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DISTRICT INTELLIGENCE OFFICE
SIXTH NAVAL DISTRICT
29 EAST BATTERY
P. O. BOX 147
CHARLESTON, S. C.

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Serial #001631

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August 21, 1942

From: The District Intelligence Officer,
SIXTH Naval District.
To: The Director of Naval Intelligence.
Subject: McNAIR, Frederick V., Captain, USN (Ret.),
and the Schooner, "A.M.ADAMS", now known
as "AMA".
Enclosure: (A) 6ND Report (Secret), same subject, dated
August 20, 1942.

1. Enclosure (A) is forwarded.

2. The urgency of this document is such that it
would not reach the addressee in time by the next available
officer courier. The originator therefore authorizes the
transmission of this document by registered mail within the
continental limits of the United States.

3. It is hereby certified that the originator
considers it impractical to phrase this document in such a
manner as will permit classification other than secret.


S. W. SOUERS

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UNITED STATES NAVAL INTELLIGENCE SERVICE

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INVESTIGATION REPORT

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Sixth Naval District

Subject:

McNAIR, Frederick V., Captain, USN (Ret.), and the Schooner,
"A. M. ADAMS", now known as "AMA".

Report Made at:

The District Intelligence Office, 6ND

Date: August 20, 1942

Report Made by:

Lieutenant Benjamin F. Stephenson, USNR.

Period Covered:

July 31; August 1, 2, 1942

Status of Case:

CLOSED

Origin of Case:

Request from the Chief of Staff, Sixth Naval District to the District Intelligence Officer, Sixth Naval District, based upon secret communication between the Commandant, Seventh Naval District and the Commandant, Sixth Naval District.

Character of Investigation:

Discreet, secret inquiry as to the extent to which SUBJECT had compromised his secret mission.

Enclosures:

Copy to:

(A) 6ND Boarding Report, Tug "SAMPSON", 6/30/42.

ONI - 2

(B) Signed Statement of Lieutenant Commander

6ND - 2

Duke C. TREXLER, USNR, dated August 2, 1942.

Com6 - 2

(C) Signed Statement of Ens. Cleve W. ALLEN, Jr.,
USNR, dated August 1, 1942.

Source File No.


ONI File No.:

Synopsis: The tug "SAMPSON" on June 24, 1942 left Key West, Florida with the Schooner, "A. M. ADAMS" in tow en route to Jacksonville, Florida and arrived at the Gibbs Gas Engine Company in Jacksonville, Florida on June 26, 1942. The Schooner, "A. M. ADAMS" was under the command of Captain Frederick V. McNAIR, USN (Ret.). As they came up the river, Captain McNAIR showed his captain's cap to the Coast Guard. When Ensign ALLEN shortly thereafter boarded the schooner, Captain McNAIR disclosed his identity to Ensign ALLEN and told him that he was on a special mission, under special orders from Admiral Ernest E. KING, Chief of Naval Operations. On June 27, Captain McNAIR came to the Jacksonville Zone Intelligence Office, Jacksonville, Florida in civilian clothes except for a regulation USN Captain's cap, at which time he disclosed his identity and the nature of his mission to Lieutenant Commander Duke C. TREXLER, of the Zone Intelligence Office, and at the same time, he disclosed his identity to Lieutenant Commander KIRKLAND. Since then, Captain McNAIR has been incapacitated a considerable portion of the time by acute alcoholism, and was taken to the Miller Sanitarium in South Jacksonville, Florida, on August 1, 1942, by direction of Dr. Robert Y. THOMAS, for treatment, the Miller Sanitarium being particularly qualified and equipped for the treatment of such cases. Lieutenant STEPHENSON went to Jacksonville on August 1, 1942, and was able to learn and did learn in detail the nature of Captain McNAIR's assignment and ~~deductions~~ the mission of the schooner "AMA". This he learned from others without disclosing that he had any information whatsoever concerning the matter. The details of the following report clearly indicate that the nature of Captain McNAIR's mission and his ship is fully known to all his officers and men, and that it is also known to a number of others who are not members of his crew, including some civilians.

DEDUCTIONS: This investigation clearly indicates that information regarding Captain McNAIR's ship, officers, and crew, is common "scuttlebut" on the waterfront of Jacksonville; that full detailed information of this mission could easily be obtained by any enemy agent of mediocre ability.

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Authority NUD 803073Approved: S. W. SOUERS
Commander, USNR
District Intelligence Officer

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1. By direction of Lieutenant Commander Frank P. Morton, Assistant District Intelligence Officer for the Sixth Naval District, on July 31, 1942, Lieutenant STEPHENSON proceeded to Jacksonville, Florida, to make an investigation of the above SUBJECT and to ascertain to what extent, if any, the mission to which SUBJECT had been assigned had been compromised.
2. Lieutenant STEPHENSON arrived at the Zone Intelligence Office in the Lynch Building, Jacksonville, Florida, about 1000, August 1, 1942 and immediately contacted Lieutenant Commander Duke C. TREXLER, Officer in Charge of the Jacksonville Zone Office of the Sixth Naval District. Without disclosing any pertinent facts whatsoever to Lieutenant Commander TREXLER, he was directed to go to the Gibbs Gas Engine Company in Jacksonville and contact Mr. George GIBBS, SR., and to see what, if anything, he could learn. Lieutenant Commander TREXLER, without knowing the mission of Lieutenant STEPHENSON, except that the mission was highly secret, contacted Mr. George GIBBS, SR., at his office in Jacksonville, and returned to the Zone Intelligence Office and made a report to Lieutenant STEPHENSON.
3. Mr. TREXLER reported that he was not certain whether he had obtained the information that Lieutenant STEPHENSON desired, but that he had obtained information in regard to Captain Frederick V. McNAIR, and the schooner, "AMA", and that from his talk with Mr. GIBBS, he thought it entirely probable that information regarding the Captain and the schooner was what Lieutenant STEPHENSON had come to investigate. On returning, Lieutenant TREXLER told Lieutenant STEPHENSON that Captain McNAIR was in charge of a highly secret mission; that the schooner, "AMA" was being converted into a "Q-Boat" or "Mystery Ship", and that Captain McNAIR was to take this "Mystery Ship" with a picked crew and picked officers to the Caribbean Area and attempt to hunt out the hiding places of submarines and destroy them; that the ship was to be converted and constructed with heavy and concealed armament so that it might be a decoy for German submarines. He stated that Captain McNAIR had been under the influence of liquor a great part of the time that the boat was being outfitted, and that by reason of the excessive use of liquor had been incapacitated from the proper supervision of the project.
4. From this report, it was clear to Lieutenant STEPHENSON that the mission of Captain McNAIR and the schooner, "AMA" was known to a limited extent, at least. Lieutenant Commander TREXLER then volunteered the statement that he had known about the matter for some time, but had not been called upon to take any official notice or action with regard to the same. He stated that Ensign ALLEN, of Zone 4 (Jacksonville) Intelligence Office, had made a Boarding Report regarding this matter under date of June 30, 1942; that following the boarding of the tug, "SAMPSON", which had brought the schooner, "AMA" into Jacksonville on the 26th of June, on the 27th of June, Captain McNAIR came to the Zone Intelligence Office and identified himself, at the time being in civilian clothes with the exception of a regulation USN Captain's cap. A copy of the boarding report is attached hereto and made a part hereof. Also attached hereto and made a part hereof is the signed statement of Lieutenant Commander Duke C. TREXLER, and the statement of Ensign Cleve W. ALLEN, Jr.

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5. Lieutenant William M. POND, USNR, was interviewed at the Zone Intelligence Office in the Lynch Building, Jacksonville, Florida, on the afternoon and evening of August 1, 1942. Lieutenant POND was fully cognizant of the highly secret nature of his assignment and the mission of the schooner, "AMA" and its crew. Lieutenant Commander TREXLER, USNR, and Lieutenant STEPHENSON, USNR, showed their Naval Intelligence credentials to Lieutenant POND. Lieutenant POND appeared to be a man with an excellent education and background and highly intelligent. He was very reluctant to make any statement or to discuss the matter with Mr. TREXLER and Mr. STEPHENSON. He stated that he did not know if it was proper for him to discuss the matter with anyone; that he had been a Naval officer for only a short period of time.

6. At the request of Mr. TREXLER and Mr. STEPHENSON, Lieutenant POND gave some pertinent information in regard to the SUBJECT of this report. He did not give any information nor discuss the matter until he had carefully weighed his responsibility to his assignment and his general responsibility under his oath as an officer of the United States Navy. Taking into consideration the good of the Naval Service and the highly important nature of his assignment, he gave the interviewing officers such information as he believed would help clarify the situation and perhaps save the mission.

7. He stated that early in June, 1942, Mr. George GIBBS, SR., in company with Captain Frederick V. McNAIR, USN (Ret.), came to see him at the Hotel Granada docks, Miami, Florida, where his schooner was docked; that Lieutenant THOMPSON, USNR, an officer in the procurement office in Miami, introduced him to Captain McNAIR. At that time, Lieutenant POND had made application for a commission in the United States Navy, but final action had not been taken on his application at that time. At the time of this first meeting, Captain McNAIR was in civilian clothes, and gave a very brief indication of a mission which Mr. POND knew he could be of service in, and later in the month he received a wire from Captain McNAIR to report to him in Key West, Florida, the following day. At that time he had not received his commission.

8. On June 24, 1942, he sailed from Key West, Florida, with Captain McNAIR and his crew on the schooner, "A.M. Adams", which was in tow by the tug, "SAMPSON". They arrived at Gibbs Shipyard at Jacksonville, on the 26th of June, 1942. On the trip, none of the crew was in uniform, and Captain McNAIR was not in uniform, but he had his Captain's cap aboard, and when the Coast Guard came alongside the schooner as they were entering the river at Jacksonville, Captain McNAIR showed his cap to the Coast Guard in order to proceed. Mr. POND then returned to Miami and received his commission and was sworn in as a Lieutenant, USNR, at Miami, on June 29, 1942. He returned to Jacksonville on the 8th of July and reported to Captain McNAIR. Captain McNAIR left for Washington that day and left Lieutenant POND in charge of the work on the schooner.

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9. The two days coming up from Miami were used by Captain McNAIR, Mr. POND, and Mr. ANDERSON, Superintendent of the job for the Gibbs Co., and Mr. BABCOCK, the Marine Architect for the Gibbs Co., in going over and drawing up detailed plans for the conversion of the schooner. At the time, Captain McNAIR was very vague and secretive regarding the nature of his mission and the job in hand.

10. From the 8th of July until the 20th, Lieutenant POND supervised the work on the schooner, and Captain McNAIR was in Washington, D. C. During the time, the ship was under guard both night and day in accordance with orders from Captain McNAIR before he left.

11. On the 20th of July, eight of the crew, including one Ensign, reported to Lieutenant POND. Some of these men were in uniform, and in order to get them away from the Gibbs shipyard, they were sent to the Section Base at Jacksonville and assigned a separate barracks.

12. At 0900 on July 20, Captain McNAIR arrived and it was obvious to Lieutenant POND that he was not himself. Captain McNAIR came aboard the schooner, and spoke to Ensign OBECK, C.B.M. GREEN, and Lieutenant POND. For no apparent reason, he ordered the timekeeper off the ship. He directed Lieutenant POND to keep the men at the base and said he would be over right away and sign their orders. These orders were made out personally to Captain McNAIR and not to the ship, and for that reason, Lieutenant POND could not sign the orders. Shortly after 0900 on this date, Captain McNAIR disappeared for the rest of the day.

13. On July 21, 1942, Captain McNAIR came to the schooner at 0900, and it was obvious that he was under the influence of liquor, and his condition was remarked upon by several of the workmen. On July 22, Captain McNAIR did not appear at the shipyard nor on the schooner. On July 23, he arrived at the shipyard at 1000 A.M., so drunk that he had to be helped up to Mr. GIBBS' office to lie down. (George GIBBS, JR's office). Captain McNAIR refused to stay and Mr. George GIBBS, Jr. sent him back to the George Washington Hotel (Jacksonville) with one of the watchmen named RICKS. By this time, five more men had reported for duty, and they were sent to the Section Base to join the other crew members. One of these five was Ensign BON, who had reported at 1000 that morning.

14. Lieutenant POND sent Ensign BON to the Hotel George Washington to take care of Captain McNAIR, and keep him clear of the others. At 1430 this date, Ensign OBECK went to help Ensign BON take care of the Captain. Mr. George GIBBS, Jr. suggested that a doctor be consulted, and Dr. Robert Y. THOMAS was called and he directed that a sedative be given the Captain, which was done in accordance with the doctor's orders. Lieutenant POND and Ensigns BON and OBECK remained at the hotel with Captain McNAIR from 1900 until 2200, this date, at which time the Captain went to sleep. Ensign BON and Ensign OBECK kept watch over the Captain the rest of the night from an adjoining room occupied by the two Ensigns.

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15. On July 24, at 0830, Captain McNAIR with Ensigns OBECK and BON arrived at the Section Base at which time and place Captain McNAIR signed the orders of the men and gave them an excellent and inspiring talk. In this talk Captain McNAIR indicated but did not disclose the details of the mission of the schooner, and of himself and the officers and crew. Later in the morning the Captain with the two Ensigns returned to the hotel, and at dinner that evening the Captain appeared sober.

16. Most of Saturday, July 25, was spent by the Ensigns with Captain McNAIR. Saturday night the Captain and the Ensigns went to a movie, and the Ensigns left the Captain at 2300 in his room at the hotel, with Ensign BON in the adjoining room.

17. On Sunday, July 26, Captain McNAIR seemed himself and worked all afternoon, organizing the work at the ship and at the office. On Monday, July 27, 1942, Captain McNAIR was in good shape and worked all day.

18. On July 28, Captain McNAIR seemed doubtful to Lieutenant POND, and that night he spent around the office in the shipyard. During the night Captain McNAIR was drinking, according to the report of the watchman, and this was obvious to Lieutenant POND the following morning.

19. On July 29, about 1300, Captain McNAIR's breath was very strong with liquor, and his actions were not what they should have been, and he said he was going home to rest. At 1445 (approximately), a police car manned by Officer BURNETT and another officer named CONNELLY brought Captain McNAIR to the gate of the Gibbs Shipyard. At the time, the Captain was almost helplessly intoxicated. Chief Radioman PORCH brought Captain McNAIR from the gate to the office where he was seen by Lieutenant POND and C.B.M. GREEN. At the time, he was in a pitiable condition; he had his uniform pants on, a green work shirt, and his uniform coat and captain's cap rolled up under his arm out of sight so far as being able to tell what the articles were. Chief Radioman PORCH took Captain McNAIR in PORCH's car to the Captain's room and put him to bed and stood watch by him until 1630. That night a distant watch was kept on Captain McNAIR to make sure that he did not mingle with the general public, and at 2130 Captain McNAIR left his room and went to a nearby liquor store and bought a bottle of wine and returned to his room.

20. Captain McNAIR had left the Hotel Washington on the 28th of July and obtained a room in a private home near the Gibbs plant, which room he kept but for one night. On the 29th of July, Ensign OBECK assisted Captain McNAIR in getting another room. On July 30, 1942, Captain McNAIR arrived at the Gibbs Shipyard. Lieutenant POND requested Mr. George GIBBS, Sr. to have a talk with Captain McNAIR regarding his drinking. About 1230 Mr. GIBBS told Lieutenant POND that Captain McNAIR had promised him (Mr. GIBBS) that he would stop drinking at once. Following this, Captain McNAIR cashed a check in the yard and by 1400 had bought himself another bottle of liquor. Captain McNAIR made it clear to Ensign BON that he was to mind his own business and indirectly indicated that Lieutenant POND was not to interfere with him (Captain McNAIR),

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but Captain McNAIR kept Ensign OBECK along with him. Ensign OBECK stayed with Captain McNAIR until he went to sleep that night, and then left. That same night about 2200, Captain McNAIR was seen by C.B.M. GREEN in a drug store where the Captain habitually bought wine.

21. On July 31, Captain McNAIR appeared at the Gibbs Yard about noon and remained only long enough to sign a few papers. On August 1, 1942, Captain McNAIR had not shown up at the yard by noon, and Ensign OBECK went to the Captain's room and found him in a deplorable condition on the bed. Ensign OBECK, fearing for the life of Captain McNAIR, called Dr. Robert Y. THOMAS. Dr. THOMAS advised Ensign OBECK to get an ambulance at once and send Captain McNAIR to the Miller Sanitarium. The Miller Sanitarium is especially equipped to treat patients suffering with acute alcoholism.

22. Lieutenant POND believes that Captain McNAIR revealed his identity and the nature of his mission and that of the schooner to some of the other officers on another ship which was converted at the Gibbs Shipyard. This is believed to have happened prior to the arrival of the "AMA". Lieutenant POND has heard the "AMA" referred to as "CAPTAIN McNAIR's Mystery Ship".

23. Lieutenant POND is staying at an Auto Court in Jacksonville. He has endeavored to keep his identity unknown and undisclosed to others and to keep his connection with the schooner "AMA" undisclosed. He has not appeared in uniform at any time or place. After the "BEAUFORT" (it is not known whether this is the former name or the present name of the ship) was converted at the Gibbs Yard, it came to Charleston and was located in Charleston for a short period. It is believed that at the time, the ship was under the command of Commander FOX and that one of the officers was Lieutenant PIERCE. During the time the BEAUFORT was in Charleston, Mrs. PIERCE visited Charleston. When she returned to Jacksonville, she talked with Mrs. POND and at that time, Mrs. PIERCE told Mrs. POND, "I know who your husband is and what he is doing. He is working and belongs on Captain McNAIR's Mystery Ship." Lieutenant POND was very much surprised and somewhat shocked to have a report of this nature brought from Charleston and given to Mrs. POND inasmuch as he had made no disclosures whatsoever and had been instructed, and knew full well, that his assignment and the mission upon which he was to go was one of utmost secrecy.

24. Ensign Victor F. OBECK, USNR, was interviewed at the Jacksonville Zone Intelligence Office by Lieutenant Commander TREXLER and Lieutenant STEPHENSON on August 2, 1942. The interviewing officers disclosed to Ensign OBECK their Naval Intelligence Identifications and told him that their interview was highly secret and should be so treated by himself and would be so treated by the interviewing officers. He was told that he was not to discuss the matter of the interview with anyone, nor to tell anyone that he had been interviewed or that he had told the interviewing officers or anyone else anything.

25. Ensign OBECK indicated that he fully understood the secret nature of his assignment and the mission of the schooner, "AMA". He indicated that he was uncertain whether or not he should tell the interviewing officers anything whatsoever. It was with a great deal of reluctance that he made any statement

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whatsoever, and only after he had been advised that any statement he made would be treated with the utmost secrecy. After weighing his obligation to Captain McNAIR and the nature of the mission to which the Captain, the ship, and the crew had been assigned, against his duties and obligations as an officer of the United States Navy, he gave the following information.

26. Ensign OBECK stated that he was approached about June 1, 1942 by Commander O. O. KEESING, USN, in charge of the pre-flight school at Chapel Hill, N. C. At the time, Ensign OBECK was teaching Commando work to the pre-flight students. At the time, Commander KEESING informed Ensign OBECK that he might be given a chance to go on Q-Boat duty with Captain McNAIR, if he desired such duty. About the middle of June, Lieutenant Commander T. J. HAMILTON came from Washington, D. C., to Chapel Hill, and talked with Ensign OBECK in regard to the assignment and told him it might be a Q-Boat assignment in the Caribbean Sea, and that he would be under Captain McNAIR. At that time, Ensign OBECK was cautioned by Lieutenant Commander HAMILTON that the entire matter was to be one of absolute secrecy and that Ensign OBECK was not to tell a soul.

27. On the 16th of July, Ensign OBECK received orders from Washington to report to Captain Frederick V. McNAIR at the Gibbs Gas Engine Co., Jacksonville, Florida. Ensign OBECK arrived there on the 18th of July and reported to Lieutenant POND that day. Ensign OBECK met Captain McNAIR on Monday, July 20, at the Gibbs plant. Captain McNAIR was there but a short time that day, and then left. Ensign OBECK saw Captain McNAIR on Tuesday afternoon in his room at the George Washington Hotel, and at that time Captain McNAIR signed Ensign OBECK's orders. Ensign OBECK and Ensign BON were with Captain McNAIR the rest of that day. Ensign OBECK, under the direction of Dr. Robert Y. THOMAS, assisted in giving Captain McNAIR some sedatives that night.

28. On the morning of July 24, Captain McNAIR came to the Section Base (Inshore Patrol), which is next to the Gibbs yard. He signed the orders for the entire crew, and gave a talk to the crew and the officers that were to go on the schooner, "AMA". In this talk, Captain McNAIR said the schooner was to be a Q-Boat and that it was going to the Caribbean to hunt submarines, and to look into some suspicious places that might be bases for the submarines. Ensign OBECK went to the hotel with Captain McNAIR, and that afternoon the Captain had a beer. That evening, Ensign BON and Ensign OBECK went with Captain McNAIR to dinner, and then went to a movie across the street from the Hotel ROOSEVELT in Jacksonville. Ensign BON returned to the hotel with Captain McNAIR.

29. On Saturday morning, Ensign OBECK saw Captain McNAIR over at the Gibbs yard, but did not see him any more that day. Ensign BON remained with the Captain until 2300. Ensign OBECK did not see the Captain on Sunday, but on Monday morning, he had breakfast with the Captain at the hotel, and at that time, the Captain was sober. Ensign OBECK went with the Captain to the Gibbs yard and the Captain was there during the day. That day he told Ensign OBECK he was going to quit drinking rye.

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30. On Tuesday, Ensign OBECK saw Captain McNAIR at the yard and went to lunch with him. Ensign OBECK saw Captain McNAIR at the yard on Wednesday, and went to lunch with him and then to the Hotel George Washington, and that afternoon Captain McNAIR got his luggage and checked out. When he checked out, his bill was \$29.00, which he paid. The Captain then got a cab and went to the yard and met a Mr. WOLFE, who works in the yard, and went with this Mr. WOLFE to Mr. WOLFE's house, where the Captain was going to stay.

31. On July 30, Ensign OBECK saw Captain McNAIR in the yard office. At that time, the Captain said he was not going to live with WOLFE, and he requested Ensign OBECK to help him find another place to live. A room was found at 1325 Alvarez Street, with a Mrs. McCauley, in South Jacksonville. Ensign OBECK and Chief PORCH took Captain McNAIR's luggage from the yard down to this new rooming place. He had brought his luggage to the yard on the previous day. On the way back to the yard, Chief PORCH and Ensign OBECK saw Captain McNAIR walking up the street, and the Captain said he was going home to sleep. Ensign OBECK did not see the Captain any more that day, but he learned that the Captain was brought to the yard about 1445 on that day by two police officers and at that time he had his uniform coat under his arm with his cap and had on his uniform pants and a green shirt. On the previous day, when he left the hotel, the Captain was in full Naval uniform (brown or work uniform).

32. On the morning of July 31, Ensign OBECK went to the place at 1325 Alvarez Street, and Captain McNAIR was in bed. About 1000, Captain McNAIR directed Ensign OBECK to send a telegram to Commander McCall at Arlington Annex, Navy Department, Washington, D. C. This telegram requested Commander GLADDEN to be ordered to Jacksonville, Florida. Ensign OBECK left Captain McNAIR at his room and returned to the yard. Captain McNAIR came to the yard office a little later. At that time, he signed some cards authorizing all the officers and crew of the "AMA" to be out of uniform. Ensign OBECK went to lunch with the Captain, and returned to his room with the Captain, at which time the Captain went to bed again, having bought a bottle of wine. Captain McNAIR told Ensign OBECK to drop back that night and that they would have dinner and go to a show. At 1900 Ensign OBECK returned to the room, but Captain McNAIR was asleep and Ensign OBECK did not awaken him. Ensign OBECK waited until 2015 before he left that evening.

33. Ensign OBECK next saw the Captain Saturday morning, August 1, 1942, in his room at 1325 Alvarez St., South Jacksonville, at about 1100. Captain McNAIR was in a stupor on the bed and had wet the bedding. Ensign OBECK could not arouse the Captain so he called Dr. Robert Y. THOMAS, and Dr. THOMAS advised Ensign OBECK to take Captain McNAIR to the Dr. MILLER SANITARIUM, and Ensign OBECK called an ambulance from NAUGLE's and took Captain McNAIR to Dr. MILLER's Sanitarium, which is situated at South Jacksonville, Florida. Ensign OBECK then returned to the Captain's room at the above address, packed his luggage for him and took it to the Gibbs Yard and locked it up.

34. Members of the crew have told Ensign OBECK that other men at the Section Base knew all about the schooner and her mission.

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35. On Sunday, August 2, 1942, Ensign David McCulloch BON, USNR, was interviewed by Lieutenant Commander Duke C. TREXLER, and Lieutenant Benjamin F. STEPHENSON at the Jacksonville Zone Intelligence Office, in Jacksonville, Florida. Ensign BON was shown the Naval Intelligence identification credentials of Lieutenant Commander TREXLER and Lieutenant STEPHENSON. He was informed by the interviewing officers that the interview was highly secret and that he might make such statement as any he felt justified to make under the circumstances.

36. Ensign BON was unusually cautious and reserved in the interview. He stated that he was uncertain whether or not he should answer any questions at all; that his assignment was not known nor supposed to be known to Naval Intelligence but was an assignment which was directly under Cominch. He immediately said, "I am not sure but perhaps I should not have said even that much." Ensign BON was not discourteous, but was extremely reticent and cautious; he had a tendency to cross-examine the interviewing officers rather than submit to an interview himself. He asked a number of questions which the interviewing officers did not answer nor feel that they should answer, but from the interview with Ensign BON, the story as related by Lieutenant POND and Ensign OBECK was substantially corroborated. However, Ensign BON was not told nor informed that anyone had been interviewed or that anyone had told the investigating officers anything. Ensign BON informed the officers that he himself was a member of Naval Intelligence and had been on the foreign desk at Washington for a period of time prior to his assignment on the mission with Captain McNAIR, and that he could speak Spanish and had some previous experience and acquaintanceships and background in the Caribbean area.

37. All three officers appeared alert, keen, intelligent, and anxious that the mission be carried on, and that it succeed. All three officers realized that the mission had been compromised to a certain extent, but none of the officers was willing to state nor hazard a conclusion as to what degree the mission had been compromised.

38. The signed statement of W. H. CONNELLY, Patrolman, Jacksonville Police Department, is as follows:

August 2, 1942
Jacksonville, Fla.

Statement of Mr. W. H. CONNELLY, Patrolman, Jacksonville Police Dept.:

On Wednesday, July 29, 1942, Patrolman S. J. BURNETT and I were cruising in Car #35. We received a call to go to 1517 Alvarez St., signal #30, which meant a drunk. Lady at this address said he had been there for about an hour on the steps. He was asleep when we arrived but waked up. He was still drunk but was able to walk. He had on khaki trousers, a blue or green shirt, and khaki coat across his lap. He had a Navy cap on at the time. The insignia looked like a steamboat captain's. Some letters on him were addressed to Gibbs Gas Engine Co. We took him to Gibbs and the watchman recognized him and said he belonged there. He went on in the gate with the watchman and we left. He appeared to be a man between 55-60 years old, and had sun-burned complexion.

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I have read the above statement and it is true and correct to the best of my knowledge.

/s/ W. H. Connelly.

Witness: Ens. Cleve W. Allen, Jr., USNR.

39. The signed statement of S. J. BURNETT, Patrolman, Jacksonville Police Department, is as follows:

August 5, 1942

Statement of Mr. S. J. BURNETT, Patrolman, Jacksonville Police Department; home address: 3100 Main St., Jacksonville, Florida.

On Wednesday, July 29, 1942, at about 3:00 P.M., Patrolman W. H. Connelly and I received a call that a man was passed out, half on porch and half on steps, at 1317 Alvarez St. We proceeded to this address and found a man lying half on steps and half on porch. He had brown shoes, khaki trousers, green polo shirt, open at neck, shirt tail out, had coat which was rolled up with cap on porch. Cap had gold braid on the brim and coat had shoulder boards - I don't remember the exact insignia on cap or coat. We waked him up. He had unopened letter shirt pocket addressed to "Captain Mc-- (I don't recall the exact name), Gibb's Ship Yard". We put him in the car and drove to Gibb's Ship Yard. Guard said he knew him. We told him he was drunk and needed sobering up, and guard said he would take care of him. We left him there. On our report we didn't mention any names. I have read the above statement of one page and it is true to the best of my knowledge.

/s/ S. J. Burnett

Witness: Cleve W. Allen, Jr.,
Ensign, USNR.

40. The extent to which the mission has been compromised may be judged in part from the sworn statement of Ernest G. SPENCER, S.C. 1/c, which sworn statement is as follows:

Jacksonville, Florida
August 2, 1942

Statement by Ernest G. Spencer, S.C. 1/c, Fort Myers, Box 925; local address: 310 Newman Street, Stationed at Mayport Section Base but now working at USNR Armory, next to Gibbs Gas Engine Company.

I joined the Navy at Tampa, Florida, and was sent to Jacksonville on December 23, 1942, where I was been since that time.

Several weeks ago I saw a tug tow a small two masted schooner to the dock at Gibbs Gas Engine Co. The first of last week I talked to a Boatswain's Mate who is a crew member of the schooner. He

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McNAIR, Frederick V., Capt. USN (Ret.) and the schooner "ANA" Aug. 20, 1942

wore civilian clothes. I do not know his name. About three weeks ago two Jacksonville men who were stationed at the Armory signed aboard the schooner. At that time they went on five days leave and said that they were reporting on the boat at Gibbs as soon as they returned. After their leave these two boys and the boatswain's mate returned to the Armory several times in civilian clothes.

They (meaning everyone around base, in general) said that they were going on a secret mission in the Caribbean. There has been considerable talk around the Armory concerning the schooner. I have heard from various sources that the boat would be disguised as a pleasure yacht; that it was being heavily armed at Gibbs; that it came in without engines but these were being installed, that the crew will wear civilian clothes, will not have any identification, and cannot receive mail. The crew is supposed to number from 21 to 23. I have not heard when the schooner is supposed to leave.

One night at the Armory, two Ensigns spent the night in the same quarters with the others who were scheduled to go on the schooner. This included three boys who came from somewhere else; two marines from the Air Station, and two Jacksonville boys mentioned above. I was not told but assumed that the Ensigns would also be assigned to the schooner.

The first of last week, the same day I met the Boatswain, he asked if I would be interested in signing on as cook after I asked him if he had a full crew. I told him I knew where he could get a good one and he asked what was the matter with me. That night I decided that I would like to sign on and asked the Boatswain at the Armory the next day if I could sign on. He told me to go see Mr. POND at Gibbs. I asked if he was the skipper and was told that he was "close enough". I went over to Gibbs immediately and talked to Mr. Pond who was in civilian clothes. He asked if I had any sea duty and when I answered in the negative, he said that my chances of getting on were slim since this was a deep water boat. He told me nothing else about the schooner and I departed.

Yesterday the two boys from the Armory who signed aboard the schooner, Treadwell and Allen, and the two Marines who are also members of the crew were all at the Armory together. They were talking about the trip generally and speculating on where they were going. Each of them has a different opinion.

In my opinion almost every man stationed at the Armory at the present time (approximately 50) could give you the same information that I've given in this statement.

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McNAIR, Frederick V., Capt. USN (Ret.) and the schooner "AMA" Aug. 20, 1942

I've seen a boy named Marion (last name unknown) at the drug store on the corner of Market and Adams. He is deformed on the left side, and I believe, lives across the street. One night last week I saw him in the drug store. The two of us were sitting on stools at the counter. I told him that there was a schooner at Gibbs that was going somewhere in the Caribbean I thought; that it was going to be disguised as a pleasure craft of some type or fishing boat; I made some remark to him that I would probably become a commodore on this schooner. That's all I can remember telling him. All I told him was the general "scuttlebut" that I had heard. He told me that I shouldn't be telling this information.

Several days before this incident I saw this same boy in the drug store. I had gone over from where I live in civilian clothes. He told me that he could have me arrested for being in civilian clothes and I said that anyone could. He said that he could make it stick and added that he had been associated with many departments of the Government.

When I told me about the schooner, we had been there for quite a while drinking. I was tight at the time but not drunk.

/s/ Ernest Guy Spencer

Subscribed and sworn before me this the
2nd day of August, 1942, at Jacksonville, Florida.

Duke C. Trexler
LIEUT. COMDR. D. C. TREXLER, USNR

Cleve W. Allen, Jr.
ENSIGN CLEVE W. ALLEN, JR., USNR

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Authority NND 803073

REPORT FOR:

C. & T. Sec. B-5 X

C. I. Sec. B-8

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BOARDING REPORT

DISTRICT INTELLIGENCE OFFICE -- SIXTH NAVAL DISTRICT

Charleston, S. C.

Boarded at: Jacksonville, Fla. Date: June 30, 1942.
Name of Ship: Tug "SAMPSON" Nationality: American (U.S.)
Captain's Name: D. W. HAYMAN Home Port: Wilmington, Del.
Mate's Name: Rodney M. JONES Sailed From: Key West, Fla.
Cargo: Next Port: Port Everglades, Fla.

Report:

The Tug "SAMPSON," towing the Schooner "A. M. ADAMS," arrived Jacksonville on June 26 at 1226 EWT from Key West, Fla. The tug left Key West on June 24 at 1935. The Schooner was left at Gibbs Gas Engine Company to be overhauled, and the tug left Jacksonville on June 27 at 0545 for Port Everglades, Fla. Gross tonnage: 581. Net tonnage: 331. Radio Call Letters: KGBI. Number in crew: 18. Emergency Equipment: One lifeboat and two liferafts. Not armed or degaussed. No Naval Reserve Officer aboard. Owned by Eastern Transport Company, Baltimore, Md.

Captain HAYMAN reported that on May 18, at Norfolk, Va., the Navy Department chartered SUBJECT tug for emergency work. The tug proceeded from Norfolk to Port Everglades, where it remained twenty-seven days before going to Key West.

On the trip south to Port Everglades, Captain HAYMAN reported that he saw two suspicious vessels burning dim lights which apparently made contact in the early hours of the morning. A complete report of this incident, which the Captain believes involves re-fueling of submarines, was made to the DIO, 7ND.

The present crew has caused the Captain no trouble. The crew list was teletyped to DIO, 6ND, on June 26, with negative results.

At Gibbs Gas Engine Company, Captain Frederick B. McNAIR, USN(Ret.), was briefly interviewed. Captain McNAIR reported that he had served more than forty years as an officer in the U. S. Navy, and was recently recalled from retirement; he is at the present time on a special mission and under special orders from Admiral Ernest J. KING, Vice Chief of Naval Operations. It will require approximately three weeks to outfit the Schooner in Jacksonville. The nature of this work was not disclosed by Captain McNAIR.

EVALUATION: A normal voyage of no unusual interest.

Dissemination: ONI-2 copies; DIO-4ND; DIO-7ND; Zones (II-C, III-S, I-W).

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Approved:

S. W. SOUERS
Commander, USNR
District Intelligence Officer

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BOARDING REPORT - Tug "SAMPSON" - June 30, 1942 - Boarded at Jacksonville, Fla.

With regard to future reports on the movements of the Schooner "A. M. ADAMS", Captain McNAIR said that he made reports direct to Col. John THOMASON, and that the movements and activities of this vessel should not be the subject of reports to Charleston.

The following day, June 27, Captain McNAIR called by the Zone IV Intelligence Office. He said that the nature of his mission was highly secret, and that the Office of Naval Intelligence in Washington was fully aware of his mission. He added that this would probably be the last time we would see him in uniform for some time.

BOARDING OFFICER: Lt. Comdr. Duke C. Trexler, USNR.

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ENCLOSURE (B)

COPY

Jacksonville, Florida,
August 2, 1942.

Statement of Lieutenant Commander Duke C. Trexler, U.S.N.R., Officer in Charge of Intelligence Zone 4, Sixth Naval District.

On June 26, 1942 Ensign Cleve Allen of this office made a report to me that he had boarded a vessel in the usual course of the performance of his duties, and that thereon was a Captain who stated that he was on an important and unusual mission, under the direction of Admiral King. Ensign was surprised that the Captain was wearing a cap of his rank, inasmuch as he stated that his identity was supposed to be unknown.

Ensign Allen discussed the unusual incident of having talked with this Captain, and stated that the Captain would visit the office within a short time, possibly the following day and explain more about his mission.

On the following day, June 27, 1942, Captain Frederick McNair came to this office, wearing his Navy Captain's cap with the usual decorations, otherwise dressed in civilian clothes. Captain McNair appeared friendly, and stated that he was assigned to a secret mission under the direction of Admiral King, which in effect was to counteract the submarine menace in waters south of this area. The Captain explained that he had experience with a certain type of boat, and was having one fitted out for a particular type of work; that he had a number of operatives in South American ports, and would be able to pick a crew upon which he could depend to carry out his mission. These are not the exact words of Captain McNair, but in effect what he said. I took it that he felt more free to express himself to an Intelligence officer inasmuch as he knew that security was maintained by this division, and because he preferred that we not question him again if we saw him. He stated that the next time I saw him he would probably be dressed without any show of his rank as an officer, as the nature of his mission required that he dress that way.

I thought nothing further of the matter until about a week ago when Ensign Allen reported that he had run into a story by talking with one of the operators of a soft drink stand indicating that it was known that a schooner was being fitted out with guns to be used as a decoy in catching submarines. I told Ensign Allen to get further information about the matter and that we would make a report of it. However, before this had been done, Lieutenant Stephenson appeared at Jacksonville to conduct certain investigations which I learn are connected with this matter.

The above includes all to my own knowledge of this matter.

/s/ Duke C. Trexler
Duke C. Trexler
Lieutenant Commander

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ENCLOSURE (C)

COPY SECRET

August 1, 1942

MEMORANDUM TO LIEUT. STEPHENSON:

Subject: Captain Frederick B. McNair aboard the Schooner "A. M. ADAMS"

The tug Sampson, towing the Schooner "A. M. ADAMS", arrived Jacksonville, Florida, June 26 at 1226 EWT from Key West, Fla. The Schooner was left at Gibbs Gas Engine Company where the reporting officer boarded the vessel at approximately 1600 EWT the same day.

Captain D. W. Hayman of the Tug "SAMPSON" told the reporting officer that an old Navy man, a "four striper", was in charge of the Schooner and that he had a crew of 8 or 9 men on the trip north to Jacksonville from Port Everglades where he took the Schooner in tow.

An elderly man who appeared to be about 65 years of age introduced himself to the reporting officer as Captain Frederick B. McNair, USN (Ret.). He stated that he had served more than 40 years with the Navy and had recently been called out of retirement. He explained that he was on a special mission under special orders from Admiral Ernest J. KING, Chief of Naval Operations. He continued that he purchased the Schooner "A. M. Adams" himself and after spending approximately three weeks in Jacksonville getting outfitted, he would proceed on his mission.

Captain McNAIR was questioned with regard to his crew. He stated that he would have a handpicked crew of Navy men who would all wear civilian clothes. Included would be one or two officers. At the time Captain McNAIR was interviewed on board, he was wearing a Naval cap with regulation insignia and gold braid on the brim.

The reporting officer was told that the nature of the mission was such that no further inquiry should be made by the Zone IV Intelligence Office. Captain McNAIR stated that he was in direct communication with Washington and that the Office of Naval Intelligence was fully aware of his activities. He mentioned that he sent regular reports to a Col. John Thomason. Captain McNAIR requested the name of the commanding officer of the Zone Intelligence Office and said that he would call the next day.

On the following day, June 27, Captain McNAIR called on the Port Director, Lieut. Comdr. Kirtland and Lieut. Comdr. Tredler in the Zone IV Intelligence Office. He was in civilian clothes except for a Naval cap. He had several wrapped packages with him at the time. Lieut. J. G. McGiffin, USNR, in the Port Director's Office told the reporting officer that Captain McNAIR sought to see Lieut. Comdr. Kirtland under the pretext of being an insurance salesman. He insisted upon an interview immediately when Lieut. McGiffin asked him to wait. When Lieut. Comdr. Kirtland came out of his office to see what the trouble was, Captain McNAIR asked him if he didn't recognize him. When Mr. Kirtland answered in the negative, Captain McNAIR told him that he should since he helped raise him. According to Lieut. McGiffin, Captain McNAIR taught Mr. Kirtland when the latter was at the Naval Academy.

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ENCLOSURE (C) continued.

The reporting officer saw Captain McNAIR in the office briefly only to speak to him. He talked with Lieut. Comdr. Trexler for a few minutes before departing. Just before leaving, he stated that it would probably be the last time we would see him "in uniform".

On July 27, reporting officer went to the docks of the Suwannee Fruit and Steamship Company to see the management about a crew list. A crippled boy named MARION SELLERS runs a small drink stand at this dock. He is an erratic unreliable person. He called the reporting officer to one side and said that he thought it was a bad state of affairs when a sailor would disclose highly confidential to a couple of civilians. He continued that recently he was drinking beer at a nearby drug store in company with a sailor and another civilian who was recently discharged from the Navy because of his physical condition. The sailor had had several bottles of beer when he volunteered the information that the schooner now being outfitted at Gibbs Gas Engine Company was scheduled for a secret mission in the Caribbean area. The sailor stated that the boat is being fitted with high-powered engines and was being armed "to the teeth". The crew was to consist of Navy men who would be disguised as civilians. They would be in command of a high-ranking Naval Officer who would also go as a civilian.

The informant at first refused to give the name of this sailor. He said that he was frankly afraid of becoming involved. He finally said that his name was "ERNEST" and that he had a Cook's rating. The sailor told him that he was stationed at the Naval Reserve Armory and would be one of the crew members when the boat left Jacksonville. The informant refused to give the name of the other civilian who overheard the conversation. When the sailor was telling about Subject vessel, there were others in adjoining booths who might have overheard him, according to SELLERS. The sailor said that his home was in the vicinity of Plant City, Florida.

The reporting officer immediately proceeded to Gibbs Gas Engine Company to report the above information to Captain McNAIR. Mr. Gibbs' secretary, Miss Jewel Stelts, stated that Captain McNAIR had lived in the apartment there in the ship yard for several weeks but was now in a local hotel. She stated that she knew quite a bit about Captain McNAIR which she couldn't tell.

Mr. George Gibbs, Jr., stated that Captain McNAIR was not in the ship yard at that time. He called Lieut. POND who he introduced to Captain McNAIR's Executive Officer who was in charge of outfitting the boat. Lieut. POND was in civilian clothes. The reporting officer told Lieut. POND what he had heard. The information upset Lieut. POND considerably. At the time Lieut. POND was first interviewed it was not known that the sailor's name was "ERNEST" or that he had the rating of Cook. This was subsequently secured from SELLERS and transmitted to Lieut. POND by telephone. Lieut. POND said that he had no such man on his list but would check carefully with the seamen at the Armory in an effort to identify him.

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ENCLOSURE (C) continued.

While talking to Mr. George Gibbs, Jr., awaiting the arrival of Lieut. POND, Mr. Gibbs said that it was no secret about town that the schooner was being outfitted for something special.

Until recently, the schooner has been kept in the river in full view of those directly across the river. An excellent view of the schooner was visible from the Port Director's office. At the present time, the schooner is in dry dock. This dock is located adjacent to the new Main Street Bridge. Yesterday the reporting officer observed several people standing on the bridge watching operations aboard the schooner.

Mr. Gibbs indicated that there would be more delay in completing the work than was anticipated. He gave no indication as to when the work would be completed, however.

Cleve W. Allen, Jr.
Ensign, USNR

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