

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

Comdr. [Signature]

UNITED STATES COAST GUARD 4 19 PM '45



ADDRESS REPLY TO
CAPTAIN OF THE PORT
NEW ORLEANS, LA.
AND REFER TO CG-6614

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1945 JUN 30 AM 9 14

23 June, 1945

PORT SECURITY SECTION

To: Commandant, Eighth Naval District

Via: DCGO, Eighth Naval District

Subj: Oil Pollution; submission of report

In accordance with DCGO, 8ND letter of 29 July, 1944, File No. 6614 (ops), inclosures (1) and (2) are submitted herewith for your information.

[Signature]
P. A. SHORT

- Incls
1. Report of Geo. W. LeBlanc, Sp. lc (PS), USCGR - 21 June, 1945
 2. U. S. Customs Laboratory Report #2242/3 - 20 June, 1945

Ind-1
DCGO, 8ND
27 June, 1945

To: The Commandant (OPS)

Forwarded.

[Signature]
J. J. GIDIERE
By direction



c-8

New Orleans, Louisiana

The oil. The Grace Barge No. 203 was 21 June, 1945 port side and was fueling the ship with diesel oil.

To: Commanding Officer, CG Operating Base, Custom House
New Orleans, Louisiana

Subj: Discharge of oil from the S/S BOWLINE REEFER, Market
Street Wharf, New Orleans, Louisiana, 16 June, 1945
at 1505

1. On 16 June, 1945, at about 1505, while making a routine inspection of waterfront facilities for sources of oil pollution, I arrived at the Market Street Wharf, New Orleans, Louisiana. Moored to the wharf, headed upstream in the Mississippi River, was the S/S BOWLINE REEFER. This vessel is the property of the War Shipping Administration with the Grace Line, Inc., 416 Poydras Street, New Orleans, Louisiana acting as operators and general agents for the owner.

2. Upon arriving at the vessel's side, I saw a light oil flowing from two scupper outlets on the starboard side of the vessel near the stern. The oil was flowing onto the wharf structure from the scupper nearest the bow from where it found its way into the river. From the aftermost scupper the oil was flowing directly into the river. When I first saw the oil coming out of the scuppers, it was in a stream about half the size of the scupper outlets. These outlets measure about 2 1/2 inches in diameter. The oil continued to flow as stated above for about 5 to 10 minutes, whereupon the quantity of oil coming out of the scuppers gradually lessened until there was but a slight trickle of oil coming out. At this stage the oil reached the river after flowing down the side of the ship.

3. As I witnessed the above, I saw a man, who I later learned was the relief mate, apparently giving latent orders to a member of the crew who was engaged in the business of plugging up the scuppers from which the oil had been flowing.

4. I obtained a sample of the oil from the river astern of the S/S BOWLINE REEFER and also at the starboard side between the above vessel and the wharf. Another sample was taken from the ship's tank and both samples were properly marked and labeled for future identification and submitted to the U. S. Customs Laboratory for comparative analysis. A copy of their findings accompanies this report.

5. Upon boarding the vessel, I went to the boat deck aft, and saw that oil was flowing onto the deck from the inverted "U" shaped vents over the settling tanks on both the port and starboard sides. Sawdust had been spread about the deck to absorb

the oil. The Esso Barge No. 209 was moored on the port side and was fueling the ship with Diesel oil.

7. I spoke with the chief engineer regarding the oil spill and he informed me that a member of the crew had notified him of a spill shortly after the ship had begun to take on fuel from the barge alongside. He proceeded to investigate and found the oil had spilled onto the deck from the overflow vents to the settlers. He proceeded to the engine room, and finding everything in order started fueling again, this time using the discharge line after first securing all other lines. A spill occurred the second time, and this time the chief engineer again had the barge stop the operation and going down to the engine room found the 8 inch clapper valve on the filling line could not be fully closed. Later investigations by the chief engineer showed a wheel bearing in the valve had become frozen from lack of lubrication. I questioned the chief engineer about the scuppers and he stated that he had seen some of the scuppers on the port side of the vessel secured and he did not check the scuppers on the starboard side before beginning to fuel.

8. The Boatswain stated that he had secured all scuppers up forward shortly before noon on 16 June, 1945, but had not secured any aft, or on the boat deck. The relief mate stated he had seen the scuppers stuffed with rags and sawdust piled around the openings on deck, but the amount of oil spilled on deck was so great it washed the rags and sawdust away causing the oil to flow overboard through the scupper outlets. The mate further stated the two forward scuppers were secured with wooden plugs and the plug in the middle scupper outlet on the starboard side aft leaked, so he stuffed the plug with a rag and drove it into the opening.

9. Signed statements were obtained from Barney H. O'Brien - 613 Julia St., New Orleans, La., Relief Mate; Harvey A. Crandall - 351 W. 15th Place, Chicago, Ill., Chief Engineer; William M. Munroe - Elbridge, N. Y., Second Assistant Engineer; and Nils Kauslison - 346 W 70th St., New York, N. Y., Boatswain.

10. At 1600, 16 June, 1945, notified Lt. Ferguson of the CG Merchant Marine Hearing Unit of the above.

11. Oil pollution circulars were placed aboard the vessel at 1935, 23 May, 1945 by J. Kaupp, B.M.lc, USCGR, attached to the Quarantine Detail, being signed for by G. E. Hargrave. Copies of said circulars are attached to this report.

George W. Le Blanc
George W. Le Blanc
Sp.lc (FS), USCGR

AND I CERTIFY THAT THIS IS A TRUE COPY OF THE ORIGINAL.

New Orleans, Louisiana
June 16, 1945

My name is Barney H. O'Brien. I reside at 613 Julia St., New Orleans, La. I am employed at present as relief mate aboard the BOWLINE REEFER. I would state I was on duty on June 16, 1945, while the BOWLINE REEFER was moored to the dock at the Market Street Wharf, New Orleans, La. At about 3:00 p.m. the vessel began fueling. Before starting to fuel, I examined the scuppers on both the port and starboard sides to make sure they were secured. I found the two forward scuppers on both the port and starboard sides plugged with the regular wooden scupper plug, the after scuppers being plugged with rags and sawdust on deck. About ten minutes after starting to take on fuel, the oil spilled on the deck through the overflow vents on both the port and starboard sides, the quantity of oil being so great that it washed the rags away from the scupper openings on deck, through the scupper, and into the river. I also saw the wooden plug in the middle scupper on the starboard side was leaking, so I stuffed the scupper with rag and had it driven into the scupper in order to secure it. The scupper outlet is about 2 1/2 inches in diameter, and on the boat deck.

/s/ Barney H. O'Brien

Witness: George W. LeBlanc
Sp.1c (PS), USCGR

/s/ H. A. Crandall
Chief Engineer

CERTIFIED TO BE A TRUE COPY
OF THE ORIGINAL: (PS), USCGR

J. F. Taylor
J. F. TAYLOR
Chief Warrant Officer
U.S.C.G.R.
J. F. TAYLOR
Chief Warrant Officer
USCGR

New Orleans, Louisiana
June 16, 1945

My name is Harvey A. Crandall. I reside in 351 West 16th Place, Chicago Heights, Ill. I am employed aboard the BOWLINE REEFER as chief engineer, and have been so employed since March 19, 1943. I have held chief engineer's license since about 1922. I would state I was on duty on June 16, 1945 at which time our vessel was moored to the dock at the Market St. Wharf, New Orleans, La. At 3:00 p.m. we began to take on Diesel oil from the Esso Barge 209. Shortly after beginning to take on fuel, a member of the crew yelled to me that oil was coming out of the overflow vent from the settling tank on the port side. I went down to the engine room to investigate, after first stopping the pumping from the barge which was moored along the port side of our vessel. I could not find anything wrong in the engine room, and also found the valves on the discharge and manifold lines both closed. I started pumping again, this time through the discharge line. Before starting to pump I had the overboard discharge valves from the filling line closed. After a few minutes, the oil started coming through the overflow vents again. I again went to the engine room and found that the 8 inch gate valve on the filling line to the deep tank could not be closed completely. I would suggest some obstruction is in the gate valve, and will have the valve taken down for inspection before taking fuel again. Before starting to take on fuel, I noticed the scuppers were plugged up on the port side of our vessel, but did not notice the other scuppers. I have a copy of the circular letter to all vessels on board concerning securing the scuppers before taking on fuel.

Witness: George W. Le Blanc
Sp.1c (PS), USCGR

/s/ H. A. Crandall
Chief Engineer

Witness: George W. Le Blanc
Sp.1c (PS), USCGR

CERTIFIED TO BE A TRUE
COPY OF THE ORIGINAL:

J. F. Taylor
J. F. TAYLOR
Chief Warrant Officer
USCGR

New Orleans, Louisiana
June 18, 1945

My name is William M. Munro. I reside in Elbridge, N.Y. I am employed aboard the BOWLINE REEFER as second assistant engineer and have been so employed since June 1, 1945. I would state I was on duty on June 16, 1945 at which time our vessel was moored to the dock at the Market St. Wharf, New Orleans, La. At 3:00 p.m. we began to take on fuel from the Esso Barge 209 which was moored along our port side. A short time after pumping, I heard someone yell that oil was being spilled on deck. I immediately had the oil shut off from the barge, then proceeded to investigate. Upon investigation, I observed the oil had poured through the overflow vents from the settling tanks on the port and starboard sides. I went down to the engine room with the chief engineer and found everything to be in order, so we secured all other lines and started pumping again using the discharge line. Shortly after pumping again, the oil came through the settling tank vent pipes. I immediately had the barge shut off again. Before starting to take on fuel, I did not inspect the scuppers to see whether or not they were plugged up.

COPY OF THE ORIGINAL:

J. F. Taylor

/s/ William M. Munro

Witness: George W. Le Blanc
Sp.1c (PS), USCGR

CERTIFIED TO BE A TRUE
COPY OF THE ORIGINAL:

J. F. Taylor

J. F. TAYLOR, Chief Warrant Officer
U.S.C.G.R.

New Orleans, La.

June 18, 1945

OIL TANK WITNESS

My name is Nils Kausinen. I reside at 346 West 70th St., New York, N. Y. I am employed aboard the BOWLINE REEFER as Boatswain. I was on duty on June 16, 1945 at which time our vessel was moored to the dock at the Market St. Wharf, New Orleans, La. Shortly before noon, I plugged all scuppers up forward using the regular wooden scupper plug, but did not plug the scuppers on the boat deck.

/s/ Nils Kausinen

Witness: George W. Le Blanc
Sp.1c (PS), USCGR

Sample	Sample Location	Analysis
CERTIFIED TO BE A TRUE COPY OF THE ORIGINAL:	6 Cl. anal	1 pint
Analysis of oil	over 99%	95
Specific Gravity (67 F)	0.87	0.83
Viscosity	slight oil	slight oil
J. F. TAYLOR Chief Warrant Officer U.S.C.G.R.	213 c	213 c
	211 c	215 c
	200 c	207 c
	200 c	200 c
Barium temperature	200 c (70%)	200 c (60%)

These analyses show that the oil in these samples are petroleum oils having similar characteristics.

WF & PS

George W. Le Blanc, Sp.1c

NEW ORLEANS, LA.
CG-6614

New Orleans, La.

6/20/45

1945 JUL 2 PM 1 26

6/19/45

OIL WATER MIXTURE

23 June, 1945

Coast Guard SECURITY SECTION E.O.
Captain of the Port

To: THE COMMANDANT (OPS) Sample from Bowline Reefer,
Market St. wharf; sample from river at stem and stbd side
FROM: DCGO, 8th Navy Bowling Reefer, Market St. wharf - Geo. W. LeBlanc, Sp.1/OPS
10 June 1945.

Subj: Oil Pollution Act, 1924; violation of

1. Forwarded **Analysis** for your information is report of violation of Oil Pollution Act, 1924 (U.S.C. Title 33, Sec. 431-437), furnished in compliance with General Order No. 7, U. S. Treasury Department, U. S. Coast Guard, dated 2 September, 1941.

2. **1 sample of oil and 1 sample of oil-water mixture** of River, together with analysis of oil from vessel, has been forwarded with report to the DISTRICT ENGINEER, War Department. from Bowline Reefer been from river to the U. S. Attorney.

Total volume (approx.)	6 fl.oss.	1 pint
Percent oil	over 99%	30%
Analysis of oil:		
Specific Gravity (87 F)	0.847	0.842
Saponification test	mineral oil	mineral oil
Distillation:		
Initial boiling point	213 C	212 C
10% over at	241 C	235 C
25% over at	260 C	255 C
50% over at	300 C	285 C
Maximum temperature	326 C (72g)	320 C (80g)

- Incls.
1. These analyses show that the oils in these samples are petroleum oils
 2. having similar characteristics. #2212/3 - 20 June, 1945

Ind-1
DCGO, 8ND
29 June, 1945

To: The Commandant (OPS)

Forwarded. The annexed case relates to a violation of the Oil Pollution Act by the SS BOWLINE REEFER, Market Street Wharf, New Orleans, Louisiana, on 16 June, 1945. The Captain of the Port, New Orleans, advises that the Merchant Marine Hearing Unit was notified of the spill shortly after it occurred and that that Unit took appropriate action.

WVF & FJD

J. J. GILBERT
George E. Beavers, Acting
By direction

UNITED STATES COAST GUARD

ADDRESS REPLY TO
CAPTAIN OF THE PORT
NEW ORLEANS, LA.
AND REFER TO CG-6614

RECEIVED

AN ACP F NV FI
EP IOF OSO SO
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AX MED ORD S
OM MIN PA P
E MV P T



1945 JUL 2 PM 1 26

23 June, 1945

PORT SECURITY SECTION

C-8

To: THE COMMANDANT (OPS)

Via: DCGO, 8th Naval District (ops)

Subj: Oil Pollution Act, 1924; violation of

JUL 2 1945
U.S. COAST GUARD
NEW ORLEANS, LA.

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2. Analysis of oil discharged into the Mississippi River, together with analysis of oil from vessel, has been forwarded with report to the DISTRICT ENGINEER, War Department. Copy of report has been forwarded to the U. S. Attorney.

P. A. Short
P. A. SHORT

Incls.

- 1. Report of Geo. W. LeBlanc, Sp.1c (PS), USCGR - 21 June, 1945
- 2. U. S. Customs Laboratory Report #2242/3 - 20 June, 1945

Ind-1

DCGO, 8ND
29 June, 1945

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J. J. Gidiere

J. J. GIDIERE
By direction

CAPTAIN OF THE PORT
NEW ORLEANS, LA.

CG-6614

23 June, 1945

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