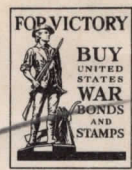


NEW ORLEANS DISTRICT  
U. S. COAST GUARD  
NEW ORLEANS, LOUISIANA

JUN 26 8 40 AM '44



UNITED STATES COAST GUARD  
Galveston, Texas

ACB F NV  
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1944 JUN 29

*Comdr' Leedes*

PORT SECURITY SECTION

ADDRESS REPLY TO  
CAPTAIN OF THE PORT (P)  
AND REFER TO  
6614

24 June, 1944

To: The Commandant

Via: District Coast Guard Officer, Eighth Naval District

Subj: Oil Pollution Act of 1924, 33 USC, 431-437; violation by the  
SS BERTRAM G. GOODHUE, 17 June, 1944.

- Ref: (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.

*[Handwritten Signature]*  
F. E. SIMMEN

Incl:  
Copy of file in subject case.

Ind-1  
DCGO, 8ND (ops)  
6614  
27 June, 1944

To: The Commandant (OPS)

Forwarded.

*[Handwritten Signature]*  
J. J. GIDIERE  
By direction

Galveston, Texas

24 June, 1944

CAPTAIN OF THE PORT (1)

6614

District Engineer, U. S. Army  
Galveston, Texas

Sir:

Below is a report of a violation of the Oil Pollution Act of 1924, 33 USC, 491-497 by the U. S. Merchant vessel SS BERTRAM G. GOODHUE at Galveston, Texas, pier 12, 17 June, 1944:

The Bertram G. Goodhue, a steam screw vessel under the United States flag, is owned by the United States Maritime Commission and is operated by the War Shipping Administration through the Black Diamond Steamship Company, New York, New York, and Lykes Brothers Steamship Company, U. S. National Bank Building, Galveston, Texas, who are the local agents for the vessel. The master is David X. Shubin of 157 Fairview Avenue, Daytona Beach, Florida.

This vessel arrived in Galveston, Texas on June 15, 1944. This is the second oil spill noted against said vessel, the first one having occurred on June 15, 1944 while at pier No. 5 when taking on fuel oil, and was reported in our letter of June 21, 1944.

This second spill occurred at about 3:45, 17th June, 1944 at pier No. 12 while subject vessel was taking on cargo. According to John Slajer, second assistant engineer, of the Bertram G. Goodhue, they were pulling oil out of the No. 1 double bottom so that the oil could be sluiced from No. 1 deep tank starboard into No. 1 double bottom and the oil was being pumped aft to the No. 3 deep tank. Mr. Slajer further states that he was in the engine room when Mr. Grotemat, Port Engineer, called down to him to stop the pump, which he did immediately. He also shut off all suction and discharge valves which were then in use. When he came on deck he saw that about fifty gallons of fuel oil had overflowed from the No. 2 tank starboard. Everything possible was done to try to prevent the oil from going over the side of the ship, but as they had no supplies as yet aboard the vessel, and the little saw dust that they had had on board the ship was used when they had their first oil spill, little could be done to prevent the leakage over the side of the vessel. Mr. H. Grotemat, Port Engineer, Galveston, Texas, and Mr. John Slajer, second assistant engineer, (whose address is 1528 Broadway) Galveston, Texas, then went below to check the valves and found them still tightly closed. The joint opinion of these two gentlemen is that the cause of the spill is either due to faulty valves aboard the ship, (which is a new vessel on its first run) or that some foreign

District Engineer, U. S. Army  
Galveston, Texas  
24 June, 1944

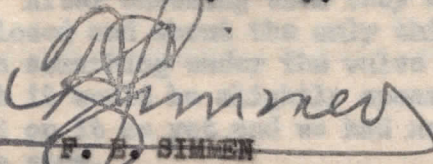
matter got beneath the valve seat which prevented it from shutting tightly although it felt closed. The Coast Guardmen who were on guard duty on board the vessel at the time of the spill as well as the two men who were called to investigate the spill seemed to think that the overflow was closer to a hundred than fifty gallons.

A joint statement was taken from Mr. John Slajer, second assistant engineer, and Mr. H. Grotemat, Port Engineer, and individual statements were taken from the following Coast Guard personnel, copies of which are attached for your information:

Peter E. Buckel, Sea. 1c., USCGR  
Ralph H. Wolfe, Sea. 2c., USCGR  
William H. Greer, Cox'n., USCGR  
Robert M. Kiffe, Cox'n., USCGR

Samples of the oil were taken from the water and from the vessel. These samples together with the original statements taken, will be retained in this office for use of the United States Attorney.

Yours very truly,



F. E. SIMBEN  
Lieutenant, U. S. Coast Guard Reserve  
Captain of the Port, Galveston

Incls:

- (1) Joint statement of Mr. John Slajer and Mr. H. Grotemat
- (2) Statement of Peter E. Buckel, Sea. 1c., USCGR
- (3) Statement of Ralph H. Wolfe, Sea. 2c., USCGR
- (4) Statement of William H. Greer, Cox'n., USCGR
- (5) Statement of Robert M. Kiffe, Cox'n., USCGR

CC:

The Commandant, U. S. Coast Guard, Washington, D. C.  
DCGO, Eighth Naval District, New Orleans, La.  
U. S. District Attorney, Houston, Texas  
Merchant Marine Inspector in Charge, Galveston, Texas



cc/ F. Grotemat, Port Engineer  
Galveston, Texas

STATEMENT OF JOHN K. BUEHL, SEAMAN FIRST CLASS, USNR, STATIONED AT THE GALVESTON LIGHTHOUSE SECTION, GALVESTON, TEXAS, REGARDING OIL SPILL ABOARD THE VESSEL, BERTRAM G. GOODHUE, AT 1200 HOURS, ON 20 June, 1944  
Galveston, Texas

My name is John Slajer, 1528 Broadway, Galveston, Texas. I am 24 years of age and employed aboard the S. S. Bertram G. Goodhue as Second Assistant Engineer and have been so employed since the 10 June, 1944.

I was on duty aboard the above named boat on June 17, 1944 at about 3:30 p.m. We were pulling the oil out of the No. 1 double bottom so that we could splice the oil from the No. 1 deep tank starboard into the No. 1 double bottom. This oil was being pumped aft to the No. 3 deep tanks. I saw that all valves not in use on the manifold were completely closed. I was standing by in the Engine Room when Mr. Grotemat, the port engineer, called down to me to stop the pump which I did immediately. I shut off all suction and discharge valves which were in use and then came up on deck. I saw that about fifty gallons of oil had over flowed from the No. 2 tank starboard. Mr. Grotemat and I then went below to check the valves which ~~XXXXXXXXXX~~ were apparently were closed. After checking them they were still tightly closed. The valves felt closed and about the only thing that could have happened was that there was something under the valve seat which would make it feel closed but yet it would be slightly opened. This boat has not had any supplies placed on it as yet and we had nothing to prevent the oil from going over the side.

*John K. Buehl*  
Port Engineer, U.S. Navy

Galveston, Texas  
23 June, 1944

/s/ John Slajer, 1528 Broadway  
Galveston, Texas.

I have read the above statement of John Slajer and it is correct. The facts are the same as I would have given them myself.

/s/ H. Grotemat, Port Engineer  
Galveston, Texas

STATEMENT OF PETER E. BUCKEL, SEAMAN FIRST CLASS, USCGR, STATIONED AT THE GALVESTON LIFEBOAT STATION, GALVESTON, TEXAS, REGARDING OIL SPILL ABOARD THE VESSEL "BERTRAM G. GOODHUE", AT PIER 12, AT 1545, 17 JUNE, 1944

I was on watch on the gangway of the Steamer Bertram G. Goodhue and I noticed some oil running over the port side of this ship into the water. In my opinion, I believe there was approximately 100 gallons of fuel oil that went over the side of the ship before the flow could be stopped.

I notified R. H. Wolfe who was a roving guard aboard the above-named vessel, and he reported the oil spill to Pier #18, Harbor Patrol Office. The men from Pier #18 came within a short time after Wolfe called, took samples of the oil and handled the matter for the Coast Guard.

*Peter E. Buckel*  
Peter E. Buckel, Sea. 1c., USCGR

The facts contained in the above statement are true and correct to the best of my knowledge and belief.

*Peter E. Buckel*  
Peter E. Buckel, Sea. 1c., USCGR

Galveston, Texas  
23 June, 1944

STATEMENT OF RALPH H. WOLFE, SEAMAN SECOND CLASS, USCGR, STATIONED AT THE GALVESTON LIFEBOAT STATION, GALVESTON, TEXAS, REGARDING OIL SPILL ABOARD THE VESSEL "BETRAM G. GOODHUE," AT PIER 12, AT 1545, 17 JUNE, 1944.

I was acting as roving guard aboard the "Betram G. Goodhue" on 17 June, 1944. At about 1545 Peter E. Buckel called me and told me that oil was coming down the deck of the above named vessel. I went to see where it was coming from and I saw that it was coming from the overflow valve located on the starboard side of #3 hatch. I estimate that about 100 gallons went overboard before the flow was stopped. I called the Harbor Patrol Office at Pier #18 and reported the spill and then resumed my post. At the time of the overflow the second assistant engineer was on deck and he saw the spill and immediately went below to have it checked. The oil flowed for approximately four or five minutes from the overflow valve before being completely checked.

*Ralph H. Wolfe S<sup>2</sup>C*  
Ralph H. Wolfe, Sea. 2c., USCGR

The facts contained in the above statement are true and correct to the best of my knowledge and belief.

*Ralph H. Wolfe S<sup>2</sup>C*  
Ralph H. Wolfe, Sea. 2c., USCGR

Galveston, Texas  
23 June, 1944

Galveston, Texas  
23 June, 1944

STATEMENT OF WILLIAM H. GREER, COXSWAIN, USCGR, STATIONED AT THE GALVESTON LIFEBOAT STATION, GALVESTON, TEXAS, REGARDING OIL SPILL ABOARD THE VESSEL "BETRAM G. GOODHUE", AT PIER 12, AT 1545, 17 JUNE, 1944.

I am an assistant section leader of Port Security Section #4. At about 1600, 17 June, 1944, a call came in from R. H. Wolfe that an oil spill had occurred aboard the "Betram G. Goodhue" at Pier #12. Kiffe and I got into a jeep and went to the scene of the spill. Oil was still running off of the deck into the water. We got a sample of the oil running from the deck and also a sample of the oil out of the water. We then contacted the second assistant engineer and the master of the vessel and asked them to tell us how the oil spill occurred. Slajer said that he was transferring oil from #1 double-bottom tank to #3 deep tank aft, and that he had checked all of the valves and had them closed except the ones on the line that he was using. The Port Engineer, who was aboard at the time, said that in his opinion the spill had occurred due to rag waste or shavings hung under the valve seat which prevented it from closing tightly. Slajer said that he had been standing by the pump in the engine room when the spill occurred, and that when the Port Captain called down to him that oil was overflowing, he immediately shut down the pump. He thought that not more than 50 gallons of fuel oil had spilled. However, judging from the appearance of the deck and the surrounding water, I believe it must have been closer to 100 gallons that overflowed.

The facts in the above statement are true and correct to the best of my knowledge and belief.

*William H. Greer*

William H. Greer, Coxswain  
USCGR

Galveston, Texas  
23 June, 1944

In my estimation, judging from the looks of the deck and the water, the amount of oil spilled exceeded fifty gallons and was closer to one hundred gallons.

We then left the ship with the two samples and a report of the oil spill was then officially made to the Captain of the Port.

The above statement is true and correct.

Galveston, Texas  
23 June, 1944

*Robert A. Kiffe*  
Robert A. Kiffe, Coxswain, USCGR

UNITED STATES COAST GUARD

STATEMENT OF ROBERT N. KIFFE, COXSUAIN, USCGR, STATIONED AT THE GALVESTON LIFEBOAT STATION, GALVESTON, TEXAS, REGARDING OIL SPILL ABOARD THE VESSEL "BETRAM G. GOODHUE", AT PIER 12, AT 1545, 17 JUNE, 1944

I am section leader of Port Security Section #4. I was on watch at Pier #18 on 17 June, 1944, when I received a call from R. H. Wolfe regarding an oil spill at Pier #12. The Assistant Section Leader, W. H. Greer and I got into a jeep and went to the scene of the spill. Upon arriving at the ship it could be seen that oil was still running off of the deck over the port side into the water, approximately amidships. A sample of the oil (a heavy black fuel oil) was immediately taken as it spilled from the deck over the side of the ship. We then boarded the ship and ascertained that the oil had spilled from an overflow valve on the starboard side near the #3 hatch. The oil had run from the starboard side across the deck to the port side where it had run off into the water. We then contacted the master of the ship, whose name is D. X. Shubin, and we told him that we would need a statement both from him and from the second assistant engineer who was on watch. We took a sample out of the water and then went into the cabin of the master of the ship. The following statement was obtained in conversation with the Second Assistant Engineer John Slajer and the Master of the vessel, D. X. Shubin:

At the time of the spill, oil was being transferred from the #1 double-bottom tanks to the #3 deeps aft. Second Assistant Engineer John Slajer was on watch and in charge of the transferring of the oil. Before any oil was transferred, Slajer closed the valves on all manifolds, as he had been ordered. He then opened #1 double bottom suction valve and #3 deep-filling valves. The pump was started after closing all valves except the ones being used. Slajer was standing by the pump at the time of the spill. The Port Engineer for Lykes Brothers, who was aboard at the time of the spill, called to Slajer to cut the pump when the spill occurred. Before the pump was cut off there was about fifty gallons of oil which had escaped into the water. In the opinion of the Port Engineer and the engineers aboard the ship, the cause of the spill was due to faulty valves aboard the ship. This was the second spill the ship had experienced since arriving in port. The merchant vessel "Betram G. Goodhue" operates under the War Shipping Administration and its agents are the Lykes Brothers.

In my estimation, judging from the looks of the deck and the water, the amount of oil spilled exceeded fifty gallons and was closer to one hundred gallons.

We then left the ship with the two samples and a report of the oil spill was then officially made to the Captain of the Port.

The above statement is true and correct.

Galveston, Texas  
23 June, 1944

*Robert N. Kiffe, Cox.*  
Robert N. Kiffe, Coxswain, USCGR