

DATE: 11-14-2017

**JFK ASSASSINATION SYSTEM
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TO: DIRECTOR, FBI
TITLE:

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FD-302 (Rev. 4-15-64)

FEDERAL BUREAU OF INVESTIGATION

Date 6/12/68

Lieutenant Commander **WILLIAMS**, is Acting Commander of the U. S. Coast Guard Base on McArthur Causeway, Miami Beach, Florida and as such has the additional title of Acting Captain of the port.

Commander **WILLIAMS** advised that in connection with his current capacity as acting captain of the port he is charged with discharging the U. S. Coast Guards, a responsibility concerning the security of all port facilities in the Miami area including the facilities at Dodge Island.

Commander **WILLIAMS** advised that as a result of the fact that three foreign ships have experienced explosions after having been in the port facilities at Dodge Island, Miami, Florida, he has instituted a complete tightening of all Coast Guard security in and about the Dodge Island facilities.

Commander **WILLIAMS** advised that he has alerted all crews to completely investigate information concerning any possible suspicious individuals or boats in or about the freighters that are utilizing the port facilities and he stated that in the event a Coast Guard vessel is desired at the facilities or elsewhere, at any time in connection with any investigation by this office a telephone call should be placed to telephone number 538-4731 and the caller should ask to speak with the officer of the day. He stated this telephone is manned on a 24 hour basis.

Commander **WILLIAMS** advised that he has been in contact with the Intelligence Section of the U. S. Coast Guard as well as other elements of the Coast Guard but that as a result of these contacts no information has come to his attention which would suggest any suspects in connection with the explosions that occurred on the "Asaka Maru", "Mikagesan Maru" and the "Granwood".

On 6/3/68 at Miami, Florida File # Miami 45-1158
 by SAs JOHN R. ACKERLY and
MICHAEL E. CRANE MEC/rgl Date dictated 6/7/68

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MM 45-1156

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By communication dated May 21, 1968, the Mobile Office advised that Lt. Commander D. F. SMITH, U. S. Coast Guard, Mobile, Alabama, advised that the "Granwood" had arrived at Mobile, Alabama, and was placed in drydock on May 20, 1968. At that time an examination of the vessel indicated that an explosion had occurred outside the ship through a grate through which water was being pumped to cool the engines. The force of the explosion raised the deck of the engine room approximately four inches.

The U. S. Coast Guard report prepared at Mobile, Alabama, indicates that an examination of the "Granwood" shows that the hole in the hull of this vessel occurred between frames 31 and 32 from aft, just under the water tank top, and the plates of the hull were curled back into the ship by an explosive force.

By communication dated June 19, 1968, the Mobile Office advised that the British freighter "Granwood" had departed from Mobile, Alabama, under tow for repairs which were to be undertaken at a British shipyard.