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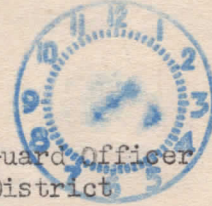
~~Mr. DeLong~~

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MERCHANT MARINE
INSPECTION DIVISION



Office, District Coast Guard Officer
Cleveland, Ninth Naval District
Cleveland, Ohio
11 March, 1946

To: The Commandant

Record of proceedings of a preliminary investigation conducted at Cleveland, Ohio to inquire into reported oil violation by SS F. SCOTT FITZGERALD at New York, N.Y., on 9 May, 1945.

Forwarded.

The proceedings, findings and recommendation of the foregoing preliminary investigation are approved.

J. A. Hirshfield
J. A. HIRSHFIELD

Marine Inspection
Cleveland, Ohio
File MIN-1

UNITED STATES COAST GUARD

Cleveland, 15, Ohio

ADDRESS REPLY TO
Marine Inspection



AND REFER TO
File MIN-1

7 March 1946

To: OCMI, Cleveland, Ohio

Subj: Investigation; SS F. SCOTT FITZGERALD, report of oil violation.

1. In accordance with instructions received, a preliminary investigation was made to inquire into the facts and circumstances surrounding the subject matter.

- Finding of Facts -

2. The Coast Guard Patrol Boat 38633 reported an oil violation at New York, N. Y. on 9 May, 1945 by the SS F. SCOTT FITZGERALD, of which Mr. R. G. Spellman, Orwell, Ohio was second assistant engineer. The case was referred to this office, Mr. Spellman was contacted and advised to appear at this office. On 6 March 1946, Mr. Spellman appeared and in answer to the reported violation, stated, that at the time of the violation, he was on watch and acknowledged that a quantity of fuel oil had been pumped overboard. He further stated that he was pumping up the port settling tank, occasionally taking a glance at the numericator (oil level indicator). When the indicator showed that the tank was nearly full, Mr. Spellman commenced shifting over preparatory to pump up the starboard settling tank.

3. It was while in the act of changing over, that a Coast Guard petty officer from the Patrol Boat 38633 came on board and notified Mr. Spellman that fuel oil was being discharged overboard. Mr. Spellman immediately shut off the pump. Upon investigating, Mr. Spellman discovered that the port settling tank was full, causing the oil to run out the overflow and overboard. It was estimated by the Coast Guard petty officer that about a barrel of oil had gone overboard.

4. The following is a copy of the statement made and signed by Mr. Spellman in the presence of the chief petty officer: "I, R. G. Spellman, 2nd Asst. Engineer aboard the SS F. SCOTT FITZGERALD, American, do hereby state that there was oil going over the port side of the ship. Oil was stopped flowing when notified by petty officer of the CG 38633. Source and cause of spill unknown to engineer on watch."

R. G. Spellman, 2nd Engineer

- Conclusion and Recommendation -

5. That Mr. Spellman has had considerable experience in the pumping up of the settling tanks, having operated the pumps on his watch since he assumed duty aboard ship. That Mr. Spellman acknowledged the fact

Marine Inspection
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that he was careless in not paying closer attention to the indicator. That the pumping of the oil overboard was not a willful act, and that the pump was shut off as soon as he was notified that the oil was going overboard.

6. That the oil was running overboard from the overflow pipe and not from the scuppers as charged. That Mr. Spellman was admonished that in the future should he be pumping up the settling tanks to have other members of the engine room on watch stand by and assist him in this operation.

7. There is no evidence of inattention or neglect of duty on the part of Mr. Spellman, I therefore, recommend that the case be closed without further action.

Stanley W. Burns
STANLEY W. BURNS
Examining Officer

Ind-1
OCMI, Cleveland, Ohio
File MIN-1
8 March 1946

To: DCGO, Cleveland 9ND

Forwarded, approved.

E. H. Pollock
E. H. POLLOCK

UNITED STATES COAST GUARD

CLEVELAND 15, OHIO

ADDRESS REPLY TO
DISTRICT COAST GUARD OFFICER
NINTH NAVAL DISTRICT (omi)
REFER TO FILE: MIN 1



UNITED STATES COAST GUARD

Rec'd MAR 8 - 1946

NAVAL INSPECTION OFFICE
ODCGO, CLEVELAND, OHIO

7 March, 1946

To: Lt. Commander Stanley W. Burns, USCGR, Examining Officer

Via: OCMI, Cleveland, Ohio

Subj: Investigation: SS F. SCOTT FITZGERALD; report of oil violation

Ref: (a) Title 46, Chapter II, Code of Federal Regulations, part 136.104

1. You are directed as Examining Officer to make a preliminary investigation in accordance with Reference (a) into the facts and circumstances in the subject matter.
2. Upon conclusion of your investigation, a report containing findings and recommendations shall be made to the OCMI, Cleveland, Ohio, in duplicate, accompanied by a complete file of the pertinent papers in this case.
3. The OCMI, Cleveland, Ohio, is hereby directed to furnish the necessary clerical assistance.

Earl B. Hull

EARL B. HULL
By direction

PORT SECURITY COMMAND, U. S. COAST GUARD

REPORT OF VIOLATION

RJA

(Every question must be answered, or a line drawn if inapplicable)

- 1. TIME AND DATE 1945, 9 May 1945
- 2. PLACE Pier 30, North River, N.Y.
- 3. NAME AND OFFICIAL NUMBER OF VESSEL F. SCOTT FITZGERALD
- 4. REGISTRY, TYPE American Liberty
- 5. OWNER Mar Shipping
- 6. AGENT Nicol, 17 Battery Pl., N.Y.
- 7. CAPTAIN F. J. Tashian
- 8. MATE ON WATCH H. E. Spellman
- 9. ENGINEER ON DUTY H. E. Spellman, N. Y.
- 10. PERSON RESPONSIBLE (NAME & ADDRESS) H. E. Spellman, on board.

11. PRODUCT CAUSING POLLUTION Bunker (Name) (Type or grade)

12. VIOLATION CLASSIFICATION:
- (a) Overflowing of tanks while topping off
 - (b) Siphoning of oil through vents while bunkering
 - (c) Errors in valve manipulation
 - (d) Pumping contaminated ballast water
 - (e) Other (Explain) Unknown

13. Place on vessel from which product causing pollution was discharged Scupper on port side midships.

14. Describe how you established this. Oil coming out of scupper and going into water.

15. Scuppers (plugged) (unplugged), strike out inappropriate. If plugged - (before) or (after) spill.

16. Direction vessel heading? Southwest 17. Ship side moored to dock? Starboard

18. Condition of vessel:
- Down by head Port list
 - Down by stern Starboard list
 - Even keel

19. Direction of drift of pollution in relation to vessel (if moving or anchored) South

20. TIDE & CURRENT: State: Outgoing 21. Direction of wind: Southwest

22. Force of wind: (Beaufort scale): 2.

23. Estimated amount of spill and area covered. 1 barrel - fairly large area.

24. Action taken to stop pollution, as observed by person reporting Stopped pump

25. Samples taken from ship:

NUMBER

TIME

PLACE

1

1345

From port scupper as oil went overboard.

26. Samples taken from water:

NUMBER

TIME

PLACE

0

27. Disposition of samples: Sent to Law Office, 380 via COWP Office.

28. Were written statements secured and attached hereto: Yes

29. WITNESSES: (Other than C.F.)

NAME

ADDRESS

PHONE

None

30. COAST GUARD WITNESSES: (Name and rate)

Vincent Priore, H/c., CG-38633.

Thomas Ahrens, H/c., CG-38633.

R. DeCastillo, H/c., CG-38633.

31. REMARKS: (Especially as to cause of spill and whether due to negligence, or accidental)

Could not ascertain cause of spill. Second Engineer, R. G. Spellman claimed that he was unaware that oil was going over the side until informed by a petty officer of the CG-38633.

Report by

Vincent Priore B.M.C.
Vincent Priore

on vessel

C.S. 38633

Report approved
and forwarded to
DCGO by

R. G. Spellman

Date and time

1000, 11 Nov, 1945

RECEIVED

DEC 11 1945

MARINE SECTION
DISTRICT

I, R. G. SPELLMAN, 2nd Asst. Engineer aboard the SS F. SCOTT FITZGERALD American, do hereby state that there was oil going over the port side of the ship. Oil was stopped from flowing when notified by petty officer of the CG 38633. Source and cause of spill unknown to engineer on watch.

R. G. SPELLMAN, 2nd Engineer

Desota Dryden.