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8-7

*Day 8-7
Capt Harrison*

DCGO, 11ND (omi)
DCGO, 11ND (omi)
File MIN C-1347
27 August, 1945

SEP 22 1945

1945 SEP 24 AM 8 20

Approved:

Addison S. Elliot
ADDISON S. ELLIOT
Lt. Comdr., USCGR
Senior Hearing Officer



Ind-1
MIN C-1347
27 August, 1945

To: The Commandant (OMI)
Via: DCGO, 11ND
Subj: SS EL CANEY; oil spill
Forwarded, approved.

Lloyd B. Kennedy
LLOYD B. KENNEDY
Acting OIC, Marine Inspection

Ind-2
DCGO, 11ND (1)
MIN C-1347
12 September, 1945

To: The Commandant (OMI)
Forwarded, approved.

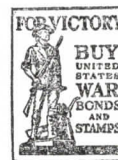
W. F. TOWLE

W. F. Towle

J. C. Hunley
J. C. HUNLEY
Lt. Comdr., USCGR
Examining Officer

UNITED STATES COAST GUARD

LONG BEACH 2, CALIF.



ADDRESS REPLY TO:
DISTRICT COAST GUARD OFFICER (omi)
ELEVENTH NAVAL DISTRICT
REFER TO FILE: MIN C-1347

27 August, 1945

To: The Commandant (OMI)
Via: 1. Acting OIC, Marine Inspection, 11ND
2. DCGO, 11ND
Subj: SS EL CANEY; oil spill

1. Pursuant to notification by the COTP, Los Angeles, that an oil spill had occurred on 19 August, 1945 from the SS EL CANEY, at Berth 119, California Shipbuilding Corporation, Terminal Island, California, this Examining Officer boarded the vessel on 20 August, 1945 at Berth 164, Wilmington, California, and made an investigation to determine the facts.

- PERSONS INTERVIEWED -

2. O. Hoie, Master, SS EL CANEY
C. Schlamowitz, Second Mate, SS EL CANEY
G. W. Carhart, Third Mate, SS EL CANEY
H. E. Morgan, Chief Pumpman.

- FINDINGS OF FACT -

3. The SS EL CANEY is a turbo-electric tanker, Official No. 246137. The vessel is operated by Bermuth Lembcke Company, Inc., 420 Lexington Avenue, New York, N. Y. for the War Shipping Administration.

4. On 19 August, 1945, the SS EL CANEY was at Berth 119, San Pedro, California, discharging gasoline and at the same time loading bunker fuel oil into No. 1 tanks.

5. At approximately 1900 an oil spill occurred from No. 1 starboard tank. At that time Herman L. Schlamowitz, Second Mate, assisted by two able seamen, two ordinary seamen, and the chief pumpman was in charge of the loading operation. At the time the spill occurred Schlamowitz was engaged in discharging gasoline from No. 5 starboard tank and checking the ullage of tanks 2, 3, and 4. Morgan, the chief pumpman, was watching No. 1 starboard bunker tank which was taking fuel oil from ashore at an approximate loading rate of 1,000 barrels per hour. The expansion trunk hatch cover was up and he was checking on the rate of filling by observing the oil level as it rose on the ladder. At approximately 1900 he observed that the level of the oil in No. 1 starboard tank was slightly more than 12 inches below the offset part of the tank top. Morgan went to No. 5 tank

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where the mate was stationed and informed him that No. 1 tank was almost full. While he was talking to the mate, oil spouted from the top of the expansion trunk of No. 1 starboard tank. The mate shouted to the dock man to stop pumping but before this order could be executed approximately five barrels of oil overflowed on the deck approximately two barrels of which overflowed into the harbor water. The scupper plugs were all in place and this reduced the amount of oil that went overboard.

6. When the dock pump was shut down the oil settled down in the expansion trunk of No. 1 tank, indicating that the tank was not full, but that apparently the spill had been caused by an entrapment of air underneath the offset portion of the tank top.

7. A second spill occurred at approximately 2200, same date and the same pumpman was involved. At this time he had topped off the port No. 1 tank. He had signaled for the dock pumpman to stop pumping while the oil was some distance from the top of the expansion trunk and had then secured the expansion trunk cover. He then told the dock man to blow out the filling line with compressed air. When this was done the oil remaining in the line was discharged into No. 1 tank and almost completely filled it. Apparently the dock pumpman allowed the compressed air to remain on the line too long and built up an air pressure in the tank and forced oil to overflow out of the No. 1 starboard tank vent pipe. Before this situation could be remedied, approximately three barrels of oil overflowed on the deck. Approximately one barrel went into the harbor.

- CONCLUSIONS -

8. The first spill was caused by failure of the pumpman to slow down the loading rate to top off the tank as the oil level neared the offset portion of the tank top. The second spill was partly due to the tank being too full and partly due to the fact that too much air pressure was admitted into the line to clear it. The pumpman had been on the vessel for approximately a year and a half and was experienced in their manner of filling the tanks. For this reason he was given an admonition for failure to reduce the filling rate in a manner which would have enabled him to top off the No. 1 starboard fuel oil tank properly. In the second spill it appears that the chief blame rests with the dock pumpman for admitting too much air pressure into the filling line.

- RECOMMENDATIONS -

9. It is recommended that the case be closed.

J. C. Hunley

J. C. HUNLEY
Lt. Comdr., USCGR
Examining Officer