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RESS THE COMMANDANT, U. S. COAST GUARD
AND REFER TO NO. CG-IOF-64



HEADQUARTERS

CONFIDENTIAL

UNITED STATES COAST GUARD

UNITED STATES WASHINGTON GUARD 14 January, 1943

*Fire aboard SS Liberty Glo
Baltimore, Maryland, 1943.*

CAPTAIN **CONFIDENTIAL**

Subject: **Fire aboard SS LIBERTY GLO; Pier #2, Lower Canton, Baltimore, Maryland.**

From: Captain of the Port, Baltimore, Maryland.
Reference: Commandant.

Via: District Coast Guard Officer, 5th Naval District.

Summary of Information:

Subject: *Fire and other disasters along the waterfront*
A fire occurred in a bunk of the After Crew's Quarters aboard the SS LIBERTY GLO at about 0310, 6 January, 1943. The quarters are located in close proximity to the gun crew's ammunition magazine.

Investigation revealed that the subject ship had docked at Cottman's Ore Pier at 1400 of the day previous, after having been at sea for a period of over three months. After regulation docking routine, the crew drew salary advancements and were granted shore leave. They began returning about midnight and according to Mr. Fuhrer, the first mate, all hands were thoroughly drunk and very quarrelsome, but confined their continued drinking activities mostly to their quarters.

Shortly after 0300 a fire was discovered in the mattress of a lower bunk, occupied by one Leonard Estes, A.B. The mattress was pulled from the bunk by crew members to near the alley way hatch and the fire extinguished with a 2 1/2 gallon soda and acid extinguisher.

The cause of this fire was unquestionably due to one Leonard Estes, A.B. falling off to sleep while holding a lighted cigarette. There does not appear to be the slightest hint of sabotage or incendiaryism. A case similar in every respect occurred aboard the SS EMPIRE PLOVIER on 16 June, 1942. Damage was negligible, having been confined to mattress and bed clothing. No damage to ship (total damage estimated \$15.00).

Distribution:
DNI 5495
Operations, C.G.

Evaluation:
Source: Reliable
Information: Reliable

DECLASSIFIED
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By *ch* NARA. Date *06/12/17*

LMD *nr*
LMD/ipb

5th Naval District,
Baltimore, Maryland,
7 January, 1943.

From: Edward E. Bross, Lt.(j.g.)
To: Captain of the Port
Subject: Fire Aboard S/S Liberty Glo
Location - Pier #2, Lower Canton
Owner - American Foreign Steamship Corp.
Agent - Isthmian Steamship Corp.

REPORT

1. A fire occurred in a bunk of the After Crew's Quarters aboard the above named ship at about 0310, 6 January 1943. The quarters are located in close proximity to the gun crew's ammunition magazine.

2. First Mate Fred O. Fuhrer and all of the involved crew members were interrogated by the writer.

3. Investigation revealed that the subject ship had docked at Cottman's Ore Pier at 1400 of the day previous, after having been at sea for a period of over three months.

Mr. Fuhrer, the first mate, who appeared to be a capable officer, stated that in his forty-five years at sea, he had never shipped, on the whole, with a more troublesome and quarrelsome crew than the one presently aboard his ship. An entirely new crew, with the exception of one member, is to be aboard when departing Baltimore.

After regulation docking routine, the crew drew salary advancements and were granted shore leave. They began returning about midnight and according to Mr. Fuhrer, all hands were thoroughly drunk and very quarrelsome, but confined their continued drinking activities mostly to their quarters.

Shortly after 0300 a fire was discovered in the mattress of a lower bunk, occupied by one Leonard Estes, A. B. The mattress was pulled from the bunk by crew members to near the alley way hatch and the fire extinguished with a 2½ gallon Soda & Acid extinguisher.

4. Cause of this fire was unquestionably due to one Leonard Estes, A. B. falling off to sleep while holding a lighted cigarette. There does not appear to be the slightest hint of sabotage or incendiarism. A case similar in every respect occurred aboard the S/S Empire Plover on 16 June, 1942.

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5. Damage was negligible, having been confined to mattress and bed clothing. No damage to ship (total damage estimated \$15.00).

6. With respect to drunkenness on the part of crew members aboard vessels in the Port of Baltimore, it is the practice to take only the action as outlined in instructions to Captains of the Port by the Commandant under date of 15 April, 1942.

7. This report considered final. No further report or action unless ordered.

Edward E. Bross
Lieut (jg) U. S. C. G. R.

EDWARD E. BROSS,
LIEUT.(j.G.) U. S. C. G. R.