

Ind-4  
ODCGO, 8ND (1)  
6614  
7 August, 1945

RECEIVED

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To: Commandant

PORT SECURITY SECTION

Subj: Violation of Oil Pollution Act of 1924 by the  
SS CHILOIL of Wilmington, Delaware, on 19 July, 1945

Approved and forwarded for the consideration of Headquarters.  
In accordance with Headquarters' present policy, copies have  
not been forwarded to the U. S. Engineers and U. S. Attorney,  
as required by Headquarters' letter, 18 August, 1943 (L)  
(CG-100.18 MIN), but are submitted herewith for forwarding by  
Headquarters to those offices.

J. H. BYRD  
Acting

Ind-4

OTC, 8ND, Port Arthur, Texas  
20 July, 1945

To:

Via:

Forwarded.

William S. Coates

WILLIAM S. COATES

Ind-3

CG, 8ND Group, Port Arthur, Texas  
20 July, 1945

To:

Forwarded.

William S. Coates



Ind-1  
SHO, MMHU, Port Arthur, Texas  
File: 628-01088  
20 July, 1945

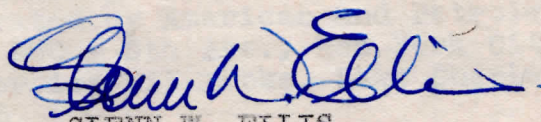
NEW ORLEANS LOUISIANA  
JUL 23 8 05 AM '45  
AM F NV PT  
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To: DCGO, 8th Naval District

Via: 1. OIC, OMI, Port Arthur, Texas  
2. CO, CG Group, Port Arthur, Texas

Subj: Violation of Oil Pollution Act of 1924, 33 USC 431-437,  
by the SS CHILOIL of Wilmington, Delaware, chartered by  
W.S.A., owned and operated by American and Petroleum  
Transportation Corp., 630 - 5th Ave., New York City,  
occurring at Cities Service Oil Docks, Lake Charles, La.,  
at 2115, 19 July, 1945.

Forwarded.

  
GLENN W. ELLIS  
By direction

Ind-2  
OIC, OMI, Port Arthur, Texas  
20 July, 1945

To: DCGO, 8th Naval District

Via: CO, CG Group, Port Arthur, Texas

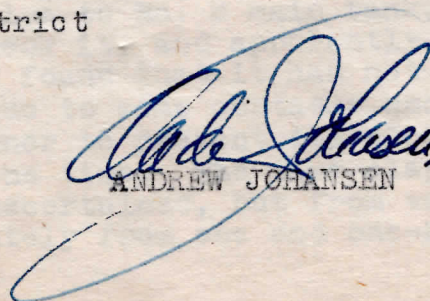
Forwarded.

  
WILLIAM E. COATES

Ind-3  
CO, CG Group, Port Arthur, Texas  
20 July, 1945

To: DCGO, 8th Naval District

Forwarded.

  
ANDREW JOHANSEN





# UNITED STATES COAST GUARD

ADDRESS REPLY TO  
Senior Hearing  
Officer  
AND REFER TO

Merchant Marine Hearing Unit  
Eighth Naval District  
416 Bluestein Building  
Port Arthur, Texas

File: 628-01088

U. S. COAST GUARD  
SUPERVISOR MERCHANT MARINE INSPECTOR  
RECEIVED

JUL 28 1945

NEW ORLEANS, LA.

20 July, 1945

To: DCGO, 8th Naval District

Via: 1. SHO, MMHU, Port Arthur, Texas  
2. OIC, OMI, Port Arthur, Texas  
3. CO, CG Group, Port Arthur, Texas

Subj: Violation of Oil Pollution Act of 1924, 33 USC 431-437, by the SS CHILOIL of Wilmington, Delaware, chartered by W.S.A., owned and operated by American and Petroleum Transportation Corp., 630 - 5th Ave., New York City, occurring at Cities Service Oil Docks, Lake Charles, La., at 2115, 19 July, 1945

1. The following report is submitted pursuant to District Circular 36-45, File d-661, dated 2 July, 1945.

2. Subject vessel, represented by Collins & Gissel, Port Arthur, Texas, was docked at loading berth Dock B and was loading 100 octane gasoline. Loading was by terminal, no pumping was being done on the ship. The 2nd Mate, Mr. James Hollis, assisted by other necessary personnel, was in direct charge of loading. At about 2115, 19 July, 1945, the pumpmen on dock began shutting down the pump and called attention to gasoline overflowing from the No. 2 port main tank ullage. An A.B. on watch, Joe Kromer, ran forward and tried to close off the tank valve which had previously been shut off by the 2nd Mate. It would turn no further, so he cracked the valve open and then closed down on it. This caused the valve to close, taking about a turn and a half on the valve stem. The 2nd Mate had finished topping this No. 2 port main tank and had closed this valve himself. He had then gone aft and was in the process of topping off the No. 3 wing tank. After he had closed the valve to No. 2 main tank, he had had an A.B., Victor Flores, check it, and apparently it was tightly closed, where later it was found that it had not fully closed or seated, but had stuck due to some obstacle under the valve seat or jammed in some manner to prevent its closing. The scuppers were plugged at the time. The time elapsing during the flow was not readily ascertained, but from various witnesses, determined to be approximately from one and one-half to two minutes.

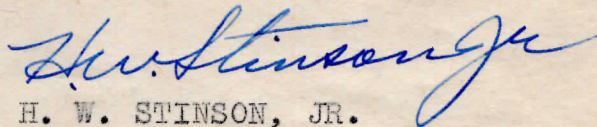


3. The amount of gasoline overflowed was undetermined but estimated to be approximately two or three barrels. No samples were taken due to the action of dock personnel and Coast Guard fireboat washing the spillage away from the vessel before the arrival of the examining officer. There was no evidence of drunkenness aboard the vessel.

4. It is the opinion of the undersigned that pollution was not due to wilful action, negligence or inattention to duty on the part of James Hollis, 2nd Mate in charge of loading, or personnel under his charge, but due to a faulty valve either improperly seating or being stuck by an undetermined object, thus failing to close properly. Hollis has had approximately fifteen years in loading tank vessels.

5. Subject vessel was boarded by an Examining Officer with the Port Security Detail at about 2400, 19 July, 1945, when the facts as indicated above were ascertained.

6. As there is no evidence to support charges or indications of negligence, drunkenness or inattention to duty, no action under Sec. 4450 R.S., as amended, is indicated.

  
H. W. STINSON, JR.  
Lt.(jg), USCGR  
Examining Officer

Incls

1. Statement by James Hollis, 2nd Mate
2. Statement by Victor Flores, A.B.
3. Statement by Joe Kromer, A.B.
4. NCG 2692 forms on SS CHILOIL



U. S. COAST GUARD  
SUPERVISOR MERCHANT MARINE INSPECTOR  
RECEIVED

JUL 23 1945

At 9:15 P.M., 19 July, 1945, No. 2 port main tank was closed off by myself, and was further checked by an A.B., Flores. For some undetermined reason the valve did not close all the way, causing an overflow. One of the men on deck discovered the overflow.

I was topping off No. 3 wing tank aft. The midship house was between me and the No. 2 port main tank. Due to the sticking or failure to seat all the way down, the gasoline flowed up out of the ullage hole. The scuppers were plugged. I could not say how much went over, as it was an undetermined amount.

It only flowed for a few minutes. There was about 30 lbs., pressure on the line from the pump on the dock. I was topping off the 2 after wing tanks when the overflow was discovered. There was a hole in the centerline bulkhead, which when both trunks filled, caused both ullage holes to overflow.

/s/ James Hollis  
2nd Mate

I certify that the above is a true copy of a signed statement by James Hollis, 2nd Mate, which is on file in this office.

*R. L. Ragdale*  
R. L. RAGSDALE  
Lieut., USCGR

20 July, 1945



U. S. COAST GUARD  
SUPERVISOR MERCHANT MARINE INSPECTOR  
RECEIVED

JUL 28 1945

NEW ORLEANS, LA.

Topping off on stern, Chief Mate send me over to check on No. 2 tank. I found that it was leaking through the valve. Checked valve and found that it had one and one-half turns lacking being closed. This happened at about 2115.

/s/ Victor V. Flores  
A.B.

I certify that the above is a true copy of a signed statement by Victor V. Flores, A.B., which is on file in this office.

*R. L. Ragdale*  
R. L. RAGSDALE  
Lieut., USCGR

20 July, 1945



JUL 28 1945

NEW ORLEANS, LA.

About 9:15 P.M., I was back aft and heard somebody hollering on dock and shutting down the pump. I went forward to No. 2 tank on port side and saw that gasoline was running out of the ullages.

I tried to turn the valve and couldn't. I opened the valve some and then tried turning it. She turned about a turn and a half. I made sure it was tight by using a wrench on it after this.

/s/ Joe Kromer  
A. B.

I certify that the above is a true copy of a signed statement by Joe Kromer, A.B., which is on file in this office.

20 July, 1945

*R. L. Raggsdale*  
R. L. RAGSDALE  
Lieut., USCGR



SUPERVISOR  
RECEIVED  
JUL 25 1945  
NEW ORLEANS, LA.

# REPORT OF MARINE CASUALTY (OR ACCIDENT)

Date submitted 20 July, 1945

Merchant Marine Inspector in Charge,

Port of Port Arthur, Texas

1. Name of vessel SS CHILOIL
2. (a) Nationality U.S.A. (b) Rig Steam (c) Official No. 219919
3. Type of vessel and trade or service Ocean tank vessel
4. Home port, or port where numbered, if motorboat Wilmington, Del. 5. Gross tonnage (070) 5228
6. Year built 1920 7. Hull materials Steel (Steel, wood, iron, etc.)
8. Name and residence of master Frank M. Orton, c/o Collins & Gissel, Houston, Texas
9. Name and residence of owner (or agent) Collins & Gissel, Adams Bldg., Port Arthur, Texas
10. Date and port of last inspection 30 March, 1945, Galveston, Texas
11. Radio equipment of vessel: Telephone or telegraph Telegraph
12. Last port of departure Port Everglades, Fla. 13. Date of departure 14 July, 1945
14. Where bound Lake Charles, La.
15. (a) Number of passengers (0800) None (b) Number of crew (0900) 40 (c) Number of others None
16. Estimated value of vessel (1200), \$ Unknown 17. Value of cargo (1300), \$ Unknown
18. Any deck load? No (Yes or no) 19. Weight of cargo (long tons) 53.316 bbls. 100 octane gasoline
20. Nature of cargo 100 octane gasoline
21. Date and exact time of casualty (specify time standard) 19 July, 1945 9:15 a.m., c.w.t.
22. Exact locality of casualty: Lat. \_\_\_\_\_ Long. \_\_\_\_\_ Or distance and bearing (true) from  
charted object when applicable Cities Service Dock B, Lake Charles, La. ( 160)
23. Nature of casualty (check one or more of the following—see Note 1):
  - ☐ Foundering \_\_\_\_\_ (1701) ☐ Collision with object other than vessel or ice \_\_\_\_\_ (1708)
  - ☐ Stranding \_\_\_\_\_ (1702) (name object) \_\_\_\_\_ (1709)
  - ☐ Grounding \_\_\_\_\_ (1702) ☐ Collision with ice \_\_\_\_\_ (1711)
  - ☐ Collision with vessel (give name and hailing port of colliding vessel) \_\_\_\_\_ (1714)
  - ☐ \_\_\_\_\_ (1703) ☐ Waterlogged, leaking, etc. \_\_\_\_\_ (1715)
  - ☐ \_\_\_\_\_ (1705) ☐ Heavy weather damage \_\_\_\_\_ (1716)
  - ☐ Fire \_\_\_\_\_ (1706) ☐ Loss or damage from submarines, air raids, mines \_\_\_\_\_ (1717)
  - ☐ Engine or machinery trouble \_\_\_\_\_ (1707) ☐ \_\_\_\_\_ ( )
  - ☐ Capsizing \_\_\_\_\_ (1707) ☒ Oil pollution \_\_\_\_\_ ( 18)
24. Cause of casualty (explain fully) Faulty valve failed to close shut
25. Wind direction and force, weather, sea, and visibility wind NE, force 4, clear, no sea, good vis.
26. Number lives lost: (a) Passengers (1000) None (b) Crew (1100) None (c) Others None
27. Number persons injured: (a) Passengers None (b) Crew None (c) Others None
28. Estimated loss or damage—to vessel (see note (2)) (1400), \$ None; to cargo (1500), \$ Unknown
29. Amount of insurance—on vessel, \$ Unknown; on cargo, \$ Unknown
30. State in detail measures taken to avoid casualty:
  - (a) Navigation, piloting, and use of navigational aids Valve closed as tight as possible  
When found stuck, was shut down by wrench
  - (b) Communications none



31. By whom and to what extent assistance was rendered:

- (a) Communications (name stations) none  
(b) U. S. Coast Guard (name vessels, stations, units, etc.) USCG fireboat washed gas  
(c) Other means (vessels, etc.) away from dock

32. Was auto-alarm signal transmitted by your vessel? no

33. Did casualty result from the presence of explosives, inflammables, or other dangerous cargo? (For definition of above see "Explosives or Other Dangerous Articles on Board Vessels" containing the regulations prescribed by the Commandant, U. S. Coast Guard, April 9, 1941) no

34. Remarks (include names of those who lost their lives, if any): 2nd Mate reports that spillage was estimated to be from two to three barrels.

(Signed)

(Title)

(Master, Owner, Charterer, or agent)

\* Subscribed and sworn to before me, an officer authorized to administer oaths, this \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_\_\_

Signed \_\_\_\_\_

[SEAL]

Title \_\_\_\_\_

\* See instructions below stating when form must be sworn to.

NOTE.—(1) Report personal accident not involving death on Coast Guard Form No. NCG 924e.  
(2) Estimated total amount of loss is desired, without regard to what may be covered by insurance or expense incurred in floating; this amount should be expressed in figures.

### INSTRUCTIONS

An original and three copies of this form shall be submitted, without delay, to the Merchant Marine Inspector in Charge in whose district the casualty occurred, or in whose district the vessel first arrived after such casualty. The Merchant Marine Inspector in Charge shall forward two copies with proper endorsements to the Commandant, U. S. Coast Guard, and one copy to the District Coast Guard Officer. If the person making the report is a licensed officer on a vessel required to be manned by such officer, he must make the report in writing and in person to the proper Merchant Marine Inspector in Charge; if because of distance, it may be inconvenient for such an officer to submit the report in person, he may submit the required number of copies properly sworn to and certified by an officer authorized to administer oaths.

This form should be completed in full.

(To be filled in by Merchant Marine Inspector in Charge)

To: THE COMMANDANT,  
U. S. COAST GUARD (MERCHANT MARINE INSPECTION SECTION).

Approximate cause of casualty Valve to No. 2 port tank did not fully close, but stuck due to undetermined causes resulting in ullages overflowing

Action taken regarding casualty Report forwarded to DCGO, 8th ND

Certificated route if inspected (in brief as ocean, Great Lakes, inland) Ocean

Location of casualty (relative to classified waters, as western rivers, ocean, Great Lakes, etc.) Inland waters,

Calcasieu River, Cities Service Oil Dock B, Lake Charles, La.

(Signed by Merchant Marine Inspector in Charge)

Port of Port Arthur, Texas

Lt. (jg), USCGR

Coast Guard District No. 8th ND

Examining Officer



Ind-4  
ODCGO, 8ND (1)  
6614  
7 August, 1945

To: Commandant

Subj: Violation of Oil Pollution Act of 1924 by the  
SS CHILOIL of Wilmington, Delaware, on 19 July, 1945

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Headquarters to those offices.

J. H. BYRD  
Acting

Ind-3  
CGO, 8ND, Port Arthur, Texas  
20 July, 1945

To: OCGO, 3th Naval District

Via: CGO, CG Group, Port Arthur, Texas

Forwarded.

*William E. Coates*

WILLIAM E. COATES

Ind-3  
CGO, CG Group, Port Arthur, Texas  
20 July, 1945

To: OCGO, 3th Naval District

Forwarded.

AMIRAL JOHANSEN



Ind-1  
SHO, MMHU, Port Arthur, Texas  
File: 628-01088  
20 July, 1945

To: DCGO, 8th Naval District

Via: 1. OIC, OMI, Port Arthur, Texas  
2. CO, CG Group, Port Arthur, Texas

Subj: Violation of Oil Pollution Act of 1924, 33 USC 431-437,  
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Transportation Corp., 630 - 5th Ave., New York City,  
occurring at Cities Service Oil Docks, Lake Charles, La.,  
at 2115, 19 July, 1945.

Forwarded.

*Glenn W. Ellis*

GLENN W. ELLIS  
By direction

Ind-2  
OIC, OMI, Port Arthur, Texas  
20 July, 1945

To: DCGO, 8th Naval District

Via: CO, CG Group, Port Arthur, Texas

Forwarded.

*William E. Coates*

WILLIAM E. COATES

Ind-3  
CO, CG Group, Port Arthur, Texas  
20 July, 1945

To: DCGO, 8th Naval District

Forwarded.

ANDREW JOHANSEN



Merchant Marine Hearing Unit  
Senior Hearing Eighth Naval District  
Officer 416 Bluestein Building  
Port Arthur, Texas

File: 628-01088

20 July, 1945

To: DCGO, 8th Naval District

Via: 1. SHO, MMHU, Port Arthur, Texas  
2. OIC, OMI, Port Arthur, Texas  
3. CO, CG Group, Port Arthur, Texas

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occurring at Cities Service Oil Docks, Lake Charles, La.,  
at 2115, 19 July, 1945

1. The following report is submitted pursuant to District  
Circular 36-45, File d-661, dated 2 July, 1945.

2. Subject vessel, represented by Collins & Gissel,  
Port Arthur, Texas, was docked at loading berth Dock B and  
was loading 100 octane gasoline. Loading was by terminal,  
no pumping was being done on the ship. The 2nd Mate,  
Mr. James Hollis, assisted by other necessary personnel,  
was in direct charge of loading. At about 2115, 19 July, 1945,  
the pumpmen on dock began shutting down the pump and called  
attention to gasoline overflowing from the No. 2 port main  
tank ullage. An A.B. on watch, Joe Kromer, ran forward and  
tried to close off the tank valve which had previously been  
shut off by the 2nd Mate. It would turn no further, so he  
cracked the valve open and then closed down on it. This caused  
the valve to close, taking about a turn and a half on the valve  
stem. The 2nd Mate had finished topping this No. 2 port main  
tank and had closed this valve himself. He had then gone aft  
and was in the process of topping off the No. 3 wing tank.  
After he had closed the valve to No. 2 main tank, he had had  
an A.B., Victor Flores, check it, and apparently it was tightly  
closed, where later it was found that it had not fully closed  
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scuppers were plugged at the time. The time elapsing during  
the flow was not readily ascertained, but from various witnesses,  
determined to be approximately from one and one-half to two  
minutes.

U. S. COAST GUARD  
SUPERVISOR MERCHANT MARINE INSPECTOR

RECEIVED

JUL 25 1945

NEW ORLEANS, LA.



Case No. 628-01088  
20 July, 1945

U. S. COAST GUARD  
SUPERVISOR MARINE INSPECTOR  
-2-  
RECEIVED  
JUL 28 1945  
ANS. LA

At 2:15 P.M., 19 July, 1945, No. 2 port main tank was closed. The amount of gasoline overflowed was undetermined, but estimated to be approximately two or three barrels. No samples were taken due to the action of dock personnel and the Coast Guard fireboat washing the spillage away from the vessel before the arrival of the examining officer. There was no evidence of drunkenness aboard the vessel. House was between me and the No. 2 port main tank. Due to this, it is the opinion of the undersigned that pollution was not due to wilful action, negligence or inattention. I found no fault on the part of James Hollis, 2nd Mate in charge of loading, or personnel under his charge, but due to a faulty valve either improperly seating or being stuck by an undetermined object, thus failing to close properly. Hollis has had approximately fifteen years in loading tank vessels off the 2 after wing tanks when the overflow was discovered. The subject vessel was boarded by an Examining Officer with the Port Security Detail at about 2400, 19 July, 1945, when the facts as indicated above were ascertained.

6. As there is no evidence to support charges or indications of negligence, drunkenness or inattention to duty, no action under Sec. 4450 R.S., as amended, is indicated.

*H. W. Stinson, Jr.*

H. W. STINSON, JR.

I certify that the above is a true and correct statement by James Hollis, 2nd Mate, which Examining Officer's office.

*R. L. Ragdale*

Incls

1. Statement by James Hollis, 2nd Mate
2. Statement by Victor Flores, A.B., USCGR
3. Statement by Joe Kromer, A.B.
4. NCO 2692 forms on SS CHILOIL