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UNITED STATES COAST GUARD  
OFFICER IN CHARGE, MARINE INSPECTION  
209 CHAMBER OF COMMERCE BUILDING  
BALTIMORE 2, MARYLAND



ADDRESS REPLY TO  
OIC, MI

1944 JUL 7 AM 8 04

REFER TO FILE:

CG-MIN-H&I-1707 MERCHANT MARINE  
INSPECTION DIVISION

30 June, 1944

*W.S.A. - operated by Dickman  
Wright + Pugh, Inc. under  
gaa*

To: The Commandant (OMI)

Via: DCGO, 5th Naval District.

Subj: SS CHARLES PIEZ - Alleged oil pollution of the waters in New  
York Harbor, 25 May, 1944.

In accordance with Title 46 CFR Part 136, Inclosures 1 to 3 are transmitted  
herewith for information and record of headquarters.

*Robert W. Kobernagel*  
ROBERT W. KOBERNAGEL

Incls.

1. Cy ltr fr MMHU, 3ND 5-31-44,  
w/cy ltrfr Insp. Siemer 5-25-44.
2. Memo. Opinion on Investigation,  
Baltimore 6-9-44.
3. Casualty Investigation or Trial  
Report.

Ind.-1

DCGO, 5ND (omi) Norfolk, Virginia  
5 July 1944

To: The Commandant (OMI)

1. Forwarded.

*Eugene Carlson*  
EUGENE CARLSON  
By direction

ICE #4

U. S. COAST GUARD  
OFFICER IN CHARGE, MARINE INSPECTION  
BALTIMORE, MARYLAND

MIN-H&I-1707

CASUALTY, INVESTIGATION, OR TRIAL REPORT

TO: THE COMMANDANT (OMP)  
DCGO, 5TH NAVAL DISTRICT  
SUBJ: SS CHARLES PIEZ - Alleged oil pollution of the waters in New York Harbor,  
25 May, 1944.

REF: (a) Ltr fr MMHU, 3ND 5-31-44, requesting investigation into subject case  
be made at Baltimore.

STATUS OF CASE AS OF 29 June, 1944

VESSEL SS CHARLES PIEZ GROSS TONS OFF. NO NATL.

VESSEL -- GROSS TONS OFF. NO NATL.

PERSON: NAME RATING ADDRESS

LOCATION OF CASUALTY OR INCIDENT New York Harbor

DATE AND TIME 25 May, 1944

APPROXIMATE CAUSE Vessel alleged to have been discharging heavy oil and a mixture  
of bilge material from the discharge on port side, amidships, while lying on  
north side of Pier at 134th Street, North River, New York, N.Y.

DAMAGE Unknown DEATH None INJURY None

PRELIMINARY ACTION TAKEN Based on receipt of Reference (a), investigation was  
conducted at Baltimore on 6 and 7 June, 1944.

FINAL ACTION AT LOCAL OFFICE Investigation revealed a slight amount of light oil fr  
pump valves or lines had entered water being used to flush forward deep tanks, but  
engineer in charge was unaware of this situation. No evidence of reprehensible fault  
on part of 1st Asst. Engr.; therefore, no basis for disciplinary action against him.  
Case considered closed, without further action.

ACCEPTED ----- APPEALED -----

CASE RECORD DISPOSITION Transmitted herewith.

REMARKS --

ORIG. TO THE COMMANDANT  
CC TO DCGO, 5ND  
CC FOR FILE

*Alfred W. Hahn*  
OFFICER IN CHARGE, MARINE INSPECTION

UNITED STATES COAST GUARD  
OFFICER IN CHARGE, MARINE INSPECTION  
209 CHAMBER OF COMMERCE BUILDING  
BALTIMORE - 2, MARYLAND

ADDRESS REPLY TO

OIC, MI

REFER TO FILE: CG-MIN-H&I-1707

9 June, 1944

MEMORANDUM OPINION ON INVESTIGATION

To: OIC, MI, Baltimore, Maryland

Subj: SS CHARLES PIEZ; Alleged oil pollution of the waters in New York Harbor on 25 May, 1944

1. The undersigned Examining Officer conducted an investigation into subject case on 6 and 7 June, 1944, upon request received from the Merchant Marine Hearing Unit, Third Naval District.

FINDINGS

2. An Inspector attached to the office of the Supervisor of New York Harbor reported on 25 May, 1944, that on that day subject vessel was observed by him to be discharging heavy oil and a mixture of bilge material from the discharge on her port side, amidships, while she was lying on the north side of the pier at 134th Street, North River, New York, New York.

3. The Chief Officer and First Assistant Engineer, who were the senior officers aboard the vessel at the time, both stated that there was no discharge of fuel oil or other heavy oil from the vessel on the occasion cited. The First Assistant Engineer reported that on this occasion the engineers from a New York shipyard were flushing out the #1 and #2 port and starboard deep tanks with fresh water. These tanks had just been cemented out in preparation for their use as fresh water storage tanks. These tanks, during one year of the vessel's operation, had not been used for the stowage of other than salt water ballast and dry cargo.

4. The First Assistant Engineer stated further that at the time in question, there were a great many shipyard workers below in the engineroom and elsewhere about the vessel engaged in last minute repairs and that he was the only engineer aboard. He was not aware, until notified by the Harbor Inspector that the pumps were discharging anything into the river waters. He immediately investigated and found that there were a few spots or bubbles of light oil on the river waters beneath the vessel's port discharge, which apparently had entered the fresh water being pumped from the

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OIC, MI, Balto., Md.  
CG-MIN-H&I-1707  
9 June, 1944

deep tanks and that the origin of this slight amount of oil was probably from the valves on the pumping lines. Pumping was immediately stopped and no further action in the matter was indicated at the time by the Harbor Inspector. Both the Chief Officer and First Assistant Engineer denied that there had been any pumping of the engine bilges on the occasion in question.

SUMMATION

5. It appears that under the circumstances revealed by investigation a slight amount of light oil from the pump valves or lines had entered the water being used to flush the forward deep tanks, a situation of which the engineer in charge was unaware. There was no evidence of reprehensible fault on the part of the First Assistant Engineer and therefore no basis of disciplinary action against him.

RECOMMENDED

6. That a copy of this Memorandum be forwarded to Headquarters and that the case be closed without further action.

*John H. Galloway, Jr.*  
JOHN H. GALLOWAY, JR.  
Examining Officer

Ind-1

Findings and recommendations approved.

*Robert W. Rothermeyer*  
\_\_\_\_\_  
Officer in Charge, Marine Inspection.

UNITED STATES COAST GUARD  
42 Broadway  
New York-4, N. Y.

(omp)  
DISTRICT COAST GUARD OFFICER  
File 628-13994

31 May, 1944

To: Officer in Charge, Marine Inspection, Baltimore, Maryland.  
Subj: SS CHARLES PIEZ, discharge of oil into New York Harbor on  
25 May, 1944.

1. It is requested that an investigation be made of the subject incident. This vessel is now loading cargo at Baltimore. There is enclosed herewith a copy of a letter reporting this oil spillage to the supervisor of the New York Harbor. There is no other information available in this matter.

/s/ JOHN I. DUGAN  
By direction

Incl.  
Copy of letter of 25 May, 1944.

COPY

C O P Y

May 25, 1944.

To: Supervisor of New York Harbor  
From: Inspector H. Siemer

Subject: Discharging oil into water, Steamship CHARLES PIEZ.

Owner: WSA  
Operator: Ditman, Wright, and Pug.  
Address: Baltimore, Maryland.

Location: North side of pier at 134th Street, North River.

On the above date at 2:30 P.M. I saw heavy oil and a mixture of bilge material coming out of discharge on port side, amidships of above vessel.

I contacted the first officer, Mr. O. Davison, and had the pumping stopped.

Sample taken from the immediate vicinity of discharge while it was in operation.

Respectfully submitted,

(SGD) HENRY C. SIEMER

COPY