

WAR SHIPPING ADMINISTRATION
WASHINGTON

30
Law

ADMINISTRATOR

November 13, 1944

Rear Admiral L. T. Chalker
United States Coast Guard
Washington 25, D. C.

My dear Admiral Chalker:

This refers to your letter of October 24th, File CG-6614-80, enclosing Captain of the Port, Galveston letter of September 6, 1944 to District Engineer, U. S. Army, Galveston.

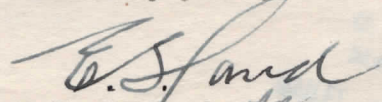
Both of these reports of violation of the Oil Pollution Act are by the same ship, namely, Motorship "BIDWELL" and so we referred the matter to the Sun Oil Company, Agents for the W.S.A. They reply as follows:

"We have been notified by our Operating Department that when the leaky rivets made their appearance the Captain immediately arranged to have crew do necessary caulking and a representative of the Operating Department was sent to Baltimore on the vessel's arrival there to gas-free tanks and check for leaky rivets.

We believe that the necessary attention has been given to remedy any further leaking, hurricane weather being the attributable cause of the vessel leaking."

It is our hope that this reply will be satisfactory under the circumstances.

Sincerely yours,


E. S. Land
Administrator

Mr. Stange

(L)
CG-6614 - 80

RECEIVED

8-7

Ind-1
DCCO, 8ND (copy)
24 October, 1944
16 October, 1944

1944 OCT 18 PM 2 27

1944 OCT 19 PM 4 01

MERCHANT MARINE
INSPECTION DIVISION

Vice Admiral Emory S. Land
Administrator, War Shipping Administration
Washington, D. C.

Subj: Oil Pollution Act of 1924, 33 USC, 431-437; violation by
Sir: S. S. BIDWELL, 4 October, 1944

There are inclosed herewith copies of reports of two violations of the Oil Pollution Act by the SS BIDWELL occurring within the past two months at Texas City, Texas. It is understood that this vessel is chartered by the War Shipping Administration. The vessel is chartered by the War Shipping Administration. The War Shipping Administration apparently has not inspected this vessel and unless action is taken to correct this situation, both reported violations occurred in the same manner, namely, through the leakage of oil through the hull of the vessel. Leakage at a substantial rate was involved in both cases. Until steps are taken to remedy the defects in this vessel, it appears that similar violations of the Oil Pollution Act will occur every time the vessel comes to port.

Since the cumulative effect of such oil pollution is a serious menace to port security, it is hoped that every effort will be made to effectuate the necessary repairs to this vessel as soon as possible.

Very truly yours,

L. T. CHALKER
Rear Admiral, U.S.C.G.
Assistant Commandant

Incl.

U. S. COAST GUARD
MAIL SECTION (2)
MAILED OCT 25 1944

GEM:fdt
Return to 8-7

MEC
KEH 5912 KST

M. Stange

80
Legend
8-7

Ind-1
DCGO, 8ND (ops)
6614
16 October, 1944

RECEIVED

1944 OCT 18 PM 2 27

1944 OCT 19 PM 4 01

To: The Commandant (OPS)

PORT SECURITY SECTION

MERCHANT MARINE
INSPECTION DIVISION

Subj: Oil Pollution Act of 1924, 33 USC, 431-437; violation by
S. S. BIDWELL, 4 October, 1944

Forwarded. It should be observed that this is the second violation of the Oil Pollution Act by this vessel within the course of the past two months. Both violations occurred in the same manner, namely through the leakage of oil through the hull. The vessel is chartered by the War Shipping Administration. The War Shipping Administration apparently has taken no steps to correct this situation and unless action is taken to remedy this defect similar violations will occur every time the vessel comes into port.

N. H. Leslie
N. H. LESLIE
Asst. DCGO

Copy of file in subject case.

Galveston, Texas
CAPTAIN OF THE PORT (1) 11 October, 1944

File: CG-6614

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

Sir:

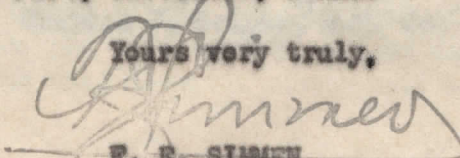
Here is a report of violation of the Oil Pollution Act of 1924, 33 USC, 431-437 by the S.S. BIDWELL at Pier B, Texas City, Texas, on 4 October, 1944. This is the second violation of the Oil Pollution Act by this vessel reported by this office within the course of the past two months. Oil leaked through the hull of this vessel in each instance, and it appears that the same will occur each time this vessel returns to this vicinity unless steps are taken to prevent such recurrence. The facts in this case are as follows:

The S.S. BIDWELL is owned by the Sun Oil Company, 1608 Walnut Street, Philadelphia, Pennsylvania and is chartered to the War Shipping Administration. At 9:45 a.m., on the date mentioned above, Coast Guardsman Walter J. Clade discovered that oil was leaking from two places below the waterline near midship on the starboard side of said vessel. Oil bubbled to the surface of the water at the rate of about twenty (20) gallons per hour. This condition existed until the cargo of #8 main starboard tank had been pumped out and finished at 6:00 p.m., on the above date. Mr. Alton W. Pritchard, 5139 Pulaski Avenue, Philadelphia, Pennsylvania, Chief Mate of the vessel, was in charge of operations. This case was reported to the Officer-in-Charge, Marine Inspection, U.S. Coast Guard, for his information and action.

Statements were taken from Coast Guardsmen Walter J. Clade, Charles J. Geiger, Charles H. Turner and Elton W. Pritchard, Chief Mate of the vessel. Copies are attached for your information, together with the report of the investigator, Coast Guardsman Charles H. Turner. Samples of oil were taken from the water along the starboard side of the vessel and from # 8 main starboard tank, by Coast Guardsman Walter J. Clade. These samples together with the originals of statements taken will be retained by this office for use by the U.S. Attorney.

By direction of the Captain of the Port, Galveston, Texas.

Yours very truly,


F. E. SIMMEN
Lieutenant, USCGR

CC: The Commandant, U.S. Coast Guard, Washington, D.C.
DCGO, Eighth Naval District, New Orleans, La.
U.S. District Attorney, Houston, Texas
OinC, Marine Inspection, Galveston, Texas

STATEMENT ON

Oil Pollution Violation by
MV BIDWELL, U. S. Tanker
Owned by Sun Oil Company, 1608 Walnut St.,
Philadelphia, Penna.
Under War Shipping Administration

4 October, 1944

I, Walter J. Glade, Cox., U.S.C.G.R. on Port Security watch on Texas City Waterfront was on duty at 0930, 4 October, 1944 when I noticed an oil leak adjacent the No. 8 Main starboard tank of the MV BIDWELL. I immediately notified Charles H. Turner, Sp. 1c, U.S.C.G.R. who was in charge of Port Security watches this date. He arrived at the scene at 0950 and ordered a sample of the oil taken from the water alongside the tanker and a sample taken from the No. 8 Starboard tank. I took a sample of the oil from the water at 1015 near the No. 8 Main starboard tank and a sample of oil from the No. 8 Main starboard tank. Charles J. Geiger, BM. 2c, U.S.C.G.R. witnessed the taking of the samples. The samples were signed, sealed, witnessed and taken to the Fog Station at Galveston, Texas.

Walter J. Glade, Cox.

Charles J. Geiger
Charles J. Geiger, BM. 2c

Texas City, Texas

ARMY CAPTAIN OF THE PORT

624

Texas City, Texas
4 October, 1944

4 October, 1944

STATEMENT ON

Oil Pollution violation by
MV BIDWELL, U. S. Tanker
Owned by Sun Oil Company, 1608 Walnut St.,
Philadelphia, Penn.
Under War Shipping Administration

I Charles J. Geiger B.M. 2c, U.S.C.G.R. stationed at Texas City, as fire-inspector on waterfront of Texas City Harbor. I boarded the M.V. Bidwell about 0940 for inspection. I noticed oil on surface of water between above vessel and dock, vessel being docked on "F" head of pier "B" starboard side along the dock. Upon further investigation I found a steady stream of bubbles of oil coming to surface of water alongside of vessel on starboard side about 25 ft. aft of mid-ship. There was about 15 to 20 gals. of oil coming to surface in this stream of oil bubbles per hour. I contacted Chief mate Alton W. Fritchard, home address 5132 Pulaski Ave., Germantown, Phil. Pa. ticket # 74700, and asked him to try and pump off the tank that the leak was coming from as soon as possible within safty to vessel which he said he would do, and the leak gradually became less in volume till above leak stopped about 1800. There was about two hundred gals. of this oil on surface of water under docks and around vessel from this leak.

Walter J. Clade Cox. U.S.C.G.R. of Port Security watch, Texas City waterfront took a sample from water at place where stream of bubbles came to surface and one from # 8 tank on starboard side from which leak was coming from in my presence, samples were sealed and delivered to fog station, Galveston, Texas by Walter J. Clade, Cox. U.S.C.G.R. and myself

Charles J. Geiger
Charles J. Geiger, B.M. 2c.

Charles H. Varson, Sp. 2c
Charles H. Varson, Sp. 2c
U. S. Coast Guard

24-1
ARMY, Texas City, Texas
4 October, 1944

WILLIAM LAYNEKAS, S. Sp.

Texas City, Texas

ASS'T CAPTAIN OF THE PORT

6614

4 October, 1944

RECEIVED

4 October, 1944

To: Captain of the Port, Galveston, Texas

Subj: Oil Pollution Violation by MV BIDWELL; report on

1. I, Charles H. Turner, Sp. 1c., U. S. C. G. R., Texas City, Texas was called to Pier B, Texas City harbor by Charles J. Geiger, BM. 2c, U. S. C. G. R. to investigate and Oil leak on the tanker MV BIDWELL at 0945, 4 October, 1944.
2. Upon arrival at the scene I found that the ship was leaking in two places on the starboard side near amidship. The leaks were below the waterline and there was a strong steady flow of oil bubbles coming to the surface at about (20) twenty gallons per hour. As the cargo was pumped out the leaks dininished and by 1800 had ceased entirely.
3. I contacted the Chief-mate, Alton W. Pritchard, License #74700, to whom I showed the leaks, and asked him if he could stop them. He said that they could not be stopped until the tank was pumped out.
4. When I asked Mr. Pritchard what could have caused the leaks, and where they come from he stated that the stream of bubbles looked like they were coming from the No. 8 main starboard tank, and that he did not know the cause other than weather conditions, as when the vessel was loaded in Corpus Christi, Texas, there was no sign of any leaks. I told the mate to notify his Captain and agent of the leaks.
5. The MV BIDWELL is owned by the Sun Oil Company, 1608 Walnut Street, Philadelphia, Penna., and is under the War Shipping administration.
6. Samples of the oil was taken from the water adjacent the #8 Main Starboard tank at 1015, 4 October, 1944 by Clade, Walter J., Cox., U.S.C.G.R. A sample was also taken from the #8 Main Starboard tank by Clade, Walter J., Cox., U.S.C.G.R. at 1030 same date. Taking of the samples were witnessed by Geiger, Charles J., BM. 2c, U.S.C.G.R. and were sealed, signed and delivered to the Fog Station at Galveston, Texas this date.

Charles H. Turner Sp. 1c
Charles H. Turner, Sp. 1c
U. S. Coast Guard

Ind-1

ACOTF, Texas, City, Texas

5 October, 1944

Forwarded.

WILLIAM LAZAUSKAS, C. Sp.

STATEMENT ON OIL POLLUTION VIOLATION

REC'D BY
COAST GUARD
AND RECD

Oil Pollution Violation by
MV BIDWELL, U. S. Tanker
Owned by Sun Oil Company, 1609 Walnut St.,
Philadelphia, Penna.
Under War Shipping Administration

C O P Y

4 October, 1944

To: Captain of the Port, Galveston, Texas

From: COTP - Texas City, Texas

Subject: Oil Leak on the M. V. Bidwell, Tanker

The location of this leak is starboard side number eight main tank, below the water line. At the time of loading, no leaks in this area were visible or reported by the Coast Guard Authorities in Corpus Christi, Texas. The ship was loaded 2 Oct., 1944.

The present leaking is apparently caused by weather damage or for some reason unknown.

The cargo is Canada blend crude, and the gravity is 43.4 - about 80,000 barrels.

Signed

Alton W. Fritchard
5132 Pulaski Avenue
Germantown - Phila., Pa.
Chief Mate, MV Bidwell

J. J. [Signature]
By direction

CAPTAIN OF THE PORT (1)
6614

Galveston, Texas
September 6, 1944

District Engineer, U. S. Army
Galveston, Texas

Sir:

Here is a report of the violation of the Oil Pollution Act of 1924, 33 USC, 431-437 by the SS BIDWELL, at Pan American Dock No. 2 in the harbor at Texas City, Texas, on September 2, 1944. The facts in the case are as follows:

The SS BIDWELL is owned by the Sun Oil Company, 1608 Walnut Street, Philadelphia, Pennsylvania, and is chartered to the War Shipping Administration. At about 8:00 a.m. o'clock on the date above mentioned, it was discovered that crude oil was leaking from this vessel at six places on her starboard side, all below her water line, at an estimated rate of about ten gallons per hour. Mr. Alton W. Fritchard, 5139 Pulaski Avenue, Philadelphia, Pennsylvania, License No. 74700, the Chief Mate, states that the SS Bidwell is approximately twenty-four years old and that the leaks above mentioned had not previously been noticed. Mr. Fritchard also stated that this vessel was in dry dock about two months ago and has not since been in any collision which might cause leaks. This case was reported to the Officer in Charge, Marine Inspection, U. S. Coast Guard, for his information and action.

Statement was taken from Coastguardsman Walter J. Clade, Coxswain, copy of which is attached for your information. Also, attached is copy of letter addressed to this office by Coastguardsman Eldon C. Purvis. Samples of oil were taken from the water along the starboard side and from the No. 6 tank starboard side of the SS Bidwell by Walter J. Clade. These samples, together with original of the statement taken, will be retained in this office for use by the U. S. Attorney.

By direction of the Captain of the Port, Galveston, Texas.

Yours very truly,


F. E. SIMMEN
Lieutenant, USCGR

Incl.

1. Copy of statement of Walter J. Clade
2. Copy of letter to this office by Purvis

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

Texas City, Texas

ASS'T. COTP

6614

2 September, 1944.

To: Captain of the Port, Galveston, Texas.
Via: Ass't. COTP, Texas City, Texas.
Subj: Oil Pollution Violation by S/S BIDWELL, Tanker, 2 September, 1944.

1. I was notified at 0755 this date by Walter J. Glade, Cox., USCG(R), the section leader on Port Security who was on duty, that the S/S BIDWELL, docked at Pan American dock #2 was leaking crude oil.
2. I arrived at the scene at 0800. Crude oil was leaking in six places on the starboard side. All these leaks were below the water line.
3. I questioned Alton W. Fritchard, 5139 Pulaski Avenue, Philadelphia, Pa., license No. 74700, Chief Mate on the S/S BIDWELL and he stated he didn't know the vessel had any leaks. Fritchard stated the vessel is twenty-four (24) years old and they have been hauling heavy oil and these leaks didn't show then. Fritchard stated also that this vessel was in dry dock two months ago and has not been in any collision since then to cause these leaks.
4. I would estimate that these leaks combined would amount to ten (10) gallons per hour.
5. This vessel is owned by Sun Oil Company, 1608 Walnut Street, Philadelphia, Pa., and is chartered to the War Shipping Administration.
6. Samples of oil were taken by Walter J. Glade, Cox., from the water along the starboard side and from the #6 tank starboard side of the S/S BIDWELL. These samples were signed and sealed and delivered by Walter J. Glade, Cox., to the Legal Office, Coast Guard Base, Galveston, Texas.

Eldon C. Purvis
ELDON C. PURVIS, Sp. 1c.

Ind-1.
Ass't. COTP, Texas City, Texas.
2 September, 1944.

1. Forwarded approved.

WILLIAM LAZARUSKAS, C. Sp.

661
Bureau of Marine Inspection, Galveston, Texas

Texas City, Texas

September 2, 1944

STATEMENT

My name is Walter J. Glade, Cox., Port Security section leader in the U. S. Coast Guard stationed in Texas City, Texas. While on duty this morning as I was making my round along the waterfront, the S/S Bidwell came into Texas City Harbor and tied up at the Pan American dock #2. I went to Pan American dock #2 to check the subject ship. When I arrived at the dock I noticed oil bubbles along side the subject ship. I went aboard the ship and counted six oil leaks coming from the starboard side. The Oil leaks were from amid-ship and back toward the stern. There are two bad leaks and four small leaks.

I then called Eldon C. Purvis, Sp. 1c, and reported this to him at 0755. He arrived at the scene at 0800 and made an investigation of the leaks. I took a sample of oil from the water along the starboard side of the S/S Bidwell and from the #6 starboard tank of subject ship. Approximately ten (10) gallons of oil per hour was leaking into the waters of Texas City harbor.

/s/ WALTER J. GLADE, COX.