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UNITED STATES COAST GUARD  
1944 FEB 22 AM 8 30

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

COTP, Houston, Texas  
Refer to file #661

SECURITY SECTION

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*J. G. [Signature]*

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*S.S. Andrew Briscoe*

17 February, 1944

To: COMMANDANT

Via: DCGO, Eighth Naval District

Subj: Oil Pollution Act; enforcement of

In accordance with letter from DCGO, Eighth Naval District,  
file No. 661-6614 (ops), 11 October, 1943, enclosure (1)  
is forwarded herewith.

*W. C. Martin*

W. C. MARTIN  
Acting

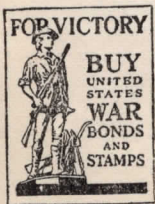
Incl.  
Report from COTP, Houston, Texas on Oil Pollution Act,  
S.S. Andrew Briscoe, Case No. 6.

Ind-1  
DCGO, 8ND (ops)  
661  
18 February, 1944

To: COMMANDANT

Forwarded.

*E. C. Whitfield*  
E. C. WHITFIELD  
By direction



VIOLATION OF: Oil Pollution Act (Title 33, U.S.C. Sections 431-437).

BY: S.S. Andrew Briscoe (U. S. Cargo ship).

OWNED BY: War Shipping Administration.

OPERATED BY: War Shipping Administration.

DATE OF OFFENSE: 2 February, 1944.

LOCATION: Manchester Terminal Corporation, Houston Ship Channel, Houston, Texas.

OUTLINE OF OFFENSE: The spill occurred when the port settling tank on the S.S. Andrew Briscoe overflowed and discharged approximately twenty barrels of bunkers into the Houston Ship Channel.

VIOLATION REPORT FILED: 9 February, 1944

ORIGINAL ROUTED TO:	DISTRICT ENGINEER, U. S. ARMY:	<u>  X  </u>
	COMMANDANT, U. S. COAST GUARD:	<u>  X  </u>
	U. S. ATTORNEY:	<u>  X  </u>
	DCGO, 8ND:	<u>  X  </u>
	MERCHANT MARINE INSPECTION:	<u>  X  </u>
	FILE:	<u>  X  </u>

DATE OF TRIAL: --

COURT IN WHICH TRIES: --

RESULT OF TRIAL: --

COMMENT: United States Attorney, Southern District of Texas, in letter dated 16 February, 1944, file 27-A4249, to COTP, Houston Texas, declined to prosecute the case with the following statement:

"Inasmuch as this vessel is owned and operated by the War Shipping Administration, no action will be taken against her for violation of the Oil Pollution Act. We are considering the matter closed."

*W. C. Martin*

W. C. MARTIN  
Acting

Houston  
DATE

(Insert name)

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February 2, 1944  
S/S "ANDREW BRISCOE"  
Houston, Texas

*Y. L. Cook*

*4-9*

kak

U.S. Coast Guard  
COTP, Houston, Texas  
Refer to file #661

9 February, 1944

To: District Engineer, U. S. Engineer's Office, Galveston, Texas.

Subj: Oil Pollution Act (Title 33, U.S.C. Sections 431-437).

1. The following information is submitted to your office for action deemed advisable:

On 2 February, 1944, at about 1420 an oil spill occurred at the Manchester Terminal Corporation, Houston, Texas when the port settling tank on the S/S ANDREW BRISCOE overflowed and discharged approximately twenty barrels of bunkers into the Houston Ship Channel.

2. Copies of signed statements from witnesses are forwarded for your information. Samples of the oil taken from the water on the ship's port side and the fuel tanks are available in this office.

3. The S/S ANDREW BRISCOE is owned and operated by the War Shipping Administration while Moore-McCormack Lines, New York City, are agents.

W. H. SEEMANN, JR.

Incl.

- 1. Copy of statement by E.W.Watson, 2nd Asst. Engr.
- 2. Copy of statement by Chief Engr. Charles Paulsen
- 3. Copy of statement by Keneth Bolton, B.M.2c. USCGR
- 4. Copy of statement by E.T.Wharton, Sea. 1c., USCGR
- 5. Copy of statement by James E. Wood, Sp.2c., USCGR
- 6. Copy of statement by R.L.Maynard, Chief Mate.

cc:  Commandant, U.S.Coast Guard  
DCCO, 8ND  
U.S.Attorney, Houston, Texas  
Merchant Marine Inspector, Galveston, Texas

February 2, 1944  
SS "ANDREW BRISCOE"  
Houston, Texas

U.S. Coast Guard  
Port of Houston  
Houston, Texas

Gentlemen:

At your request I submit herewith, statement in connection of with overboard discharge, of fuel from this ship today at approx. 2:00PM.

Yesterday, I filled the port settling tank to approx. 95% Capacity, taking suction from all double bottom tanks.

Today, shortly after 1:00PM I lined up valves, as I understood they should be, to transfer from # 3 Deep Tank to Starboard Settler. The transfer pump was run slow (10-15 strokes per minute) with the gauge of discharge pressure indicating about 20#.

In about one half hour, I was advised that fuel was being discharged overboard on port side. Everything was secured immediately and a check was made disclosing that the port settler had overflowed.

An explanation of line up of valves to the first Assistant indicates to me that a valve in filling line from pump to port settler must be slightly holding open even though externally it appears closed.

A check-up will be made to locate this possible trouble.

This is the first occasion for this ship to carry out this operation.

Respectfully yours,

Certified to be a true  
and correct copy.

/s/ E.W. Watson, 2nd Assist Engr.

*Kermit A. Kieke*  
Kermit A. Kieke, Sea. Ic.

February 2, 1944  
UNITED STATES COAST GUARD SS "ANDREW BRISCOE"  
Port of Houston, Texas

To: U.S. Coast Guard  
Houston, Texas.

At 2:15 PM the first as reported to me that fuel oil was being pump overboard from port settling tanks by Investigation I found out that the 2nd Assist. had exceeded the first Assist. orders of not transferring oil, without my authorization I talked to the 2nd Assist. at 1:30 PM and told him that we were going to sound all tanks at 3:00PM. But I did not mention anything about transferring fuel oil.

Wood, J. E. SpSe picked up sample we got from the channel.

Respectfully

Wharton, H. T. Sl/s, found the oil being pumped.

/s/ Charles P. Paulsen  
Chief Engineer

Certified to be a true  
and correct copy.

/s/ Bolton Kenneth. EM 2/e

Kermit A. Kiecke  
Kermit A. Kiecke, Sea. Ic.

Kermit A. Kiecke  
Kermit A. Kiecke, Sea. Ic.

UNITED STATES COAST GUARD  
UNITED STATES COAST GUARD

COTP, Barracks  
COTP, Barracks  
Houston, Texas.

2 February, 1944

To: Captain of the Port, Houston, Texas.

Subj: Oil spill aboard the S/S Andrew Briscoe.

At 1405, discovered oil being pumped into channel from the port side of the S/S Andrew Briscoe. I called into the barracks immediately upon finding the oil being pumped over the side. at Manchester Rocks. I reported

engine Wood, J. E. Sp2c picked up sample we got from the channel. and reported it to Matlock. I took a sample from channel and engine room.

Wharton, E. T. Sl/c, found the oil being pumped.

/s/ E. T. Wharton Sl/c

/s/ Bolton Keneth. BM 2/c

Certified to be a true  
and correct copy.

Certified to be a true  
and correct copy.

Kermit A. Kieke, Sea. Ic.

Kermit A. Kieke  
Kermit A. Kieke, Sea. Ic.

UNITED STATES COAST GUARD

COTP, Barracks  
Houston, Texas.

3 February, 1944

2 February, 1944 of the Port, Houston, Texas.

To: Captain of the Port, Houston, Texas. (Moore)

Subj: Oil Spill aboard the S/S Andrew Briscoe

At or about 1420 February 2, 1944 I was notified of an oil spill at Manchester Docks by Matlock Sp 1/c.

At 1405, while on watch aboard the S/S Andrew Briscoe I discovered Fuel oil pouring into the channel from port side of ship at Manchester Docks. I reported it to 1st. mate who was on deck. He in turn called engine room and had pump shut off. I then called the Barracks and reported it to Matlock. I took a sample from channel and engine room.

Statements were taken from the chief engineer, chief mate and 2nd assistant engineer all of the ships crew and E. T. Wharton Sp/c and Kenneth Bolton BMS/c of the U. S. security watch.

/s/ E. T. Wharton S 1/c

E. W. Watson 2nd assistant engineer 526 20th St. Houston, Texas was the engineer on duty at the time the spill occurred.

Certified to be a true and correct copy. The oil samples are herein enclosed. The oil samples are at the barracks office.

Kermit A. Kieke  
Kermit A. Kieke, Sea. Ic.

/s/ James E. Wood Sp/c.

Certified to be a true and correct copy.

Kermit A. Kieke  
Kermit A. Kieke, Sea. Ic.

Customs  
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(Insert name)

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UNITED STATES COAST GUARD

MOORE-McCORMACK LINES INC  
Port Houston, Texas  
February 2, 1944

COTP, Barracks  
Houston, Texas.

3 February, 1944

To: Captain of the Port, Houston, Texas.

Office: Captain of Port

Subj: Oil spill aboard the S/S George Briscoe (Moore  
Houston, Mc Cormack Lines Inc.)

Dear Sir: At or about 1420 February 2, 1944 I was notified of an  
oil spill at Manchester docks by Matlock Sp 1/c.

I immediately went down to investigate. Approximately  
20 barrels of oil were pumped into the channel.

Sample were taken from the water on the ships port  
side and from the ships fuel tanks.

Statements were taken from the chief engineer, chief  
mate and 2nd assistant engineer all of the ships crew and  
E. T. Wharton S1/c and Kenneth Bolton BM2/c of the C. G.  
security watch.

E. W. Watson 2nd assistant engineer home address 526  
20th St. Houston, Texas was the engineer on duty at the time  
the spill occurred.

All statements are herein enclosed. The oil samples  
are at the barracks office.

*Kermit A. Kieke*  
Kermit A. Kieke, Sea. 1c

/s/ James E. Wood Sp2c.

Certified to be a true  
and correct copy.

*Kermit A. Kieke*  
Kermit A. Kieke, Sea. 1c.

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