

1944 MAY 10 AM 9 29

MERCHANT MARINE
INSPECTION DIVISION

ADDRESS REPLY TO omi
DISTRICT COAST GUARD OFFICER
REFER TO FILE: 628-0624

UNITED STATES COAST GUARD

42 BROADWAY
NEW YORK 4, N. Y.

1944 MAY 9 AM



1 May, 1944

To: The Commandant (OMI)

Subj: SS ELLENOR; oil pollution

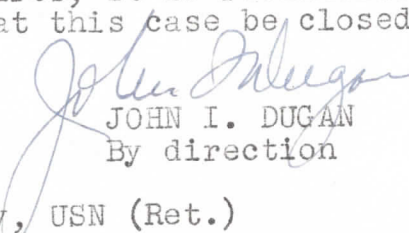
1. Reference is made to letter from this office to Headquarters dated 1 March, 1944 (File 628-0624), regarding the above subject.

2. The ex-Chief Engineer of the SS ELLENOR, Harry Trever, of 55 Parade Place, Brooklyn, N. Y., has now been located and was interviewed at this office on 28 April, 1944 regarding the oil pollution of New York Harbor as outlined in a report from this office dated 11 September, 1943.

3. Chief Engineer Trever stated that at the time of this incident, the ELLENOR was lying at Todd Shipyard, Erie Basin, awaiting drydocking to repair a cracked plate in the way of No. 5 hold. The vessel at this time was making 4" of water per watch, and when the bilge water rose to 1' from the bottom of the fires, it was necessary to pump the bilges. At some previous time some oil had been spilled on the tank tops when a sounding well was left open, and it was this oil film which was noted by the inspector from the Office of the Supervisor of New York Harbor. A quotation from part of the inspector's report dated 31 August, 1943 and signed by Daniel J. Nelson, follows:

"There was only a small amount of oil in the waters alongside of the ship when I had the pumping stopped."

4. In view of the minor nature of the offense plus the fact that it was necessary to pump the bilges to prevent the necessity of putting out the fires, it is recommended that no further action be taken and that this case be closed.


JOHN I. DUGAN
By direction

cc: Rear Admiral J. W. Bunkley, USN (Ret.)