

Norfolk, Virginia

ADDRESS REPLY TO

U. S. COAST GUARD HQ  
MAIL & RECORDS  
SERVICE SECTION



ocmi

AND REFER TO CG-628 M1812

RECEIVED FEB 17 1949 (5)

15 February, 1949

From: Officer in Charge Marine Inspection  
To: Commandant (MVP)  
Via: Commander, 5th Coast Guard District (m)

Subj: Richardson, Richard H., chief engineer SS HENRY WATTERSON  
Oil Pollution

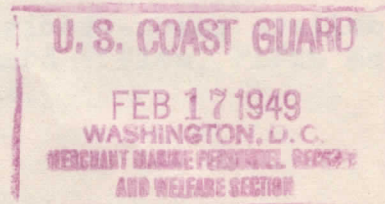
1. Reference is made to HL 10 January, 1949, file MVP-628-HENRY WATTERSON, advising that HQ is not in possession of a report of hearing in the matter of subject man, case #628 M1812, Norfolk, Virginia.

2. Forms NAVCG 2639 and 2639-A, cover sheet and a report of hearing in the matter of license #189342 are forwarded herewith in accordance with HQ request.

*D. G. Elliot*  
D. G. ELLIOT  
By direction

Incls. (copies)

1. Cover sheet
2. Rpt of Hearing
3. Form 2639
4. Form 2639-A



Ind.- 1

16 February, 1949

*FEB 16 1949*

From: The Commander, 5th. CGD (m)  
To: The Commandant (MVP)

Forwarded.

*Eugene Carlson*  
Eugene Carlson  
By direction

MERCHANT MARINE HEARING UNIT  
FIFTH NAVAL DISTRICT  
NORFOLK, VA.

COPY

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IN THE MATTER OF

LICENSE #189342

ISSUED TO: RICHARD H. RICHARDSON, Z-374846

Case No. 628 M1812

Under the provisions of Section 4450, R.A.,  
as amended.

\*\*\*\*\*

DATE OF HEARING: 9 November, 1944

PLACE OF HEARING: Atlantic Coast Line Bldg.,  
Fleet Landing, Norfolk, Va.

HEARING OFFICER: J. O. THOMPSON  
Lt. Comdr., USCGR

Reporter: Mary V. Dickey  
Y.3c., USCG (WR)

Testimony not transcribed--notes available  
at District Coast Guard Office, Fifth Naval  
District, Norfolk, Va.

COPY

A P P E A R A N C E S

JOHN DEMYAN, JR., Lieutenant, USCGR - Examining Officer

RICHARD H. RICHARDSON - Person Charged

W I T N E S S E S - Daniel B. Texeira, David Littauer

Ind-1  
10 November, 1944

To: The Commandant (OMP)

Via: DCGO, 5thND

Forwarded, approved.

J. O. THOMPSON  
By direction

Lt. Comdr., USCGR  
Hearing Officer

UNITED STATES

IN THE MATTER OF LICENSE #189342  
Issued to Richard H. Richardson, Z-374846  
SS HENRY WATTERSON

374846

COPY

Norfolk Virginia Report of Hearing 7 November 1944

Hearing held on 9 November, 1944. Testimony not transcribed but on file at this office.

Source: MMHU, 3rd Naval District.

Charge: NEGLECT OF DUTY - One specification alleging violation of Oil Pollution Act.

Plea: Not guilty.

Facts: On 9 August, 1944 the SS HENRY WATTERSON was fueling at Smith Street, Brooklyn, New York. At the time it was believed that #5 double bottom valves were tightly closed. Oil spilled from #5 double bottom vent pipes and it was found that #5 port double bottom was full. During the voyage #5 double bottom discharged into the main line as the fuel oil was consumed, with the same valve apparently closed. When the tank was empty an examination of the valve by the Chief, 1st and 2nd Assistant Engineers disclosed that the valve stem was fitted with a collar between the yoke and packing gland preventing the valve from closing entirely. The valve was repaired and has worked properly since that time.

Conclusion: The evidence was not sufficient to prove any neglect of duty on the part of the Chief Engineer.

Findings: The specification of the charge not proved and the charge not proved.

Order: That the case be dismissed.

Appeal: None indicated.

LICENSE #189342 RETURNED TO RICHARD H. RICHARDSON ON COMPLETION OF THE HEARING.

J. O. THOMPSON  
Lt. Comdr., USCGR  
Hearing Officer

FAIL NOT HEREIN ON PAIN OF STATUTORY PENALTIES AND REVOCATION OF YOUR LICENSE/INVESTIGATED/...

/s/ John Demyan, Jr.  
Lieutenant (JG)

ORIGINAL - To person charged. YELLOW - To Headquarters. BLUE - For Files.

United States of America  
UNITED STATES COAST GUARD

IN THE MATTER OF LICENSE/~~CERTIFICATE~~ OF SERVICE No. 189342

ISSUED TO: RICHARD H. RICHARDSON, Z 374846

5th NAVAL DISTRICT  
Norfolk, Virginia 7 November, 1944

You, RICHARD H. RICHARDSON, are hereby commanded to be present at the hearing on the following charges at 0900 M., on 9 November, 1944

MMHU, Norfolk, Va.

and to PRODUCE YOUR LICENSE/~~CERTIFICATE OF SERVICE~~ AT SAID TIME AND PLACE.

Under authority of Section 4450 of the Revised Statutes of the United States, as amended, and the regulations promulgated pursuant thereto, you are hereby charged as follows:

CHARGE: NEGLECT OF DUTY

FIRST SPECIFICATION: In that you, while serving as Chief Engineer on board a merchant vessel of the United States, the S. S. HENRY WATTERSON, under authority of your duly issued License/~~Certificate~~, did, on or about 9 August, 1944 allow fuel oil to overflow from #5 port double bottom tank into the waters of New York Harbor in violation of the provisions of 33USC433.

COPY

FAIL NOT HEREIN ON PAIN OF STATUTORY PENALTIES AND REVOCATION OF YOUR LICENSE/~~CERTIFICATE OF SERVICE~~

/s/ John Demyan, Jr.  
Lieutenant ~~USCGP~~ (Examining officer)

(OVER)

ORIGINAL—To person charged. YELLOW—To headquarters. BLUE—For files.

United States of America

UNITED STATES COAST GUARD

Fifth Naval District

Norfolk, Virginia

10 November, 1944

In the matter of

License/~~Certificate of Service~~ No. 189342

Issued to RICHARD H. RICHARDSON

Z 374846 SS HENRY WATTERSON

Upon due hearing, held on 9 November, 1944, before me, the undersigned duly designated Hearing Officer, on the charges and specifications made against RICHARD H.

RICHARDSON by the duly authorized Examining Officer, I make the following

FINDINGS:

The specification of the charge not proved.
And THE CHARGE NOT PROVED.

COPY

Based upon the above findings I do, therefore,

ORDER:

That the case be dismissed.

/s/ J. O. Thompson

LT. COMDR., USCGR Hearing Officer.

Original: To Person Charged—Yellow: To Headquarters—Blue: For Files.

10 January, 1949  
MVP-628-HENRY WATTERSON

From: Commandant  
To: Commander, 5th C. G. District (m)

Subj: Richardson, Richard H., chief engineer SS HENRY WATTERSON  
Oil Pollution

1. According to information recently received by this office from the OCM, New York, a hearing was held on Richard H. Richardson at Norfolk, Virginia, case 628-M1812 on 9 November, 1944 concerning an oil pollution occurring while Subject was serving as chief engineer of the SS HENRY WATTERSON.
2. A search of HQ records fails to reveal a report of this hearing.
3. It is, therefore, requested that HQ be furnished a copy of the action taken in this case.

*- See n-4 ltr  
4 Feb 49  
filed in  
"Beacon Oil  
Aug 44  
oil pollution  
case"*

H. T. JEWELL  
By direction

C.A. MARCELINO:cam *Cam*

C.A. MARCELINO:cam

COPY

AMERICAN EXPORT LINES, INC.  
25 Broadway  
New York, N.Y.

AT SEA  
SEPTEMBER 1, 1944

Commander Howard C. Bridges, U.S.C.G.  
U. S. Local Boiler Inspector  
42 Broadway, New York City

Dear Sir:

While fueling my vessel at the foot of Smith Street Brooklyn on August 9, 1944, I accidentally ran over #5 Port D.B. tank, spilling a small quantity of fuel into the river, having been notified to appear for a hearing before the U. S. Coast Guard upon return to New York and that if proven guilty of negligence my license may be suspended and assuming that the matter may be brought to your attention or that possibly you may be officially present at the hearing, I would like to present my case for your consideration.

Having personally closed the filling valve to this tank I had no knowledge that fuel was going into any tank except #1 which I was personally watching and sounding at the opposite end of the vessel.

Subsequent examination of the valve showed that a collar which is fastened to the valve stem between the yoke and packing gland would not allow the valve to entirely close. This collar was originally installed in connection with an interlocking device which prevented both suction and filling valves being open at the same time. Since I had never filled the D.B. tanks by pressure before, and never will again, was unaware of this condition until the accident occurred.

Incidentally, have been fueling these Liberty Ships since September last and never spilled a drop of fuel before and can honestly say that there was no negligence on my part.

Thanking you for any consideration in this matter.

I Am Respectfully Yours,

16 March, 1945

Certified to be a true  
and correct copy:

*Herman W. Gruning*  
HERMAN W. GRUNING  
Lieut. (jg), USCGR

/s/ Richard H. Richardson  
Chief Engineer  
S.S. Henry Watterson

grade 2  
68-258-111111 AVIATION  
(011)

UNITED STATES COAST GUARD

42 BROADWAY  
NEW YORK 4, N. Y.



ADDRESS REPLY TO  
DISTRICT COAST GUARD OFFICER omi  
THIRD NAVAL DISTRICT  
REFER TO FILE: 628-16338

DEC 15 AM



14 December, 1945

To: The Commandant (OMP)

Subj: Report of oil violation - SS HENRY WATTERSON

1. Reference is made to our letter dated 16 March, 1945 with reference to the above subject.
2. Kindly inform this office of what action, if any, has been taken in the above case in order that we may be able to close out this case with the Port Security Command.

*John I. Dugan*  
JOHN I. DUGAN  
By direction

DEC 17 1945



Merchant Marine Hearing Unit  
United States Coast Guard  
Third Naval District  
New York, New York  
29 September, 1944

Reply to  
The Commanding Officer  
PORT SECURITY COMMAND  
Refer to file: 00-6614

IN THE MATTER OF OIL VIOLATION VY SS HENRY WATTERSON ON  
9 AUGUST, 1944.

SOURCE OF COMPLAINT: Report from Port Security Command dated 15 August, 1944, and report from Supervisor of New York Harbor dated 17 August, 1944.

FACTS: The SS HENRY WATTERSON departed from this port before investigation on this matter could be completed.

CONCLUSIONS AND RECOMMENDATIONS: Inasmuch as the port of final destination of this vessel is unknown, it is recommended that the ship be placed on the Ship-wanted List, and to expedite handling of this case, the file is forwarded to Headquarters for appropriate action. It is requested that this office be advised of the action taken.

- 1. Agents: American Export Lines, Inc., 150 N. Wall St., New York
- 2. Master: Capt. V. E. Deagarty
- 3. Engineer: R. H. Richardson T. A. KENNEDY  
Lieut. (j.g.), USCGR  
Examining Officer
- 6. Person doing act:

Incls.

- 1. Copy of Report from Port Security Command
- 2. Copy of Report from Supervisor of New York Harbor
- 3. Statement of Richard H. Richardson, Chief Engineer

Ind-1

29 September, 1944

To: The Commandant (OMP)

Forwarded, approved.

JOHN I. DUGAN  
By direction

16 March, 1945

Certified to be a  
true and correct copy:

*Herman W. Cruning*

HERMAN W. CRUNING  
Lieut. (jg), USCGR

UNITED STATES COAST GUARD

Address reply to  
The Commanding Officer  
PORT SECURITY COMMAND  
Refer to file: CG-6614

COTP OFFICE  
Room 10, Barge Office  
New York 4, New York

15 August, 1944

MEMORANDUM FOR THE DISTRICT COAST GUARD OFFICER, 3ND

Subj: SS HENRY WATTERSON; oil pollution report.

The following facts compose the report of oil pollution violation in the subject case as required by DCGO letter 27 August, 1943:

1. Name, type, etc. HENRY WATTERSON, American, oil burner.
2. Owner: American Export Lines, Inc., 25 B'way, N.Y.C.
3. Agents: American Export Lines, Inc., 25 B'way, N.Y.C.
4. Master: Capt. V. E. Dougherty
5. Engineer: R. H. Richardson
6. Person doing act: No one—act considered responsibility of Chief Engr.
7. Time and place: 1500, 9 August, 1944, Ft. of Smith St., Brooklyn
8. Witnesses: Customs guard B. R. Martin, #2075, and POPE, John (7002-760),  
Sea2c(R).
9. Sample: (Forwarded herewith)

Comments:

(See attached report of COWIN, William T. (542-514) CSp(P8), Investigating Squad)

16 March, 1945  
Certified to be a  
true and correct copy:

*Herman W Gruning*  
HERMAN W. GRUNING  
Lieut. (jg), USCGR

R. L. JACK.

9 August, 1944

From: COWIN, William T. (542-514)CSp(PS), Investigating Squad.

To: Executive Officer, CG BARRACKS, Brooklyn, New York.

Via: Security Officer.

Subj: Ft. of Smith St.; pollution of water at.

1. Name of vessel: Henry Watterson (Am.) - oil burner.
2. Name and address of owner: American Export Lines, Inc.  
25 Broadway, N. Y. City, N. Y.
3. Name and address of charterer: not under charter.
4. Name and address of local agents for vessel:

American Export Lines, Inc.  
25 Broadway, N. Y. City

5. Name of Master: Capt. V. E. Dougherty.
6. Name of engineer: R. H. Richardson.
7. Name and address of individual doing the illegal act: Act considered responsibility of Chief Engineer R. H. Richardson.

8. Time of violation: About 1500 this date.

9. Place of violation: Foot of Smith St., Brooklyn.

10. Pier guard POPE, John (7002-760)Sea.2c(R) in course of his patrol observed oil overflowing from SS Henry Watterson (Am.) moored to Ft. of Smith St. Investigation revealed that oil overflowed from No. 5 port double bottom tank. Mr. Richardson, engineer, stated that oil was being taken on in No. 1 double bottom tank and that oil flows through a common filling line. The valve to No. 5 tank was closed at the time and the Chief Engineer, Mr. Richardson, was unable to understand how the No. 5 tank overflowed. His only explanation was that perhaps there was an obstruction beneath the No. 5 valve that kept it from being closed properly. Mr. David Littauer, 2nd Engineer, stated he knew nothing about the overflow. A sample of the polluted water was taken by the pier guard, Pope, mentioned above, who while standing on the pier placed over the side of the pier a wooden handle to which is attached a metal scoop and skimmed the oil from the water. The undersigned was present

Encl: 1  
AFS: 2  
To: EXECUTIVE  
From: COMIN, MILITARY J.

CG BARRACKS  
Brooklyn, N. Y.  
9 August, 1944

WAR DEPARTMENT  
Supervisor of New York Harbor  
17 Battery Place  
New York City

SH 300.224 (WATSON HENRY GE. JOWAN CAN)

at the time. At the time the undersigned arrived at said pier there was a large quantity of oil on the water in the vicinity of the ship. 17 August 1944

11. Witnesses: Customs guard B. R. Martin, #2075, and POPE, John (7002-760) Sea.2c(R) witnessed the overflow but were unable to state reasons for same.

12. Samples were taken and accompany this report.

13. The above facts were given the duty desk. Room 202

1. There is forwarded for your information and appropriate action copy of a William T. Cowin, this office relative to spillage of oil into New York Harbor.

Ind-1 2. The owners of the vessel:  
CG BARRACKS,  
14 August, 1944

To: Commanding Officer, Port Security Command Broadway,  
New York City.

Via: Commanding Officer, Port Security Force.

Forwarded for your information and any action deemed necessary.

RI McIntyre W. BUNKLEY  
By direction

Encl.

16 March, 1945

Certified to be a true and correct copy:

Herman W. Gruning  
HERMAN W. GRUNING  
Lieut. (jg) USCCR  
Lieut. (jg), USN

WAR DEPARTMENT  
Supervisor of New York Harbor  
17 Battery Place  
New York City

SH 800.224 (WATTERSON HENRY SS-GOWAN CAN)

10 August 1944

Subject: Report of oil spillage, SS. HENRY WATTERSON.  
To: Merchant Marine Hearing Unit, U.S. Coast Guard,  
42 Broadway, New York, N. Y.  
Attention: Commander John R. Dugan, Room 808

1. There is forwarded for your information and appropriate action copy of a report received by this office relative to spillage of oil into New York Harbor.

2. The owners of the vessel:  
War Shipping Administration.

Agents: American Export Line, 5 Broadway,  
New York City.

3. Will you please advise what action you will take in this case.

/s/ J. W. BUNKLEY

Encl.

16 March, 1945

Certified to be a true and  
correct copy:

Herman W. Gruning  
Herman W. Gruning  
Lieut. (jg), USCGR

800-557 (NYC)  
U.S. DEPARTMENT OF THE ARMY  
OFFICE OF THE INSPECTOR GENERAL  
U.S. ARMY  
COPY  
August 9, 1944

3:55 pm to 4:35 pm

To: Supervisor of New York Harbor  
From: Inspector Bryan  
Subject: S.S. HENRY WATTERSON; Scuppers depositing heavy oil in  
water Seaboard area bulkhead, Gowanus Canal.  
Adjacent 667 Smith Street, Brooklyn, N. Y.  
Vessel: Oil burner  
" Operated by American Export Line, 25 Broadway, N.Y.C., N.Y.

Have to report I inspected this vessel as follows:

1. Found heavy oil spilt on the port side aft around the tank deck over flow pipe along 40 ft. area the oil running out three open scuppers and down the side of this vessel into the waters of the slip.
2. Further saw a quantity of heavy oil on the waters of slip under the scuppers with oil running out same down the side of this vessel into the waters of the slip along 60 ft. between vessel and the bulkhead in process of drifting out into canal.
3. Also saw heavy oil spilt on the stringpiece of the bulkhead along 10 ft. area opposite the scupper having oil running down the side of this vessel into the waters of the slip.
4. Sample of oil taken from the oil spilt on the deck of this vessel running out of the scuppers into the waters of the slip, a source of pollution to the water in this area.

At this inspection found no engineer officer available, saw the chief officer, A.D. Gocher of this vessel, and notified him of the spillage of oil on the deck of this vessel, having deposited oil through the open scuppers down the side of this vessel into the waters of the slip. The chief officer informed me this vessel was fueling at this time. That oil had overflowed through tank vent on deck and out scuppers into the water the port side of this vessel. That the cause had not been determined.

16 March, 1945  
Certified to be a true  
and correct copy:

/s/ Z. Bryan

*Herman W. Gruning*  
HERMAN W. GRUNING  
Lieut. (jg), USCGR