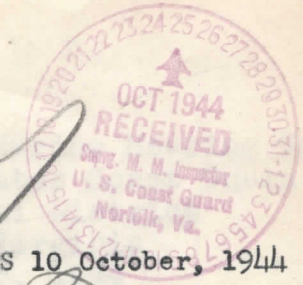


Ind.-2
DCGO, 5ND (omi) Norfolk, Virginia
25 Oct., 1944

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OCT 26 44 AM
MERCHANT MARINE
INSPECTION DIVISION

To: The Commandant (OMP)
Subj: In the matter of OIL SPILLAGE by SS ESSEX HOPKINS 10 October, 1944
1. Forwarded.



C. P. Etheridge
C. P. ETHERIDGE
By direction

The undersigned... at that time the ship... and... the following... in explanation of the report.

The... were... and... the pump... a considerable amount of air... of the vessel. This... of oil... plugged... fueling.

... or... of the... in this case. It is recommended... that... be taken...

Donald P. Hill
Donald P. Hill
Lieutenant

To: The Commandant (OMP)
Date: 24 October, 1944

J. C. ...
Examining Officer

MOORE-McCORMACK LINES, INC.

FIVE BRADLEY, NEW YORK

AMERICAN REPUBLIC

AMERICAN

AMERICAN

AMERICAN

Case No. 628-M1750

Merchant Marine Hearing Unit
United States Coast Guard
Fifth Naval District
Norfolk, Virginia
24 October, 1944

IN THE MATTER OF OIL SPILLAGE BY SS ESEK HOPKINS 10 OCTOBER,
1944.

SOURCE OF COMPLAINT: MMHU, New York File 628-18710 forwarded
by MMHU, Baltimore, File CG-MIN-628-0142.

FACTS: The SS ESEK HOPKINS was boarded on 21 October, 1944 by
the undersigned Examining Officer. At that time the ship was sealed
and preparations were being made to get under way. The Chief Engineer
and Second Assistant Engineer were interviewed and gave the following
statement in explanation of the report.

The ESEK HOPKINS was being refueled by Socony Vacuum
Barge #60 which had only a small quantity of oil in each of her tanks
and was stripping her tanks while loading the ESEK HOPKINS. One of
her tanks apparently went dry before the operator on the barge could
shut off the pump. As the pump sucked air it was observed by Mr.
Wixsom to race, pumping a considerable amount of air into the tank
of the ESEK HOPKINS causing a bubble to come out of the overflow vent
on the side of the vessel. This bubble consisted of a small amount
of oil and a considerable amount of air. All deck scuppers were
plugged while fueling.

CONCLUSIONS AND RECOMMENDATIONS: There was no evidence of mis-
conduct or inattention to duty on the part of any of the officers or
crew of the SS ESEK HOPKINS available, therefore no charges were filed
in this case. It is recommended, in view of the small amount of oil
spilled, that no further action be taken and the case be closed.

Donald P. Will

Donald P. Will
Ensign, USCGR
Examining Officer

Incl:

1. Statement of C. H. Wixsom and M. Person.

Ind-1

24 October, 1944

To: The Commandant (OMP)

Via: DCGO, 5ND

Forwarded, approved.

J. O. Thompson
J. O. Thompson
By direction

Examining Officer

MOORE-McCORMACK LINES, INC.

FIVE BROADWAY, NEW YORK

AMERICAN REPUBLICS LINE

AMERICAN SCANTIC LINE

MOOREMACK GULF LINES

SS ESEK HOPKINS

PORT NORFOLK, VA.

DATE OCTOBER 21, 1944

TO: _____
SUBJ: _____

THE FOLLOWING IS THE
SUBJECT VESSEL:

In taking on oil at Pier 16 from Socony Vacuum Barge #60 a small amount of oil came out of the vent on the starboard settler. The reason was that the pump on the barge ran off, possibly due to a dry tank and sent air into the line which bubbled a little oil out the over flow line, about 1 quart. At no time did any oil come out on deck. At the time this bubble came out the overflow, the tank was only three-quarters full.

There was no inattention to duty on the part of myself or anyone else on the Esek Hopkins.

C.H. Wixsom
C.H. Wixsom,
2nd Ass't. Engr.

12. NAMES OF ALL WITNESSES: _____

13. TYPE OIL: _____ To the best of my knowledge the above statement by

14. WAS SAMPLED: _____ the 2nd Ass't. Engr., C.H. Wixsom, is true and correct.

15. APPROXIMATE AMOUNT OF OIL: _____

16. TIME OF VIOLATION: _____

17. DESCRIPTION OF VIOLATION: _____

M. Person
M. Person,
Chief Engr.

Sworn to and subscribed before me this 21st day of October, 1944

Donald P. Hill
Eisign, USCGR
Examining Officer

OFFICE OF THE CAPTAIN OF THE PORT
BALTIMORE, MARYLAND
PORT SECURITY DIVISION DISPOSITION OF CASE BY M.M.I.

9 February, 1945
(DATE)

To: PORT SECURITY OFFICER, COTP, BALTIMORE, MD.

SUBJ: ~~XXXX~~ s/s ESEK HOPKINS; OIL POLLUTION REPORT

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

1. NAME OF VESSEL: ESEK HOPKINS

2. TYPE VESSEL: Liberty - Dry Cargo

3. LOCATION OF VESSEL: Pier 1 - Penn. Railroad - Lower Canton

4. VESSEL'S OWNERS: War Shipping Administration

5. VESSEL'S OPERATORS: Moore & McCormack Steamship Lines

6. VESSEL'S LOCAL AGENTS: Moore & McCormack Steamship Lines

7. MASTER'S NAME: Olaf A. Johnson

8. CHIEF ENGINEER'S NAME: Mack Person

9. DECK WATCH OFFICER'S NAME: R. Sorbutz - Night Mate

10. ENGINE ROOM WATCH OFFICER'S NAME: Walter E. Rowson - Night Engineer

11. NAMES OF OTHER PERSONS INVOLVED: _____

12. NAMES OF ALL WITNESSES: M. Bricchetti BM 2c, USCGR

13. TYPE OIL: Bunker "C"

14. WAS SAMPLE OBTAINED? Yes

15. APPROXIMATE AMOUNT OF OIL SPILLED: 25 Barrels or more

16. TIME OF VIOLATION: 0315 - 31 January, 1945

17. DESCRIPTION OF VIOLATION: Spill -#1 port deep tank top and bottom ruptured, forcing water into double bottom tank, thence through vent on deck. Referred to Merchant Marine Hearing Unit.

SIGNED: M. Bricchetti, BM 2c, USCGR

DISPOSITION OF CASE BY M.M.I.

Mac Person, License No. 201111, Chief Engineer attached to S.S. ESEK HOPKINS and Walter E. Rowson, License No. 187961, who was standing engine room watch aboard the ESEK HOPKINS on 30-31 January, 1945, were summoned to appear before the M.M.I.O.

Person was charged with neglect of duty in that on or about 22 January, 1945, he failed to remove the water from the overflow vents and sounding wells aboard this ship, thereby causing them to freeze solid.

Also, in that while so serving did on or about 30 January, 1945 cause water to be taken aboard No. 1-2 Port and Starboard deep tanks while said vents and sounding wells were solidly frozen to such an extent as to burst the top and bottom of tanks.

Further, that in while so serving did on or about 31 January, 1945 cause pollution of Baltimore Harbor by fuel oil.

After due examination and hearing, Lt. Comdr. Corfield found specifications (1-2-3) not proved, also charge not proved and ordered case dismissed.

Rowson was charged with neglect of duty and after due examination and hearing, it was found that 1st specification and charge were proved.

Commander Corfield ordered that Rowson license No. 187961 be suspended for a period of two months, however, the suspension order shall not be effective provided no charge under R.S. 4450 is proved against him for acts committed within six months of 9 February, 1945. If this probation is violated, the order for which probation was granted shall become effective at such time as designated by the Coast Guard Hearing Officer finding the violation and may be added to or form a part of any additional order that is entered by this Hearing Officer.

- 12. NAMES OF ALL WITNESSES: M. Brichetti BM Sc, USCGR
- 13. TYPE OIL: Bunker "C"
- 14. WAS SAMPLE OBTAINED? Yes
- 15. APPROXIMATE AMOUNT OF OIL SPILLED: 25 Barrels or more
- 16. TIME OF VIOLATION: 0315 - 31 January, 1945
- 17. DESCRIPTION OF VIOLATION: Oil - #1 port deep tank top and bottom ruptured, forcing water into double bottom tank, thence through vent on deck. Referred to Merchant Marine Hearing Unit.
- SIGNED: M. Brichetti, BM Sc, USCGR

Handwritten signature