Azores/	24/2	24/2
	Cap Verde	28/1	29/1		Bremerhaven	1/3	
	Santos	5/2	8/2		Delgada /Azores/	8/3	9/3
	Buenos Aires	11/2	2/3		Curacao	16/3	16/3
	Montevideo	3/3	3/3		Sta Marta	18/3	19/3
	St Vincent	13/3	13/3		Libertador	20/3	22/3
	Rotterdam	20/3	21/3		Bremerhaven	3/4	7/4
	Göteborg	23/3	26/3		Sta Marta	18/4	20/4
	Rotterdam	28/3	29/3		Curacao	21/4	21/4

	Ports	Arrival	Departure		Ports	Arrival	Departure
<u>1960</u>	Bremerhaven	2/5	4/5		Curacao	13/8	13/8
	San Juan	15/5	16/5		Sta Marta	14/8	15/8
	Libertador	17/5	19/5		Libertador	17/8	18/8
	Bremerhaven	31/5	1/6		Rotterdam	28/8	29/8
	Curacao	12/6	12/6		Gothenburg	31/8	31/8
	Sta Marta	13/6	15/6		Oslo	1/9	2/9
	Libertador	17/6	17/6		Flushing	4/9	5/9
	Bremerhaven	22/6	1/7		Kingston	16/9	17/9
	San Juan	11/7	12/7		Barrios	18/9	19/9
	Libertador	13/7	14/7		Cortes	19/9	19/9
	Bremerhaven	25/7	27/7		Azua	22/9	23/9
	San Juan	7/8	7/8		Rotterdam	3/10	5/10
	Libertador	9/8	10/8		Curacao	16/10	16/10
	Horta				Sta Marta	17/10	18/10
	Bremerhaven	22/8	23/8		Libertador	20/10	20/10
	Gothenburg	24/8	25/8		Bremerhaven	31/10	2/11
	San Juan	6/9	7/9		Kielcanal	2/11	3/11
	Libertador	7/9	9/9		Rostock	3/11	8/11
	Horta	15/9	16/9		Kielcanal	9/11	9/11
	Rotterdam	20/9	21/9		Havana	21/11	26/11
	Bremerhaven	22/9	4/10		Curacao	29/11	29/11
	Curacao	15/10	16/10		Sta Marta	1/12	4/12
	Sta Marta	17/10	19/10		Bremerhaven	16/12	17/12
	Libertador	21/10	21/10		Göteborg	18/12	19/12
	Bremerhaven	4/11	6/11		Oslo	19/12	20/12
	Curacao	17/11	17/11		<u>1962</u> Bremerhaven	22/12	5/1
	Sta Marta	18/11	20/11		St Thomas	15/1	15/1
	Bremerhaven	2/12	3/12		Fort de France	16/1	18/1
	Gothenburg	4/12	5/12		Rouen	28/1	30/1
	Oslo	6/12			St Thomas	8/2	8/2
	Kingston	20/12	21/12		Basse Terre	9/2	11/2
	Barrios	23/12	23/12		Rouen	21/2	25/2
	Cortes	24/12	24/12		Curacao	8/3	8/3
	<u>1961</u> Bremerhaven	7/1	10/1		Sta Marta	9/3	10/3
	Curacao	21/1	22/1		Manzanillo	12/3	13/3
	Sta Marta	23/1	25/1		Bremerhaven	24/3	26/3
	Libertador	27/1	27/1		Curacao	8/4	8/4
	Rotterdam	6/2	9/2		Sta Marta	9/4	11/4
	Curacao	22/2	22/2		Azua	12/4	12/4
	Sta Marta	23/2	25/2		Bremerhaven	23/4	25/4
	Libertador	27/2	27/2		San Juan	7/5	7/5
	Bremerhaven	10/3	11/3		Manzanillo	9/5	11/5
	Gothenburg	12/3	13/3		Rotterdam	21/5	24/5
	Oslo	14/3	15/3		Curacao	3/6	4/6
	Flushing	17/3	17/3		Sta Marta	4/6	5/6
Curacao	27/3	27/3	Manzanillo	7/6	8/6		
Sta Marta	28/3	29/3	Bremerhaven	18/6	22/6		
Rotterdam	10/4	12/4	Curacao	3/7	4/7		
Curacao	23/4	23/4	Barrios	6/7	7/7		
Sta Marta	24/4	25/4	Cortes	7/7	7/7		
Libertador	27/4	27/4	Bremerhaven	20/7	12/8		
Rotterdam	8/5	10/5	San Juan	24/8	24/8		
Curacao	21/5	21/5	Manzanillo	25/8	26/8		
Sta Marta	22/5	23/5	Azua	27/8	28/8		
Libertador	25/5	26/5	Bremerhaven	8/9	9/9		
Rotterdam	5/6	7/6	Oslo	10/9	10/9		
Bremerhaven	8/6	21/6	Gothenburg	11/9	11/9		
Delgada	26/6	26/6	Helsingfors	13/9	14/9		
Curacao	6/7	6/7	Riga	15/9	18/9		
Sta Marta	7/7	11/7	Leningrad	20/9	24/9		
Libertador	13/7	14/7	Brunsbüttel	26/9	27/9		
Rotterdam	24/7	26/7	Havana	9/10	19/10		
Bremerhaven	27/7	2/8	Kingston	21/10	21/10		

	Ports	Arrival	Departure		Ports	Arrival	Departure
<u>1962</u>	Barrios	23/10	23/10		Pointe a Pitre	21/12	22/12
	Cortes	24/10	24/10		Fort de France	23/12	25/12
	Azua	27/10	28/10		Curacao	27/12	27/12
	Bremerhaven	8/11	9/11	<u>1964</u>	Barrios	1/1	3/1
	Helsinki	11/11	13/11		Manzanillo	5/1	6/1
	Flushing	17/11	17/11		Bremerhaven	17/1	21/1
	Kingston	29/11	29/11		Kingston	1/2	1/2
	Barrios	1/12	2/12		Barrios	3/2	4/2
	Cortes	2/12	2/12		Cortes	4/2	4/2
	Gothenburg	16/12	18/12		Bremerhaven	17/2	19/2
	Bremerhaven	20/12	22/12		Curacao	1/3	1/3
<u>1963</u>	Curacao	4/1	5/1		Sta Marta	2/3	3/3
	Sta Marta	6/1	7/1		Manzanillo	5/3	6/3
	Manzanillo	8/1	11/1		Rotterdam	16/3	20/3
	Bremerhaven	23/1	25/1		Curacao	31/3	31/3
	Curacao	6/2	6/2		Sta Marta	1/4	3/4
	Sta Marta	7/2	10/2		Manzanillo	5/4	6/4
	Bremerhaven	22/2	24/2		Bremerhaven	16/4	18/4
	Rotterdam	25/2	26/2		Dieppe	19/4	23/4
	Curacao	9/3	9/3		Flushing	24/4	
	Sta Marta	10/3	12/3				
	Rotterdam	24/3	25/3				
	Bremerhaven	26/3	27/3				
	Sta Marta	8/4	10/4				
	Curacao	11/4	11/4				
	Rotterdam	22/4	23/4				
	Kingston	4/5	4/5				
	Barrios	6/5	7/5				
	Cortes	7/5	7/5				
	Bremerhaven	20/5	21/5				
	Gothenburg	22/5	23/5				
	San Juan	3/6	3/6				
	Manzanillo	4/6	5/6				
	Gothenburg	16/6	17/6				
	Bremerhaven	18/6	20/6				
	Kingston	2/7	2/7				
	Cortes	4/7	5/7				
	New Orleans	8/7	9/7				
	Cortes	11/7	12/7				
	New Orleans	15/7	15/7				
	Barrios	18/7	18/7				
	Cortes	19/7	19/7				
	New Orleans	22/7	22/7				
	Barrios	25/7	26/7				
	Manzanillo	29/7	30/7				
	Bremerhaven	10/8	21/8				
	Curacao	1/9	1/9				
	Sta Marta	2/9	3/9				
	Manzanillo	5/9	5/9				
	Rotterdam	15/9	18/9				
	Balboa	1/10	2/10				
	Guayaquil	4/10	6/10				
	Cristobal	8/10	9/10				
	Bremerhaven	21/10	22/10				
	Oalo	24/10	28/10				
	Curacao	9/11	9/11				
	Sta Marta	11/11	12/11				
	Manzanillo	14/11	14/11				
	Azua	16/11	16/11				
	Rotterdam	27/11	29/11				
	Bremerhaven	30/11	9/12				
	Le Havre	10/12	12/12				

Memorandum

TO : Acting Deputy Maritime Administrator
GPE

DATE: December 21, 1962

FROM : Chief Investigator and Security Officer
JDI

SUBJECT: Voyage of Swedish Vessel TORTUGA (ex-ANTIGUA) to Cuba

On October 9, 1962, the Swedish-flag vessel TORTUGA (ex-ANTIGUA), which is subject to the contractual control of the Maritime Administration, arrived in Havana, Cuba, with cargo from Leningrad, USSR.

The TORTUGA, built as the ANTIGUA (Official No. 231465) by the Bethlehem Shipbuilding Corp., Ltd., Quincy, Massachusetts, in 1932, is a 5,016-dwt. refrigerator ship that has a length over-all of 448 feet and a speed of 18 knots. By Maritime Administration Contract No. MA-1682, dated December 3, 1957, approval was given to the transfer of the ship to Swedish ownership and registry subject to certain provisions, one of which is that said vessel shall not engage in trade prohibited to United States flag vessels under Department of Commerce Transportation Orders T-1 and T-2. On December 6, 1957, the sale was consummated and the United Mail Steamship Company, Boston, Massachusetts, transferred the ship to Salenrederierna Aktiebolag, a Swedish corporation that is a subsidiary of Sven Salen A/B, Stockholm, Sweden. The United Fruit Company is the Surety under the Bond given by the Swedish corporation in connection with the contract.

On October 30, 1961, the Washington representative of the United Fruit Company called the Maritime Administration and stated that his Company had had a cable from the Swedish owner of the TORTUGA (ex-ANTIGUA) requesting that he communicate with the Maritime Administration to see if a voyage of the vessel from East Germany with a cargo of potatoes to Cuba would be contrary to the terms and conditions of Contract No. MA-1682. The United Fruit Company representative was informed that the voyage in question would not be contrary to Transportation Orders T-1 and T-2 but that the Maritime Administration did not condone or approve the voyage and further that the United Fruit Company could request the Swedish owner not to perform the voyage. The Washington representative of United Fruit stated that he would communicate the above advice to his Principals in Boston. On November 21, 1961, the TORTUGA arrived in Havana after a voyage from Rostock, East Germany.

With respect to the voyage of the TORTUGA from Leningrad to Havana in September - October, 1962, Transportation Order T-2 does not prohibit such a voyage and Transportation Order T-1 only prohibits the carriage of specified cargoes to Cuba. In order to determine what the cargo actually was, Mr. Jasper S. Baker, Washington representative of United Fruit was contacted. Mr. Baker on December 21, 1962, reported that he had talked to Mr. Richard Berry, Vice President of United Fruit in New York, and ascertained that the cargo was 90 per cent potatoes and 10 per cent lard. This cargo is not prohibited under the terms of Transportation Order T-1, and, of course, Transportation Order T-2 does not apply. United Fruit also advised that the Swedish owner of the TORTUGA was in Washington, D. C., recently and contacted the State Department where he was told it would be permissible to carry the cargo that was carried to Cuba.

It is of interest to note that Sven Salen A/B, the owner of the TORTUGA, is second only to the Kulukundis interests in London in recent Free-World participation in Sino Soviet bloc-Cuba trade. During the period September 1 through November 30, 1962, 7 ships (including the TORTUGA) owned by Sven Salen made a total of 8 trips to Cuba from Soviet Baltic ports. ^{operated}



W. George Goold



SALÉNREDERIERNA

Salén Shipping Companies

539

Telegrams: Sailing
Telephone: 67 97 60
Telex: 1627 Sailing Sth.
Postgiro 19 63 22

U.S. Department of Commerce,
Maritime Administration,
WASHINGTON 25, D.C.
USA

SDI

Your ref.

Our ref. S. Ödner/BK

Stockholm 14 , October 29, 1962
Styrmansgatan 4
P.O. Box 14018

Gentlemen :

Contract No. MA-1682 - Swedish S.S. "TORTUGA"

~~SDI-9337~~
~~OSX/259320~~

We have received your letter, dated October 18, addressed to United Fruit Company in Boston, and return herewith the copy duly signed.

We confirm that we will concur with the terms of said additional conditions.

Sincerely yours,
SALENREDERIERNA AB

Sture Ödner
Managing Director

Encl.

