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UNITED STATES COAST GUARD
209 Chamber of Commerce Building
Baltimore 2, MD.

Address Reply to
OFFICER IN CHARGE
MARINE INSPECTION
and Refer to CG-MIN-628-0485

10 January, 1946

To: DCGO 5ND

Subj: SS HARRY PERCY; spillage of oil into Baltimore Harbor,
3 January, 1946

- Findings of Fact -

1. On 3 January, 1946 a spillage of oil occurred aboard the SS HARRY PERCY, which flowed into the waters of Baltimore Harbor.
2. The SS HARRY PERCY is an EC-2 type vessel, owned by War Shipping Administration and operated by States Marine Corp., 90 Broad Street, New York, N. Y.
3. On 3 January, 1946 at approximately 0900, the first assistant engineer, Mr. Daniel Starr, commenced transferring oil aboard the SS HARRY PERCY from the No. 1 double bottom to the starboard settling tank. At the time the transfer of oil was commenced the numericator indicated that the starboard settler had approximately four feet of oil. The first assistant, prior to commencing the operation, figured that it would take approximately eight hours to fill the settler. There was no actual sounding taken at any time of the starboard settler, but rather, the numericator reading was relied upon. The numericator was checked approximately every hour by the first assistant engineer, it being checked for the last time at approximately 1:00 P.M., at which time it showed that the starboard settler was about $9\frac{1}{2}$ ft. full. Inasmuch as the chief engineer, Mr. Paul Paulson, and the first assistant engineer were the only engineers aboard, the first assistant was kept very busy at other jobs both in the engineroom and on deck. At approximately 1400 the crew of the HARRY PERCY was paid off, and Mr. Starr was also paid off at that time. At approximately 1410, just after the first assistant had been paid off, he was notified by the boatswain that oil was flowing from the overflow pipe on the starboard settling tank. The first assistant immediately went below and shut off the transfer pump, and upon changing the valves, took the head off the settling tank until the numericator indicated a depth of oil in the settler of fifteen feet, nine inches. It was estimated by the chief and first assistant engineers that approximately one to two barrels of oil had gone overboard. The first assistant, in explanation of the reason why the overflow had occurred, explained that he did not feel that the starboard settler would fill up as quickly as it did. He states that the reason it was not checked more often was due to the fact that he was very busy with the various other jobs which required his attention aboard the vessel.

Case No. 628-0485

4. No samples of the oil which flowed into the harbor were obtained.

- Witnesses Interviewed -

5. Paul Paulson, Chief Engineer, SS HARRY PERCY
2242 Clarendon Rd., Brooklyn, N. Y.
Chief Engineer's License #202501, Bk. #127635 DI

Daniel Starr, First Assistant Engineer, SS HARRY PERCY
271 Elm Street, Westville, N. J.
Second Assistant Engineer's License #A-6545, Z-856142

- Recommendations -

6. In compliance with U. S. Coast Guard Merchant Marine Inspection Instructions 3-3-4B, it is recommended that this report be forwarded to the DCGO 5ND for transmittal to the U. S. District Engineer. It is further recommended that a copy of this report be forwarded to Headquarters via DCGO 5ND for their information.

/s/ D. U. Smith
D. U. SMITH
Lt. (jg), USCGR
Examining Officer

CC: The Commandant (OMI)
U. S. District Engineer
COTP, Baltimore, Md.

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OICMI Balto., Md.
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Forwarded, approved.

/s/ William T. Corfield
WILLIAM T. CORFIELD
By direction