



UNITED STATES COAST GUARD
Port Arthur, Texas

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



COAST GUARD STATION

COMMANDING OFFICER
COAST GUARD STATION
6614

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14 September, 1944

To: The Commandant

Via: District Coast Guard Officer, 8th Naval District

Subj: Violation of the Oil Pollution Act of 1924, 33 USC 431-437, on 8 September, 1944, by the Panamanian tank vessel CLIO, owned by the Panamanian Transport Company, c/o Standard Oil Company of New Jersey, at the Magnolia Petroleum Company (Magpetco) Docks, Port Neches, Texas.

Inclosed will be found all statements and letters of transmittal covering subject violation.

Andrew Johansen
ANDREW JOHANSEN

Incl
Subject case

Ind-1
DCGO, 8ND (ops)
File CG-6614

18 September, 1944

To: CO, CG Station, Port Arthur, Texas

1. Returned. Attached report is incomplete in that it does not contain all the pertinent information required by DCGO's letter of 11 October, 1943, to All Captains of the Port, Eighth Naval District, Subject Oil Pollution; law enforcement.

2. It is important that reports disclose the reason for the occurrence of the pollution as well as how it occurred; that is, whether it was due to failure to have scupper plugs or failure to turn off pumps, and also whose negligence caused it.

3. It is desired that prior to resubmitting the report of this violation, as well as in the preparation of all future reports, a study be made of the above reference and personnel assigned to the duty of investigating

Port Arthur, Texas
Port Arthur, Texas

COMMANDING OFFICER
COAST GUARD STATION
6614

14 September, 1944

United States District Attorney

To: Officer-in-charge, Marine Inspection Office, Port Arthur, Texas

Subj: Violation of the Oil Pollution Act of 1924, 33 USC 431-437, on
8 September, 1944, by the Panamanian tank vessel CLIO, owned by
the Panamanian Transport Company, c/o Standard Oil Company of
New Jersey, at the Magnolia Petroleum Company (Magpetco) Docks,
Port Neches, Texas.

Inclosed herewith are copies of subject violation.

ANDREW JOHANSEN

Commanding Officer, CG Station
Port Arthur, Texas

Incl
Subject copies

CC: The Commandant
DCGO, END
File

CC: The Commandant
DCGO, END
File

Port Arthur, Texas

COMMANDING OFFICER
COAST GUARD STATION
6614 6614

14 September, 1944

United States District Attorney
Beaumont, Texas

Dear Sir:

Inclosed herewith is a copy of the file on the report of the violation of the Oil Pollution Act by the tank vessel, GLIO, at the Magpetco Docks, Port Neches, Texas.

Yours very truly,

ANDREW JOHANSEN, Lt. Comdr.
Commanding Officer, CG Station
Port Arthur, Texas

Incl

1. Copy of letter to District Engineer
2. Copy of letter to CO, CG Station
3. Copies of statements from witnesses

CC:

The Commandant

DGCG, END

File

ANDREW JOHANSEN, Lt. Comdr., USCG
Commanding Officer, CG Station
Port Arthur, Texas

CC:

U. S. Attorney

The Commandant

DGCG, END

File

ANDREW JOHANSEN, Lt. Comdr., USCG
Commanding Officer, CG Station
Port Arthur, Texas

Port Arthur, Texas

COMMANDING OFFICER
COAST GUARD STATION
FILE 6614

19th September, 1944

District Engineer
United States Engineers
Galveston, Texas

Dear Sir:

The following is additional information pertaining to reported violation of the Oil Pollution Act of 1924, 33 USC 431-437, by the Panamanian vessel, OLIO, as requested by the District Coast Guard Officer.

While the subject vessel was moored at the Magnolia Petroleum Company's dock at Port Neches, Texas, the 3rd Asst. Engineer on duty, G. Johansson, caused the bilge pump to be started and proceeded to pump bilges into the Neches River, using over the side discharge.

The pollution was not due to the failure to have the scuppers aboard plugged. Sixty-two samples of oil were taken and the immediate dis-

The 3rd Asst. Engineer appears to be the person responsible for the improper disposal of oil containing bilge refuse which caused the pollution.

Original statements were obtained from Yours very truly, J. W. Hall, Jr.,
 Preston Ballard, Sigs, Bert Carlson, Oiler, Julia W. Harting, AB on
 watch and George Johnson, 1st Assistant Engineer, officer on watch on
 subject vessel, together with samples of oil taken from the surface of
 the river will be retained at this office.

ANDREW JOHANSEN, Lt. Comdr., USCG
Commanding Officer, CG Station
Port Arthur, Texas

CC:
U. S. Attorney
The Commandant
DCCO, SMD
MMI
File

File
Copy of subject statements
10/1/68

CC: S. Attorney
The Commandant
U. S. Attorney
DOCS UNIT
SNT & File

ARMED FORKMAN, Lt. Comdr.
Commanding Officer, CG Station
Fort Arthur, Texas

PORT ARTHUR, TEXAS

COMMANDING OFFICER
COAST GUARD STATION
FILE 6614

13 September, 1944

District Engineer
United States Engineers
Galveston, Texas

Dear Sir:

This is a report of a violation of the Oil Pollution Act of 1924, 33 USC, 431-437, by the Panamanian tank vessel GLIO, owned by the Panamanian Transport Company, c/o Standard Oil Company of New Jersey, at the Magnolia Petroleum Company (Magpetco) Docks, Port Neches, Texas, on 8 September, 1944.

At 0300, 8 September, 1944 a Coast Guard Port Security detail composed of F. W. Burkman, BM2c, and Preston Ballard, SLC, boarded subject vessel, and found that the bilges were being pumped out into the river. It was found that the contents of the bilges was mostly oil, and that the oil had covered an area of the surface of the water of about two hundred feet by forty feet. Samples of oil were taken and the immediate destination of the subject vessel found to be Lake Charles, Louisiana. The pumps were stopped immediately by order of the Port Security Detail. The Magnolia Petroleum Company was reported to be agents of subject vessel and Gunnar Johansson, 3rd Assistant Engineer was officer on watch.

Original statements were obtained from F. W. Burkman, BM2c, USCGE, Preston Ballard, SLC, Kurt Carlson, Oiler, Julio C. Guarting, AB on watch and Gunnar Johansson, 3rd Assistant Engineer, officer on watch on subject vessel, together with samples of oil taken from the surface of the river will be retained at this office.

Yours very truly,

ANDREW JOHANSEN, Lt. Comdr.
Commanding Officer, CG Station
Port Arthur, Texas

Incl

Subject statements

CC:

Incl: Commandant

Copies of subject statements

District Engineer

CC: U. S. Attorney

The Commandant

U. S. Attorney

DOGO SFD

NMI & File

PORT ARTHUR, TEXAS

PORT SECURITY OFFICER
FILE 6614

13 September, 1944

To: Commanding Officer, Coast Guard Station, Port Arthur, Texas.

Subj: Violation of the Oil Pollution Act of 1924, 33 USC 431-437,
by the Panamanian tank vessel, GLIO, at the Magnolia Petroleum
Company Docks, Port Neches, Texas, on 8 September, 1944.

1. On 8 September, 1944, I received the following report of a violation of the Oil Pollution Act by subject vessel whose agent is the Magnolia Petroleum Company of Beaumont, Texas:

Subject vessel was boarded on this date by F. W. Burkman, BM2c, and Preston Ballard, Slc, a Coast Guard Port Security detail attached to the CG 38777. The bilges of this vessel were being pumped out into the river, and the contents of the bilges seemed to be practically all oil. The pumps were stopped and samples of oil were taken from the river. Before the pumps could be stopped, oil had covered an area of the surface of the river of approximately two hundred feet by forty feet. The immediate destination of subject vessel was Lake Charles, Louisiana. Gunnar Johansson, third assistant engineer, was the officer on watch.

2. The following witnesses are available for proof of subject violation; F. W. Burkman, BM2c, USCGR, Preston Ballard, Slc, USCGR, Kurt Carlson, Oiler, Julio G. Guarting, AB on watch and Gunnar Johansson, third assistant engineer on subject vessel.

L. B. Wilson

Incl
Subject statements

CC:
The Commandant
DCGO, 8ND
District Engineer
U. S. Attorney
MMI
File

PORT ARTHUR, TEXAS

File 6614

13 September, 1944

TO WHOM IT MAY CONCERN:

At 0315 the Coast Guard notified me that the bilges were being pumped and asked me to help him locate the engineer on watch which I did at once.

Eurt Carlson, Oiler

Julio Quating

At approximately 0300, 8 September, 1944, I was awakened by the sound of the alarm. I went to the engine room and found that the bilges were being pumped. I went to the engine room and found that the bilges were being pumped. I went to the engine room and found that the bilges were being pumped.

At 0315, as we were leaving the ship, we noticed that the bilges were being pumped and that it was starting to rain. At this time, the oil had entered the bilges and the bilges were being pumped. We notified the officer in charge and the bilges were being pumped. The oil had entered the bilges and the bilges were being pumped.

E. E. Carlson, E. E. Carlson

E. E. Carlson, E. E. Carlson

PORT ARTHUR, TEXAS
Port Arthur, Texas

File 6614

13 September, 1944

13 September, 1944

TO WHOM IT MAY CONCERN;

At 0300 I started pumping the bilges and when the Coast Guard came aboard at 0320 they notified me to stop the pumps which I did immediately.

This statement being made by F. V. Burkman, E. N. 2c and Preston Ballard, Sen. 1c, assigned to the Coast Guard Patrol Boat 36777 at Port Neches, Texas.

Kurt Carlson, Oiler

At approximately 0300, 8 September, 1944, we boarded the Panamanian tank vessel, Elie, docked at the Magnolia Dock, Port Neches, Texas. We were told that the agent of this ship was the G. Johansson, 3rd Asst. of Beaumont, Texas, and that its immediate destination was Lake Charles, Louisiana.

At 0315, as we were leaving the ship, we noticed that the bilges were being pumped out, and that it was mostly oil coming from the bilges. At this time, the oil had covered an area of about two hundred feet by forty feet. We notified the oiler to stop pumping out the bilges, and the engineer stopped the pumps. There was no one on board to have any knowledge of a regulation against pumping out the bilges into the river. We took samples of oil from the river.

F. V. Burkman, E. N. 2c

Preston Ballard, Sen. 1c

Port Arthur, Texas

6614

8 September, 1944

TO WHOM IT MAY CONCERN:

This statement being made by F. W. Burkman, B. M. 2c and Preston Ballard, Sea. 1c, assigned to the Coast Guard Patrol Boat 38777 at Port Neches, Texas.

At approximately 0300, 8 September, 1944, we boarded the Panamanian tank vessel, Olio, docked at the Magnolia Docks, Port Neches, Texas. We were told that the agent of this ship was the Magnolia Petroleum Company of Beaumont, Texas, and that its immediately destination was Lake Charles, Louisiana.

At 0315, as we were leaving the ship, we noticed that the bilges were being pumped out, and that it was mostly oil coming from the bilges. At this time, the oil had covered an area of about two hundred feet by forty feet. We notified the oiler to stop pumping out the bilges, and the engineer stopped the pumps. These men seemed to have no knowledge of a regulation against pumping out the bilge into the river. We took samples of oil from the river.

F. W. Burkman, B. M. 2c

Preston Ballard, Sea. 1c