

EDGAR HOOVER  
DIRECTOR



**Federal Bureau of Investigation  
United States Department of Justice  
Washington, D. C.**

October 17, 1941

PERSONAL AND [REDACTED]  
BY SPECIAL MESSENGER

Major General Edwin M. Watson  
Secretary to the President  
The White House  
Washington, D. C.

Dear General Watson:

I am transmitting herewith a memorandum regarding our investigation to date of the Norwegian Steamship Buskoe and its crew and expeditionary party which were located during the past month by a United States Coast Guard cutter in the vicinity of Northeast Greenland. Our investigation is continuing. However, I thought the information secured to date would be of interest to the President and you.

With assurances of my highest esteem and best regards,

Sincerely yours,

*J. Edgar Hoover*

Enclosure

**DECLASSIFIED**

E.O. 11652, Sec. 5(E)(2)  
Justice Dept. letter, 9-21-72  
By DES, NLR, Date

APR 9 1975

October 17, 1941

MEMORANDUM

Re: SS "BUSKOE"

The following is submitted with reference to the investigation of the above-named Norwegian steamship which was located by a United States Coast Guard cutter near Greenland on September 12, 1941, after which the boat and members of the crew and party were escorted to Boston Harbor, Boston, Massachusetts. As a result of the interrogation of members of the crew and party, the following information was secured, the same being set forth in chronological order with a view to making this memorandum more comprehensive.

Hallvard Opmus Devold, age 42, having been born in Norway, was the leader of the expedition upon which the SS Buskoe was engaged. According to information furnished by Devold, he has been in scientific work for approximately twenty years and was formerly engaged in such work in Greenland from about 1922 for approximately eight years.

In September of last year Devold accepted a position offered him by Adolf Hoel, Director of the Norges Svalbard og Isnavs Undersokelser, as secretary of that organization. Devold claims that during April of the current year there was a discussion between Mr. Hoel and himself regarding a contemplated expedition to Northeast Greenland, at which time Devold was asked to lead this expedition. During July 1941, Mr. Hoel submitted a proposed plan for an expedition during the summer of 1941, to the Department of Commerce, Industry, Trade and Fishery of Norway, at Oslo, suggesting that provisions and supplies could be taken by this expedition to the seven Norwegians then located at Northeast Greenland, and relieving the trappers in Greenland by other Norwegians, thereby permitting the trappers in Greenland to return to their homes in Norway. Devold explained that Mr. Hoel gave him to understand the plans for the proposed expedition would have to be submitted for approval of the German authorities. The expedition was to cost approximately 100,000 kroner, which Mr. Devold advised would be approximately \$20,000 in American money. He remarked that included in the equipment which it was contemplated to take, were ten military rifles and adequate ammunition for hunting purposes. Some difficulty was encountered in getting the German authorities to authorize the taking of these firearms and ammunition. It was August 1941 before assurances had been received that this expedition could be carried forward as planned, and steps were taken to carry out the plans in securing supplies and making the other necessary arrangements.

Devold stated that Mr. Hoel took care of chartering the vessel which was to be used in the expedition, it having been decided to take the SS Buskoe, owned by Kling Karsted and Company, shippers, of Norway, at a price of approximately \$7,000. Devold remarked that since the Germans used all ships capable of making a speed greater than nine knots, it was somewhat difficult to secure ships for such expeditions in Norway.

During the original negotiations with the Department of Commerce, Mr. Hoel had planned on sending two ships to Greenland with appropriate radio transmitting stations through which meteorological information could be furnished to Norway, however the German authorities would approve only one vessel making the expedition.

After receiving permission from the German authorities to make this expedition during the first of August, the supplies were secured and placed aboard the boat. On August 19, 1941, the SS Buskoe departed from Aalesund, Norway, stopping at various ports in Norway to take on supplies and trappers, at each of which ports it was necessary to clear with a German naval officer.

While at Harstead, Norway, about August 27, Mr. Hoel communicated with Devold by telephone and advised him it would be necessary to take aboard the vessel, to go on this expedition, a German agent for the purpose of meteorology, Mr. Hoel advising that the individual was a Norwegian named Bradley. Devold claims that during the telephonic conversation Mr. Hoel appeared to be disappointed over the necessity of taking this German agent on the expedition.

The SS Buskoe departed from Harstead August 28, arriving that same morning at Lankvik, where the ship was met by one Zeibolt. Zeibolt told Devold it would be necessary for him to await the arrival of Bradley from Tromso that night. That night, August 28, Zeibolt and a German agent named Kreuse, brought Jacob Bradley aboard the SS Buskoe at which time all three individuals were in civilian clothes. These two German agents also brought aboard the vessel several boxes containing radio gear and meteorological instruments, as well as four drums of gasoline. Three additional trappers, Ejarne and Johan Jacobsen and Sigurd Jakobsen, joined the party at Lankvik.

At approximately seven o'clock on the morning of August 29, 1941, the SS Buskoe sailed from Lankvik for Northeast Greenland, having received a departure permit the previous day from the German Security Police who boarded and inspected the vessel. Devold stated that at the time they

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HARVARD Ophurs Devold 42 Zeibolt the captain

started on their expedition they had aboard ten rifles, six shotguns and ten thousand cartridges, all of which equipment had been approved by the German authorities. Devold claims the authorization to make this trip, which had been issued to him at Aalesund by one Frusch, harbormaster, was thrown overboard by him, Devold, after the vessel had started from Løukvik for Northeast Greenland, Devold explaining such disposal of this written authorization by stating that after getting out of Norway he did not desire to have that sort of document about him. He claims he had no credentials thereafter from the German authorities.

Jacob Rytter Bradley, the individual referred to by Devold hereinabove as a German agent, upon interview indicated he is a Norwegian citizen, now twenty-six years of age, his home being in Bergen, Norway. Bradley stated that about seven years ago he had joined the Nasjonal Samling (National Socialist Party), of which organization he is still a member. Until about October 1940, Bradley was engaged in organizational work for the Nasjonal Samling, however receiving no compensation therefor. In this work Bradley was known as the Sveitfører of Hird in Bergen, Norway, being the leader of a group of young men. However, Bradley had been replaced as the leader of this group by one of his underlings who, according to Bradley, was easier for the authorities to handle. As stated above, his removal occurred in October 1940, and thereafter until August 1941 Bradley worked with his father, selling farm machinery.

During August 1941, one Weiler, a German Gestapo agent who had previously seen Bradley at party meetings of the Nasjonal Samling, contacted Bradley and told him that they were going to send a Norwegian expedition to Greenland, and a man was needed to take over a meteorological station in Northeast Greenland. Weiler stated it was difficult to secure a specialist to handle this position, as Norwegian individuals hesitated to take the risk involved in crossing the ocean. Weiler indicated he wanted Bradley to take this position with the Norwegian expedition, and requested that Bradley go to Oslo.

Bradley explained there were rumors to the effect that in connection with his work in the Nasjonal Samling, Bradley had caused several people to be put in jail for helping the British, and among Weiler's duties were those of investigating young men who deserted from Norway to join the British forces. Bradley denied that he had as a matter of fact caused any individuals to be placed in jail for helping the British. Weiler mentioned to Bradley that old meteorological stations were to be operated from Greenland, there being stations at such places as Hyggegia.

Jacob Rytter Bradley 26

Bradley did go to Oslo, and there, pursuant to Weiler's instructions, contacted one Zeibolt, a superior officer of Weiler in the German Gestapo. Zeibolt asked Bradley whether he had secured any information from Bergen regarding a proposed expedition to Greenland, and upon explaining his conversation with Weiler, Bradley was then asked by Zeibolt if he, Bradley, would go on this expedition to Greenland to operate a radio station and keep meteorological reports, remarking that they had been kept in Greenland previously.

To Bradley's query as to whether it was a Norwegian or German expedition, Zeibolt told him the same was being planned by Adolf Hoel. Zeibolt offered to pay 400 kroner per month to the father of Bradley in Bergen, Norway, if Bradley would undertake this trip and act as a radio operator from Greenland. Although Bradley indicated he could have secured more money than this by staying in Norway, he was desirous of getting away from that country and hence accepted Zeibolt's proposition.

The following day Bradley began receiving training in telegraphy and meteorological work from two Germans in Oslo, both of whom were connected with the German army. Although Bradley indicates he thought the training was to be by Norwegians, his two German tutors told him to keep their training quiet, as the vessel might be picked up by the British, the Germans commenting that it was probably too late in the year for United States ships to come up as far as the point in Greenland from which the radio station was to be operated.

Bradley received four days training in Oslo from these Germans, and then proceeded by German military plane to Trondhjem and thence to Tromso, claiming that German military planes are now used in the transportation of passengers in Norway. On this trip he was accompanied by Zeibolt and Krause, both of whom were German agents, Krause being a subordinate agent to Zeibolt.

*Zeibolt Krause both agents*

After spending two or three days in Tromso, Zeibolt, Krause and Bradley proceeded to Lankvik, where the SS Buskoe was in the harbor. The radio equipment which Bradley took aboard the boat was brought with him aboard the German plane. He remarked that while he had been shown how to operate this equipment, the Germans did not explain to him the matter of repairs.

That Bradley was not considered a member of the crew appears evident from his statement to the effect that he did not stand any watches aboard the vessel during the trip, nor did he have other responsibilities

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on the trip across the sea. He remarked that while the members of the crew did not have much to say to him, he was of the belief that they were not pleased to have him aboard the vessel. During the trip from Norway to Greenland, according to Bradley, no communication was had through the ship's radio, so far as Bradley knows, remarking that he did not send any such communications and he knew of none which had been sent by Devold.

Bradley further explained that during his training by the Germans at Oslo he had been instructed in the use of secret codes which he claimed were for the use of Norwegians, although he admitted, to his knowledge, these codes were only in the possession of members of the German Gestapo. Copies of these codes were furnished to him by Zeibolt. In addition to sending meteorological reports from the radio station which he was to set up in Greenland, Bradley stated he was to report by radio on the United States and English patrol boats, planes and other airships sighted by him in the Greenland area. He advised that during his conversations with Zeibolt the latter remarked that should Bradley learn that a patrol boat was coming in his vicinity, and hence might locate him, the Germans would try to send a plane over for him in order that they might pick him up in Greenland.

On September 3, 1941, the SS Buskoe dropped anchor at Jonsbu, Greenland, and began unloading provisions at this outpost. Several members of the crew who went ashore killed some game and brought the meat aboard the vessel. Bradley, together with Johan and Bjarne Jacobsen, the latter two being cousins, both of whom were trappers, was left at this point by the expeditionary force.

In explaining why Bradley and the Jacobsens, together with the radio equipment, had been put off the boat at Jonsbu, before reaching Nyggbugta, the point mentioned by the German agents, Devold remarked that he was fond of the Norwegian who was stationed at Nyggbugta and did not want to burden him with Bradley; furthermore stating that he desired to get rid of Bradley and this radio equipment. He added that the masts were still standing at Jonsbu which could be used by Bradley in setting up his radio equipment. Sufficient provisions to last Bradley for approximately two years were unloaded at Jonsbu.

On September 4 the vessel proceeded from Jonsbu southward to Nunnoia and several members of the party went ashore and looked over the house at the outpost there. Two of the trappers were left at Nunnoia, and

on September 6 the vessel became stuck on a sandbar and it was impossible to release the same therefrom until the following day, September 7. The vessel arrived at Revet on September 8. There Henry Audi, a Norwegian who had been there during the winter, met the expeditionary party. He reported that three American ships, the Northland, the North Star and the Bear, had been in that vicinity some three days previously. The party finished at Revet on September 11 and proceeded to Cape Herschel, however due to a heavy surf it was impossible to land there and hence the boat went to Sandodden, at which point it was found the former station had been abandoned. Gerhard Antonsen and Per Kramer, trappers, were put ashore there to go to Myggbugta.

On September 12 the United States Coast Guard Cutter Northland, a patrol vessel, while on regular patrol duty in the Greenland waters, observed the Steamship Buskoe off Hold With Hope in the vicinity of Greenland, outside the three mile limit, sailing in a southerly direction. The Steamship Buskoe was instructed to proceed to her destination, said by the crew thereof to be Mackenzie Bay, Northeast Greenland, and the Cutter Northland followed the Buskoe into that bay. Coast Guard officers were placed aboard the Steamship Buskoe and the Northland proceeded to Cape Mauer, where two of the trappers who had been left by the expeditionary party were located and placed in the custody of Coast Guard officers.

The Northland thence proceeded to Peter Bay in order to locate Bradley and the two Jacobsen cousins who were left with him as trappers. Bradley and the two Jacobsen cousins, together with the radio and meteorological equipment, were taken aboard the Northland by the Coast Guard officers.

Bradley, upon interview, in addition to the information which he furnished as set out hereinabove, advised of his arrival with the two Jacobsen cousins at Jonsbu on September 3, and the departure of this vessel the following day, September 4. He said they had five dogs at this station. There was only one bunk in the hut at Jonsbu, so Bradley slept on the floor in a sleeping bag. The next few days they spent in fixing up the hut and in putting away their provisions, which were to last them for the next two years.

On September 7, Bradley shot his first game, a falcon. On September 8 the two Jacobsens, who had been away since September 6 in a

rowboat, returned and asked Bradley if he had seen an American seaplane over their station. He remarked that he had heard a distant noise at about twelve o'clock that day, but had thought it was an iceberg out in the fjord. The Jacobsen cousins indicated they had seen this plane over the Danish station at Cape Rink, not being able to determine whether it was an English or American plane.

It was not until September 12 that the bunk was finished for Bradley to sleep in in this hut, and about this date he began unpacking the scientific apparatus he had, bringing the same in under cover of the roof. On September 13 he finished with the radio transmitter and hooked up the motor with the intention of the following day, September 14, sending out his first report over the radio.

Bradley stated that he was only to transmit news over the radio, not expecting to have regular two-way communication. He explained, however, that the manner in which he would be able to determine whether the information being transmitted by him was received by the Germans in Norway, was through his listening to the news broadcast from Oslo during the first hour of the second day after Bradley had transmitted information over his set. After the German news on the broadcast from Oslo, the announcer would then state as follows, to indicate that the information from Bradley had been received:

"The gift from Miss B has come in; hearty thanks."

If the reception by Bradley from the Oslo station was poor, Bradley, during his subsequent weather reports, was to request that a shift be made to some other station in Norway from which reception was good.

Bradley also advised that he had a brother twenty-three years of age who was working in Germany in behalf of their father, who, as noted above, lives in Bergen, Norway. He also advised that he has an uncle, Ingolf Hysing Olsen, who is head of the Norwegian Shipping Committee at London, England.

Bradley informed that he, during the period of approximately two years, from 1932 to 1934, had sailed on merchant ships from the United States to Europe, and on one occasion he was in the Marine Hospital at Newport News, Virginia, for several weeks.

*Radio hooked up. Plan to commence following day.*



During the Spanish war, Bradley claims he sailed aboard English ships for the Spanish Democrats, taking supplies to Spain. He denied any connection with the Democratic Party in Spain, but said he had friends in Spain.

Bjarne Ivar Jacobsen, who was also known as Bjarne Jacobsen, and his cousin, Johan Jacobsen, both having been born in Norway, being thirty-seven and twenty-three years of age respectively, were the two trappers who were with Bradley in Greenland. These two individuals told of the arrival of Bradley at the Steamship Bushoe, accompanied by the German agents.

Bjarne said when the vessel arrived at Jonsbu, Devold ordered Johan Jacobsen to go ashore with Bradley, and feeling responsible for Johan, Bjarne accompanied the two of them. Both of these men indicated that according to the explanation which they had received from Devold, the radio station was being erected by the Norwegians so that they would be able to say in the future that the Norwegians had a foothold in Greenland. Both of these men indicated that they were not in accord with the German Nazis, and upon landing at Jonsbu neither of them would agree to assist Bradley in the establishment of his radio transmitter. In fact they stated that if they had rendered all possible assistance to him, it would have been easy to have placed the radio transmitter into operation within a few days.

One day, while at Jonsbu, before they were located by the Coast Guard, Johan Jacobsen suggested to Bradley that he send a message to Iceland for the English to come and get them, however Bradley did not answer him and merely smiled. These cousins also advised that after having sighted the airplane they advised Bradley after returning to Jonsbu, inquiring of him whether he had seen the plane. Upon receiving a negative answer from him they remarked that it would not be long before the American warship would come and get him. Bradley's comment was that he could just as well send weather reports to England or Iceland as to Norway.

These three men, Bradley and the two Jacobsen cousins, admitted that the United States Coast Guard representatives had taken them by surprise in that their approach had not been heard. The Coast Guard representatives were able to secure the radio and meteorological equipment which Bradley had.

With reference to the scientific equipment which was put aboard the Steamship Baskoe in Norway at the time of Bradley's arrival, and which equipment was unloaded for him in Greenland, a document in the German language, appearing to be in the form of a requisition, was found pertaining to the radio equipment. It appeared this equipment had been secured from the German supply stores at Oslo, Norway, the requisition being signed or authorized by a German official whose title was "Geratover-walter". There was also found a paper pertaining to the meteorological equipment, bearing the German word "Reichwetterdienst".

From the interviews with the members of the crew and the expeditionary party aboard the Steamship Baskoe, it has not as yet been possible to develop a definite connection on the part of the individuals with the German authorities other than with reference to Bradley. As indicated above, Devold claimed that the plans for the expedition were worked out by Mr. Hoel who, undoubtedly, had secured authorization for the expedition from the German authorities.

In addition to the individuals mentioned hereinabove, the following were members of the crew or the expeditionary party, as indicated, aboard the Steamship Baskoe:

Elias Hesson, age 47, born in Norway, the master of the vessel who, prior to the invasion of Norway by the Germans, had been master of a fishing schooner;

Wagner Frihagen, age 26, born in Norway, employed as a mate;

Petrus Ekrem, age 41, born in Norway, employed as chief engineer;

Lars Soren Petros Pettersen Brandal, age 36, born in Norway, employed as assistant engineer;

Haakon Johansen, age 22, born in Norway, employed as a seaman;

Natias Bergset, age 23, born in Norway, employed as a seaman;

Peter Sæster, age 25, born in Norway, employed as a seaman;

Bernhard Sundø, age 22, born in Norway, employed as a fireman;

Hagne Aakervik Kristensen, age 20, born in Norway, employed as a steward;

Anters Odager, age 35, born in Norway, employed as a trapper;

Astrid Odager, wife of the previously named individual, age 32,  
born in Norway, formerly a nurse;

Gerhard Antensen, age 43, born in Norway, employed as a trapper;

Fredrik Sasterdal, age 18, born in Norway, employed as a trapper;

Johan Kristian Heng Sjøvli, age 18, born in Norway, employed as  
a trapper;

Fer Krauer, age 34, born in Norway, employed as a trapper;

Harald Overstien, age 22, born in Norway, employed as a trapper;

Sigurd Jakobsen, age 25, born in Norway, employed as a trapper.

From an examination of the scientific equipment aboard the Steamship Husko, made by a representative of the technical laboratory of the Federal Bureau of Investigation while the boat has been in the harbor of Boston, Massachusetts, it was observed that the Lorenz radio transmitter furnished to Bradley is a forty watt machine, available only for radio telegraphy, it not being possible to transmit voice communications over this set. This transmitter appeared to be brand new, apparently never having been used since there was no evidence of heating in the tubes which figure when the set has been operating for some period of time. Numerous accessories and spare parts for this radio transmitter were included in the equipment which Bradley had. The radio was capable of transmitting over frequencies of 3,000 to 16,000 kilocycles, broken up into three bands:

1. 16,000 to 9,200 Kilocycles
2. 8,200 to 5,000 Kilocycles
3. 5,200 to 3,000 Kilocycles

Included in the radio equipment on the Steamship Husko there was one radio receiver of a very high grade, the tuning range of which was broken up into four bands:

1. 25,000 to 12,000 Kilocycles
2. 12,000 to 6,000 Kilocycles
3. 6,000 to 3,000 Kilocycles
4. 3,000 to 1,500 Kilocycles

Also, this equipment included appropriate receiving antenna and accessories. There was a one cylinder gasoline motor generator set available for supplying electrical current for the Lorenz transmitter and receiver, or lighting purposes, if necessary. There was also a one power control panel used to regulate the amount of current and voltage which was being fed from the motor generator set to the transmitter and receiving sets. Then there were three Minerva receiving sets of the ordinary household type designed for battery operations in order to receive short wave broadcasts. These sets were apparently intended for the original expeditionary party rather than Bradley, since the sets were contained in a carton consigned to Devold from Sverre Youngs of Oslo, Norway. There were also found various instruction books with reference to the above-described radio equipment. In addition there was found considerable meteorological equipment including, psychrometers, anemometers, barometers and similar equipment including various pamphlets and folders which are published by the German Government. One compass was noted to be identical with the standard German Army marching compass.

An examination of the marine transmitter, part of the regular equipment of the Steamship Husko, indicated that it had not been used for some time due to the accumulation of dust on the set and over the tube sockets, the tubes having been removed; furthermore, it was noted that the antenna was corroded. It will be recalled that the individuals interviewed indicated that the radio aboard the vessel had not been used during the trip from Norway to Greenland. The vessel is also equipped with a marine receiver, the aerial antenna being stretched between the fore and aft masts of the vessel.

It is noted the Steamship Husko, built in Norway in 1926, has a length of 103 feet, depth of 11 feet and a gross tonnage of slightly over 150 tons. The boat is equipped with sails in addition to a steam engine.

The members of the crew of the SS Husko and of this expeditionary party are being detained by the Immigration and Naturalization Service at Boston, Massachusetts, with a view to the necessary immigration proceedings.

Respectfully forwarded to the President

*E. H. W.*  
E. H. W.

Department of Justice

PERSONAL AND [REDACTED]  
BY SPECIAL MESSENGER

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Major General Edwin M. Watson  
Secretary to the President  
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Dear General Watson:

I am transmitting herewith a memorandum regarding our investigation to date of the Norwegian Steamship Buskoe and its crew and expeditionary party which were located during the past month by a United States Coast Guard cutter in the vicinity of Northeast Greenland. Our investigation is continuing. However, I thought the information secured to date would be of interest to the President and you.

With assurances of my highest esteem and best regards,

Sincerely yours,

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arrangements.