

San Francisco 26, California.

CAPTAIN OF THE PORT
408 Custom House

File: 6615

11 March, 1946

To: DCGO, 12ND

Subj: USS CUYAMA (AO-3) Pollution of the navigable waters of
San Francisco Bay.

1. At approximately 1230, 5 March, 1946, while making a routine check of docks and piers along the Oakland side of the estuary, the COTP oil pollution inspector noted that oil was appearing around Navy Oil Ring "B" which was secured to the port side of the USS CUYAMA at Graham Ship Repair Dock, Oakland, California. It was estimated that several hundred barrels of oil had been spilled, spreading from Howard Terminal to Ninth Avenue Pier, in a film approximately one-hundred yards wide.

2. The USS CUYAMA was boarded and Lieutenant K. A. Taylor, Commanding Officer was interviewed. Lieut. Taylor stated that Graham Ship Repair Yard had the contract to steam and clean the oil tanks aboard the vessel, and had been using the Navy Oil ring. Graham Shipyard officials stated that the R. W. Reade Shipperservice Company had been awarded the sub-contract for cleaning the vessel's tanks. Mr. F. B. Foster, foreman for the R. W. Reade Company, was interviewed and he stated that though they had the contract to remove the oil from the USS CUYAMA, the Navy had furnished an oil ring and had used the pumps aboard the vessel to pump the oil.

3. Photographs of the oil spill were taken and are attached hereto for your inspection. A sample of said oil was also taken from the water and is on file in this office for evidence. Witnesses to the incident are R. L. Peterson, CQM, USCG, R. G. Lewis, BMlc, USCG and J. G. McKerlie, California Fish & Game Commission. Action is being taken by the Fish and Game Commission to prosecute the R. W. Reade Company in California State Court for this violation.

R. L. HORNE
Acting

Incl.
Photographs

San Francisco 26, California

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Captain of the Port
408 U. S. Custom House

File: 6615

10 April, 1946

To: Commander, Twelfth Coast Guard District

Subj: USS CUYAMA (AO-3): Pollution of the navigable waters of San Francisco Bay.

1. At 1200, 2 April, 1946, an inspector from this office noted that Navy Oil Ring "B", then alongside the USS CUYAMA (AO-3), was leaking oil.
2. Lieutenant Commander Miller, Navy Inspector, stated that the vessel had been pumping oil into the ring; that it was not full, but that it was his opinion that the oil ring was damaged when the SS CAPE MENDOCINO collided with it on 29 March, 1946.

R. L. HORNE
Acting

Incl:
Photos.