

7-9



UNITED STATES COAST GUARD

LONG BEACH 2, CALIFORNIA

ADDRESS REPLY TO
DISTRICT COAST GUARD OFFICER
ELEVENTH NAVAL DISTRICT (1)

REFER TO FILE: 661

RECEIVED

1944 OCT 17 PM 2 04

PORT SECURITY SECTION



13 October, 1944

To: The Commandant

Subj: Violation of Oil Pollution Act

1. The letter of the COTP Los Angeles to the Commandant, 11 June, 1944 (661), inclosed a copy of a letter dated 11 June, 1944, by the COTP Los Angeles to the U. S. Attorney, Los Angeles, California, reporting a case of oil pollution involving a ship ALLAN SEEGAR, occurring in Los Angeles Harbor on 31 May, 1944.
2. The U. S. Attorney on 25 September, 1944, filed an information for a violation of U. S. Code, Title 33, Section 433, against J. H. Helenius based on the violation in the before referred to letter of the COTP.
3. The defendant has not as yet been brought before the court. HQ will be advised of further proceedings in the matter.

Joseph K. Horton
 JOSEPH K. HORTON
 By direction

CC:
COTP LA

MB

FROM COMMANDANT TO

- Asst. Commandant
- Engineer-in-Chief
- Chief Operations Division
- Chief Personnel Division
- Chief Finance & Supply Division
- Chief Public Relations Division
- Chief Legal Division (L)
- Chief Intelligence Division
- Chief Administrative Management Division
- Inspector-in-Chief

CC-661
119
6614

7 SEP 1944
1944
/ 8

U. S. COAST GUARD
REC'D COMOT'S OFFICE
AUG 15 1944

16 August, 1944

FILE

- Special Assistant to Commandant
- Administrative Assistant to Commandant
- Non. Francis M. Shea
Assistant Attorney General
Department of Justice
Washington, D. C.

AR - Violation Oil Pollution
1944

Sir:

Reference is made to your letter of 14 August, 1944, relative to the reported violation of the Oil Pollution Act by the SS ALAN SEIGAR, your file PMS:INS; 62-12-31.

Since the vessel is owned by War Shipping Administration, it is agreed that in rem action against the vessel would be inappropriate. From the reported facts, it appears that the spill resulted from the act of a member of the crew, J. H. Helenius, alleged to have been under the influence of liquor at the time, in opening the valves of the No. 6 port and starboard tanks and the No. 7 starboard tank. On the basis of these reported facts it is believed that the case should be referred to the Criminal Division for consideration of possible criminal action against the person responsible for this oil spill which created a menace to this vessel and other vessels in the port due to the danger of a resulting fire.

proceedings.

Very truly yours,
Respectfully,

For the Attorney General

Francis M. Shea
Francis M. Shea

L. T. CHALKER, Assistant Attorney General
Rear Admiral, USCG
Assistant Commandant

Enclosure
No. 32922

U. S. COAST GUARD
MAIL SECTION (1)
MAILED AUG 18 1944



GEM: fdt
Return to 8-7

SEM SK sent mgd col

DEPARTMENT OF JUSTICE

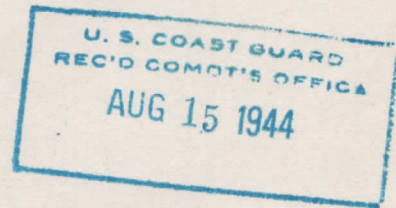
rbm

WASHINGTON 25, D. C.

FMS:IRS

AUG 14 1944

62-12-31



Admiral R. R. Waesche
Commandant
United States Coast Guard
Washington 25, D. C.

Re: SS ALAN SEEGAR - Violation Oil Pollution
Act, May 31, 1944

Sir:

Enclosed herewith is copy of letter we have received from the Captain of the Port, Los Angeles, with respect to a violation of the Oil Pollution Act on May 31, 1944, in Los Angeles Harbor by the SS ALAN SEEGAR. We have been advised that this vessel is owned by the War Shipping Administration, thus rendering inappropriate any proceedings in rem for civil penalties.

In accordance with our agreement for the handling of these cases, we refer it to you for your recommendations as to whether the matter should be referred to the Criminal Division of this Department for the institution of criminal proceedings.

Respectfully,

For the Attorney General

Francis M. Shea
Francis M. Shea
Assistant Attorney General

Enclosure
No. 32922



UNITED STATES COAST GUARD

O.P., Los Angeles

ELEVENTH NAVAL DISTRICT

11 June, 1944

Wilmington, California

(1)

661-119 Please acknowledge receipt of this letter. Any further information relating to this matter will gladly be furnished on your request.

June 11, 1944

Very truly yours,

United States Attorney
Federal Building
Los Angeles, California

/s/ G. B. Gelly

G. B. GELLY
Captain, USCG

Captain of the Port, Los Angeles

Dear Sir:

In accordance with instructions from U. S. Coast Guard Headquarters, the following is reported to you as a violation of the Federal Oil Pollution Act of June 7, 1924 (33 U. S. Code, Sections 431-437).

At about 1:30 a.m., on May 31, 1944, oil was permitted to be discharged into the navigable waters of Los Angeles Harbor from the SS "ALLAN SEEGAR", while moored at Berth 239, Los Angeles Harbor, California. This vessel, which is owned by the War Shipping Administration, is of United States registry, of approximately 10,500 tons and uses oil for fuel. The agent for this vessel is Los Angeles Tank Ship Operators. The captain, at the time of the spill, was Oscar Lung, and the mate on duty was F. E. Hawkins.

Coast Guard personnel reported that at approximately 1:30 a.m., on May 31, 1944, a merchant seaman, member of the crew, J. H. Helenius, alleged to be under the influence of liquor at the time, opened the valves on the No. 6 starboard tank, No. 7 starboard tank, and No. 6 port tank. As result thereof, oil was spilled on the deck and overboard into the water.

Coast Guard personnel attached to this office who were witnesses of the spill are Robert B. Moor and W. R. Walker. Civilian witnesses of the spill are Jack Kitchen, seaman on the vessel, G. A. Briggs, civilian guard, and Ted Minson, a dock hand employed at the General Petroleum Terminal.

Because violations of the Oil Pollution Act present a menace to port security and war shipping through fires in harbors, this office has been instructed to report all such cases to the United States Attorney for your action.

1944 JUN 21 AM 11 25

C.O. HEADQUARTERS

2902

COTP, Los Angeles
661-119
11 June, 1944

Handwritten signature

Please acknowledge receipt of this letter. Any further information relating to this matter will gladly be furnished on your request.

Ind-1
DCGO, 11th Naval District (1)
861
18 June, 1944

RECEIVED
1944 JUN 21 PM 1 35
PORT SECURITY SECTION

Handwritten marks: 1-9, 8-7

/s/ G. B. Gelly

Handwritten in red: SS Albert Sagan

To: The Commandant

G. B. GELLY
Captain, USCG
Captain of the Port, Los Angeles

Subj: Violation of Oil Pollution Act in Los Angeles Harbor.

CC: CG Headquarters
DCGO, 11th Naval District
U. S. District Engineer

Handwritten signature
W. F. TOMES

1944 JUN 21 AM 11 25

C. G. HEADQUARTERS
COMMUNICATION SECTION

Comds books

RECEIVED

~~7-9~~
8-7

Ind-1
DCGO, 11th Naval District (1)
661
16 June, 1944

1944 JUN 21 PM 1 35

PORT SECURITY SECTION

SS Allan Segan

To: The Commandant

Subj: Violation of Oil Pollution Act in Los Angeles Harbor.

Forwarded.

W. F. Towle

W. F. TOWLE

1944 JUN 21 AM 11 25

C. G. HEADQUARTERS
PORT SECURITY SECTION

UNITED STATES COAST GUARD
ELEVENTH NAVAL DISTRICT
WILMINGTON, CALIFORNIA

ADDRESS REPLY TO
THE CAPTAIN OF THE PORT
LOS ANGELES (1)
REFER TO FILE: 661

RECEIVED

JUN 15 1944

11 June, 1944



LAW OFFICE
DISTRICT COAST GUARD OFFICE
ELEVENTH NAVAL DISTRICT

U. S. COAST GUARD
MARINE INSPECTION
JUN 15 1944

LONG BEACH, CALIFORNIA

To: The Commandant, USCG

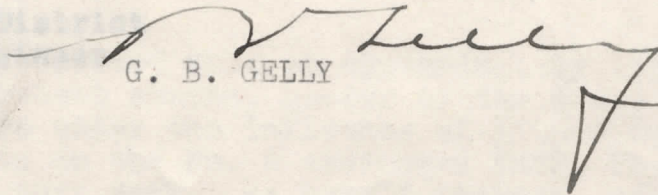
Via: DCGO, 11th Naval District

Refs: (a) HQ (1) letter 18 August, 1943, file CG-100.18 MIN
(b) HQ Dispatch 231920, October

153 Subj: Violation of Oil Pollution Act in Los Angeles Harbor

1. Pursuant to Reference (a) and (b), there is inclosed herewith copy of letter dated 11 June, 1944, mailed by this office to the United States Attorney, Los Angeles, California, reporting a case of oil pollution involving the ship "ALLAN SEEGAR" which occurred in Los Angeles Harbor on 31 May, 1944. This ship is owned by the War Shipping Administration.

2. Details of the case are set forth in the inclosed letter.


G. B. GELLY

Incl
Ltr. 6-11-44, to
U. S. Attorney

COTP, Los Angeles
661-119
11 June, 1944

661-119

Because violations of the Oil Pollution Act present a menace to port security and war shipping through fires in harbors, this office has been instructed to report all such cases to the United States Attorney for your action.

Please acknowledge receipt of this letter. Any further information relating to this matter will gladly be furnished on your request.

Very truly yours,

In accordance with instructions from U. S. Coast Guard Headquarters, the following is reported to you as a violation of the Federal Oil Pollution Act of June 7, 1924 (43 W. S. Code, Sections 421-427):

G. B. GELLY
Captain, USCG
Captain of the Port, Los Angeles

On May 31, 1944, at approximately 1:30 a.m., an oil spill occurred on the vessel "S.S. [Name Redacted]", while moored at Berth 27, Los Angeles Harbor, California. This vessel, which is owned by the War Shipping Administration, is of United States registry, of approximately 10,000 tons and uses oil for fuel. The agent for this vessel is Los Angeles Tank Ship Operators. The captain, at the time of the spill, was Oscar Long, and the mate on duty

CC: CG Headquarters
DCGO, 11th Naval District
Com. U. S. District Engineer

It is reported that at approximately 1:30 a.m., on May 31, 1944, a seaman, member of the crew, J. H. Heland, alleged to be under the influence of liquor at the time, opened the valves on the No. 6 starboard tank, No. 7 starboard tank, and No. 8 port tank. As result thereof, oil was spilled on the deck and overboard into the water.

Coast Guard personnel attached to this office who were witnesses of the spill are Robert B. Moor and W. R. Walker. Civilian witnesses of the spill are Jack Kitchen, seaman on the vessel, S. A. Briggs, civilian guard, and Ted Minson, a dock hand employed at the General Petroleum Terminal.

(1)
661-119

June 11, 1944

The Commandant, USCG
United States Attorney
Federal Building
Los Angeles, California

Dear Sir:

In accordance with instructions from U. S. Coast Guard Headquarters, the following is reported to you as a violation of the Federal Oil Pollution Act of June 7, 1924 (33 U. S. Code, Sections 431-437).

At about 1:30 a.m., on May 31, 1944, oil was permitted to be discharged into the navigable waters of Los Angeles Harbor from the SS "ALLAN BERGAR", while moored at Berth 239, Los Angeles Harbor, California. This vessel, which is owned by the War Shipping Administration, is of United States registry, of approximately 10,500 tons and uses oil for fuel. The agent for this vessel is Los Angeles Tank Ship Operators. The captain, at the time of the spill, was Oscar Lung, and the mate on duty was F. E. Hawkins.

Coast Guard personnel reported that at approximately 1:30 a.m., on May 31, 1944, a merchant seaman, member of the crew, J. B. Helenius, alleged to be under the influence of liquor at the time, opened the valves on the No. 6 starboard tank, No. 7 starboard tank, and No. 6 port tank. As result thereof, oil was spilled on the deck and overboard into the water.

Coast Guard personnel attached to this office who were witnesses of the spill are Robert E. Moor and W. R. Walker. Civilian witnesses of the spill are Jack Kitchen, seaman on the vessel, G. A. Briggs, civilian guard, and Ted Minson, a dock hand employed at the General Petroleum Terminal.

COFF, Los Angeles

661-119

11 June, 1944 (1)
661

Violations of the Oil Pollution Act present a menace to
11 June, 1944 port security and war shipping through fires in harbors, this
office has been instructed to report all such cases to the
United States Attorney for your action.

To: The Commandant, USCG

Via: DCGO, 11th Naval District
Any further informa-
tion will gladly be furnished on your
request.

Refs: (a) HQ (1) letter 18 August, 1943, file CG-100.18 MIN
(b) HQ Dispatch 231920, October

Subj: Violation of Oil Pollution Act in Los Angeles Harbor

1. Pursuant to Reference (a) and (b), there is inclosed
herewith copy of letter dated 11 June, 1944, mailed by this of-
fice to the United States Attorney, Los Angeles, California,
reporting a case of oil pollution involving the ship "ALLAN
SBEGAR" which occurred in Los Angeles Harbor on 31 May, 1944.
This ship is owned by the War Shipping Administration.

2. Details of the case are set forth in the inclosed
letter.

CC: CG Headquarters
DCGO, 11th Naval District
U. S. District Engineer G. B. GELLY

Incl
Ltr. 6-11-44, to
U. S. Attorney

COTP, Los Angeles
661-119
11 June, 1944

(1)
661-119

Because violations of the Oil Pollution Act present a menace to port security and war shipping through fires in harbors, this office has been instructed to report all such cases to the United States Attorney for your action.

United States Attorney
Please acknowledge receipt of this letter. Any further information relating to this matter will gladly be furnished on your request.

Dear Sir:

Very truly yours,

In accordance with instructions from U. S. Coast Guard Headquarters, the following is reported to you as a violation of the Federal Oil Pollution Act of June 7, 1924 (33 U. S. Code, Sections 431-437).

G. B. GELLY
Captain, USCG
Captain of the Port, Los Angeles

At about 1:30 a.m., on May 31, 1944, a merchant vessel, the SS "ALLAN BREGAR", while moored at Berth 237, Los Angeles Harbor, California. This vessel, which is owned by the War Shipping Administration, is of United States registry, of approximately 10,500 tons and used for fuel. The agent for this vessel is Los Angeles Tank Ship Operators. The captain, at the time of the spill, was Oscar Berg, and the mate on duty

CC: CG Headquarters
DCGO, 11th Naval District
U. S. District Engineer

Coast Guard personnel attached to this office who were witnesses of the spill are Robert E. Moor and W. S. Walter. Civilian witnesses of the spill are Jack Sitchen, boson on the vessel, G. A. Briggs, civilian guard, and Ted Minson, a dock hand employed at the General Petroleum Terminal.

(1)
661-119

June 11, 1944

United States Attorney
Federal Building
Los Angeles, California

Dear Sir:

In accordance with instructions from U. S. Coast Guard Headquarters, the following is reported to you as a violation of the Federal Oil Pollution Act of June 7, 1924 (33 U. S. Code, Sections 431-437).

At about 1:30 a.m., on May 31, 1944, oil was permitted to be discharged into the navigable waters of Los Angeles Harbor from the SS "ALLAN SEEGAR", while moored at Berth 239, Los Angeles Harbor, California. This vessel, which is owned by the War Shipping Administration, is of United States registry, of approximately 10,500 tons and uses oil for fuel. The agent for this vessel is Los Angeles Tank Ship Operators. The captain, at the time of the spill, was Oscar Lung, and the mate on duty was F. E. Hawkins.

Coast Guard personnel reported that at approximately 1:30 a.m., on May 31, 1944, a merchant seaman, member of the crew, J. H. Helenius, alleged to be under the influence of liquor at the time, opened the valves on the No. 6 starboard tank, No. 7 starboard tank, and No. 6 port tank. As result thereof, oil was spilled on the deck and overboard into the water.

Coast Guard personnel attached to this office who were witnesses of the spill are Robert B. Moor and W. R. Walker. Civilian witnesses of the spill are Jack Kitchen, seaman on the vessel, G. A. Briggs, civilian guard, and Ted Minson, a dock hand employed at the General Petroleum Terminal.