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Mr. Stacey
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ADDRESS REPLY TO
COMMANDING OFFICER
COAST GUARD STATION
AND REFER TO 6614

Port Arthur, Texas
RECEIVED SEP 4 - 44 PM

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PORT SECURITY SECTION

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

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29 August, 1944

To: The Commandant

Via: District Coast Guard Officer, 8th Naval District

Subj: Violation of the Oil Pollution Act of 1924, 33 U.S.C. 431-437, on 21 August, 1944, by the Panamanian tank vessel, BEACON OIL, at the Pure Oil Docks, Smiths Bluff, Nederland, Texas.

Inclosed will be found all statements and letters of transmittal covering subject violation.

Andrew Johansen
ANDREW JOHANSEN

Incl
Subject case

Ind-1
DCGO, 8ND (ops)
CG-6614
2 September, 1944

To: The Commandant (OPS)

Forwarded.

J. J. Gidiere
J. J. Gidiere
By direction

COMMANDING OFFICER
COAST GUARD STATION
6614

Port Arthur, Texas

29 August, 1944

29 August, 1944

Officer in Charge, Marine Inspection Office, Port Arthur, Texas

Subj: United States District Attorney
Beaumont, Texas
violation of the Oil Pollution Act of 1924, 33 U.S.C. 431-437, by the Panamanian tank vessel, BEACON OIL, at the Pure Oil Docks, Smiths Bluff, Nederland, Texas.

Dear Sir:

Forwarded herewith is a copy of the file on the report of the violation of the Oil Pollution Act of 1924, 33 U.S.C. 431-437, by the Panamanian tank vessel, BEACON OIL, at the Pure Oil Docks, Smiths Bluff, Nederland, Texas.

ANDREW JOHANSEN

Incl.

- 1. Copy of letter to District Engineer
- 2. Copy of letter to CO, CG Station
- 3. Copies of statements from witnesses

ANDREW JOHANSEN
Lieut. Comdr., USCG
Commanding Officer, CG Station
Port Arthur, Texas

CC:

The Commandant

DCGO,
File

Incl.

- 1. Copy of letter to District Engineer
- 2. Copy of letter to CO, CG Station
- 3. Copies of statements from witnesses

CC:

The Commandant
DCGO, 8ND
File

COMMANDING OFFICER
COAST GUARD STATION
6614

29 August, 1944

District Engineer
United States Engineers
Galveston, Texas

Dear Sir:

This is a report of a violation of the Oil Pollution Act of 1924, 33 U.S.C. 431-437, on 21 August, 1944, by the Panamanian tank vessel, REACON OIL, at the Pure Oil Docks, Smiths Bluff, Nederland, Texas.

At approximately 1730 on 20 August, 1944, subject vessel was boarded by H. L. Maxwell, SP3/c, of the Port Security Office of the U. S. Coast Guard. On finding that the scuppers had not been plugged, he notified the Chief Mate that the scuppers should be plugged at once.

At about 0630 on 21 August, 1944, an oil spill occurred from the number three tank on the starboard side of subject vessel. A considerable amount of oil ran from the scuppers, which had not been plugged in accordance with orders given the previous day, into the river. Such spillage was caused by the overflowing of tank number three.

Statements were obtained from H. L. Maxwell, SP3/c, USCGR; J. H. Earle, Chief Mate of subject vessel; J. C. Hawkins, dock employee of the Pure Oil Company; Ben Rogers, BM2/c, USCGR, and William M. Davis, BM1/c, USCGR. The originals of enclosed statements and samples of oil will be retained by this office for use of the U. S. Attorney.

ANDREW JOHANSEN
Lt. Comdr., USCG
Commanding Officer, CG Station
Port Arthur, Texas

Incl
Statements from subject witnesses

- Incl.
1. Copies of subject statements
 2. Copy of letter to CO, CG Station,
Port Arthur, Texas

District Engineer
CC:
The Commandant
DCGO, 8ND
U.S. Attorney
File
MMI

PORT SECURITY OFFICER
COAST GUARD STATION
6614

29 August, 1944 H. L. MAXWELL
BOARDING S.S. BEACON OIL
PURE OIL DOCKS, SMITHS BLUFF
To: Commanding Officer, CG Station, Port Arthur, Texas

Subj: Violation of the Oil Pollution Act of 1924, 33 U.S.C. 431-
I went 437, on 21 August, 1944, by the Panamanian tank vessel, Texas,
on 20 BEACON OIL, at the Pure Oil Docks, Smiths Bluff, Nederland, the ship
at 1730 Texas. This day. At the time I boarded her I noticed the scuppers
were not plugged. I found the Chief Mate at once and told him the re-
sult. At 0800, 21 August, 1944, I received the following report of. He
a violation of the Oil Pollution Act by subject vessel: At the time
I left the ship I noticed that the scuppers had still not been taken care
of but "Subject vessel was boarded at approximately 1730, 20- had the
hose August, 1944, by H. L. Maxwell, SP3/c, USCGR, and on the Mate again,
but the finding that the scuppers had not been plugged in accord-
ance with Port Security Regulations, Maxwell notified
the Chief Mate that the scuppers should be plugged at
once. This is included in the report of 20 AUGUST, 1944, in the remarks.

"At 0630, 21 August, 1944, an oil spill occurred from
the number three tank on the starboard side of subject
vessel caused by said tank overflowing. A considerable
amount of oil ran from the scuppers, which had not been
plugged in accordance with orders given the previous
day, into the river."

2. The following witnesses are available for proof of subject
violation: H. L. Maxwell, SP3/c, USCGR; J. C. Hawkins, dock employee
of the Pure Oil Company; J. H. Earle, Chief Mate of subject vessel;
Ben Rogers, BM2/c, USCGR, and William M. Davis, BM1/c, USCGR.

L. B. WILSON

Incl
Statements from subject witnesses

CG:
The Commandant
DCGO END
U.S. Attorney
District Engineer
File
MMI

COAST GUARD STATION
6614

STATEMENT FROM H. L. MAXWELL
BOARDING S.S. BEACON OIL
PURE OIL DOCKS, SMITHS BLUFF
NEDERLAND, TEXAS

TO WHOM IT MAY CONCERN

I went to the Pure Oil Co. docks at Smiths Bluff, Nederland, Texas, on 20 August, 1944, to check the S.S. BEACON OIL. I went aboard the ship at 1730 on this day. At the time I boarded her I noticed the scuppers were not plugged; I found the Chief Mate at once and told him the requirements of this port of the Security Office of U.S. COAST GUARD. He informed me that the scuppers would be plugged at once. At the time I left the ship I noticed that the scuppers had still not been taken care of but as they had not started loading Navy Special Fuel, or had the hose line connected up for loading, I did not mention it to the Mate again, but thought he would plug them before loading operations started, as he promised me he would take care of this matter at once.

This is included in the report of 20-AUGUST, 1944, in the remarks.

/s/ H. L. Maxwell, SP3/c

COAST GUARD STATION
6614

23 August, 1944
23 August, 1944

TO WHOM IT MAY CONCERN:
TO WHOM IT MAY CONCERN:

This statement being made by Ben Rogers, BM2/c, USCGR, on
At 0950, 21 August, 1944, I arrived at the Pure Oil
Company docks and found a considerable amount of oil
underneath the docks. I immediately started washing
the oil from underneath the docks, using two single
lines of 2 1/2 inch hose of 200 and 400 feet respectively,
and monitor aboard the boat. I dispatched
the 03-38777 boat to the Texas Company Base at Fort Worth.
At 1250 I secured pumping as the oil was washed from
beneath the dock.

There was oil on the surface of the river on the port side
of the ship, and there was considerable amount of oil
below the docks and along the shore.
I immediately took a sample. *William M. Davis, BM1/c, USCGR*
then went aboard the ship to interview the Chief Mate, Mr.
Earle and to obtain a sample of the oil from its source.

Your records already contain the statement that I received
from the Chief Mate, Mr. Earle, in which he attempted to
place the responsibility of the oil spill upon the dock
attendants of the Pure Oil Company. Your records also
contain a statement from Mr. J. C. Hawkins, dock attendant
at the Pure Oil Company, in which Mr. Hawkins lays the
responsibility of the spill upon neglect of duty of the
Chief Mate, Mr. Earle, aboard the Pan-American tanker
HEACON OIL.

Although I was not present at the actual time that the
spill occurred, I believe the mate aboard the tanker had
not carried out his duties fully since the scuppers aboard
his ship, through which the oil passed as it overflowed
from the deck of the ship, were not plugged as requested
some twelve hours earlier by the Coast Guard Port Security
detail.

Statements of Chief Mate, Mr. Earle, and dock attendant,
Mr. J. C. Hawkins, plus the samples taken from the river
and the source, were witnessed by Howard Ahlers, BM2/c,
aboard the 03-38509.

Ben Rogers, BM2/c, USCGR

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COAST GUARD STATION
6614

23 August, 1944

21 August, 1944

TO WHOM IT MAY CONCERN:

TO WHOM IT MAY CONCERN:

This statement being made by Ben Rogers, BM2/c, USCGR, on patrol duty for the CG-38509 from Port Neches unit on 21 August, 1944 at 0835. I arrived at the Pure Oil Docks at Smith's Bluff where the Pan-Amian tanker BEACON OIL was taking in cargo of Navy fuel. When I arrived, aboard the CG-38509, I dispatched the CG-38777 back to the Texas Company Base at Port Neches. The CG-38777 was, until this time, investigating an oil spill in this area.

There was oil on the surface of the river on the port side of the ship, and there was a considerable amount of oil below the docks and along the starboard side of the ship. I immediately took a sample of the oil from the river, and then went aboard the ship to interview the Chief Mate, Mr. Earle and to obtain a sample of the oil from its source.

Your records already contain the statement that I received from the Chief Mate, Mr. Earle, in which he attempted to place the responsibility of the oil spill upon the dock attendants of the Pure Oil Company. Your records also contain a statement from Mr. J. C. Hawkins, dock attendant at the Pure Oil Company, in which Mr. Hawkins lays the responsibility of the spill upon neglect of duty of the Chief Mate, Mr. Earle, aboard the Pan-Amian tanker BEACON OIL.

Although I was not present at the actual time that the spill occurred, I believe the mate aboard the tanker had not carried out his duties fully since the scuppers aboard his ship, through which the oil passed as it overflowed from the deck of the ship, were not plugged as requested some twelve hours earlier by the Coast Guard Fort Security detail.

Statements of Chief Mate, Mr. Earle, and dock attendant, Mr. J. C. Hawkins, plus the samples taken from the river and the source, were witnessed by Howard Ahlers, MoBM2/c, aboard the CG-38509.

Ben Rogers, BM2/c, USCGR

Fort Arthur, Texas

COAST GUARD STATION

66L414

21 August, 1944

21 August, 1944

TO WHOM IT MAY CONCERN:

TO WHOM IT MAY CONCERN:

This statement was given to Ben Rogers, BM2/c, of the United States Coast Guard, by Mr. J. H. Earle, Chief and Mate on deck watch at time of oil spill, aboard the Panamanian Tanker BEACON OIL.

At about 0800, 21 August, 1944, an oil spill occurred aboard the ship. The spill which took place on my ship the BEACON OIL occurred at about 0600, 21 August, 1944. Chief Mate aboard the ship. At the time the spill occurred, Mr. Earle, the primary cause of this spill was probably due to the shutting off of the pressure from the line without warning while topping off and starting pressure up again on the eight (8) inch line through which the Navy fuel was being pumped. The spill occurred from the number three (3) tank, starboard side towards the bow. I immediately yelled to Mr. Earle, the Chief Mate, that his tanks were running over. We were pumping Navy fuel. I called for the dock attendants to shut down pumping since the tank was only about one foot from being full at the time of topping off. I understand the dockmen were busy, engaged in some other work off of the dock.

My scuppers were not all plugged which resulted in a good portion of the cargo running into the river and lying alongside the docks.

Several minutes lapsed before a dockman was able to return to his station to shut down his pump."

J. C. Haskins

Witness of signature

Ben Rogers, BM2/c

Howard Ahlers, MoBM2/c

Witness of signature

Ben Rogers, BM2/c

Howard Ahlers, MoBM2/c

J. H. Earle, Ch.M.

COAST GUARD STATION

Savannah, Georgia.

6614

Savannah Branch Intelligence
Office, Sixth Naval District

21 August, 1944

(RESTRICTED)

Beacon Oil

TO WHOM IT MAY CONCERN:

12 September, 1945

This statement made to Ben Rogers, BM2/c, of the United States Coast Guard by Mr. J. C. Hawkins, an employee of the Pure Oil Company at Smith's Bluff in charge of the docks, loading and discharging cargo to and from ships, barges, etc.

1. At about 11:30, 21 August, 1944, an oil spill occurred aboard the Panamanian Tanker BEACON OIL which spill was caused by the negligence of duty by Mr. J. H. Earle, Chief Mate aboard the ship. At the time the spill occurred, Mr. Earle, the Chief Mate was engaged in adjusting the gang plank which was laid from the ship to the docks at a point after mid-ship. The spill occurred at the number three tank which is up forward of the bridge.

2. When I noticed the oil coming out of the scuppers, I shut down my pump immediately and yelled to Mr. Earle, the Chief Mate, that his tanks were running over. We were pumping Navy fuel through an eight (8) inch line with about forty (40) pounds of pressure. At no time did I leave the vicinity of the docks. I began pumping again just as soon as Mr. Earle shut his number three (3) tank off.

If Mr. Earle had been watching his tank instead of adjusting the gang plank, and if the scuppers had been plugged, this spill would not have taken place.

J. C. Hawkins

Witness of signature
Ben Rogers, BM2/c
Howard Ahlers, MoBM2/c