

DOGO, 5ND (INT)
24 January, 1945

fact that the air launch operators did have a license to operate vessels for hire, XXXXXXXXXXXXXXXXXXXXXXXXXXXX Coast Guard passes or Explosive Permits, although they XXXXXXXXXXXXXXXXXXXXXXXXXXXX Ammunition Pier.

DOGO, 5ND (INT)
Baltimore, Maryland

24 January, 1945

JAMES L. HOOD
By direction

To: Captain of the Port, Baltimore, Maryland

Subj: Collision of launch MAMMY

1. In accordance with the request of Commander Hoffman, the operator of the launch MAMMY was questioned regarding his license and reason for having a woman aboard at the time of the collision. It was found that Edward Frank Sadowski, of 1727 Lancaster Street, Baltimore, Maryland, was at the wheel of the launch MAMMY at the time of the collision, and he possess a license to operate vessels for hire, including passengers, and also has a Port of Baltimore badge #4057. Sadowski does not have a Coast Guard Identification card, nor an Explosive Permit, although he frequently delivers and picks up workmen at the ammunition pier.
2. His explanation for having the woman, Miss Ruby Dermatlier, aboard was that he had a date with this girl and when it was time for him to go to work, there was no means of transportation available to send the girl home. He therefore, permitted her aboard with the intention of completing the job, and when he returned, he planned on taking her home.
3. Miss Ruby Dermatlier, of 636 Rappapola Street, Baltimore, Maryland, was interviewed and confirmed Sadowski's statement as to how it happened that she went aboard the lanch, supplementing it by stating Sadowski had endeavored to secure a taxicab for over an hour, but was not successful. Miss Dermatlier does not have a Coast Guard Identification or any other papers permitting her to be aboard a vessel in Baltimore Harbor.
4. The British sailor mentioned in the report was a William Goodfellow of the Royal British Navy, representing Commander Short, Royal British Navy, who was proceeding to an assignment to supervise the loading of ammunitions. Workmen aboard the launch were employees of the Hercules Company, employed by the ship's agents to load the ammunitions.
5. Mrs. Agnes Sadowski, part-owner of the Sadowski Launch Hire Company, 912 Fell Street, Baltimore, Maryland, was interviewed and revealed the

DCGO, 5ND (INT)
24 January, 1945

fact that the six launch operators did have a license to operate vessels for hire, but they do not have Coast Guard passes or Explosive Permits, although they make frequent calls at the Ammunition Pier.

JAMES L. HOOD
By direction

DCGO, SND (INT)
24 January, 1945

the six launch operators in the company did have a license to operate vessels for hire, but they do not have Coast Guard passes or Explosive Permits, although the Ammunition Pier.

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DCGO, SND (INT)
Baltimore, Maryland

24 January, 1945

JAMES L. ROOD
By direction

To: Captain of the Port, Baltimore, Maryland

Subj: Collision involving launch MAMMY and SS JOHN D. WHIDDEN in Baltimore Harbor on 21 January, 1945.

1. In accordance with the request of Lieutenant Commander Hoffman, the operator of the launch MAMMY was questioned concerning his type license and the reason for having a woman aboard the launch. Edward Frank Sadowski, of 1727 Lancaster Street, Baltimore, Maryland, was at the wheel of the launch MAMMY at the time of the collision, and possesses a license to operate vessels for hire, including passengers, and also has a Port of Baltimore badge #4057. Sadowski does not have a Coast Guard Identification card, nor an Explosive Permit, although he frequently delivers and picks up workmen at the ammunition pier.

2. His explanation for having the woman, Miss Ruby Dermatlier, aboard was that he had a date with this girl and when it was time for him to go to work, there was no available means of transportation to send the girl home. He therefore, permitted her aboard with the intention of completing the job, and when he returned, he planned on taking her home.

3. Miss Ruby Dermatlier, of 636 Rappapola Street, Baltimore, Maryland, was interviewed and confirmed Sadowski's statement as to why she was aboard the launch, supplementing it by stating Sadowski had endeavored to secure a taxicab for over an hour, but was not successful. Miss Dermatlier does not have a Coast Guard Identification card or any other papers permitting her to be aboard a vessel in Baltimore Harbor.

4. The British sailor mentioned in the report was a William Goodfellow of the Royal British Navy, representing Commander Short, Royal British Navy, who was proceeding to an assignment to supervise the loading of ammunitions. Workmen aboard the launch were employees of the Hercules Company, employed by the ship's agents to load the ammunitions.

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