

2003

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AIR

SECURITY INFORMATION

[]-756

AUG 12 1953

Chief, WH

R Y B A T

Chief, DTROBALO

Operational

PBFORTUNE

1. I furnish you herewith the following documents pertaining to the latest phase of the subject matter:

A. Cable references (Attachment # 1)

B. Running log of chronologically arranged memoranda. (Attachment # 2)

C. Memoranda of seven (7) key questions by ARVILLE to Lawrence F. SILENCE and answers by SILENCE. (Attachment # 3)

2. Recommend you have someone review and analyze the memoranda for you.

3. This station would appreciate the benefit of any criticism or suggestions you may have, concerning its part in this phase.

RICHARD F. ARVILLE

✓ Wash - 3 w/att.1 of 1-pp in trip; att. 2 of 70 pp; att. 3 of 2-pp in trip.
Files - 1 w/3 atts.

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ATTACHMENT # 1 to []-A-756

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CABLE LOG

1953

22 July	DIR 12843
22 July	DIR 12844
22 July	DIR 12853
23 July	DIR 13042
23 July	DIR 13043
25 July	DIR 13312
1 August	DIR 14302
2 August	DIR 14315

1953

22 July	SROBA 0492
24 July	SROBA 0494
24 July	SROBA 0495
25 July	SROBA 0497
27 July	SROBA 0500
30 July	[]1158
31 July	SROBA 0505
31 July	SROBA 0506
31 July	SROBA 0507
31 July	SROBA 0509
31 July	SROBA 0510
1 August	SROBA 0511
2 August	SROBA 0512
3 August	SROBA 0514
4 August	SROBA 0516

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ATT. # 3 to [] A-756

QUESTIONS PRESENTED BY RICHARD F. ARVILLE TO LAWRENCE F.

SILENCE ON 4 AUGUST 1953.

1. What was the cause, or causes, of the failure of our ship?
2. Was any effort made at any time to push the ship to maximum, or near maximum speed?
3. When engine failure, or other trouble developed, why was the ship not taken to a cove or the leeward side of an island?
4. Why did you desire to scuttle the ship, when it carried no cargo and presented no security hazard afloat?
5. Why did you state you would refuse rescue by a commercial ship?
6. Was anyone ill (not seasickness) or injured on the trip?
7. Was the performance of the engineers and crew satisfactory?
8. Do you recommend for or against further use of this same ship for the same or similar duty? Give details.

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(Copied from Long-Hand Answers of SILENCE)

ATTACHMENT # 3 to []-756

Answers by Lawrence F. SILENCE to Questions Stated by Richard F. ARVILLE:

1. The failure of the operation can be accounted to the inability to maintain the necessary power needed to insure navigability in the vessel. The loss of power added to the inclement weather aborted the operation.
2. After the initial failure of the engines the engines were used to maintain steerage alone. They were not at any time pushed.
3. No islands were available. Those that were were to the eastward and it was impossible to push into the weather. In addition, the islands we were concerned with were not topographically so to insure a safe anchorage.
4. The vessel and crew were without papers. There was a security hazard involved if no rescue was forthcoming and the vessel had to run to Nicaragua or Honduras. If the vessel could not be returned to [] I felt it was safer on the bottom.
5. This decision was chiefly the C.O.S. I agreed because (1) I expected assistance from the Navy and (2) it would be costly to have a private vessel do the job. After 12 hours waiting for some Navy action I reconsidered and felt a private vessel could do the job as securely. Therefore I radioed our position to the Seaforth and told the Captain of the Pervis we could accept any assistance Navy or otherwise, that he could provide. He then contacted some merchant vessels but they never did appear.
6. Other than minor bruises, no.
7. The performance of every man aboard was exceptional and I would not hesitate for a moment to request anyone of them to sail with me again.
8. I would recommend against the use of the vessel if the operation is to be performed at such a great distance. I believe the vessel could operate within 60 to 100 miles but to go further especially now that the weather is entering the hurricane season, would be subjecting the crew to a perhaps insurmountable hazard.

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