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UNITED STATES COAST GUARD
ELEVENTH NAVAL DISTRICT
WILMINGTON, CALIFORNIA

RECEIVED

SS Bladenburg

1943 NOV 5 PM 3 14

Ind-1
DCGO, 11 ND (1)
661
30 October, 1943

PORT SECURITY SECTION

To: The Commandant

Bladenburg

Subj: Violation of Oil Pollution Act in Los Angeles Harbor

Forwarded for HQ information.

[Signature]
JOSEPH K. HORTON
By direction

Refer (a) by letter dated 28 October, 1943, CG-100.18 415
(b) 40 dispatch 251
Subj: Violation of Oil Pollution Act in Los Angeles Harbor
1. Pursuant to Reference (a) there is enclosed herewith copy of letter dated 28 October, 1943, mailed by this office to the United States Attorney, Los Angeles, California, reporting a case of oil pollution involving the ship "Bladenburg" which occurred in Los Angeles Harbor on 28 October, 1943. This ship is owned by the War Shipping Administration.
2. Details of the case are set forth in the enclosed letter.

[Signature]
W. B. GELLY

Enc
Letter 28 October, 1943
to U. S. Attorney

UNITED STATES COAST GUARD
ELEVENTH NAVAL DISTRICT
WILMINGTON, CALIFORNIA

ADDRESS REPLY TO
THE CAPTAIN OF THE PORT
LOS ANGELES
REFER TO FILE: (1)
661

RECEIVED
OCT 29 1943

25 October, 1943

DISTRICT COAST GUARD OFFICER
ELEVENTH NAVAL DISTRICT

48 To: The Commandant, USCG

Via: DCGO, 11th Naval District

Refs: (a) HQ (1) letter 18 August, 1943, file CG-100.18 MIN
(b) HQ Dispatch 231920, October

Subj: Violation of Oil Pollution Act in Los Angeles Harbor

1. Pursuant to References (a) and (b), there is enclosed herewith copy of letter dated 25 October, 1943, mailed by this office to the United States Attorney, Los Angeles, California, reporting a case of oil pollution involving the ship "Bladensburg" which occurred in Los Angeles Harbor on 16 October, 1943. This ship is owned by the War Shipping Administration.

2. Details of the case are set forth in the enclosed letter.


G. B. GELLY

Incl
Letter 25 October, 1943
to U. S. Attorney

Captain of the Port, Los Angeles

661

23 October, 1943

(1)

661

The following civilians are reported as witnesses, W. Phillips, Dock Foreman,
25 October, 1943 W. T. Moberly, dock helper, Long Beach 59721; E. G. Carl-
son, dock helper, Long Beach 62763; Stanley Solauckonki, dock man; Robert
Murray, Harbor Mate, 167 Glendora Avenue, Long Beach; J. L. Kline, S. F.
United States Attorney, Associated Quarries; and S. H. Gordon, Port Engineer,
Federal Building, Wilmington, California.
Los Angeles, California

Because violations of the Oil Pollution Act present a menace to port security
Dear Sir: shipping through fires in harbors, this office has been in-
structed to report all such cases to the United States Attorney for your use.

In accordance with instructions from U. S. Coast Guard Headquarters, the
following is reported to you as a violation of the federal Oil Pollution
Act of June 7, 1924 (33 U.S. Code, Sections 431-437). Information relating
to this matter will gladly be furnished on your request.

About 12:45 a.m. on the morning of October 16, 1943, oil was permitted to
be discharged into the navigable waters of Los Angeles Harbor from the ship
"Bladensburg" while it was moored with its bow to the south, starboard side
to the dock, at Berth 86, Los Angeles Harbor. This vessel is of U. S. regis-
try, of approximately 6,301 net tons, and uses oil for fuel. She is owned
by the War Shipping Administration and allotted to the Deconhill Steamship
Company. Local agents are the Deconhill Steamship Company. The master of
the vessel at the time of the discharge was S. M. Lohne, who was not aboard
at the time. The relief mate on duty at the time was Robert Murrell, 167
Glendora Avenue, Long Beach, California.

Coast Guard personnel who witnessed this oil spill report that upon arriving
at the ship at approximately 1:00 a.m. on the morning of October 16, 1943,
oil was still spilling over the side of the ship, with nothing being done to
stop it. Oil loading operations were underway at the time of the spill, and
apparently the No. 8 center tank of the ship, which was being loaded, had
been left unattended and became filled beyond its capacity so that it over-
flowed, forcing oil out on the deck and thence overboard, mostly over the star-
board side. Coast Guard witnesses report that approximately 75 barrels of
oil were spilled, and that the oil therefrom extended approximately two miles
down the channel as long as 48 hours after the spill occurred.

Samples of the oil taken from the water near the ship at the time of the
spill, and photographs of the scene are now at this office and will be fur-
nished upon request.

Coast Guard personnel attached to this office who were witnesses of the spill
are Lt. (j.g.) J. C. Pinckard, T. W. Patterson, M. A. Newberry, and Donald B.
Vaughn.

Captain of the Port, Los Angeles

661

25 October, 1943

The following civilians are reported as witnesses, W. Phillips, Dock Foreman, Long Beach 71003; W. T. Moberley, dock helper, Long Beach 89721; E. G. Carlson, dock helper, Long Beach 6276J; Stanley Swienkoski, dock man; Robert Murrell, Relief Mate, 167 Glendova Avenue, Long Beach; J. L. Ellis, S. F. Hatthcock, P. M. Galvin, Associated Guards; and S. H. Gordon, Port Engineer, 325½ Avalon Blvd., Wilmington, California.

Because violations of the Oil Pollution Act present a menace to port security and war shipping through fires in harbors, this office has been instructed to report all such cases to the United States Attorney for your action.

Please acknowledge receipt of this letter. Any further information relating to this matter will gladly be furnished on your request.

Yours very truly,

G. B. GELLY

Commander, USCG

Captain of the Port, Los Angeles, California

CC: Coast Guard Headquarters
District Coast Guard Officer,
11th Naval District
U. S. District Engineer