NAVY DEPARTMENT

OFFICE OF THE CHIEF OF NAVAL OPERATIONS.

(SC) A8-6/Q5/ Op-16-F-7

WASHINGTON

SECRET

Discussed with Capt, train

Serial No. 02001616

AUG 14 1942

MEMORANDUM

SECRET

From:

Director of Naval Intelligence.

To:

Director, Central Division.

Subject:

Th. van der Laan, Attorney General, Curacao,

Netherlands West Indies.

References:

- (a) Central Division letter serial 040513 of May 23, 1942, to Admiral Ranneft, Netherlands Legation, Washington, D. C.
- (b) Extract of N. I. L. O. Curacao, Serial No. 7A-42 of July 4.

Enclosure:

- (A) Reference (b).
- 1. Enclosure is forwarded as a matter under cognizance of Central Division.
- 2. This report, in addition to the information contained in reference (a), may indicate that the sympathies of Dutch Government representatives in the Caribbean are not 100% pro-Ally.
- 3. It is recommended that Admiral Ranneft, Netherlands Legation, be informed of this matter.

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Extract from N. I. L. O. Curacao, Serial No. 7A-42 of July 4:

- 1. Much administrative power lies vested in the Attorney General, Th.van der Laan. His treatment of that power is looked upon with daily increasing distrust by many in Curacao, including some highly-placed officials. This distrust, upon analysis, appears to be based on the following factors:

 (a.) The official's secrecy of method. He has many channels through which to acquire information; but that which he acquires is by no means disseminated to all departments concerned therewith. (b.) His seeming obstructionism. The slowness with which measures are taken for increased security. (c.) His past leniency to certain aliens known to be pro-Axis. (d.) His frequent visits to the island of Bonaire, where the Internment Camp is located. (e.) His monopolizing of the functions of the Netherlands West Indies Intelligence Department.
- 2. Of the above, the Naval Liaison Officer has had reliable information concerning all counts, and personal knowledge only of (e.). It is realized that the statements are broad and general, and unsubstantiated by specific proof. However, no report on the current situation in this area would be complete unless it referred to these widespread and increasing suspicions. As best proof of the seriousness of the situation, the following is submitted: On July 1st a highly-placed and respected Dutch official confidentially told the writer: 'We will all need close co-operation. I am unhappy about things which are going on here. I mean, inside.' On July 4th the same official said to the writer: 'You must warn your Staff (i.e. Cafac Headquarters) not to give any important information to the Attorney General. The man is a big question mark.'

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, Authority NND 803073

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Enclosure (A)

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BUREAU OF NAVAL ATTACHE WASHINGTON, D.C.

S.

July 8, 1942.

My dear Captain Schuirmann:

Referring to your letter of May 23, 1942, Serial No. 040513, I am herewith enclosing a Memorandum, in which the comment is given by the Governor of Surinam regarding the report of the U.S. Naval Observer, Paramaribo, Surinam.

I may suggest that the U.S. Observer would discuss his complaints with the Governments Officials before sending them to his own Government and that he would take more into account the local circumstances,

Sincerely yours,

J. E. Meijer Ranneft

Naval Attaché.

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RECEIVED S-C FILES

Room 2055

JUL 18 1942

ROUTE TO: 5 rom of 13

S/ Rear Admiral, R.N.N. op File No. (SC) 7.8.

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Captain R. E. Schuirmann, U.S.N.

Navy Department

Washington, D. C.

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MEMORANDUM.

With reference to your letter dated May 23, 1942, Serial No. 040513 (S.C.) A8-6/QSl and the report of the U. S. Naval Observer, Paramaribo, Surinam, to the Chief of Naval Operations of May 1, 1942, dealing with the security of shipping information.

1.) Consignees of incoming cargo receive per airmail before the ship arrives their bills of lading, in which name of ship, cargo and destination are mentioned, so that the name of the ship is known to these people.

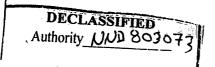
However time of arrival of the ship remains always a secret even to authorities and ship's agents till the moment that a pilot is asked for, but then the ship is very close to the lightvessel where she is out of danger on account of the shallow water and the presence of patrolplanes.

2.) The guarding of the wharves and sheds takes place by police and detectives. This is considered more effective than a guard of military men because the police knows everybody in this small community and can refuse entrance to the docks to undesirables better than sentries.

It is unavoidable that shippers of cargo have access to the sheds and offices for information. This is also the case with long shoremen for the handling of the cargo.

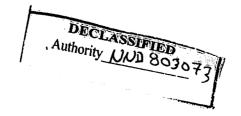
It is in the nature of things that information is given to shipers whence they can send their cargo, but the route of the ships remains nevertheless a secret. Hence it is not surprising that the

- observer -



Another improvement would be to send the bills of lading of outgoing ships a couple of days after the ships have left.

In order to make the guarding of docks more perfect, the Governor will also put the military police in this service, and further more he will make it obligatory for harbor and shippingpersonnel to be provided with identification cards with finger-prints.



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JUL 9 = 1942

From: The Director of Naval Intelligence, Op-16.

Symbol	Branch or Section	To	Comment
16	AIDE TO DIRECTOR		
16-1	ASSISTANT DIRECTOR		
16-A			
16-A-d	CENSORSHIP		
16-A-1	Secretarial		
16-A-2	Personnel		
16-A-3	Mail and Dispatch		
16-A-4	Services		
16-A-5			to wife t
16-A-6	Reserve		
16-B	HEAD OF DOMESTIC INTELLIGENCE		In anyaction
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16-B-1	Executive Assistant		
16-B-2	Reports and Files Investigating		You Chull
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16-B-5	Counter Intelligence		
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