

*Mr. [unclear]*  
*sc*



UNITED STATES COAST GUARD  
NEW ORLEANS, LOUISIANA

NOV 10 PM 12 24

RECEIVED  
INT

P.A.O.  
MERCHANT MARINE  
INVESTIGATING UNIT

*[Handwritten initials]*

*2-17*

ADDRESS REPLY TO  
Commander, 8th Coast  
Guard District (dmi)  
AND REFER TO CG-MIN-1200  
SS BULKERO

U.S. COAST GUARD NOV 12 AM 11 21

NOV 10 1947

6 November, 1947

From: Commander, 8th Coast Guard District (dmi)  
To: The Commandant (MVI)

Subj: Violation of Oil Pollution Act of 1924, SS BULKERO,  
Magnolia Petroleum Company Docks, Beaumont, Texas,  
25 September, 1947

1. In further reference to the above subject, you will please find inclosed report of the Merchant Marine Investigating Unit, Port Arthur, Texas, copy of letter from this office to the Corps of Engineers, Galveston, Texas, and copy of reply thereto, all relative to this matter, the contents of which are self-explanatory.

2. From the attached copy of letter received from the Corps of Engineers office at Galveston, Texas, you will note that they consider the case as closed.

*[Handwritten signature]*  
JOHN F. OETTL  
By direction

Incls. *[Handwritten mark]*

*Closed*

*OX*

C O P Y

DEPARTMENT OF THE ARMY  
CORPS OF ENGINEERS  
Office of the District Engineer  
606 Santa Fe Bldg.  
Galveston, Texas

U. S. COAST GUARD  
SUPERVISING MERCHANT MARINE INSPECTION

RECEIVED

NOV 6 1947

NEW ORLEANS, LA.

SWNVL

5 November 1947

Commander, Eighth Coast Guard District (dmi)  
313 Customhouse  
New Orleans, Louisiana

ATTENTION: John F. Oettl  
District Marine Inspection Officer

Dear Sir:

Receipt is acknowledged of your letter dated 3 November 1947, reference CG-MIN-1200, regarding violation of the Oil Pollution Act of 1924 by the SS BULKERO at the Magnolia Petroleum Company Docks, Neches River, on 25 September 1947.

This office is in accord with the opinion of the Investigating Officer that the First Assistant Engineer, Richard R. Baker, may have been guilty, to some degree, of inattention to duty. However, it appears that the pollution was unpremeditated and caused no damage. Therefore, this office will make no recommendation as to disciplinary action and, since the matter has been referred to the United States District Attorney at Beaumont, Texas, will take no further action in the matter.

FOR THE DISTRICT ENGINEER:

Very truly yours,

/s/ Roy M. Latham  
for: F. W. DRUMMOND  
Attorney  
Chief, Legal Branch

JOHN F. OETTL  
District Marine Inspection Officer

Incl.



Ind-1

SIC, 1817, Port Arthur, Texas NEW ORLEANS, LOUISIANA  
File: 628-01335 313 Customhouse

27 October 1947  
Commander, 8th Coast  
Guard District (dmi)  
CG-MIN-1200 8th Coast Guard District  
SS BULKERO  
Visit: ONI, MI, Port Arthur, Texas

Subject: Violation of Oil Pollution Act of 1924, 33 USC 1901-1907, 3 November, 1947  
by the SS BULKERO, occurring at the Magnolia Petroleum  
Company Docks, Neches, Texas, on 25 September 1947

Mr. F. W. Drummend, Attorney  
Chief, Legal Branch  
Corps of Engineers  
Office of the District Engineer  
606 Santa Fe Building  
Galveston, Texas

GLENN W. ELLIS

By direction

Subject: Violation of Oil Pollution Act - SS BULKERO, Magnolia  
Petroleum Company Docks, Neches River

Ind-2

Dear Sir: Port Arthur, Texas  
27 October 1947

In further reference to the above subject, please find inclosed a report  
received from the Officer in Charge, Marine Inspection, Port Arthur, Texas,  
the contents of which are self-explanatory.

Forwarded.

Since this matter comes strictly under your jurisdiction, the inclosure is  
forwarded to you for your information, files and such action as you may  
deem necessary in the premises.

It would be greatly appreciated if you would be kind enough to inform this  
office as early as possible what action you desire to take in the premises,  
in order that the files in this office may be closed.

Your cooperation in this matter will be greatly appreciated.

By direction of Captain J. H. Byrd, Acting Commander, Eighth Coast Guard  
District.

Very truly yours,

JOHN F. OPTIL  
District Marine Inspection Officer

Incl.



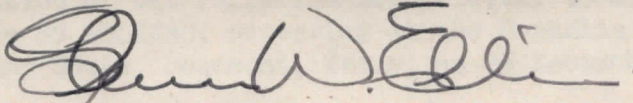
Ind-1  
SIO, MMIU, Port Arthur, Texas  
File: 628-01335  
27 October 1947

To: Commander, 8th Coast Guard District

Via: OIC, MI, Port Arthur, Texas

Subj: Violation of Oil Pollution Act of 1924, 33 USC 431-437,  
by the SS BULKERO, occurring at the Magnolia Petroleum  
Company Docks, Beaumont, Texas, on 25 September 1947

Forwarded, approved.

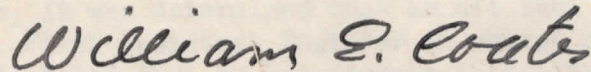


GLENN W. ELLIS  
By direction

Ind-2  
OIC, MI, Port Arthur, Texas  
27 October 1947

To: Commander, 8th Coast Guard District

Forwarded.



WILLIAM E. COATES



Page 2  
UNITED STATES COAST GUARD  
Merchant Marine Investigating Unit  
Eighth Coast Guard District  
416 Bluestein Bldg.  
PORT ARTHUR, TEXAS

U. S. COAST GUARD  
SUPERVISING MERCHANT MARINE INVESTIGATING UNIT  
RECEIVED  
OCT 30 1947



NEW ORLEANS, LA.

File: ADDRESS REPLY TO  
27 Oct OIC, MI

REFER TO FILE

File: 628-01335

27 October 1947

To: Commander, 8th Coast Guard District

Via: 1. SIO, MMTU, Port Arthur, Texas  
2. OIC, MI, Port Arthur, Texas

Subj: Violation of Oil Pollution Act of 1924, 33 USC 431-437,  
by the SS BULKERO, occurring at the Magnolia Petroleum  
Company Docks, Beaumont, Texas, on 25 September 1947

1. With reference to letter from Commander, Eighth Coast Guard District, dated 24 October 1947, file CG-MIN-1200, the following report is submitted, pursuant to instructions contained in USCG MMII 3-3-4 B(1).  
*Incl Letter from Inspector of Customs, Beaumont, Texas*
2. The SS BULKERO was berthed at the Magnolia Petroleum Company docks, Beaumont, Texas, on 25 September 1947, loading fuel oil for bunkers.
3. As contained in report of Clinton A. Johnson, U.S. Inspector of Customs, dated 27 September 1947, fuel oil was discharged through an outlet on the starboard side of the vessel, about 50 ft. from the stern. Upon his investigation, it was determined that an aft fuel tank had overflowed. Richard R. Baker, First Assistant Engineer in charge of loading bunkers, was contacted and stated that he had miscalculated the time it would take to fill the tank and had allowed it to overflow while he was forward of the vessel, opening a valve on another tank. The amount of oil spilled was estimated to be about 15 barrels, covering a water surface area of approximately 100 by 300 feet.
4. The report of U.S. Inspector of Customs was received subsequent to departure of subject vessel, this being the first report that an oil pollution had occurred. Vessel has not returned to this area since original receipt of report on 29 September 1947; therefore, no witnesses were available for interview.
5. Samples of oil taken from vessel at time of pollution were retained by U.S. Customs, Beaumont, Texas.
6. Mr. Clinton A. Johnson, Inspector of Customs, has informed this Unit that this case was referred to the U.S. District Attorney, Beaumont, Texas, on 12 October 1947, and is now in process of prosecution.

- Conclusions and Recommendations -

7. Inasmuch as person responsible for subject pollution has been



File: 628-01335  
27 October 1947

identified and admits responsibility, it is believed no further investigation is deemed necessary. Although it appears that Richard R. Baker, First Assistant Engineer is guilty of inattention to duty, in some degree, in connection herewith, in the absence of specific request from the District Engineer, as indicated by USCG MMII 3-3-4 B(3), it is not believed that any disciplinary action is warranted. It is recommended that case be forwarded for suitable disposition.



H. W. STINSON, JR.  
Lieut.(jg) USCGR  
Investigating Officer

Incl  
Letter from Inspector of Customs,  
Beaumont, Texas, dated 27 Sept.1947

U. S. COAST GUARD  
SUPERVISING MERCHANT MARINE INSPECTION

RECEIVED

OCT 30 1947

NEW ORLEANS, LA.

Beaumont, Texas  
September 27, 1947

Collector of Customs,  
Port Arthur, Texas.

Sir:

I am reporting the following violation of the Oil Pollution Act of 1925, (Title 33, U.S.C. 432):

On September 25, 1947, I was on duty at the Magnolia Petroleum Company docks, Neches River, at which the American SS Bulker was docked. About 5:30 PM I noticed that oil was being discharged through an outlet on the starboard side of the vessel about 50 feet from the stern. The vessel was lading fuel oil to be used as bunkers, and on investigation it was found that an aft fuel oil tank had overflowed. I contacted the engineer in charge of lading bunkers, who was Richard R. Baker, First Assistant Engineer. Mr. Baker stated that he was solely responsible for the overflow and had miscalculated the time it would take to fill the tank. He stated that he had gone forward of the vessel to open a valve of a tank there, and the overflow happened while he was away. By the time the oil had stopped flowing overboard into the river it covered a water surface area of about 100 by 300 feet, and the quantity was estimated at about 15 barrels.

A sample of the oil was taken from the river about 150 feet from the discharge outlet of the vessel.

The owner of the vessel is National Bulk Carriers, Inc., 630 5th Avenue, New York, N.Y., and the master is Leonard Hanes.

Respectfully,

*Clinton A. Johnson*  
Inspector of Customs

cc U.S. Attorney, Beaumont, Texas  
Marine Inspectors, Port Arthur, Texas  
Engineers, Galveston, Texas  
caj/

