

UNITED STATES COAST GUARD

SAN FRANCISCO 26, CALIF.



CAPTAIN OF THE PORT
SAN FRANCISCO

ADDRESS REPLY TO
DISTRICT COAST GUARD OFFICER
TWELFTH NAVAL DISTRICT (ops)
REFER TO FILE: 661

11 March, 1946

To: United States District Engineer, Corps of Engineers,
74 New Montgomery Street, San Francisco, California.
Subj: Violations of Oil Pollution Act

Ref: (a) Comdt. USCG letter 26 October 1945, file CG-661, to All
DCCOs on subject of: Oil Pollution; peacetime law enforcement by United States Coast Guard

In accordance with instructions contained in paragraph 3 (b) of reference (a), attached hereto are reports from the Captain of the Port, San Francisco, of recent violations of the Oil Pollution Act, which are forwarded for your information and decision.

Incl. Photographs of oil ring and oil-streaked waters on the port side of the vessel.

1. Report of violation - USS AV-7 11 March, 1946
2. Report of violation - USS GUYANA (AO-3) 11 March, 1946

A. S. WOOD
Acting

Photographs

San Francisco, California.

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CAPTAIN OF THE PORT
408 Custom House

File: 6615

11 March, 1946

To: DCGO, 12ND

Subj: USS AV-7: Pollution of the navigable waters of San Francisco Bay.

1. At approximately 0930, 5 March, 1946, while making a routine check of docks at Hunters Point, San Francisco, California, the COTP oil pollution inspector noted a considerable amount of oil in the water around the USS AV-7 at Berth 7.
2. On investigation it was found that the AV-7 had allowed bunkering oil to flow into the waters of San Francisco Bay. The vessel was boarded and the chief engineer, Lieut.(jg) W. J. Dunaway, was interviewed. He stated that an air pocket had formed in the fuel line and released when the air pressure built up in the line. It was also noted by the inspector that a Navy Oil Ring "F" was secured to the port side of the AV-7 and that the oil leaking therefrom had covered an area of approximately one-half mile in radius. Lieut. Dunaway admitted that the vessel had been using the oil ring to pump into, but stated that they had not pumped since the third of March and had not pumped the ring full. However, it was the opinion of the inspector that the vessel had pumped more than the four-hundred barrel capacity into the oil ring and a considerable amount of oil had under flowed.
3. Enclosed are photographs of an oil streak on the starboard side of the vessel; of Oil Ring "F" and oil-streaked waters on the port side of the USS AV-7, for your inspection. Witnesses to the incident are J. E. Brooks, Oil Pollution Inspector, COTP, D. Langley, CMM, USCG and W. Pryce, CY, USCG.

R. L. HORNE
Acting

Incl:
Photographs