

File MR

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DCGO, 11ND
File No. MIN C-1285
30 August, 1945

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MERCHANT MARINE
INSPECTION DIVISION



Ind-2
DCGO, 11ND (1)
MIN C-1285
12 September, 1945

To: The Commandant (OMI)

Subj: SS FORT FREDERICA; spill of aviation gasoline; preliminary investi-
gation.

Forwarded. As the time has not yet expired for appeal from the decision
of the Hearing Officer in the suspension and revocation proceedings
against R. A. Marsh, chief mate, the DCGO refrains from expressing an
opinion in this matter at this time.

W. F. Towle
W. F. TOWLE

Robert C. Hays
Lieutenant (jg) USNR
Examining Officer

23 August, 1945
Approved:

Adelbert S. Elliot
ADELBERT S. ELLIOT
Lt. Comdr., USN
Senior Hearing Officer

Ind-1
25 August, 1945

To: The Commandant (OMI)

File: DCGO, 11ND

Forwarded, approved.

Lloyd A. Kennedy
LLOYD A. KENNEDY
Acting OMI, Marine Inspection

UNITED STATES COAST GUARD

LONG BEACH 2, CALIFORNIA

ADDRESS REPLY TO
DISTRICT COAST GUARD OFFICER (omi)
ELEVENTH NAVAL DISTRICT



REFER TO FILE: MIN C-1285

20 August, 1945

To: The Commandant (OMI)

Via: 1. Marine Inspection Officer
2. DCGO, 11ND

Subj: SS FORT FREDERICA - Spill of Aviation Gasoline aboard

1. Pursuant to a report of a gasoline spill on the SS FORT FREDERICA on 5 June, 1945, the undersigned Examining Officer boarded the vessel on 6 June and conducted a preliminary investigation at Berth No. 239, Terminal Island, California.

PERSONS INTERVIEWED

2. R. A. Marsh, chief mate, SS FORT FREDERICA;
Emil Sandstrom, dock foreman, General Petroleum Corp., 201 North Center Street, San Pedro, California;
Arthur Beltram, Sp3c, USCGR, and Dean F. Moberly, Splc., USCGR attached to CGI, Wilmington, California.

FINDINGS OF FACT

3. The SS FORT FREDERICA is a type T-2 tanker of 10, 448 gross tons, Official No. 247133, owned by the WSA and operated by Los Angeles Tankers Operators, Incorporated, 365 7th Street, San Pedro, California.

4. At approximately 1815 on 5 June, 1945, the SS FORT FREDERICA was at berth 239, Terminal Island, California, taking 100-octane aviation gasoline into her No. 5 starboard tank at a rate of approximately 6 to 7,000 barrels per hour. The chief mate, Mr. R. A. Marsh, Z-369819, was in charge of loading operations aboard ship, assisted by a deck cadet, one James W. Heiser. Marsh was called to the dock telephone about 150 feet away from the gangway, leaving the deck cadet in charge. He did not notify the dock foreman, Mr. Emil Sandstrom, to slow down pumping nor say anything to him about getting ready to top off. Suddenly Sandstrom saw gasoline shooting up from the deck level to a height of from 4 to 6 feet. He immediately shut down his pumps, but not before there had been a spill estimated from 6 to 20 barrels; 3 or 4 of which went over the side into the harbor. Heiser, the cadet, closed the tank cover promptly and shut down the valves as quickly as he could. Marsh hurried back to the ship from the telephone and took steps to minimize the effect of the spill. A Coast Guard fireboat was summoned and stood by to assist and disseminate any gasoline on the water. When interrogated the chief mate explained that he had been called to the telephone and found that it was the master of the SS FORT FREDERICA.

UNITED STATES COAST GUARD

LONG BEACH, CALIFORNIA



DCGO, 11ND
File No. MIN C-1285
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The mate also stated that the conversation lasted far longer than he had anticipated when he came ashore. He gave this as his reason for not notifying the dock foreman to slow down or shut down the pumps.

5. Investigation revealed that R. A. Marsh had been admonished on 2 March, 1945, by the MMHU, 11ND, for negligence in connection with an oil spill on the SS SIGNAL HILL.

CONCLUSIONS

6. The spill of aviation gasoline from the SS FORT FREDERICA on 5 June, 1945 at Berth 239, Terminal Island, California, was minor but also avoidable. It appeared directly due to the failure of the chief mate to warn the dockman to slow down his pumps when about to top off and, secondarily, due to leaving a relatively inexperienced deck cadet in complete charge for a period of approximately 15 minutes. As noted above, this was not Mr. Marsh's first offense and as a result of subject spill, Mr. R. A. Marsh was charged with negligence under R.S. 4450 as amended (Case No. MIN S-1157-m).

RECOMMENDATIONS

7. Due to the fact that action has been taken by this unit against Mr. Marsh for negligence, it is recommended that the case be closed.

Robert C. Hays
ROBERT C. HAYS
Lieutenant (jg) USCGR
Examining Officer

23 August, 1945

Approved:

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

Ind-1

23 August, 1945

To: The Commandant (OMI)

Via: DCGO, 11ND

Forwarded, approved.

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