

DATE: 11-14-2017

**JFK ASSASSINATION SYSTEM**

**IDENTIFICATION FORM**

AGENCY INFORMATION

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AGENCY\_FILE\_NUMBER: 45-10801-3RD NR 3

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DOCUMENT INFORMATION

ORIGINATOR: USCG  
FROM: DICKSON, D. H. JR.  
TO: COMMANDANT OI  
TITLE:

DATE: 06/14/1968

PAGES: 6

SUBJECT: GRANWOOD, SUSP, EXPLOSION, TEST

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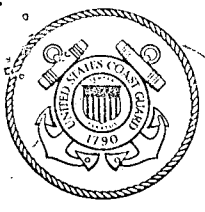
STATUS Redact

RESTRICTIONS:

**Consultation**

COMMENTS: REFERRED TO USCG, INC MEMO, DRAWING

DATE: 11-14-2017



DEPARTMENT OF TRANSPORTATION  
UNITED STATES COAST GUARD

Address reply to:  
COMMANDER (ole)  
Eighth Coast Guard District  
Customhouse  
New Orleans, La. 70130

5900  
14 June 1968  
Serial 268

*Rec'd by mail  
JUN 7  
6/27/68*

From: Commander, Eighth Coast Guard District  
To: Commandant (OI)

*C. D. Brennan*

Subj: Suspected bombing of M/V GRANWOOD; investigation of *J. J. R.*

1. A copy of subject investigation less photographs is forwarded for your information.

*[Signature]*  
D. H. DICKSON, JR.  
By direction

*[Signature]*

Copy to:  
COMDT(OLE) with photographs  
CCGD7(o)

*JUN 18 3 52 PM '68*

*FOR: FBI LIAISON  
FOR: INFO & Files*

INTELLIGENCE STAFF  
U. S. COAST GUARD  
WASHINGTON, D. C.

ENCLOSURE

NOT RECORDED  
8 JUL 9 1968

*[Signature]*  
F. JAMES TESSING, CDR, USCG

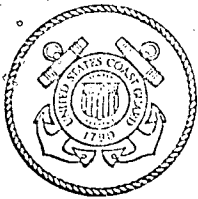
*JUN 18 10 50 AM '68*  
GENERAL INVESTIGATIVE  
DIVISION

*Let to MM  
7/2/68  
AAC: BT*

*[Signature]*  
5 - *[Signature]*

3rd WR 3

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Address Reply to:

CAPTAIN OF THE PORT  
P. O. BOX 1788  
MOBILE, ALABAMA 36601

FROM: ENS. L. J. GALLO, 43519, 1  
TO: COMMANDER, EIGHTH CG DISTRICT (OLE)  
VIA: COMMANDING OFFICER, GROUP MOBILE  
SUBJ: SUSPECTED BOMBING OF M/V GRANWOOD

1. On 12 MAY 1968 the M/V GRANWOOD arrived at Mobile. On 13 MAY, an investigating team consisting of ENS L. J. Gallo 43519 and GM2DG Cornan 359 315 boarded the subject vessel and questioned the master, the first mate and the 2cd engineer. The following is a summary of the statements given by each man.

A. Captain (Master); Capt. T. N. Beaton

Capt. Beaton informed us that M/V GRANWOOD arrived in Miami on 2 MAY and moored at the new docks directly across and south of the MacArthur Causeway. He added that mooring was in close proximity to the Greek magnate Onassis' yacht "Christina". In addition, he reported that he knew of no unusual occurrences while moored in Miami from 1400Q 2 MAY until 1830Q 3 MAY when the vessel got underway enroute to Mobile.

At approximately 0730Q 4 MAY an explosion beneath the starboard engine room rocked the ship which began taking on water rapidly. The vessel at this time was about 15 miles west of Sand Key off Key West at coordinates 24°22'N and 82°08'W. A Coast Guard small boat from Key West was on scene shortly after with 2 small pumps. The tug Cable was on scene about 1700Q and commenced dewatering and patching operations on starboard hull. Hole measured 4 ft. high by 27 in. across with the edges turned inward.

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B. 2<sup>nd</sup> Engineer Dovey- M/V GRANWOOD

Dovey stated that the fresh water tanks are located beneath the starboard engine room.. Between frames 31 and 32 from aft and on outboard side of water tank is located the starboard sea chest.

Dovey was in the engine room with 2 others when the explosion occurred. The first thing noticed was a flash at the suction pump as electrical connections were severed; suction pump is located in engine room directly above and connected to the sea chest below. Machinery then began breaking up in the area of the suction pump and surrounding hull began to buckle and fracture in several places. Water then began entering the engine room from water tank via broken pipes and splits in the water tank top. They quickly evacuated and it was not until 4 hrs. later (1130Q) that the engine room was completely filled with water. Dovey also stated that the water tanks were filled to capacity and had been since departure from England. No one had been in the water tanks since they were filled in England.

When questioned about any unusual activities while moored in Miami, Dovey replied that the boilerman of the M/V GRANWOOD had invited the 2<sup>nd</sup> engineer of the "Christina" to look over (GRANWOOD) engine room. Nothing else of consequence was noted.

## C. Chief Mate Blagg

When questioned about the deck watch while moored in Miami on the night of 2 MAY, he replied that the man on watch noticed nothing unusual<sup>in or</sup> around the ship.

## D. Diver of Tug Cable - Music

Music confirmed the fact that the hole was 27" by 48", triangular

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- (y) represents the plate which was curled back by the explosive force. (z) represents forward bulkhead of the sea chest. Note how this bulkhead has been twisted apart by the blast.
- (4) Shows plate curled up at the rim of the sea chest aperture. Picture is inboard view of outboard side of the sea chest.
- (5) Picture shows member of investigating team descending thru hatch into forward half of water tank 2 frames forward of the sea chest.
- (6) Picture taken looking aft in engine room. Note how frame is buckled at (x). Hatch leading to water tank is in the lower left hand corner of the picture.
- (7) Picture is taken looking outboard toward hull. (x) marks the entrance to the water tank.
- (8)-(11) Pictures show starboard side of M/V GRANWOOD from aspects beginning aft and proceeding forward. Hole in hull occurred between FRAMES 31 and 32 FROM AFT just under water tank top.

L. J. Gallo

- Encl: (1) Drawings of damaged area.  
 (2) Set of 12 Polaroid color photographs.  
 (3) Set of 8 black and white press photographs.

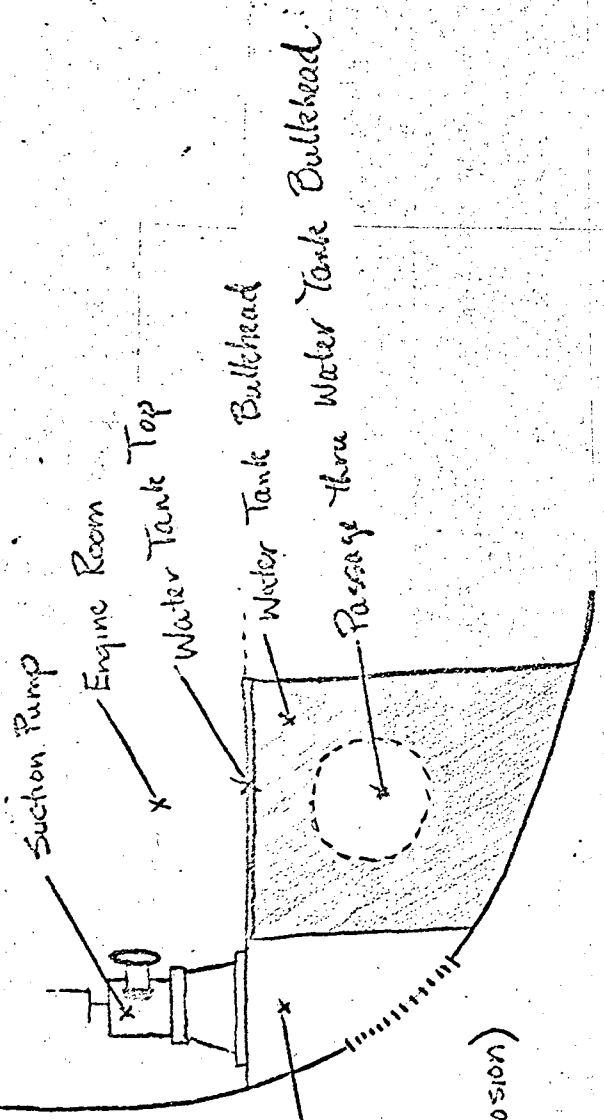
FIRST ENDORSEMENT  
 CG GROUP' MOBILE, ALA. DATE 3 JUN 1968

1. FORWARDED

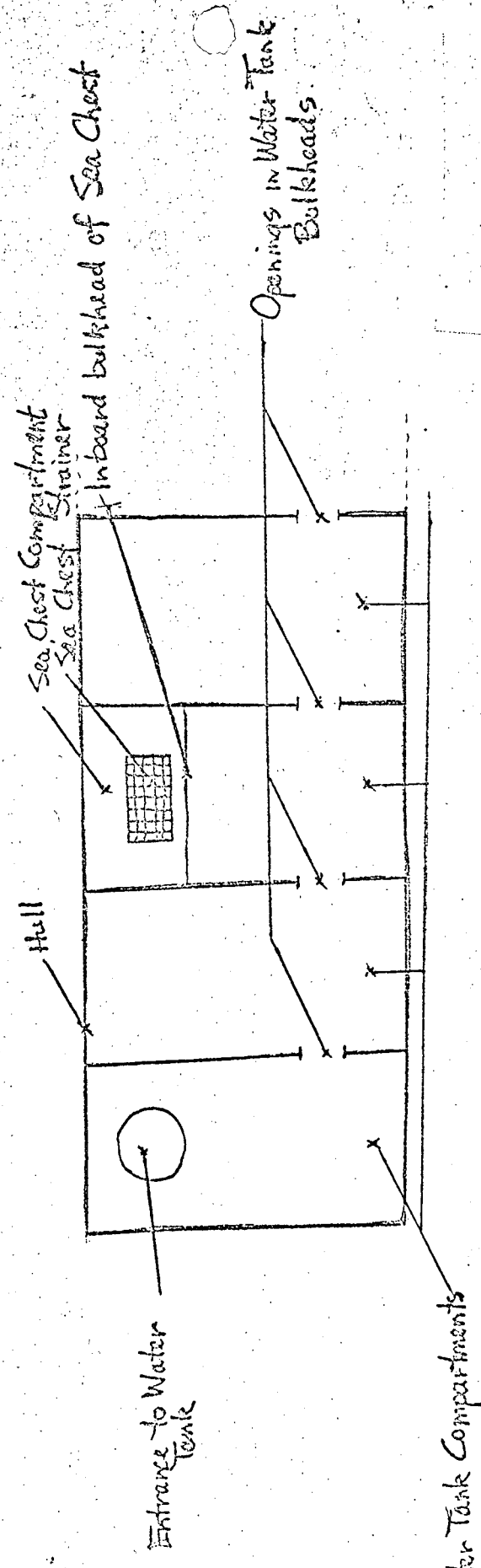
*D. B. Charter, Jr.*  
 D. B. CHARTER, JR.

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A. CROSS SECTION - AFTER STARBOARD QUARTER LOOKING AFT  
(BETWEEN FRAMES 31 & 32 FROM AFT)



B. TOP VIEW - LOOKING THRU WATER TANK TOP DOWN INTO WATER TANK