

UNITED STATES COAST GUARD

Port Arthur, Texas



COAST GUARD STATION

COMMANDING OFFICER
COAST GUARD STATION
6614

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 (Magnetco) Docks, Port Neches, Texas.

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

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 Pilution; law enforcement.
- 21 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, Taxas

COMMANDING OFFICER COAST GUARD STATION 6614

14 September, 1944

United States District Attorney To: Officer-in-charge, Marine Inspection Office, Port Arthur, Texas

Subje 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 (Magnetoo) Docks, Port Neches, Texas.

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Inclosed herewith are copies of subject violation.

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Incl Subject copies

The Commandant DOGO, SND

Elic Communicati

Port Arthur, Texas

COMMANDING OFFICER COAST GUARD STATION 6614

14 September, 1944

United States District Attorney Beaumont, Texas

Dear Sire

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. Infarmation personally to reported winderion on the Californ and of 1988, 33 Dos by - 177, by the Properties of the

While the emplect respel was meered at the Marmalin Detrologe Community dook of Post Rouber, Youan, the Jed Aurt. Engineer of duty, 5, Johnson,

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repeat. Dalo, at requested by the Bi Yours very truly, to fill perturbation.

caused the bilgo purp to be started and proposed to ware biles to to ANDREW JORANSEN, Lt. Comdr. Commanding Officer, CG Station The politica was not done to the far Port Arthur, Texas

Incl

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

a control with a distance later of the way touly; The later way All the transfer of the contract of the contra The Commendent DOGO, SND Pile nos will be refutable at this affine,

ANDREW JOHANGEM, Lt. Condr., DSCC Communities Diffigure. CO Station Port Arthur, Comes

U. M. Aftermey The formertest " BOSS, AND

Port Arthur, Texas

COMMANDING OFFICER
COAST GUARD STATION
FILE 6614

19th September, 1944

District Engineer United States Engineers Galveston, Texas

Dear Sir

The fellowing is additional information pertaining to reported violation of the Oil Pollution act of 1924, 33 USC 431-437, by the Panamanian vessel, CLIO, 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 Aest. Engineer on duty, G. Johannson, 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.

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

watch and Commy Johnneson, 3rd Abstract Diginson, officer on watch on

Original statements were obtained from F Yours very truly . Table on Practice Ballers, Stg. Kart Coricon, Other, Jude 9, Dagsting, all on

Fort Arthur, Texas

the river will be retained at this office.

ANDREW JOHANSEN, Lt. Comdr., USCG
Commanding Officer, CG Station

U. S. Attorney
The Commandant
DOGO, SWD
MMI
File

ARBRET JORAHAM, 14. Comde. Commanding Officer, 69 Station Port Arthur, Yeman

COr The Semmadent U. S. Attorney DODO SYD BOX & File

PORT ARTHUR, TEXAS

COAST SUARD STATION PILE 6614

13 September, 1944

District Ingineer and the Control of the Control of

Dear Sirtempany Docks, Part Hoches, Tokas, on 5 September, 1986.

This is a report of a violation of the Oik Pellution Act of 1924, 33 USC, 431-437, by the Fanamanian tank vessel CLIO, owned by the Panamanian Transport Company, c/o Standard Oil Company of New Jersey, at the Magnelia Petroleum Company (Magnetoo) Docks, Port Noches, Texas, on S September, 1944.

At 0300, & September, 19th a Coast Guard Port Security detail composed of F. W. Burkman, Bh2c, and Preston Ballard, Sle, 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 vater of about two hundred feet by forty feet. Samples of oil were taken and the immediate destination of the subject vessel found to be take Charles, Louisians. 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 Sunnar Johansson, 3rd Assistant Engineer was officer on watch.

Original statements were obtained from F. W. Burkman, BM2c, USCOR, Preston Ballard, Slc, Kurt Carlson, Oiler, Julio 6. Guarting, AB on watch and Gunnar Johansson, 3rd Assistant Engineer, officer on watch on subject vesses, together with samples of oil taken from the surface of the river will be retained at this office.

Yours very truly,

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Incl
Copies of subject statements

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The Commandent U. S. Attorney DCGO SND

OG:

ANDREW JOHANSEN, Lt.Comde. Commanding Officer, CG Station Port Arthur, Texas PORT SECURITY OFFICER FILE 6614

13 September, 1944

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

Subj: Violation of the Oil Pollution Act of 1924, 33 USC 431-437.

by the Panamanian tank vessel, CLIO, at the Magnelia Petroleum
Company Docks, Port Neches, Texas, en 8 September, 1944.

1. On & September, 19th, 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 CO 35777. 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. Sunnar Johansson, third assistant

engineer, was the officer on watch.

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

L. B. Wilson

Incl Subject statements

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.

Mart Carlson, Oiler

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PORT ARTHUR, TEXAS

P110 6611

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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.

See. 1c, analyses to the court word Patrol Boat 56777 at Part Section,

Kurt Carlson, Oiler

At approximately 0300, 5 September, 1901, we boarded the Fenanceian bank tessel, Chic, Socked at the Magazita Deler, Port Sockes, Serab, to ware told that the agent of this ship was the G. Johannson, 3rd Asst. may of Degument, Texas, and that its immediately destination was Labe Charles, Louisians.

heing pumped out, and that it was dealing of noticed that the bilges were being pumped out, and that it was dealing off country from the bilges. At this time, the oil had covered as apag of should two hendred foot by furby feet. We notified the citer to obly produce out the bilges, and the engineer stopped the pumps. These was noticed to have no knowledge of a regulation against pumping out the hilge into the river. We book shaples of oil from the river.

F. V. Burkman, B. N. Do

Preston Ballard, Son. 10

6614

8 September, 1944

TO WHOM IT WAY CONCERN:

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

At approximately 0300, 8 September, 1944, we boarded the Panamanian tank tessel, Clio, docked at the Magnolia Docks, Port Meches, 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, Louisians.

At 0315, as we were leaving the ship, we noticed that the bilges were being pumped out, and that it was mostly oil coming ffrom 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 egainst pumping out the bilge into the river. We took samples of oil from the river.

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

Preston Ballard, Sec. 1c