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Case No. 628-19472
SS BOOKER T. WASHINGTON
MERCHANT MARINE INSPECTION DIVISION
Merchant Marine Hearing Unit
United States Coast Guard
Third Naval District
New York, New York
8 November, 1944

8-7

IN THE MATTER OF ALLEGED OIL POLLUTION FROM THE SS BOOKER T. WASHINGTON AT 2000, 30 OCTOBER, 1944.

NOV 13 1944 AM

SOURCE OF COMPLAINT: Port Security Command.

FACTS: At 1030, 31 October, 1944, a telephone call was received at the Port Security Command, Room 10, Barge Office, New York 4, New York, stating that at 2000 on 30 October, 1944 the crew of the CG-38487 while on patrol in the vicinity of Pier 31, Brooklyn, New York, had observed an oil slick upon the surface of the water which was traced to the SS BOOKER T. WASHINGTON.

Earl Graham, EMLc, investigated this pollution and interviewed the Second Assistant Engineer aboard this ship, Mr. Ralph Ressinger. Mr. Ressinger gave Graham a statement to the effect that while taking on fuel aboard the ship, an air pocket had formed in the No. 1 tank causing an oil spill.

The SS BOOKER T. WASHINGTON departed New York Harbor at 0041 on 31 October, 1944 and it was, therefore, impossible for this office to contact the responsible parties aboard the ship.

CONCLUSIONS AND RECOMMENDATIONS: Due to the fact that the ship had sailed prior to the receipt of the information regarding the violation an investigation could not be made. It is recommended that the ship be placed on the Ship Wanted List and investigation be made at such time as this vessel may next enter the Port of New York.

Benjamin G. McGuire
BENJAMIN G. MCGUIRE
Ensign, USCGR
Examining Officer

Incls.

1. Copy of memo from Port Security Command, dated 31 October, 1944
2. Copy of rpt of Earl Graham, EMLc, dated 31 October, 1944
3. Copy of statement by Ralph R. Ressinger, Second AAs't Engineer, SS BOOKER T. WASHINGTON

8 November, 1944
Approved:

John I. Dugan
JOHN I. DUGAN
Officer in Charge

McLane

UNITED STATES COAST GUARD

Address reply to
The Commanding Officer
PORT SECURITY COMMAND
Refer to file: CG-6614

COTP OFFICE
Room 10, Barge Office
New York 4, New York

SHANT MARINE REPAIRING UNIT
RECEIVED
OCT 31 1944
1440
DCGO - 3rd N. D.

31 October, 1944

MEMORANDUM FOR THE DISTRICT COAST GUARD OFFICER, 3ND

Subj: SS BOOKER T. WASHINGTON; oil pollution report.

The following facts compose the report of oil pollution violation in the subject case as required by DCGO letter 27 August, 1943:

- 1. Name, type, etc. **BOOKER T. WASHINGTON, American ship**
- 2. Owner: **Luckenbach Lines, 31st St. and 1st Ave., Brooklyn, N.Y.**
- 3. Agents:
- 4. Master: **Ralph Reisinger, 2nd Engr.**
- 5. Engineer:
- 6. Person doing act: **2000, 30 Oct., 1944, Pier 31, Brooklyn, N.Y.**
- 7. Time and place:
- 8. Witnesses: **GRAHAM, E., BMlc
CALLAHAN, A., S1c
EPSTEIN, H., MM2c
(all of CG-38487)**
- 9. Sample: **Forwarded herewith.**

Comments: (see attached statements of GRAHAM, CinC CG-38487, and of 2nd Engr.)

R. L. JACK.

621.

31 October, 1944.

To: Commanding Officer, Port Security Command.

Y. Ralph Ressinger, 2nd Engineer on board the SS BOOKER T. WASHINGTON
Subj: Oil Pollution Act; violation of.

while taking on fuel on the said ship gathered an oil pocket in No. 1.
1. I, Earl Graham, BMLc., Officer-in-Charge, CG-38487, did, while on patrol in the vicinity of Pier 31, Brooklyn, N. Y., observe an oil slick upon the surface of the water which I traced to the American Ship BOOKER T. WASHINGTON, moored to the north side of Pier 31, Brooklyn, N. Y. Oil was running down the port and starboard sides into the water from the upper deck. Evidently while fueling they had created an air pocket in one of the tanks which caused the oil to overflow upon the deck and run over the side into the water. Sawdust had been placed on the deck to prevent as much as possible from going overboard. Ralph Ressinger, the 2nd engineer gave me a signed statement which is attached hereto. Prior to boarding the scuppers of the vessel had not been plugged, however, they were plugging the scuppers as we boarded her. Took a sample of the oil from the surface of the water. There was not a considerable amount on the surface of the water, only a slight spill.

2. Subject vessel is owned and operated by the Luckenbach Lines, 31st Street and 1st Avenue, Brooklyn, N. Y. Chief Engineer: John O., Garrett, on watch at the time of the spill, and 2nd Engineer Ralph Ressinger, who gave signed statement attached hereto.

3. Time of violation: 2000, 30 October, 1944.

4. Witnesses: Earl Graham, BMLc., A. Callahan, SLC., and H., Epstein, MM2c., all of the CG-38487.



Earl Graham, BMLc.,
Officer-in -Charge, CG-38487.

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P
Y

I, Ralph Ressinger, 2nd Engineer on board the SS BOOKER T. WASHINGTON while taking on fuel on the said ship gathered an oil pocket in No. 1. tank, causing a oil spill. A small amount went into water, saw dust was put on deck to keep as much as possible from going in the water.

/s/ Ralph Ressinger