C-8. Merchant Marine Hearing Unit Case No. 628-24965 United States Coast Guard SS JEROME K. JONES Third Naval District New York, N. Y. 23 March, 1945 IN THE MATTER OF OIL POLLUTION OF THE SS JEROME K. JONES. SOURCE OF COMPLAINT: Letter Port Security Command dated 15 March, 1945. FACTS: This Unit is in receipt of a letter from Port Security Command dated 15 March, 1945, marked "Received MMHU 20 March, 1945, 10:30" stating that said vessel had occasioned an oil pollution while at Pier 19, Hudson River, New York Harbor. This vessel departed New York Harbor 17 March, 1945, at 1315, this departure occuring prior to such time as an investigation could be made of the aforementioned oil pollution. CONCLUSIONS AND RECOMMENDATIONS: Since it is not possible at this time to determine whether the JEROME K. JONES will return to this port, it is recommended that this report be forwarded to Headquarters for appropriate action. Ensign, USCGR Examining Officer Incl Report of oil pollution, PSC Ind-1 23 March, 1945 To: The Commandant (OMP) Forwarded, approved. JOHN I. DUGAN By direction Was represent winds (Benefort scale):

PORT SECURITY COMMAND, U. S. COAST GUARD

REPORT OF VIOLATION

K.F.H.

(Every question must be answered, or a line drawn if inapplicable)

1.	TIME AND DATE 1045 15 March; 1945.
3.	NAME AND OFFICIAL NUMBER OF VESSEL 4. REGISTRY, TYPE
	Taborty -
5.	OWNER South Atlantic 33 Co.,
	AND DISTRIBUTED OF STATE OF ST
	CAPTAIN 10. PERSON RESPONSIBLE (NAME & ADDRESS)
9.	ENGINEER ON DUTY . C. Datment
	Jos. Ramsey, 1st Asst. Eng., on board.
11.	PRODUCT CAUSING POLLUTION Fuel(Type or grade)
12.	VIOLATION CLASSIFICATION:
	(a) Overflowing of tanks while topping off (b) Siphoning of oil through vents while bunkering (c) Errors in valve manipulation (d) Pumping contaminated ballast water (e) Other (Explain)
13.	Place on vessel from which product causing pollution was discharged
	Vent from No.3 Deep buttom tank, port side.
	Describe how you established this.
15.	Scuppers (plugged) (unplugged), strike out inappropriate. If plugged - (before) or (after) spill.
16.	Direction vessel heading? 17. Ship side moored to dock? Fort
18.	Condition of vessel:
	Down by head () Port list () Down by stern () Starboard list (*) Even keel ()
19.	Direction of drift of pollution in relation to vessel (if moving or anchored)
	Direction of wind.
20.	TIDE & CURRENT: State: 21. Direction of wind:
22.	Force of wind: (Beaufort scale):
	Estimated amount of spill and area covered:
34.	Action taken to stop pollution, as observed by person reporting Covered with
	The state of the s

w. N	UMBER	TIME	PLACE			
	0			an tag means to special operations.		
	•	Maria Artis	A STATE OF THE PARTY OF THE PAR	Administration of an area assessed.		
26. Samp	les taken from water					
N. N	UMBER	TIME	PLACE			
	1	2045	Port side, adjac	ent to ship.		
				Company of the compan		
27. Disp	osition of samples:	Sent to Law Office,	3ND via COTP Offic	10.		
28. Word	written statements	secured and attached	l hereto: Yes			
29. WITH	ESSES: (Other than (ADDR	988 · · · · · · · · · · · · · · · · · ·	PHONE		
	None			make construction of the c		
		The second of the second				
-			And the latest and the second second second			
			the property of the second			
30. COAS	T GUARD WITNESSES: ((Namo and rate)				
	J. H.	. LaForge, Bille.				
C. A. Meyers, MoNN/2c.						
	H. S. Myers, Sle.					
	н. в					
31. REMA		. Mers, Sle.		negligence,		
31. REMA	RKS: (Especially as or accidental)	to cause of spill a	nd whether due to			
	RKS: (Especially as or accidental)	to cause of spill a	nd whether due to	hat while		
	RKS: (Especially as or accidental)	to cause of spill a	nd whether due to	hat while		
	RKS: (Especially as or accidental)	to cause of spill a	nd whether due to	hat while		
	RKS: (Especially as or accidental)	to cause of spill a	nd whether due to	hat while		
	RKS: (Especially as or accidental)	to cause of spill a	nd whether due to	hat while		
	RKS: (Especially as or accidental)	to cause of spill a	nd whether due to	hat while		
	RKS: (Especially as or accidental)	to cause of spill a	nd whether due to	hat while		
	RKS: (Especially as or accidental)	to cause of spill a	nd whether due to	hat while		
	RKS: (Especially as or accidental)	to cause of spill a	nd whether due to	hat while		
	RKS: (Especially as or accidental)	to cause of spill a	nd whether due to	hat while		
	RKS: (Especially as or accidental)	to cause of spill a	nd whether due to	hat while		
toppi	RKS: (Especially as or accidental)	to cause of spill a	Batman, stated to a created causing	hat while the spill.		
toppi	RKS: (Especially as or accidental) Ing off No. 3 deep to	to cause of spill and thief Engineer, W. Cank and air pocket w	Report approve and forwarded	hat while the spill.		

Date and time 1530, 15 March 1945