

UNITED STATES COAST GUARD

Comdr. Hefner
me



ADDRESS REPLY TO NEW ORLEANS DISTRICT
CAPTAIN OF THE PORT (1)ST GUARD
GALVESTON, TEXAS NEW ORLEANS, LOUISIANA
AND REFER TO

RECEIVED *e-8*

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PORT SECURITY SECTION



26 March, 1945 F NV PT
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BP L OP PUB
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CM MIN RA T

To: The Commandant

Via: DCGO, 8ND

Subj: Oil Pollution Act of 1924, 33 USC, 431-437; violation by
SS DURANGO, on 19 March, 1945.

- Refs:
- (a) HQ ltr to all DCGO's 18 August, 1943 (CG-100.18 Min.).
 - (b) DCGO 8ND ltr to COTP, Galveston, 18 September, 1943,
(6614) Enforcement of the Oil Pollution Act.
 - (c) HQ Dispatch to all DCGO's 231920 (October).

In accordance with references (a), (b) and (c), inclosure is forwarded.

L. A. Welsh

L. A. WELSH

Incl. ✓
Copy of file in subject case.

Ind-1
DCGO, 8ND (ops)
29 March, 1945

To: The Commandant (OPS)

Forwarded.

J. J. Gidierre

J. J. GIDIERE
By direction

CAPTAIN OF THE PORT (1)

District Engineer, U. S. Army,
Galveston, Texas
26 March, 1945
File 6614

Copies of these statements, together with a copy of the investigator's report are attached for your information. Samples of oil were taken from the deck and from the water along the stern of the vessel by D. Dahlberg, seaman first class. These samples, together with the original of the statements taken, will be retained by this office for use by the U. S. Attorney.

The following is a report of the violation of the Oil Pollution Act of 1924, 43 U.S.C. 131-137, by the SS DURANGO, at Pier 4, Galveston, Texas, on 22 March, 1945:

L. A. WELSH

The SS DURANGO is owned by the Durango Steamship Company, 11 Broadway, New York, New York, and is under time charter to the War Shipping Administration. The local agent is the Gulf Agency of Texas City, Texas, Incorporated. The Marine Transport Company, Incorporated, also of Texas City, Texas, is the charterer of the vessel.

Incls.

- 1 - Copy of investigator's report
- 2 - Copy of joint statement by Karl W. Newman and J. W. Jones
- 3 - Copy of joint statement by I Freed, and D. Dalberg
- 4 - Copy of statement by N. A. Grubbs

- CC - The Commandant, U. S. Coast Guard, Washington, D. C.
- DCGO, SND, New Orleans, La.
- U. S. District Attorney
- ComC, Marine Inspection, Galveston, Texas
- War Shipping Administration, Galveston, Texas

Five gallons of oil spilled into the water from the No. 2 tank, which was caused by large rivets as a result of the explosion, and the other was from the No. 3 tank which was probably caused by the lug striking the plates too hard while assisting the SS DURANGO after the explosion. Both of these tanks were discharging approximately three gallons of oil per hour into the waters of the Galveston Harbor, and could not be stopped until the oil in the tanks reached a level below the leaking rivets. This case was reported to the Officer in Charge, Marine Inspection, U. S. Coast Guard, for his information and action.

Statements were taken from the Chief Engineer, Karl W. Newman and the Chief Mate, J. W. Jones, both of the SS DURANGO, and Quartermaster I. Freed, Warrant Boatwain, D. Dalberg, seaman first class, and N. A. Grubbs, seaman first class, all from the Voluntary Port Security Force.

CAPTAIN OF THE PORT (1)
GALVESTON, TEXAS

6614

22 March, 1945

26 March, 1945 Galveston, Texas

Subj: Oil Pollution Act - SS DURANGO; violation of
District Engineer, U. S. Army,
Galveston, Texas. Involves the SS DURANGO, an oil tanker. The SS DURANGO
had an explosion in the forward hold in the Gulf of Mexico on 12 March,
Sir, and came to Galveston, Texas, on 13 March, 1945, at which time she
tied up at Pier 4. The MATINGCOCK, a tanker, tied up on the starboard side
The following is a report of the violation of the Oil Pollution Act of
1924, 33 USC, 431-437, by the SS DURANGO, at Pier 4, Galveston, Texas,
on 19 March, 1945:

The SS DURANGO is owned by the Durango Steamship Company, 11 Broadway, New York, New York, and is under time charter to the War Shipping Administration. The Local Agent is the Gulf Agency of Texas City, Texas, and the General Agent is the Marine Transport Company, Incorporated, also of 11 Broadway, New York, New York. At about 11:00 a.m., on 19 March, 1945, a spill occurred on this vessel while transferring oil to the SS MATINGCOCK, which was tied up alongside to receive the cargo from the SS DURANGO. This transfer of oil was necessary because of an explosion which had occurred on the SS DURANGO while in the Gulf of Mexico on 12 March, 1945, which blew a large hole in the forward end of the ship. As a result of this explosion, a mast fell across the discharge pipe line on deck and cracked the line, which caused it to leak while transferring oil from one vessel to another. This leak spilled oil on the deck of the SS DURANGO and the oil seeped through an improperly plugged scupper on the port side into the waters of the Galveston Harbor. It is estimated that approximately five gallons of oil spilled into the water from the deck of the vessel. There were two other leaks on this vessel, one of which was from the No. 12 tank and caused by loose rivets as a result of the explosion, and the other was from the No. 8 tank which was probably caused by the tug striking the plates too hard while assisting the SS DURANGO after the explosion. Both of these leaks were discharging approximately three gallons of oil an hour into the waters of the Galveston Harbor, and could not be stopped until the oil in the tanks reached a level below the leaking rivets. This case was reported to the Officer in Charge, Marine Inspection, U. S. Coast Guard, for his information and action. Statements were taken from the Chief Engineer, Karl W. Newman and the third mate, J. W. Jones, both of the SS DURANGO, and Coastguardsmen I, Freed, Warrant Boatswain, D. Dalberg, seaman first class, and N. A. Grubbs, seaman first class, all from the Voluntary Port Security Force.

CAPTAIN OF THE PORT (ops)
GALVESTON, TEXAS

22 6614

22 March, 1945

To: COTP, Galveston, Texas

Subj: Oil Pollution Act - SS DURANGO; violation of

1. This case involves the SS DURANGO, an oil tanker. The SS DURANGO had an explosion in the forward hold in the Gulf of Mexico on 12 March, 1945, and came to Galveston, Texas, on 13 March, 1945, at which time she tied up at Pier 4. The MATINGOCK, a tanker, tied up on the starboard side of the DURANGO on 18 March, 1945, for the purpose of transferring oil from the DURANGO to the MATINGOCK. The transfer operation started at 1900 on 18 March, 1945.

2. The writer was notified of the oil spill at 1100 on 19 March, 1945, and immediately proceeded to the scene of the spill. When I arrived at Pier 4, I noticed that oil was being transferred from the DURANGO to the MATINGOCK. I observed about five gallons of oil in the water on the port side of the ship between the ship and Pier 4. There was a small stream of oil running through one scupper on the port side. This scupper was closed however, but not secure enough to stop the flow of oil. The mate secured this scupper and stopped the leak. This is the only oil I saw in the water. When I went aboard, I observed a few gallons of oil on the deck that was coming from a broken discharge pipe that was broken when the explosion occurred by a mast falling across the pipe.

3. The writer talked with the master of this vessel, who is Captain Lesley D. Cushman, of 114 Leherd Street, Portland, Maine. He has a master's license No. 165430, issued in September, 1942. He stated that the DURANGO was not owned by the War Shipping Administration, but they had a time charter with the War Shipping Administration, Washington, D. C. The local Agent is the Gulf Agency, of Texas City, Texas, and the general agent is the Marine Transport Company, Inc., of 11 Broadway, New York, New York. This vessel is owned by the Durango Steamship Company, of 11 Broadway, New York, New York. The Captain stated that there was no oil leak prior to the explosion and he knew of two leaks that were directly due to the explosion. He stated that when the forward hold blew up, a mast fell across on the discharge pipe on deck and caused a slow leak and the oil spilled on the deck. He said the scuppers being closed had prevented most of this oil from flowing in the water. He also informed the writer that there was a small leak in No. 2 tank, aft, and this leak was due to loose rivets. Captain Cushman estimated that the two leaks caused only about a gallon of oil an hour to flow into the water.

10. The Marine Inspectors were notified of this spill.

Roger C. Bagby, C.Sp.

ORIGINAL

COPY

19 March, 1945

Captain of the Port,
Galveston, Texas
22 March, 1945
File 6614

Karl W. Newman, Chief Engineer aboard the SS DURANGO. My home address is 23 Leyden Street, Brockton, Massachusetts. The Durango's forward hold blew up in the Gulf of Mexico on March 12, 1945. We arrived in Galveston on March 13, 1945, and tied up at Pier 4. The SS MATINECK

4. The writer received a signed statement from Karl W. Newman, Chief Engineer, of 23 Leyden Street, Brockton, Massachusetts. He holds a Chief Engineer's license of steam vessels No. 197508, which was issued in New York, New York. He said there had been two small oil leaks since they arrived in Galveston, Texas. According to his statement, one leak is on the port side about midship from No. 2 tank, which is caused by loose rivets. The other leak is from No. 8 tank, which was caused by a tow boat striking the plates. He said the only way to prevent these leaks was to discharge the oil in the tanks below the level of the leaks. He estimated that these two leaks caused about 3 gallons of oil an hour to run down the plates into the water. The Chief Engineer informed the writer that there is also a leak in the discharge pipe that runs from the port cargo pump to the main discharge line. This oil leaks out on the forward deck and flows to the port side, as the ship is listing slightly. He said some of this oil ran through the closed scuppers on the port side.

5. Mr. Cushman stated that the bilges had not been pumped out and there were no leaks due to discharging oil from one ship to the other.

6. I talked to J. W. Jones, third mate, whose address is Box 523, Winston-Salem, North Carolina. His license number is No. A-13456. His story concerning the oil spill was the same as the information secured from the Chief Engineer. J. W. Jones said he read the statement made by the Chief Engineer and signed the same statement.

7. I talked with R. F. Phinney, of 43 Revere Street, Stanton Island, New York, who is employed as an inspector for the Marine Transport Company, Incorporated, of 11 Broadway, New York, New York. His statement concerning the oil leaks were the same as the statement made by Mr. Cushman.

8. A signed statement was secured from N. A. Grubbs, seaman first class, of the Voluntary Port Security Force, whose address is 3926 Q $\frac{1}{2}$ street, Galveston, Texas. He was at Pier 4 at 1045 on 19 March, 1945. He said he saw oil running out one of the open scuppers and took some newspapers and sacks and stuffed these into the scupper with a stick. He stated that about a gallon of oil ran out before it was stopped.

9. Oil samples were taken by I. Freed, VPSF, 1602 Avenue H, Galveston, Texas, and D. Dahlberg, VPSF, 315 $\frac{1}{2}$, 20th Street, Galveston, Texas, from the port side of the DURANGO and on the deck near the bow at 1345, 19 March, 1945. These samples were taken to the fog signal station by these men and put under lock and key.

10. The Marine Inspectors were notified of this spill.

Roger C. Bagby, C.Sp.

COPY

19 March, 1945

March 19, 1945

My name is Karl W. Newman, Chief Engineer aboard the SS DURANGO. My home address is 23 Leyden Street, Brockton, Massachusetts. The Durango's forward hole blew us in the Gulf of Mexico on March 12, 1945. We arrived in Galveston on March 13, 1945, and tied up at Pier 4. The SS MATINCOCK tied up on our starboard side on March 18, 1945, and we started transferring our oil from the DURANGO to the MATINCOCK at 7:00 p.m., March 18, 1945. I believe the scupper is closed on the MATINCOCK. The scupper were closed on the DURANGO on March 19, 1945.

There has been two small oil leaks since we arrived in Galveston. One is on the port side about midship from No. 2 tank and the other is on the starboard side, aft, and this oil is coming from No. 8 tank. I believe the oil leak from No. 8 tank is due to tow boat striking plate with bow. The leak in No. 2 tank is due to a loose rivets. I estimate that the two leaks cause about 3 gallons an hour of crude oil to run down the plates into the water. The only way to stop these leaks is to discharge the oil level below the rivets. It should be below the rivets now. The bilges were not pumped out.

There is another oil leak in the discharge pipe from port cargo pump to main discharge line. This oil leaks out on the forward deck and flows to the port side as the ship is listing slightly. Some of this oil ran through one of the closed scuppers on the port side of the ship. This scupper has now been secured to prevent the leak. This was a slow leak of about 2 gallons an hour. This leak was caused by the foremast falling across pipe and fracturing the pipe. The only thing we can do about the pipe leak is to have the scuppers secured.

My license of Chief Engineer of steam vessels is No. 197508 issued in New York City, N. Y. Sept. 24, 1942.

/s/ Karl W. Newman
Chief Engineer

/s/ J. W. Jones, 3rd Mate
P.O. Box 523, License No. A13456
Winston-Salem, N. C.

C O P Y

March 19, 1945

I, Freed, Warrant Bos'n, VPSF Galveston, Texas, Texas
My home address is 3926 Home Address - 1602 Ave. H.

D. Dahlberg, VPSF Galveston, Texas, 1945, I went to Pier 4 to investigate Home address - 315 1/2 20th St. the Durango docked at Pier No. 4 and went down to talk to the engineer on watch. He said he had not. We took oil samples on the port side near the stern of the Durango docked at Pier 4 at 1:45 P.M., Monday, Mar. 19, 1945. port side of the ship's deck and out through one open scupper. I found We also secured samples of oil from the deck near the bow at the same time. A gallon or so of oil had run out before this was stopped up.

We cannot actually say where the oil in the water came from, but we did observe oil on the plates leading from one of the scuppers. The scuppers were closed and no oil was running from the scuppers when we were there, however there was considerable oil on the deck. At the time we were there, we saw about 5 gallons of oil on the water on the port side of the ship. /s/ W. A. Grubbs S.l/c VPSF

/s/ I. Freed, Warrant Bos'n. VPSF

/s/ D. Dahlberg, S.l/c VPSF

C O P Y

March 19, 1945

My name is N. A. Grubbs, S.1/c VPSF Galveston, Texas
My home address is 3926 Ave. Q $\frac{1}{2}$

At 10:45 a.m., on March 19, 1945, I went to Pier 4 to investigate an oil spill. I went aboard the Durango docked at Pier No. 4 and went down to talk to the engineer on watch. He said he had not pumped any bilges, so I went back on deck, went forward through the companionway door and saw oil running toward the port side of the ships deck and out through one open scupper. I found some newspaper and sacks and stuffed these into the scupper with a stick. A gallon or so of oil had run out before this was stopped up.

/s/ N. A. Grubbs S.1/c VPSF