

OFFICE OF THE CAPTAIN OF THE PORT
BALTIMORE, MARYLAND
PORT SECURITY DIVISION

16 February 1945
(DATE)

To: PORT SECURITY OFFICER, COTP, BALTIMORE, MD.
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SUBJ: s/s BRETE HARTE; OIL POLLUTION REPORT

THE FOLLOWING DATA COMPOSE THE REPORT OF OIL POLLUTION VIOLATION ABOARD THE SUBJECT VESSEL:

1. NAME OF VESSEL: S.S. BRETE HARTE
2. TYPE VESSEL: Liberty - Dry Cargo
3. LOCATION OF VESSEL: West side Pier 3, Maryland Drydock-Fairfield
4. VESSEL'S OWNERS: War Shipping Administration
5. VESSEL'S OPERATORS: Weyerhauser S/S Co.
6. VESSEL'S LOCAL AGENTS: Hinkins Steamship Company
7. MASTER'S NAME: J. Dennis
8. CHIEF ENGINEER'S NAME: E. C. Hayes
9. DECK WATCH OFFICER'S NAME: Arthur Bastable
10. ENGINE ROOM WATCH OFFICER'S NAME: Saleskeber - 2nd Engineer
11. NAMES OF OTHER PERSONS INVOLVED: Frank Buck, Jr. (Oiler)
12. NAMES OF ALL WITNESSES: F.B. Dorton -BM1c - E. Stewart -Sp.(PS)1c
13. TYPE OIL: Bunker "C"
14. WAS SAMPLE OBTAINED? Yes
15. APPROXIMATE AMOUNT OF OIL SPILLED: over 3 barrels
16. TIME OF VIOLATION: 1035 - 16 February, 1945
17. DISCRPTION OF VIOLATION: Spill - settling tanks overflowed - Claimed to have been caused by faulty gauge.

Referred to Merchant Marine Hearing Unit.

(over)

SIGNED: F. B. Dorton, BM 1c

Guard Officer, Third Naval District.

UNITED STATES COAST GUARD

Disposition of case by MMI: OFFICE OF THE CAPTAIN OF THE PORT BALTIMORE, MARYLAND

This violation was investigated by Lt. (jg) Galloway and Frank Buck, Jr. the oiler, who was taking the gauge readings was charged with neglect of duty.

Lt. Comdr. Corfield was the Hearing Officer when Buck was present for his hearing and testimony developed that the major portion of the crew had only been aboard the BRETE HARTE for a few days. It was also brought out that the numericator had been reported as being inaccurate. On the day of the violation, Buck was recording the gauge readings which showed there was six feet of oil in the tank. It had been intended to pump about twelve feet. At about this time Buck was ordered to set several valves which were located a few feet away. It was during this short time absence from the gauge that the overflow occurred.

Comdr. Corfield found charge not proved. The case was dismissed and no further action recommended.

- 1. NAME OF VESSEL: Liberty - Dry Cargo
- 2. TYPE VESSEL: Liberty - Dry Cargo
- 3. LOCATION OF VESSEL: West side Pier 3, Maryland Drydock-Baltimore
- 4. VESSEL'S OWNERS: The Shipping Administration
- 5. VESSEL'S OPERATORS: Weyerhaeuser S/S Co.
- 6. VESSEL'S LOCAL AGENTS: Marine Steamship Company
- 7. MASTER'S NAME: J. Dennis
- 8. CHIEF ENGINEER'S NAME: E. G. Hayes
- 9. DECK WATCH OFFICER'S NAME: Arthur Westphal
- 10. ENGINE ROOM WATCH OFFICER'S NAME: Baker - 2nd Engineer
- 11. NAMES OF OTHER PERSONS INVOLVED: Frank Buck, Jr. (Oiler)
- 12. NAMES OF ALL WITNESSES: F. B. Dorton - BMC - E. Stewart - Sr. (PS) 10
- 13. TYPE OIL: Fueler "C"
- 14. WAS SAMPLE OBTAINED? Yes
- 15. APPROXIMATE AMOUNT OF OIL SPILLED: over 3 barrels
- 16. TIME OF VIOLATION: 10:37 - 10 February, 1942
- 17. DESCRIPTION OF VIOLATION: Ball - settling tanks overflowed - claimed to have been caused by faulty gauge.

REFERRED TO MERCHANT MARINE HEARING UNIT
SIGNED: F. B. Dorton, BMC

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