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Ind-1  
15 November, 1944

To : The Commandant (OMI)

Via : DCGO, LND  
1944 NOV 20 AM 9 49

Subj: SS HENRY WILSON - Oil pollution while laying at Boston Harbor  
10 November, 1944.

PORT SECURITY SECTION

Forwarded, approved.

*James F. Brady*  
JAMES F. BRADY  
OIC, MMHU

15 November, 1944.

Ind-2  
DCGOIND  
omi-C-2047  
16 November, 1944

Forwarded.

*Charles M. Lyons*  
CHARLES M. LYONS  
By direction.

The SS HENRY WILSON is a Liberty ship, Hull Number 24334, built 1943, 7176 gross tons and is owned by American Export Lines, 26 Broadway, New York, N.Y.

On 10 November, 1944, while said vessel was fueling at the Port of Boston, Massachusetts, oil was spilled in the harbor and engine room bilges.

The Second Assistant Engineer was interviewed and he stated he was pumping fuel oil from the port deep tank to #2 double bottom when oil came out of the vent pipe. He stated the pump was immediately stopped and the oil that was spilled went on the deck of the oil barge which was tied alongside of the vessel and no oil reached the harbor waters. He stated there was apparently an obstruction in the line and he tried to run the oil from the deep tank into the double bottom by gravity but his soundings indicated that no oil was coming in the double bottom tank. He immediately put the transfer pump on and put ten pounds of pressure on the discharge of the pump when the obstruction let go with the resulting spillage of oil from the vent pipe. He further stated he was filling the port settling tank and oil leaked out of the manhole cover plate on top. This tank had been cleaned and repairs made to heating coils in a shipyard at this port. He further testified that he had examined the manhole cover and the nuts were up and he considered that the plates were tight, but, when the oil began to spill from the tank, he took a wrench and set up on the nuts and found them only hand tight which allowed the oil to seep through. He stated that no more than one barrel of oil had spilled through the manhole cover.



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omi-628-C-1109  
15 November, 1944

## UNITED STATES COAST GUARD

BOSTON, MASS.

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OFFICER IN CHARGE, MARINE INSPECTION  
U. S. COAST GUARD  
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BOSTON 9, MASS.

AND REFER TO FILE NO. omi-628-C-1109  
Merchant Marine Hearing Unit

15 November, 1944.

To : The Commandant (OMI)

Via : DCGO, LND

Subj: SS HENRY WILSON - Oil pollution while laying at Boston Harbor  
10 November, 1944.

- Findings of Fact -

1. The SS HENRY WILSON is a Liberty type vessel, Official Number 243339, built 1943, 7176 gross tons and is owned by American Export Lines, 26 Broadway, New York, N.Y.
2. On 10 November, 1944, while said vessel was fueling at the Port of Boston, Massachusetts, oil was spilled in the harbor and engine room bilges.
3. The Second Assistant Engineer was interviewed and he stated he was pumping fuel oil from the port deep tank to #2 double bottom when oil came out of the vent pipe. He stated the pump was immediately stopped and the oil that was spilled went on the deck of the oil barge which was tied alongside of the vessel and no oil reached the harbor waters. He stated there was apparently an obstruction in the line and he tried to run the oil from the deep tank into the double bottom by gravity but his soundings indicated that no oil was coming in the double bottom tank. He immediately put the transfer pump on and put ten pounds of pressure on the discharge of the pump when the obstruction let go with the resulting spillage of oil from the vent pipe. He further stated he was filling the port settling tank and oil leaked out of the manhole cover plate on top. This tank had been cleaned and repairs made to heating coils in a shipyard at this port. He further testified that he had examined the manhole cover and the nuts were up and he considered that the plates were tight, but, when the oil began to spill from the tank, he took a wrench and set up on the nuts and found them only hand tight which allowed the oil to seep through. He stated that no more than one barrel of oil had spilled through the manhole cover.



4. The Chief Engineer was interviewed and stated that he had instructed the Second Assistant Engineer to fill the double bottoms by gravity only and not to use the transfer pump for this operation. The Chief Engineer further testified that he had checked the settling tank and had noted the nuts were run down on the studs and assumed that they had been set up by a wrench. He further stated that his soundings proved that between a barrel and a barrel and a half of fuel oil was lost through the vent pipe and manhole cover in the settling tank. The undersigned Examining Officer examined the water adjacent to the vessel on 11 November, 1944 and no fuel oil was noticed around the ship.

5. The fuel oil in the bilges was being cleaned and the indication was that only a small amount of fuel oil had been spilled from the port settling tank.

- Witnesses Interviewed -

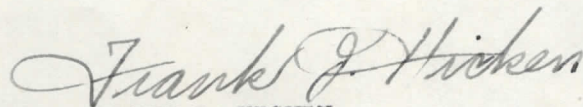
6.
  1. Boyd Dunbar, Chief Engineer of the SS HENRY WILSON, 1801 Bolston Street, Baltimore, Maryland.
  2. John Carmody, Second Assistant Engineer of the SS HENRY WILSON, 138 Wendell Street, Providence, Rhode Island.

- Conclusions -

7. The facts indicate that very little, if any, fuel oil was spilled through the vent pipe into the harbor. The oil spilled in the bilges from the port settling tank was caused by the carelessness of the mechanics in the shipyard and was not due to the inattention to duty of the engineers. Apparently, the vent pipe screen on #2 double bottom tank had been fouled and caused an air pressure within the tank which caused the overflow to occur.

- Recommendations -

8. It is recommended that no further action be taken and the case closed.

  
FRANK J. HICKEN  
Lieutenant Commander, USCGR  
Examining Officer