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DATE: 11-14-2017

**JFK ASSASSINATION SYSTEM
IDENTIFICATION FORM**

AGENCY INFORMATION

AGENCY: FBI
RECORD NUMBER: 124-10209-10459
RECORD SERIES: HO
AGENCY FILE NUMBER: 45-10815-8

DOCUMENT INFORMATION

ORIGINATOR: FBI
FROM: IVEY, FRANK M.
TO: DIRECTOR, FBI
TITLE:

DATE: 07/03/1968

PAGES: 49

SUBJECT: MIKAGESAN MARU, FREIGHTER, EXPLOSION

DOCUMENT TYPE: PAPER, TEXTUAL DOCUMENT

ORIGINAL CLASSIFICATION: Unclassified

NEW CLASSIFICATION:

REVIEW DATE: 12/17/1997

UPDATE DATE:

STATUS: Redact

RESTRICTIONS:

Consultation

COMMENTS: REFERRED TO USCG

DATE: 11-14-2017

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

FEDERAL BUREAU OF INVESTIGATION

Date 6/19/68

Lieutenant Junior Grade W. G. MILLER, United States Coast Guard Base, Galveston, Texas, furnished the following information:

The Japanese vessel "MIKAGESAN MARU" arrived at Galveston, Texas at 9:00 p.m. on May 31, 1968 and docked at Pier 40, having arrived in Galveston from Miami, Florida and reportedly left Miami sometime around 6:00 p.m. on May 29, 1968.

He stated while the vessel was docked at Pier 40, Galveston, an explosion occurred in the aft part of the vessel at 3:15 p.m. on June 1, 1968. At the time of the explosion the ship was in the process of loading cotton and the cotton was being loaded in holes one, two and three which are located in the forward section of the ship.

He stated that 3:15 p.m. on June 1, 1968 a loud noise occurred at the aft part of the ship and the Chief Mate of the vessel claimed he observed white and grayish smoke at the rear part of the vessel after the explosion occurred.

MILLER stated on June 2, 1968 he observed the vessel at Pier 40 and noted one of the steel plates of the hull of the vessel located at the stock and shaft of the rudder had been blown inward and a small portion of the plate had been blown downward. He stated the damaged plate is about 3½ to 4 feet in length and about 1½ feet wide. He stated no one was injured and no fire occurred and no damage to the pier or other parts of the vessel. He stated the explosion occurred in the rudder area approximately 6 to 8 feet above the water in the channel. He stated the only cargo near the damaged plate was water tanks which contained water used by the ship personnel.

He advised the only damage resulting from the explosion was to the steering mechanism but the vessel with the assistance of two tugs left Galveston on June 2, 1968 and

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On 6/3/68 at Galveston, Texas File# HO 45-731
 by SA CARLOS L. KIRBY, JR.:lb Date dictated 6/10/68

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902-10728

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went to Houston, Texas.

MILLER stated when he examined the vessel he found no explosive material but noted a "powderish" odor from the section where the explosion occurred.

He advised that he has no idea as to what caused the explosion.

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902-10420