

WAR DEPARTMENT

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YAddress Reply To  
The District EngineerUNITED STATES ENGINEER OFFICE  
751 SOUTH FIGUEROA STREET  
LOS ANGELES, CALIF.PSLGB  
629.1

18 September 1946

SUBJECT: Oil Pollution, Long Beach Harbor, California, 20 August  
1946 (SS CHARLES S. JONES-Richfield Oil Corporation)TO: Commander  
Eleventh Coast Guard District  
Times Building  
Long Beach 2, California

1. In compliance with HQ letter of 26 October, 1945, subject "Oil Pollution; peacetime law enforcement by U.S. Coast Guard," the Dear Sir: is reported as a violation of the Federal Oil Pollution Act of June 7, 1924 (33 U.S. Code, Section 431-437).

With reference to your letter dated 21 August 1946, File No. 629.1, inclosing a report from the Captain of the Port, Los Angeles, of a violation of the Federal Oil Pollution Act of 7 June 1924 (33 U.S. Code, Sections 431 - 437), a letter has been written to Richfield Oil Corporation, owner of the vessel involved, and a copy is inclosed for your files.

3. According to this report, the pollution appears to have been a flagrant violation of the Federal oil pollution laws and prosecution of the case should be recommended to the United States Attorney. However, if there were no Federal witnesses to the pollution and no physical evidence was obtained, such as samples of the gasoline polluted ballast water from the tanks or the navigable waters in the vicinity, prosecution would probably not be successful and is not being recommended at this time. The case will be held open pending further investigation by your office in accordance with telephone conversation on 6 September 1946 between representatives of your office and this office.

FOR THE DISTRICT ENGINEER:

Very truly yours,

H. W. THOMPSON  
Chief, Engineering Division

2 Incls (in dup.)

1. Copy ltr. to Richfield Oil Corp.
2. Copy ltr. to United States Attorney



REPORT OF VIOLATION  
LONG BEACH 2, CALIFORNIA

629.1

DATE 20 August, 1946

VESSELS 21 August, 1946

OWNER Richfield Oil Corporation

CAPTAIN To: Commander, 11th Coast Guard District

Subj: Pumping out of gasoline polluted water into the navigable waters of Long Beach Harbor from the Charles S. Jones.

1. In compliance with HQ letter of 26 October, 1945, subject "Oil Pollution; peacetime law enforcement by U.S. Coast Guard," the following is reported as a violation of the Federal Oil Pollution Act of June 7, 1924 ( 33 U.S. Code, Section 431-437).

2. At 1650, 20 August, 1946 the S.S. CHARLES S. JONES, a tanker, was pumping gasoline polluted ballast water from ballast tanks Nos. 1, 3, and 7, and permitting it to be discharged into the navigable waters of Long Beach Harbor. At this time the vessel was moored at berth # 76.

3. The Captain of the Port, Los Angeles was notified at 1730 on the date the pollution occurred and upon investigation it was found that the water surface area adjacent to the vessel was covered by a film of approximately 150 square feet. The S.S. CHARLES S. JONES is owned and operated by the Richfield Oil Corporation; the master is T. Concals and the chief engineer is Albert Oweni.

4. The gasoline on the surface of the water which was a hazard to the vessels and waterfront facilities, in the immediate vicinity was dispersed by the application of water pressure from the hoses of the Long Beach Harbor Fire Department Vessel.

Time: \_\_\_\_\_  
Time: \_\_\_\_\_

Cooperation received: Gasoline film dissipated by water pressure from fire boat hoses.

Direction ship heading: East Ship side moored to dock: Port

Condition of vessel:

W.C. GILL  
Acting

- (a) Down by head
- (b) Down by stern
- (c) Port list
- (d) Starboard list
- (e) Even keel

Direction of drift of pollution in relation to vessel: Flowing around area

TIDE: Ebbing STATE: \_\_\_\_\_ Direction of wind: SE



(COPY)

REPORT OF VIOLATION

DATE 20 August, 1946

BERTH No. 76

VESSEL S.S. CHARLES S. JONES

NATIONALITY United States

OWNER Richfield Oil Corporation

AGENT Richfield Oil Corp.

CAPTAIN T. Concales (master)

FIRST MATE A.L. McCafferty

CHIEF ENGINEER Oweni, Albert

ENGINEER ON DUTY Not Aboard

PRODUCT CAUSING POLLUTION: (a) Name Gasoline polluted (b) Type High Octane  
ballast water

VIOLATION CLASSIFICATION:

- (a) Overflowing of tanks while topping off ( )  
(b) Siphoning of oil through vents while bunkering ( )  
(c) Errors in valve manipulation ( )  
(d) Line breaks between ship and shore ( )  
(e) Pumping of contaminated ballast water (x)  
(f) Miscellaneous Ballast Tanks With Gasoline Emptying  
Tanks Nos. 1, 3 & 7

Portion of ship from which product causing pollution was discharged; \_\_\_\_\_

Starboard Side

Describe how you established same : Surface of water adjacent to ship had film  
of gasoline.

Violation reported by : \_\_\_\_\_ Time it occurred : \_\_\_\_\_

Action taken: \_\_\_\_\_ Time: \_\_\_\_\_  
\_\_\_\_\_ Time: \_\_\_\_\_  
\_\_\_\_\_ Time: \_\_\_\_\_

Cooperation received: Gasoline film dissipated by water pressure from fire  
boat nose.

Direction ship heading East Ship side moored to dock: Port

Condition of vessel:

- (a) Down by head ( )  
(b) Down by stern ( )  
(c) Port list ( )  
(d) Starboard list ( )  
(e) Even keel X ( )

Direction of drift of pollution in relation to vessel: Flowing around area

TIDE: Ebbing STATE: \_\_\_\_\_ Direction of wind: SE



FORCE OF WIND: 1. Very light (X) 2. Light ( ) 3. Strong ( )

AT TIME OF INSPECTION WERE OUTBOARD SEA VALVES SEALED? Yes

ESTIMATED AREA COVERED: 150 square feet TIME OBSERVED: 1730

ACTION TAKEN TO STOP POLLUTION, AS OBSERVED BY PERSON REPORTING: \_\_\_\_\_

SAMPLES TAKEN FROM SHIP:

NUMBER TIME PLACE

None

SAMPLES TAKEN FROM WATER:

NUMBER TIME PLACE

None

WERE PICTURES TAKEN OF SHIP? \_\_\_\_\_ OR OF WATER SURFACE? \_\_\_\_\_

WITNESSES: NAME ADDRESS PHONE

REMARKS:

SIGNATURE

RATE



WAR DEPARTMENT

Address Reply To  
The District Engineer

PSLGB

## UNITED STATES ENGINEER OFFICE

751 SOUTH FIGUEROA STREET  
LOS ANGELES, CALIF.

18 September 1946

SUBJECT: Oil Pollution, Long Beach Harbor, California, 20 August  
1946 (SS CHARLES S. JONES-Richfield Oil Corporation)TO: The United States Attorney  
Federal Building  
Los Angeles 12, California

Dear Sir:

Report of the above pollution case has been received from the Commander, Eleventh Coast Guard District, Long Beach 2, California, duplicate copies of which are inclosed for your information.

This appears to be a flagrant violation of the Federal oil pollution laws and is the 8th violation in this District within the last few years in which this company has been involved.

According to the information received by the Commander of the Eleventh Coast Guard District, there were no Federal witnesses and no physical evidence was obtained, therefore prosecution is not being recommended at this time pending further investigation.

Copies of all papers pertaining to the case are inclosed for your files. This case is being held open pending further Federal investigation.

FOR THE DISTRICT ENGINEER:

Because of the great danger to facilities involved in pollution violations, the District Engineer desires to emphasize the seriousness of this offense.

Particular attention is directed to Section 17 of the River and Harbor Act, Approved 3 March 1909, re: protection and preservation of navigable waters of the United States and the responsibility of officers and agents of the United States in charge of river and harbor works. (See extract herewith inclosed.)

3 Incls (in dup.)

1. Copy of report dated 20 August 1946
2. Copy of ltr. to Richfield Oil Corp. dated by this office concerning violations of laws pertaining to pollution of navigable waters of the United States and the laws pertaining to violations thereof are inclosed and it is requested that copies be furnished to responsible crew members in order that they may be thoroughly informed as to the laws and, therefore, govern themselves accordingly.



WAR DEPARTMENT

C  
O  
P  
YAddress Reply To  
The District Engineer

## UNITED STATES ENGINEER OFFICE

751 SOUTH FIGUEROA STREET  
LOS ANGELES, CALIF.

PSLGB

18 September 1946

SUBJECT: Oil Pollution, Long Beach Harbor, California, 20 August  
1946 (SS CHARLES S. JONES-Richfield Oil Corporation)TO: Richfield Oil Corporation  
555 South Flower Street  
Los Angeles 13, California

Gentlemen:

Report has been received by this office that on 20 August 1946 the Steamship CHARLES S. JONES, owned and operated by your company, polluted the navigable waters of the United States with oil in the vicinity of Berth 76, Long Beach Harbor, California. The report states that gasoline polluted ballast water was pumped from ballast tanks Nos. 1, 3, and 7 into the navigable waters, and that the discharge of this polluting matter commenced at 2:00 p. m. and continued until 4:50 p. m. on the above-mentioned date. This is a violation of the Federal Oil Pollution Act of 7 June 1924 (33 U.S. Code, Sections 431-437) as well as State law and local regulations.

This is the 8th pollution of the navigable waters in this District within the last few years in which your company has been involved, and it is requested that action be taken by your company to prevent further violations. This case is being held open pending further Federal investigation.

Because of the great danger to commercial shipping and harbor facilities involved in pollution violations, the District Engineer desires to emphasize the seriousness of this offense.

Particular attention is directed to Section 17 of the River and Harbor Act, approved 3 March 1899, relative to the protection and preservation of navigable waters of the United States and the responsibility of officers and agents of the United States in charge of river and harbor improvements. (See extract herewith inclosed.)

A supply of booklets and notices prepared by this office concerning the prevention of pollution of the navigable waters of the United States and the laws pertaining to violations thereof are inclosed and it is requested that copies be furnished to responsible crew members in order that they may be thoroughly informed as to the laws and, therefore, govern themselves accordingly.

Incl 2



UNITED STATES COAST GUARD

Long Beach 2, California

ADDRESS REPLY TO



SUBJECT: Oil Pollution, Long Beach Harbor, California, 20 August  
1946 (SS CHARLES S. JONES-Richfield Oil Corp.) 18 Sept.  
1946

21 August, 1946

It is requested that you acknowledge receipt of this letter and  
submit a statement to this office relative to the action your company  
has taken to prevent recurrence of violations of the pollution laws.  
Los Angeles, California

FOR THE DISTRICT ENGINEER:

The inclosure is forwarded for your attention. Very truly yours,  
instructions contained in Headquarters letter of 26 October, 1945.

H. W. THOMPSON

Chief, Engineering Division

3 Incls

1. Extract R & H Act
2. Supply of Pollution Booklets
3. Supply of Pollution Notices

*L. L. Bennett*  
L. L. BENNETT  
Commodore, USCG  
Commander, 11th Coast Guard District

Incl.

Report of gasoline pollution from  
The S.S. Charles S. Jones  
21 August, 1946 (629.1)

Case No 356

10800224 (Rpt. Pollution of water)

UNITED STATES COAST GUARD

Long Beach 2, California

ADDRESS REPLY TO

2483



REFER TO FILE 629.1

21 August, 1946

U. S. Army District Engineer  
751 South Figueroa Street  
Los Angeles, California

The inclosure is forwarded for your attention in accordance with instructions contained in Headquarters letter of 26 October, 1945.

*L. L. Bennett*  
L. L. BENNETT

Commodore, USCG  
Commander, 11th Coast Guard District

I 2800-224 (Rpt. Pollution of water)

Incl.  
Report of gasoline pollution from  
The S.S. Charles S. Jones  
21 August, 1946 (629.1)

Case No 356

cc - Capt of Port ✓



# UNITED STATES COAST GUARD REPORT OF VIOLATION

Captain of the Port, Los Angeles

21 August, 1946

The **United States** **Steam screw** **Charles S. Jones** **241147**  
(Nationality) (Propulsion) (Name) (Official number)

**Los Angeles, Calif.**

(Home port)

(Kind of document)

(Employment for which documented)

**445.4 ft.**

**8111.52**

**4859.17**

**\$1,000,000.00**

(Length)

(Gross tonnage)

(Net tonnage)

(Approximate value)

**Richfield Oil Corporation**

**1400 West 7th St., Long Beach, Calif.**

(Name of owner)

(Address of owner)

**T. Concols (master)**

**1400 West 7th St., Long Beach, Calif.**

(Name of master or person in charge)

(Address of master or person in charge)

was boarded and examined at **5:35** pm., **plus 8** zone time on **20th** (Day)

**August,** **1946**, in the **11th** Coast Guard District

(Month)

**Los Angeles**

county, State of **California**

(Name of county, if known)

(Name of State, if within a State)

while **moored at berth 76**

in **Long Beach Harbor**

(Underway, anchored, etc.)

(Body of water)

bearing **°**, true, **°** miles distant from **°**

(Prominent point of land)

(Lat. **°** **'** **"** N., Long. **°** **'** **"** W.).

The weather conditions prevailing at the time were as follows: **Clear**

(Moonlight, dark, fog, clear, etc.)

**fresh breeze-smooth sea**

(Describe wind and sea using expressions such as "fresh breeze" "rather rough sea," etc.)

Port departed **;** port destined **;** voyage.

(Inland, coastwise, ocean)

The following violations are reported:

VIOLATION	STATUTE VIOLATED	PENALTY
(Give brief statement of violation such as "no fire extinguisher on board.")	(Cite section of U. S. Code such as, "46 USC 516.")	(Insert amount of penalty provided in statute for each violation.)
Permitted gasoline polluted ballast water to be discharged into the navigable waters of Long Beach Harbor.	33 U.S.C. 431-437	\$500.00 to \$2500.00

Inc. In 8-21-46 (FA 850 224 (RPH) Pollution of water)



REMARKS.—Give a brief yet informative statement of the facts constituting the violation. Since this statement may be used in the process of remitting or mitigating the penalties involved, it is essential that the statement include any pertinent information which might be helpful to reviewing officers in determining the nature of the violation, the degree of culpability, the likely effect of such violation on enforcement generally, and the effect which the imposition of a penalty is likely to have on the offender. This statement should also indicate whether or not the owner or person in charge was instructed as to the requirements of the law violated and should include any pertinent comments made regarding the violation by the owner or person in charge:

The pollution was a result of the vessel, a tanker, pumping gasoline polluted ballast water from ballast tanks nos. 1, 3, and 7. The discharge of this polluting matter into the navigable waters of Long Beach Harbor commenced at 2:00 p.m. and continued until 4:50 p.m. on the date the violation occurred. The harbor area covered by this matter was estimated at 150 square feet.

The master, chief engineer, chief mate or the engineer in charge of the watch at the time the pollution occurred were not on board when the vessel was boarded by the Coast Guard. Nor could any other person be found who had adequate knowledge of the facts pertaining to the case.

*W. C. Gill*  
W. C. GILL  
(Reporting officer)

Captain of the Port, L. A. (Acting)  
(Title)

Prepare two copies. Retain copy for files and forward original to District Coast Guard Officer.