

NEW ORLEANS DISTRICT
U. S. COAST GUARD
NEW ORLEANS, LOUISIANA

Comdr. Kiepule

MR

MAR 27 11 25 AM '45



UNITED STATES COAST GUARD
HOUSTON, TEXAS
1945 APR 2 PM 1 36

c-8



COAST GUARD STATION

CAPTAIN OF THE PORT

File: CG-661

PORT SECURITY SECTION

APR 2 45 AM

26 March, 1945

To: The Commandant (OPS)

Via: DCGO, 8ND (ops)

Subj: Oil Pollution Act of 1924, 33 USC, 431-437; violation by
SS HORACE H. WATSON, on 12 March, 1945

Refs: (a) HQ ltr to all DCGO's 18 August, 1943 (CG-100.18 Min.).
(b) HQ Dispatch to all DCGO's 231920 (October).

In accordance with references (a) and (b), inclosure is forwarded.

W. G. Etheridge
W. G. ETHERIDGE

Incl
Copy of file in subject case.

CC: WSA
File

Ind-1
DCGO, 8ND (ops)
29 March, 1945

To: The Commandant (OPS)

Forwarded. Suspension of the Chief Engineer's license not for violation of oil pollution act but for falsification of statement under oath.

J. J. Gidiere
J. J. GIDIERE
By direction

REPORT OF VIOLATIONS

DATE 12 March, 1945 DOCK Long Reach #3

NAME OF VESSEL S.S. HORACE H. WATSON FLAG American

OWNER W.S.A. AGENT Lykes Bros.

CAPTAIN _____ FIRST MATE _____

CHIEF ENGINEER H. L. Jennings ENGINEER ON DUTY H. L. Jennings-H. R. Scibbe

PRODUCT CAUSING POLLUTION: (a) NAME Bunker (b) TYPE 0

VIOLATION CLASSIFICATION:

- (a) Overflowing of tanks while topping of ()
- (b) Siphoning of oil through vents while bunkering (x)
- (c) Errors in valve manipulation ()
- (d) Line breaks between ship and shore ()
- (e) Pumping of contaminated ballast water ()
- (f) Miscellaneous _____

Portion of ship from which product causing pollution was discharged Port forward vent-port forward sounding tube

Describe how you established same Oil could be seen running out of these openings.

Violation reported by G. W. Dickson, CBM, VPSF Time it occurred 1710

Action taken Scuppers plugged on port side - not plugged starboard.
pump shut off time 1725
time _____

Cooperation received poor

Direction ship heading South Ship side moored to dock Starboard

Condition of vessel:

- (a) Down by head ()
- (b) Down by stern ()
- (c) Port list (x)
- (d) Starboard list ()
- (e) Even keel ()

Direction of drift of pollution in relation to vessel South (with current)

TIDE: State: Normal 12:00 AM, 1/15/45 Direction of wind: Light breeze

Force of wind: 1. Very light () 2. Light () 3. Strong ()

At time of inspection were outboard sea valves sealed Yes

Estimated area covered 5000 sq. ft. Time observed 1730

Action taken to stop pollution, as observed by person reporting Had Engineer stop pumps and try to plug scuppers on starboard side.

Copy of pertinent entries in Ship's Log, Engine Room Log, Pumper's Rough Log

Samples taken from ship:

NUMBER	TIME	PLACE
1	1930	Deck
2	1935	Bunker
3	1945	Channel

Samples taken from water:

NUMBER	TIME	PLACE
1	1945	Channel

Were pictures taken of ship no or of water surface no

WITNESSES:	NAME	ADDRESS	PHONE
	C. W. Dickson	VPSF Houston, Texas	C-45478
	A. G. Bidwell	USCG Houston, Texas	W-69486
	J. F. Woods	USCG Houston, Texas	W-69486

REMARKS:
Reported to Marine Hearing Unit and offered assistance. Second Engineer and Chief Engineer tried on negligence and mis-conduct. H. L. Jennings, Ch. Engr. Lic. A-9592 suspended one month. Probation six months.

A. G. Bidwell
Signature

Sp(PS)lc(R)
Rate

COPY/nd
Case No. 628-419
SS HORACE H. WATSON

Merchant Marine Hearing Unit
U. S. Coast Guard
Eighth Naval District
Houston, Texas
14 March, 1945

IN THE MATTER OF
License No. A 24039
Issued to Harold R. Scibbe
Acting 2nd Ass't. Engr., Z 302180

REPORT OF HEARING

Hearing held 13 March, 1945. Testimony not transcribed -- notes on file in this office.

SOURCE: Report of COTP, Houston, Texas.

CHARGE: Negligence. One specification alleging that party charged acted in a negligent manner in taking on bunkers on or about 12 March, 1945 and did cause the spill of bunker oil into the Houston Ship Channel.

PLEA: Not guilty.

FACTS: Harold R. Scibbe was serving aboard the SS HORACE H. WATSON as Acting Second Assistant Engineer while holding License No. A. 24039, Third Assistant Engineer of steam vessels, and Z No. 302180. The evidence brought out in the Hearing did not prove the above charge. The Chief Engineer testified he was in complete charge of taking bunkers. The testimony shows that the pump on bunker oil was stopped before the spill, that valves on double bottom tanks Nos. 1 and 2 were shut off and that spill caused by an air pocket in No. 1 double bottom and the ship's taking a port list. Scupper plugs were in place on fore deck and soundings of fuel tanks were taken immediately before spill.

CONCLUSION: Evidence is insufficient to prove negligence of party charged in taking on bunkers.

FINDINGS: First specification and charge not proved.

ORDER: That the charge be dismissed.

LICENSE NO. A 24039 RETURNED TO HAROLD R. SCIBBE UPON COMPLETION OF HEARING.

/s/ Frank T. Burtle
FRANK T. BURTLE
Lt. Comdr. USCGR

COPY

MEMORANDUM TO THE CAPTAIN OF THE PORT

Subject: The Captain of the Port,
Houston, Texas.

At 1800, 31 March, 1945, I reported for duty at Gulf Atlantic Warehouse and was making a routine check up of the S.S. HORACE W. WATSON when I found a large amount of oil on the forward deck of the ship. On further investigation, I found the Upon boarding the S.S. Horace Watson at 1800 hours March 12, 1945- I found the Port side of the forward deck covered with oil. In places this oil was four to five inches deep and had run down the side of the ship into the water. According to the mate on duty this had happened about 1700 hours. These samples were placed in the VPSF office at the Port.

This incident was logged and reported to C.P.O. Dickson, who was in charge of our detail.

C. W. Dickson, CPO, VPSF

/s/ Elton M. Jordan
Sic, VPSF

CAPTAIN OF THE PORT

Houston, Texas

MEMORANDUM TO THE CAPTAIN OF THE PORT

Subj: Oil pollution violation by SS HORACE H. WATSON

At 1800, 21 March, 1945, I reported for duty at Gulf Atlantic Warehouse and was making a routine check up of the SS HORACE H. WATSON when I found a large amount of oil on the forward deck of the ship. On further investigation, I found the oil had ran accross the deck from the port forward vent and sounding tubes thru the starboard scuppers and into the channel covering an area of about 50' x 100'. I reported same to my superiors and contacted the ships officers in an attempt to get the oil cleaned from the deck. I took samples with A. G. Bidwell, Sp(PS)lc(R) from the deck bunker and the channel. These samples were placed in the VPSF office at the CG Barracks.

Approximately 15 barrels of oil were spilled and about one-half of this amount went into the channel from the starboard side of the ship. Pumps were shut off at 1710 and at 1730 unloading operations were completely stopped.

C. W. Dickson, CBM, VPSF

2. Acting Second Assistant Engineer *C. H. Dickson* 2150, was tried on charge of negligence. Hearing 13th of March, 1945. Lieut. Comdr. Frank F. Birtle, USCGR, Hearing Officer; Lieut. (jg) Harry E. Fress, USCGR, Examining Officer; and Andrew G. Bidwell, (SLO-697), Sp(PS)lc(R), witness.

3. Harold E. Scibbe not guilty as charged, as he was found not to be in charge at the time of the oil spill. Found that Chief Engineer, H. L. Jennings was in charge. Found that spill was caused by an air-pocket in No. 1 double bottom and ship taking a port list.

4. Hearing, 14 March, 1945. Chief Engineer, H. L. Jennings, CD3038013, charged with misconduct in that he willfully and knowingly made a misstatement of a material fact, while under oath, as a witness in the hearing of Second Assistant Engineer, H. E. Scibbe, on 13 March, 1945, as he was aboard the S.S. HORACE H. WATSON.

5. Found guilty as charged. Proved that he, H. L. Jennings, Chief Engineer, was not aboard and was in charge at that time, leaving the ship at 1610 and returning aboard at 1815. Decision of Board, Chief Engineer, H. L. Jennings, License No. 29222, suspended for one month and placed on six month's probation. Hearing Officer, Lieut. Comdr. Carl A. Fruebing; Examining Officer, Lieut. (jg) Harry E. Fress.

Andrew G. Bidwell
(SLO-697), Sp(PS)lc(R)

CAPTAIN OF THE PORT
Houston, Texas
File CG-661

19 March, 1945

MEMORANDUM FOR CHIEF GREER, ACTING PORT SECURITY OFFICER

Subj: Oil spill aboard the S.S. HORACE H. WATSON, berth #3, Long Reach

1. Bunkers were being filled by Humble Oil Company, 12 March, 1945, starting at 1605. At 1710, oil spilled out of the port forward vent and port sounding tube. Oil ran over the deck, filling port side, and ran across the deck to the starboard side, on which side the scuppers were not plugged. Approximately 15 barrels of oil were spilled and about one-half of this amount went into the channel from the starboard side of the ship. Pumps were shut off at 1710 and at 1725 bunkering operations were completely stopped.

2. Acting Second Assistant Engineer, Harold R. Scibbe, Z302180, was tried on charge of negligence. Hearing 13th of March, 1945. Lieut. Comdr. Frank T. Birtle, USCGR, Hearing Officer; Lieut. (jg) Harry R. Freese, USCGR, Examining Officer; and Andrew G. Bidwell, (510-657), Sp(PS)lc(R), witness.

3. Harold R. Scibbe not guilty as charged, as he was found not to be in charge at the time of the oil spill. Found that Chief Engineer, H. L. Jennings was in charge. Found that spill was caused by an air-pocket in No. 1 double bottom and ship taking a port list.

4. Hearing, 14 March, 1945. Chief Engineer, H. L. Jennings, CD3036013, charged with misconduct in that he wilfully and knowingly made a misstatement of a material fact, while under oath, as a witness in the hearing of Second Assistant Engineer, H. R. Scibbe, on 13 March, 1945, as he was aboard the S.S. HORACE H. WATSON.

5. Found guilty as charged. Proved that he, H. L. Jennings, Chief Engineer, was not aboard and was in charge at that time, leaving the ship at 1610 and returning aboard at 1915. Decision of Board, Chief Engineer, H. L. Jennings, license No. A9592, suspended for one month and placed on six month's probation. Hearing Officer, Lieut. Comdr. Carl A. Fruebing; Examining Officer, Lieut. (jg) Harry R. Freese.

Andrew G. Bidwell
(510-657), Sp(PS)lc(R)