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ROUTING AND RECORD SHEET

INSTRUCTIONS: Officer designations should be used in the "TO" column. Under each comment a line should be drawn across sheet and each comment numbered to correspond with the number in the "TO" column. Each officer should initial (check mark insufficient) before further routing. This Routing and Record Sheet should be returned to Registry.

FROM:				TELEPHONE	NO.
					DATE

TO	ROOM NO.	DATE		OFFICER'S INITIALS	TELEPHONE	COMMENTS
		REC'D	FWD'D			
1.						Wulfsbrook File.
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C/ECON Report of Search at San Juan

CIA HISTORICAL REVIEW PROGRAM
RELEASE AS SANITIZED

2003

GERMAN MOTOR VESSEL DETAINED AT SAN JUAN, PUERTO RICO

Amsterdam, May 19. — Motor vessel WULFSBROOK, chartered by the Royal Netherlands Steamship Company here, was released by Puerto Rico Customs officials yesterday, it was learned here to-day. The vessel was detained some days ago by Customs officials at San Juan on suspicion of carrying arms. After a thorough inspection it appeared that no arms were on board, and the ship was released to resume her scheduled voyage to Ciudad Trujillo. The Dutch company said an official protest had been made.—Reuter.

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26 July 1954

MEMORANDUM FOR THE RECORD

SUBJECT: Inspection of Cargo of the SS WULFSBROOK in San Juan,
Puerto Rico

1. At the request of the DCI, I flew to San Juan on Thursday evening 13 May 1954, to observe the inspection being carried out by the United States Customs authorities of the cargo of the SS WULFSBROOK.

2. The SS WULFSBROOK, 2700 gross tons, is a diesel-powered merchant vessel built in 1954, owned by Reeder-Union A.G., Kiel, and chartered to the Royal Netherlands Steamship Lines (Koninklijke Nederlandsche Stoomboot Maatschappij - KNSM). She carried a general cargo of numerous miscellaneous items of export from Europe, totaling about 3500 tons. She loaded at Hamburg, Bremen, Antwerp, and Amsterdam, sailed from Amsterdam 25 April 1954, and first stopped at Pointe-a-Pitre, Guadeloupe on 7 May, where she discharged 435 tons of cargo. At San Juan she discharged 610 tons leaving on board approximately 2400 tons destined for Port-au-Prince, Haiti; Santiago, Cuba; Kingston, Jamaica; Tela and Puerto Cortes, Honduras; Puerto Barrios, Guatemala; and Belize, British Honduras.

3. In view of our intelligence reports from Antwerp that a certain shipment of 11,315 kilos of "Marchandises Diverses" from Germany to Kingston had been given extra security protection and 20 tons "Contents Unknown" had been consigned to Puerto Barrios from Antwerp, it had been decided to inspect thoroughly the entire cargo consigned to those two ports, amounting to some 600 tons.

4. Upon arrival in San Juan on Monday 10 May, the ship was moored at the ALCOA Steamship Company's dock where there was a convenient warehouse. United States Customs authorities, under the direction of Benjamin Murphy, Agent-in-Charge, and Rafael Torrens, his assistant, proceeded to carry out a security search and check of the ship's manifest. A twenty-four hour watch by Coast Guard personnel was thrown around the ship, dock, and warehouse. About 130 stevedores were engaged to unload the ship and transfer the suspect cargo to the warehouse, and about 20 Customs personnel were put to work opening and resealing the cargo containers. The cargo

was stowed

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was stowed in five holds and a Customs inspector was on duty in each hold at all times, checking all items against the loading slips and manifest as they were unloaded. The final inspection of every item was done personally by either Mr. Murphy or Mr. Torrens, who were on the dock from 7 a.m. until after 11 p.m. every day, including Sunday. A very detailed report of their operations dated 20 May was forwarded to the DCI on 2 June by the Commissioner of Customs and is included in the file on this case.

5. The great variety of cargo, including automobiles, smoked herring, barbed wire, canned lard, canned beer, centrifuges, ice cream freezers, and so forth, made the task of opening and examining a very complicated one. Crated goods were actually opened and inspected, and materials packed in bags, such as fertilizers and grains, were tested for metal content with the aid of a mine detector borrowed from the Army at Fort Buchanan. One of the WULFSBROOK's officers was present at all times to watch the handling of the open cases.

6. In addition to the Customs' inspection of every item consigned to Kingston and Puerto Barrios, all open spaces on the ship, such as chain lockers, shaft alleys, ship stores, etc., were searched for any unmanifested items, and in the necessary shifting of cargo destined for other ports, a close look was kept for any obviously mislabeled items. Drums of lubricating oil for the ship's motors carried on deck were opened and probed with rods to make sure nothing was secreted there.

7. The Captain of the SS WULFSBROOK, Peter Paul Moeller, had apparently become resigned to the situation by the time I arrived. He did say that he was going to engage a lawyer. The Curacao representative of KNSM, one Ryseen, had come to San Juan and was reported to have telephoned to the home office and obtained approval of the inspection. Captain James D. Grant, the U.S. District [] , was planning to take Moeller and the First Officer out to his house for a drink. Grant had discovered that he and Moeller were both submarine commanders in World War II and thought he might be able to obtain some interesting information from him. The most disturbed person on board seems to be a Dutchman named Mijneer Marinus Schaarman, traveling as supercargo representing KNSM.

8. A local German, named Arthur Fieberger has been very inquisitive about the whole operation. He has told various stories about his business connections in San Juan, none of which seem to hold together very well, and although he lives there, he gives his address as 2244 - 122nd Street, College Point, Long Island, New York. Our people intend to pick him up for questioning.

9. Both

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9. Both [] and [] of his staff, were most enthusiastic in praise of the cooperation they had received from other Government representatives in San Juan. They particularly mentioned Captain Grant, the D.I.O., who had gone out of his way to send search planes out from Puerto Rico before the ship arrived. The Signal Corps provided very helpful assistance in quickly photostating certain of the manifests during the noon hour when not needed for cargo checking. In addition, the friendly and understanding attitude of the Customs Agents and their complete cooperation was most appreciated.

10. A certain amount of local publicity actually resulted from the employment of so many people and the discharging of the cargo into a guarded warehouse. Attached are two articles from the San Juan papers of 14 May 1954, with translations.

11. No suspicious cargo was uncovered and from the manifests it has been impossible to identify the 11,315 kilos referred to in Antwerp's cables. In a few cases, a more general description has been used than would be authorized in American manifests, but the items were closely enough related to justify their listing. The work has been carried on efficiently and securely, with only regular Customs personnel admitted to the warehouse, where the crates were opened and then at all times, under guard and supervision of Customs inspectors. This was necessary to protect the cargo from pilfering by stevedores and unauthorized persons. A certain amount of minor breakage, such as crushed lard tins, has naturally resulted from such a large operation, but it appears to be at a minimum.

12. This operation will undoubtedly prove to have been an expensive undertaking, the cost of which will be exaggerated ^{since} if no irregularities in the manifest ~~for~~ arms ~~were~~ found. The cargo manifested for Kingston and Puerto Barrios alone filled a warehouse floor roughly 80' wide and 180' long. For the unloading 130 stevedores were working two shifts from 7 a.m. until 11 p.m. These men were paid \$9.50 per man per shift, with overtime on Sundays, while the foremen of the gangs received \$18 per shift. In addition, the hire of 20 Customs personnel employed to open and reseal crates and packages, numerous guards around the area, etc., will all have to be included in the expense involved in the search.

13. Regarding the 435 tons offloaded at Pointe-a-Pitre, it is entirely possible that a small amount of arms might have been included therein. Also, arms might have been transshipped at sea. There are reported to be some thirty thousand native sloops sailing the Caribbean, all of whose operators have been experts at smuggling for generations. It would be utterly impossible to find out where these many sloops had been at any given moment while the WULFSBROOK was entering Caribbean waters.

14. Captain Grant

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14. Captain Grant, the District [redacted], remarked that the 10th Naval District has only one rescue tug in San Juan, and as the cables from Washington weren't clear as to what action he was expected to take, he acted as he thought best and brought the Dominican Republic and Cuba into the act to assist him in spotting the WULFSBROOK.

15. I left San Juan on the noon non-stop flight to New York on Saturday, 15 May (NB: This was the day on which the ALFHEN arrived in Puerto Barrios with the arms we were looking for.)

[redacted]
GATES LLOYD
Chief
Economic Warfare

C-PP/ECON/HGL:ml

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