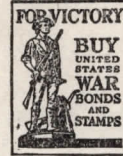


UNITED STATES COAST GUARD



ADDRESS REPLY TO
CAPTAIN OF THE PORT (1)
GALVESTON, TEXAS

AND REFER TO

6614

30 May, 1945

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

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AN ACP F NV DT
EP L OF OSD SC
AX L MED LOP ORD PUB
CGM MV MIN PA P T

To: The Commandant

Via: DCGO, 8ND

Subj: Oil Pollution Act of 1924, 33 USC, 431-437; violation by
SS ANDREW TURNBULL, on 30 May, 1945.

- Refs: (a) HQ ltr to all DCGO's 18 August, 1943 (CG-100.18 Min.).
 (b) DCGO, 8ND ltr to COTP, Galveston, 18 September, 1943,
 (6614) Enforcement of the Oil Pollution Act.
 (c) HQ Dispatch to all DCGO's 231920 (October).

In accordance with references (a), (b) and (c), inclosure is forwarded.

L. A. Welsh
L. A. WELSH

Incl.
Copy of file in subject case.

Ind-1
DCGO, 8ND (ops)
31 May, 1945

To: The Commandant(OPS)

Forwarded.

J. A. Bresnan
J. A. BRESNAN
By direction

copy
30
By
appear

CAPTAIN OF THE PORT (1)
GALVESTON, TEXAS

other double-bottom tanks had been closed off, there remained only the No. 6614 double-bottom tank into which the oil could flow. Most of the scupper holes had been plugged, therefore only a small amount of oil was allowed to run over the side of the ship and into the Galveston Harbor.

30 May, 1945

District Engineer, U. S. Army,
Galveston, Texas

Sir:

The following is a report of a violation of the Oil Pollution Act of 1924, 33 USC, 431-437, by the SS ANDREW TURNBULL, at Pier 5, Galveston, Texas, on 20 May, 1945.

The SS ANDREW TURNBULL is owned by the War Shipping Administration and is operated by Wessel-Duval & Company, Incorporated, 67 Broad Street, New York, New York. The operators also act as general agents. The local agent is Lykes Brothers Steamship Company, U. S. National Bank Building, Galveston, Texas. At about 1:00 a.m., on the date above mentioned, an oil spill occurred aboard the SS ANDREW TURNBULL, the oil spilling onto the deck of the vessel and through the scupper holes into the waters of the Galveston Harbor. The vessel was taking on fuel oil into the deep tanks and filling the double bottom tanks by gravitation from the deep tanks. All of the double bottom tanks had been filled with the exception of the No. 1 double bottom tank and this tank was in the process of being filled when the overflow occurred. The apparent cause of the spill was due to excessive pressure through the fuel oil line leading from the deep tank to the No. 1 double bottom tank, causing the oil to force itself up through the ventilator pipes on deck. Had all the scuppers been properly plugged none of the oil would have flowed overboard, but due to some of the scupper holes being improperly plugged it is estimated that approximately thirty or forty gallons of fuel oil spilled into the waters of the Galveston Harbor. This case was reported to the Officer in Charge, Marine Inspection, U. S. Coast Guard, for his information and action.

Statements were taken from William A. Hammond, second mate of the vessel, Henry T. Haines, Jr., second assistant engineer of the vessel, Coastguardsmen W. D. Sonderup, Ensign, and E. S. Collerain, chief specialist (PS). Copies of these statements, together with the copy of the investigator's report, are attached for your information. Samples of oil were

Sheet 2
District Engineer, U. S. Army,
Galveston, Texas
30 May, 1945
6614

taken from the water alongside the vessel by W. D. Sonderup, Ensign, and from the tank of the vessel by E. S. Collerain, chief specialist (PS). These samples, together with the original of the statements taken, will be retained by this office for use by the U. S. Attorney.

SIR:

L. A. WELSH

Incls.

- 1 - Copy of investigator's report
- 2 - Copy of statement by William A. Hammond
- 3 - Copy of statement by Henry T. Haines, Jr.
- 4 - Copy of joint statement by Sonderup and Collerain

- CC - The Commandant, U. S. Coast Guard, Washington, D. C.
DCGO, 8ND, New Orleans, La.
U. S. Attorney
OinC, Marine Inspection, Galveston, Texas
War Shipping Administration, Galveston, Texas

Statements were taken from William A. Hammond, second mate of the vessel, Henry T. Haines, Jr., second assistant engineer of the vessel, Ensign, W. D. Sonderup, Ensign, and E. S. Collerain, chief specialist (PS). Copies of these statements, together with the copy of the investigator's report, are attached for your information. Samples of oil were

Galveston, Texas

PORT SECURITY DETAIL

6614

23 May, 1945

To: Captain of the Port, Galveston, Texas

Subj: Oil Pollution Act - SS ANDREW TURNBULL; violation of

1. This case involves the Liberty Ship SS ANDREW TURNBULL, a single screw steam-propelled cargo ship sailing under the U.S. flag and owned by the War Shipping Administration, Washington, D. C. The ship is operated by Wessel-Duval & Co. Inc., 67 Broad St., New York, who also act as general agents for the ship. The local agents are Lykes Bros. Steamship Co., U. S. National Bank Building, Galveston, Texas. The master of the ship is John King, license No. 173903, reissued in New York on 18 March, 1943; his address is 25 South Street, Post Office 48, New York, N. Y.

2. The SS ANDREW TURNBULL arrived in Galveston 19 May, 1945, and docked at the Gulf Oil Refinery Dock, Pier 5, at 2050 for the purpose of taking on fuel. The fueling process was started at approximately 2100 the same date and as being supervised by the Second Assistant Engineer, Henry T. Haines, Jr. The procedure used by Mr. Haines to fill all the tanks was to take oil through the fueling line into the deep tanks and by gravitation from the deep tanks, oil was allowed to flow into the double-bottom tanks.

3. At approximately 0030, 20 May, all of the double-bottom tanks had been filled with the exception of No. 1 double-bottom tank. The No. 1 double-bottom tank has a depth of little over seven feet and the Second Assistant Engineer had been instructed by the Chief Engineer to place seven feet of oil into this tank. At 0055 a sounding was taken of the No. 1 double-bottom tank and the results showed a depth of five feet of oil present in that tank. The Second Assistant Engineer had proceeded to midship, and was in the galley at 0100 when he was advised that oil was overflowing onto the deck.

4. According to Mr. Haines' statement, the oil supply was cut off from the No. 1 tank within a period of one to two minutes. Mr. Haines estimated that approximately two barrels of oil were spilled on the deck as a result of an overflow from the No. 1 double-bottom tank through the No. 1 port and starboard ventilator pipes leading from No. 1 double-bottom tank.

5. Apparently the cause of the spill was due to an excessive amount of pressure through the fuel oil line leading from the deep tank to the No. 1 double-bottom tank, causing the oil to be forced through the ventilator pipes. Since the supply of oil from the deep tanks to all

CITIZENSHIP
CLEAVELAND, OH

Captain of the Port, Galveston
6614
23 May, 1945

other double-bottom tanks had been closed off, there remained only the No. 1 double-bottom tank into which the oil could flow. Most of the scuppers had been plugged, therefore only a small amount of oil was allowed to run over the side of the ship and into the Galveston Harbor.

6. Samples of the oil were obtained by W. D. Sonderup, Ensign, USCGR(T), and E. S. Collerain, CSp(PS), USCGR(T). The taking of the samples was witnessed by Wyllis W. Kiefer (231-118), EMLc, USCG. The oil samples were delivered in person to the locker of the Fog Tower, located at Fort Point, by Sonderup, Collerain and the writer.

7. The writer arrived at the scene of the spill at approximately 0415, 20 May, and upon arriving it was noted that the SS ANDREW TURNBULL was laying on the East side of Pier 5 with her starboard side next to the dock and her bow headed in the general direction of South. It was noted further that there were several streaks of black oil on the side of the ship which ran from the scupper holes near the bow to the water. Further observations indicated a small amount of oil on the water and a considerable amount of oil on both the port and starboard sides of the deck near the bow of the ship. Sawdust had been spread over the oil on the deck, thus preventing a continuous flow of oil overboard.

8. Lt. Comdr. Van Benthuyzen of the Merchant Marine Hearing Unit was advised of the spill at 0900, 21 May, 1945.

9. Written statements were obtained from W. D. Sonderup and E. S. Collerain, who obtained the samples of oil; Henry T. Haines, Jr., Second Assistant Engineer, who was in charge of the fueling of the ship; and from William A. Hammond, Second Mate, who was on duty in charge of the deck at the time of the spill. These statements are forwarded herewith for your information and action.

the Second Assistant Engineer had been instructed to place seven feet of oil into the No. 1 double-bottom tank and five feet of oil present in that tank. H. W. WILSON, CSp(PS) proceeded to midship, and was in the vicinity of the No. 1 double-bottom tank when that oil was overflowing into the deck.

H. W. Wilson

H. W. WILSON, CSp(PS)

Incl.

1. Statement of W. D. Sonderup and E. S. Collerain
2. Statement of Henry T. Haines, Jr., Second Ass't Engineer aboard the SS ANDREW TURNBULL
3. Statement of William A. Hammond, Second Mate aboard the SS ANDREW TURNBULL.

5. Apparently the cause of the spill was due to an excessive amount of pressure through the fuel oil line leading from the deep tank to the No. 1 double-bottom tank, causing the oil to be forced through the ventilator pipes. Since the supply of oil from the deep tanks to all

Galveston, Texas

20 May, 1945

C O P Y

My name is William A. Hammond, Second Mate aboard the SS ANDREW TURNBULL; my home address is Dunbrooke, Virginia. My license number is 22454, dated 11 October, 1944, at Baltimore, Md. My "Z" number is Z-90657.

On the above date I had the watch from midnight until 4:00 a.m. when my ship was docked at the Gulf Oil Dock, Pier 5, Galveston, Texas. At 1:00 a.m. same date and watch, while making my tour of the ship, I noticed a quantity of oil on the forward part of the ship, along both the port and starboard sides next to the scuppers. I found that the oil had been coming from the vicinity of the number 1 ventilator pipes leading from the number 1 double-bottom tanks. Some of the scuppers had been plugged but some had not so I proceeded at once to plug the other scuppers to prevent as much oil as possible from going overboard into the water surrounding my ship.

I do not know why the oil spill occurred, or how it occurred. All I know is that we were taking on fuel oil from the dock. It is hard to estimate the amount of oil that was spilled on deck, but a safe estimate would be approximately two barrels of oil that ran onto deck and into the water. From observation I saw that oil from my ship ran over the side through the forward scuppers and into Galveston Harbor.

I have read the above statement and find it to be true and correct.

/s/ William A. Hammond

C O P Y

/s/ Harry X. Hines Jr.

C O P Y

C O P Y

Galveston, Texas
20 May, 1945

C O P Y

Galveston, Texas
20 May, 1945

C O P Y

My name is Henry T. Haines Jr., 522 Broad St., Bloomfield, N.J. I am employed as Second Assistant Engineer aboard the liberty ship S.S. ANDREW TURNBULL, my license #A-37206, dated 21 April, 1945, N.Y. Book #028808. I signed articles aboard this ship Galveston 7 May, 1945. I came on duty at 0600 19 May 1945.

On or about 2100, 19 May, 1945, while docked at the Gulf Oil received Dock, Pier 5, Galveston, Texas, I was on watch supervising the fueling of my ship which had just begun. Between 2100, 19 May, and 0100, 20 May, 1945, we had been taking on fuel into the deep tanks and filling the double bottom tanks by gravitation from the deep tanks. We had filled all the double bottom tanks, except the number 1 D.B. to the site of the incident. Upon arrival Chief Gallarain obtained a sample of the oil from the oil storage tank. At 0055 a sounding was made of the #1 D.B. tank, which showed a water depth of (5) five feet of oil. The figures given to me by the Chief Engineer showed that there was a depth of 7 ft. in this tank. I had not seen the plans for my ship, but was carrying out the orders of my superior officer, therefore proceeded to place seven feet of oil into the #1 D.B. tank. Texas, where this report is being written.

At 0100 oil overflowed onto the deck through number (1) one, port and starboard vents. The oil supply was cut off from this #1 tank within a minute or two. The amount of oil spilled cannot very well be estimated, but presumably I will say approximately two barrels of oil was spilled on deck. I have read the above statement and find it to be true and correct. proceeding with an investigation at the time of my departure.

Chief Specialist E. S. Gallarain resides in Galveston, Texas at 3508 Ave. J. Phone 22601.

/s/ Henry T. Haines Jr.

/s/ W. D. Sondrup, Ensign, USCGR(T)
Acting Platoon Leader

C O P Y

/s/ E. S. Gallarain, G.Sp(P.S.) (6167-579)
Acting Section Leader

C O P Y

Galveston, Texas
20 May, 1945

C O P Y

To Whom it may concern:

I, W. D. Sonderup Ensign, Acting Platoon Leader, living in Galveston Texas, at 5327 R₂ came on duty at 0600 19 May 1945.

While continuing on duty at about 0345 a telephone call was received from W. W. Keifer, BMlc (231-118), serving as Roving Guard, on the Andrew Turnbull docked at pier 5, reported an oil spill occurring about 0245 on the 20 May, 1945.

Call was received by Section Leader, Chief Specialist E. S. Collerain, who with myself proceeded to the site of the incident. Upon arrival Chief Collerain obtained a sample of the oil from the oil storage tank on the ship, and I obtained a sample of the oil floating on the water between the ship and the wharf, assisted by BMlc Keifer.

The respective oil samples were placed in new, clean bottles, and clearly labeled as to their origin. We returned to the V.P.S.F. Base Office in the U. S. Custom Building, 1710 Strand, Galveston, Texas, where this report is being written.

The respective oil samples were securely sealed and taken to the Fog Station of the U.S.C.G. Lifeboat Station by myself and Mr. Collerain.

Chief J. W. Anderson (539-302) U.S.C.G. on duty at the V.P.S.F. Base Office, when advised of the incident at 0345 20 May, 1945, picked up Chief H. W. Wilson U.S.C.G. and together arrived at the incident site and were proceeding with an investigation at the time of my departure.

Chief Specialist E. S. Collerain resides in Galveston, Texas at 3508 Ave. J. Phone 22601.

/s/ W. D. Sonderup, Ensign, USCGR(T)
Acting Platoon Leader

/s/ E. S. Collerain, G.Sp(P.S.) (6167-579)
Acting Section Leader

C O P Y