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UNITED STATES COAST GUARD  
Galveston, Texas

ADDRESS REPLY TO

COAST GUARD OPERATING BASE (1)

1944 OCT 28 PM 1 35

AND REFER TO File 6614

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

PORT SECURITY SECTION

OCT 20 11 40 AM '44

To: The Commandant

Via: District Coast Guard Officer, Eighth Naval District

Subj: Oil Pollution Act of 1924, 431-437; violation by U.S. Merchant vessel, SS BOHEMIAN CLUB, 15 October, 1944

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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  
(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)  
23 October, 1944

To: The Commandant (OPS)

Forwarded.

*J. J. Gidiere*

J. J. GIDIERE  
By direction

Galveston, Texas  
CAPTAIN OF THE PORT (A) 18 October, 1944

File: 6614  
18 October, 1944

District Engineer, U.S. Army  
Galveston, Texas

Sir:

Here is a report of violation of the Oil Pollution Act of 1924, USC, 431-437 by the United States Merchant vessel, SS BOHEMIAN CLUB, at Pier B, Texas City, Texas, on 15 October, 1944. The facts in the case are as follows:

The BOHEMIAN CLUB, a steam screw vessel under the United States flag, is owned by the Atlantic Refining Company, 260 Broad Street, Philadelphia, Pennsylvania, and is chartered to the War Shipping Administration.

The above vessel was moored to Pier B at 6:00 a.m. on the date herein before mentioned. Preparations were being made to discharge cargo from the vessel into a tank owned by the Southport Petroleum Company which was located on shore. A. J. Kuzio of 741 Jennings Avenue, Bethlehem, Pennsylvania, was in charge of bunkering operations. The loading lines were connected to the vessel and the valves were opened. Before the pumps were started, gasoline oil overflowed from the #3 and #4 tanks, located on both the port and starboard sides, on to the deck of the vessel, and about two barrels of such gasoline oil escaped overboard by way of a scupper hole which had not been plugged tightly enough to hold the cargo. The tank into which this cargo was to be discharged was almost full before the bunkering operations herein referred to began. That situation caused the back pressure from the tank to be greater than the pressure exerted by the tanks of the vessel. The cause of the spill was failure on the part of the Chief Mate to have the pumps started at the time the valves on the vessel were opened, and to have all of the scupper holes plugged tightly. As this accident was due to the negligence of the Chief Mate, Mr. A. J. Kuzio, this case was reported to the Officer-in-charge, Marine Inspection, Galveston, Texas.

Statements were taken from Coast Guardsman Fabian Bourge Jr., Mr. Kuzio, Chief Mate and Harrington C. Tompkins, pumpman on the vessel. Copies of said statements, together with copy of the report of the investigator, are attached for your information. Samples of the oil were taken from the water and from the tanks of the vessel. These samples, together with the originals of the statements taken, will be retained in this office for use by the U. S. Attorney.

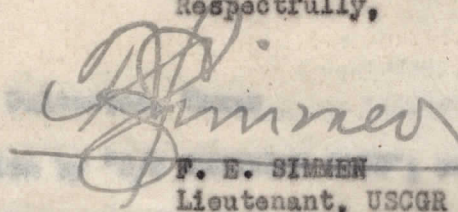
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File 6614  
18 October, 1944

Texas City, Texas

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

18 October, 1944

Respectfully,



F. E. SIMMEN  
Lieutenant, USCGR

To: Captain of the Port, Galveston, Texas

Subject: Oil Pollution Situation

1. This morning at 0800 I was in the Captain's quarters checking the lead line Certificate of the SS *Behm* Club, tied up at the wharf of  
CC: The Commandant, U.S. Coast Guard, Washington, D. C. There has been  
on all DCGO, Eighth Naval District, New Orleans, La.  
U.S. Attorney, Houston, Texas  
CinC, MI, Galveston, Texas  
2. That the # 3 tank starboard end  
Port side had overflowed into the dock of the SS *Behm* Club and approx-  
imately two (2) barrels of gas oil escaped through an improperly plugged  
scupper on starboard side into the water of Texas City Harbor.

3. E. C. Yachins, 2741 Jackson Ave., New York, New York, certificate  
holder employed as purser on the above vessel stated that the valves  
opened due to pump out the scupper line from the deck to their work space.  
Due to the fact that this scupper tank was almost full there was a back  
pressure great enough to overcome the vessel's intake. The fact was, Mr.  
Yachins, employed by Scupper Petroleum Company closed the valve immediately  
and stopped the overflow.

4. A. J. Kania, Chief Mate, Certificate #12312, 741 Jackson Ave.  
Houston, Texas, was in the Captain's quarters checking the lead  
line certificate when the spill occurred. He checked all the valves on the  
vessel and they were in order. Kania stated the only reason for the spill  
was the transmitter tank pressure. No one knew of this pressure until the  
valve was opened and the tank overflowed.

5. This vessel is owned by the Atlantic Refining Co., 225 Broad Street,  
Philadelphia, Penna. and is chartered to the War Shipping Administration.

6. Samples of oil were taken by Edwin Hodge, Cox., U.S.C.G., from  
the #3 tank starboard side and from the water alongside the starboard of  
the SS *Behm* Club.

7. Statements were made by A. J. Kania, Chief Mate, E. C. Yachins,  
purser of the SS *Behm* Club and Edwin Hodge, Cox., U.S.C.G.  
Three samples of oil were brought to the office signed, sealed and delivered  
to the Fog Station, Galveston, Texas.

Edwin Hodge  
Lieut. J. G. P. 12  
U. S. Coast Guard (R)

Texas City, Texas

ASS'T CAPTAIN OF THE PORT

6614

15 October, 1944

To: Captain of the Port, Galveston, Texas

Subj: Oil Pollution Violation by "S/S BOHEMIAN CLUB"; report on

1. This morning at 0600 I was in the Captains quarters checking the load line Certificate of the SS Bohemian Club, tied up on the T-head of Pier B. At 0620 I was notified by Fabian Bourge, Cox. that there had been an oil spill on this vessel.
2. Upon investigation I found that the # 3 & #4 tanks starboard and Port sides had overflowed onto the deck of the SS Bohemian Club and approximately two (2) barrels of gas oil escaped through an improperly plugged scupper on starboard side into the water of Texas City Harbor.
3. H. G. Tompkins, 2741 Sedgwick Ave., New York, New York, certificate #221067 employed as pumpman on the above vessel stated that the dockman wanted him to pump out the Southport line from the decks to their tank farm. Due to the fact that this storage tank was almost full there was a back pressure great enough to overflow the vessel's hatches. The dockman, Mr. Daws, employed by Southport Petroleum Company closed the valve immediately and stopped the overflow.
4. A. J. Kuzio, Chief Mate, Certificate #165112, 741 Jennings Ave. Bethlehem, Pennsylvania, was in the Captain's quarters checking the load line certificate when the spill occurred. He checked all the valves on the vessel and they were in order. Kuzio stated the only reason for the spill was the tremendous back pressure. No one knew of this pressure until the valve was opened and the hatch overflowed.
5. This vessel is owned by the Atlantic Refining Co., 260 Broad Street, Philadelphia, Penna. and is chartered to War Shipping Administration.
6. Samples of oil were taken by Fabian Bourge, Cox., U.S.C.G.R. from the #4 tank starboard side and from the water alongside the starboard of the SS Bohemian Club.
7. Statements were made by A. J. Kuzio, Chief Mate, H. G. Tompkins, pumpman of the SS Bohemian Club and Fabian Bourge, Cox., U.S.C.G.R. These samples of oil were brought to the office signed, sealed and delivered to the Fog Station, Galveston, Texas.

*Eldon C. Purvis*  
ELDON C. PURVIS, Sp. 1c  
U. S. Coast Guard (R)

Ind-1.  
AGOTF, Texas City, Texas  
15 October, 1944.

Forwarded approved.

William Lazauskas  
WILLIAM LAZAUSKAS, C. Sp. C. Sp.

I, William Lazauskas, Jr., Cox, USNR, was on the AGS MICHIGAN 3100, moored at Pier 5, Texas City, Texas, on 15 October 1944. I was talking to the deckhand and crew on duty. I noticed all running along the deck of the AGS MICHIGAN 3100 and saw through an improper placed scupper on the starboard side of vessel. Upon investigation I found the oil was coming from the #3 & #4 tanks.

The pumps were stopped and valves closed to stop this overflow. I could estimate approximately two (2) barrels of oil escaped through said scupper into the water of Texas City harbor. I took samples of oil from the water along the starboard side of the MICHIGAN 3100 and from the #4 hatch starboard side.

I notified Master R. J. Jones, Jr., USNR, who was in the Captain's quarters of the AGS MICHIGAN 3100 and he made an investigation of same.

Fabian Bourque, Jr., Cox  
FABIAN BOURQUE, JR., Cox  
U. S. Coast Guard.

COPY

STATEMENT

OIL POLLUTION VIOLATION BY  
S/S "BOHEMIAN CLUB"  
OWNED BY, ATLANTIC REFINING CO.  
260 BROAD STREET, PHILADELPHIA, PENNA.  
UNDER WAR SHIPPING ADMINISTRATION

Texas City, Texas  
15 October, 1944

I, Fabian Bourge, Jr., Cox. USCGR, was standing gangway watch on the S/S BOHEMIAN CLUB, moored at T-head of Pier B, Texas City, Texas. At 0600 as I was talking to the deckman and watchman on duty, I noticed oil running along the deck of the S/S BOHEMIAN CLUB and out through an improper plugged scupper on the starboard side of vessel. Upon investigation I found the oil was coming from the #3 & #4 tanks.

The pumps were stopped and valves closed to stop this overflow.

I would estimate approximately two (2) barrels of oil escaped through this scupper into the water of Texas City harbor. I took samples of oil from the water along the starboard side of the BOHEMIAN CLUB and from the #4 hatch starboard side.

I notified Eldon C. Purvis, Sp. 1c, USCGR, who was in the Captain's quarters of the S/S BOHEMIAN CLUB and he made an investigation of same.

*Fabian Bourge Jr. Cox.*  
FABIAN BOURGE, Jr., Cox.

U. S. Coast Guard.

COPY

STATEMENT

OIL POLLUTION VIOLATION BY  
S/S "BOHEMIAN CLUB"  
OWNED BY, ATLANTIC REFINING CO.  
260 BROAD STREET, PHILADELPHIA, PENNA.  
UNDER WAR SHIPPING ADMINISTRATION

15 October, 1944

My name is A. J. Kuzio, 741 Jennings St. Bethlehem Pa. I am employed as Chief officer on the S.S. Bohemian Club, owned by Atlantic Refining Co. 260 Broad St. Philadelphia, Pa. and chartered to War Shipping Administration. My license number is 165112.

This morning about 0600 the #3 & 4 hatches overflowed as we were preparing to discharge our cargo of gas oil. At the time of the spill I was in the Captains Office with Lt. Commander Hellwig of the Bureau of Marine Inspection and E. C. Purvis, Sp. 1/c of the U. S. Coast Guard checking the Vessel's lead line certificate. Due to this I was not on deck when the spill occurred.

After the spill occurred I was notified and checked all valves and every thing was in order on the vessel. The Deckman wanted us to pump out his line into a full tank but when we opened up the back pressure was so great that it backed up and caused this overflow. I would estimate approximately 25 gallons of oil leaked through one scupper which was not tight enough to hold the cargo.

/s/ E. C. Purvis

/s/ A. J. Kuzio  
Chief Mate

COPY

STATEMENT

OIL POLLUTION VIOLATION BY  
S/S "BOHEMIAN CLUB"  
OWNED BY, ATLANTIC REFINING CO.  
260 Broad Street, Philadelphia, Penna.  
Under War Shipping Administration

15 Oct., 1944

My name is Harrington C. Tompkins. I am employed as pumpman on the S.S. Bohemian Club. My address is 2741 Sedgwick Ave. New York, New York. My certificate number is 221067, Serial 071128. This vessel is owned by Atlantic Refining Co. Passyunk Ave Philadelphia, Pa.

This morning about 0600 we were docked on the T-head of Pier B. Texas City harbor. The loading lines were connected and we were preparing to pump out our cargo. I had all valves lined up and started the pumps. Before the pumps started pumping the cargo the number 3 & 4 hatches port and starboard side overflowed onto the deck of this vessel and escaped through a scupper hole which was not tight to hold cargo, into the water of Texas City harbor.

The cause of this overflow was due to back pressure on the loading line belonging to Southport Petroleum Co. I would estimate that approximately two barrels of oil spilled into the water of Texas City harbor.

/s/ H. C. Tompkins.