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Office of
The Captain of the Port

Federal Building
Newport, Rhode Island
24 July, 1941

U. S. COAST GUARD (4)

REC'D JUL 26 1941

U.S. Local Inspectors
Bureau of Marine
Inspection and Navigation
310 P.O. Annex
Providence, Rhode Island

Sirs:

On July 23, 1941, at 6:25 p.m. DST, the steamship HARTWELSON of Boston, Massachusetts, while passing southbound through the East Passage, Narragansett Bay, refused to slow down after having been notified to do so by the Coast Guard vessel CGR-72.

The CGR-72 contacted the HARTWELSON just south of the lighted buoy west of Rose Island and notified him to slow down before passing through the obstruction off Fort Adams. The HARTWELSON was making approximately ten knots at the time. Upon being notified, an officer on the bridge of the HARTWELSON replied that he couldn't slow down, and the ship continued at the same speed. A lighter was working near the opening in the obstruction, and as the HARTWELSON approached, the lighter gave several short blasts for her to slow, as men were working overside from the lighter. Upon hearing these blasts, the HARTWELSON apparently then slowed just as she was passing through the opening.

The CGR-72 was operating under the authority of this office which has authority to control the movements of all vessels in Narragansett Bay. By not slowing down immediately when notified to do so by the CGR-72, the HARTWELSON was violating the Act of June 15, 1917, C.30, Title II, section 1, 40 Stat. 220, 50 U.S.C. 191.

Respectfully,

P. B. MAJOR, Lieutenant USCG
Captain of the Port

Copy to:
COMMANDANT
COMBOSDIST
CGR-72
File
Not on the Original