



UNITED STATES COAST GUARD

WASHINGTON 23 November, 1942

HEADQUARTERS

CONFIDENTIAL

Subject: Fire; SS BERING

Reference: (a) Coast Guard memorandum, same Subject, 10 November,
1942 (CG-IOF-64), CONFIDENTIAL.

Summary of Information:

Concerning the fire reported in reference (a), the following additional information, from an official report from the COPT, Baltimore, Maryland, is forwarded for your information:

"Headquarters is advised that the condition aboard subject vessel was taken up with officials of the Standard Oil Company and also the ship's officers immediately after the fire. The leaks in the oil lines were repaired and the clogged lines were cleared immediately after the fire. The general housekeeping of this vessel was also corrected to the satisfaction of the inspecting officer who inspected the vessel about five days after the fire."

cup
ew

Distribution:

DNI

Operations, C.G. ✓

Evaluation:

Source: Reliable
Information: Reliable



UNITED STATES COAST GUARD

WASHINGTON 10 November, 1942

HEADQUARTERS

CONFIDENTIAL

Subject: Fire, SS BERING.

Reference:

Summary of Information:

The following is the substance of an official report from the COPT, Baltimore, Maryland.

On October 29, 1942 fire occurred in the galley on subject vessel at Standard Oil Co. pier, pier 4, Locust Point, as a result of a clogged oil line. The report indicates no damage was done; but that several such fires have occurred. It is also indicated the housekeeping on subject vessel is poor, rags and trash being left on deck.

The BERING is an oil tanker.

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Distribution:

DNI
Operations, C.G. ✓

Evaluation:

Source: Reliable
Information: Reliable



UNITED STATES COAST GUARD

WASHINGTON 6 November, 1942

HEADQUARTERS

CONFIDENTIAL

Subject: Report of fire, 29 October, 1942 aboard SS **BERING**, Pier
4, Locust Point, Baltimore, Maryland.

Reference:

Summary of Information:

The galley stove of the Subject oil tanker caught fire due to leaks in the fittings in the oil line which clogged causing the fire to spread to the top of the stove. Excess pressure in the line is reported as the apparent cause of the fire. This has happened several times before. No damage was done to the stove or galley. No fire equipment was used other than sand to soak up oil from the deck of the galley. It is further reported that the housekeeping of the Subject vessel is very poor. In one toilet on the main deck a number of rags were found and in a corner of the aft main deck trash and empty paint cans were found. The man who was in the galley at the time of the fire was reported as not on board at the time of the investigation.

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Distribution:

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Operations, C.G. ✓

Evaluation:

Source: Reliable

Information: Reliable