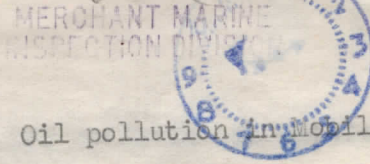


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Ind-3
ODCGO, 8ND(1)
File No. 628-0431
28 August, 1945

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To: The Commandant

Subj: SS EUFAULA VICTORY: Oil pollution in Mobile Harbor on 13 August, 1945

Approved and forwarded for the consideration of Headquarters. In accordance with Headquarters' present policy, copies have not been forwarded to the U. S. Engineers and U. S. Attorney, as required by Headquarters' letter, 18 August, 1943 (L)(CG-100.18 MIN), but are submitted herewith for forwarding by Headquarters to those offices.

J. H. BYRD
Asst. DCGO

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

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Ind-2
CO, CG Operating Base
Mobile, Alabama.
File: 628-0431
23 August, 1945.

To: DCGO, 8th Naval District (omi).

Subj: SS EUFAULA VICTORY: oil pollution in Mobile Harbor on 13 August, 1945.

The Finding of Facts, Conclusions, and Recommendations of the foregoing case of oil pollution by the SS EUFAULA VICTORY are approved.

Ref: Bufile Circular No. 36-45, dated 2 July, 1945, relative to oil pollution.

L. C. Mueller

L. C. MUELLER.

1. On 13 August 1945, approximately 1/2 barrel of fuel oil was discharged from the port engine and fire room bilge of the SS EUFAULA VICTORY, as she was lying at the head of the slip, south of Turner's Terminal, Mobile Harbor, Mobile, Alabama.

2. The vessel involved was the SS EUFAULA VICTORY, official number 246941, built 1944, Baltimore, Maryland; owner, War Shipping Administration, Washington, D. C.; charterer, United States Lines, New York, N. Y.; local agent, Lakeside Steamship Company, Inc., Mobile, Alabama. This vessel was recently converted into a troop carrier in the local port.

3. The oil pollution in the slip south of Turner's Terminal in Mobile Harbor took place shortly after 0900 hours on 13 August, 1945. It is estimated that approximately 1/2 barrel of oil was discharged from subject vessel. There was a considerable oil slick at the head of the slip; another at the bow of the SS EUFAULA VICTORY, and a third slick was found at the bow of the SS [unclear] a [unclear] merchant vessel tied up on the south side of the slip. [unclear] [unclear] the SS EUFAULA VICTORY. At the time of the pollution there was a strong wind from the east which worked to disperse the oil slicks under the stern on the west end of the slip.

4. The local details of the Port was called at about 0945 on 13 August by [unclear] [unclear] Resident, Turner's Terminal, and was told that some vessel was polluting the slip to the south of the terminal. This officer was immediately called by the Captain of the Port and the undersigned Executive Officer was dispatched to take charge of the investigation of the alleged oil pollution. [unclear] of the Port personnel were assigned to assist the undersigned in making the investigation.

UNITED STATES COAST GUARD

MERCHANT MARINE HEARING UNIT

EIGHTH NAVAL DISTRICT

MOBILE 9, ALABAMA



ADDRESS REPLY TO
Senior Hearing Officer

P. O. Box 1535

AND REFER TO

File: 628-0431

U. S. COAST GUARD
SUPERVISOR MERCHANT MARINE INSPECTOR
RECEIVED
AUG 27 1945
NEW ORLEANS, LA

18 August, 1945

To: DCGO, 8ND (omi)

Via: CO, CG Operating Base, Mobile, Ala.

Subj: SS EUFAULA VICTORY; oil pollution in Mobile Harbor on 13 August, 1945.

Ref: District Circular No. 36-45, dated 2 July, 1945, relative to oil pollution.

- Findings of Fact -

1. At about 0915 hours on 13 August, 1945, approximately 1/2 barrel of fuel oil was discharged from the port engine and fire room bilge of the SS EUFAULA VICTORY, as she was lying at the head of the slip, south of Turner's Terminal, Mobile Harbor, Mobile, Alabama.
2. The vessel involved was the SS EUFAULA VICTORY; official number 246991; home port, Baltimore, Maryland; owners, War Shipping Administration, Washington, D. C.; Operator, United States Lines, New York, N. Y.; local agent, Lykes Brothers Steamship Company, Inc., Mobile, Alabama. This vessel was recently converted into a troop carrier in the local port.
3. The oil pollution in the slip south of Turner's Terminal in Mobile Harbor took place shortly after 0900 hours on 13 August, 1945. It is estimated that approximately 1/2 barrel of oil was discharged from subject vessel. There was a considerable oil slick at the head of the slip, another at the bow of the SS EUFAULA VICTORY, and a third slick was found at the bow of the SS NARBO, a disabled merchant vessel tied up on the south side of the slip, directly opposite the SS EUFAULA VICTORY. At the time of the pollution there was a strong wind from the east which worked to disperse the oil slicks under the wharf on the west end of the slip.
4. The local Captain of the Port was called at about 0940 on 13 August by Mr. Horace Turner, President, Turner's Terminal, and was told that some vessel was polluting the slip to the south of the terminal. This office was immediately called by the Captain of the Port and the undersigned Examining Officer was dispatched to take charge of the investigation of the alleged oil pollution. Captain of the Port personnel were assigned to assist the undersigned in making the investigation.

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18 August, 1945

5. It appears that shortly before 0900 hours on 13 August the First Assistant Engineer of subject vessel, one Earl W. Parsons, Jr., CDB-276133, decided that the fire and engine room bilges of the ship needed to be pumped. He thereupon ordered one Jack Mitchell, Z-209512, Fireman aboard said ship working as an Oiler on day work on said day, to aid him in pumping the bilges. At 0900 hours Parsons informed Mitchell that they would pump the port engine and fire room bilge first. (The engine room and fire room bilges are in effect one connecting bilge on each side of the ship; hence, a draining of the port engine room bilge would also drain the port fire room bilge.) At about 0905 hours Parsons started the bilge pump and ordered Mitchell to open the suction valve leading to the discharge line from port engine room bilge. After the pump began Mitchell was left alone with the order to "pump the bilges" and Parsons went topside to continue other work in the troops quarters in the No. 4 hold. Parsons had not checked carefully for the presence of oil in the bilge.

6. At about this time the crew from the Alabama Dry Dock and Shipbuilding Company were making preparations aboard the SS NARBO to pump that vessel's Nos. 2, 4, and 5 holds. This ship had been disabled by a grounding on 21 February, 1945 (our case No. 628-0344) and the War Shipping Administration in the local port had ordered the vessel moved from the slip at Turner's Terminal to a point north on Mobile River. The crew from the shipyard were to pump the aforementioned holds to correct a severe starboard list on the vessel and to make possible a check of the vessel's bottom for leaks. It appears that while said crew was testing a pump brought aboard the SS NARBO with water suction from the slip that Mr. Turner first noticed an oil slick in the slip to the south of his dock. A dock foreman for Turner's, one Rufus Dave Deason, also saw the SS NARBO pumping something overboard. Both men then assumed that the oil pollution resulted from a discharge of oil by the SS NARBO. However, an investigation by the undersigned revealed that no water or oil had been pumped from the SS NARBO on 13 August before the time of the oil pollution in the slip south of Turner's Terminal. As a matter of fact, no pumping could be done from the SS NARBO'S bilges or holds because the air compressor used by the shipyard crew failed to furnish sufficient air to operate the SS NARBO'S pumps on the morning of 13 August.

7. Shortly after 0900 hours the shipyard crew aboard the SS NARBO noticed the bilges being pumped on the SS EUFAULA VICTORY. The discharge for the port engine and fireroom bilge is below water. This crew noticed oil coming to the surface of the slip at a point near the location of the discharge vent. They immediately called to men aboard the SS EUFAULA VICTORY and told them what was happening. After learning that oil was being pumped from the port engine and fireroom bilge the Fireman, Mitchell, ran topside to check, and, upon seeing an oil slick near his ship he immediately proceeded below and stopped the pumping.

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628-0431
18 August, 1945

8. After stopping the bilge pump Mitchell notified Parsons, the First Assistant Engineer. Parsons immediately went below to the engine room and upon checking the tank tops in the port bilge he discovered oil on them. Parsons stated to the undersigned that he decided to pump the bilges because he had checked the port engine room bilge and found the water 6 to 8 inches above the tank tops. However, there was no immediate necessity to pump the bilges.

9. Samples of the oil found polluting the water near subject vessel as well as samples of oil from the vessel were obtained and are available at the Office of the Captain of the Port, Mobile, Alabama. A certified copy of a memorandum listing the samples taken and the witnesses thereto is inclosed herewith.

- Witnesses Interviewed -

10. (a) Johannes Bauer, Chief Officer of the SS EUFAULA VICTORY, 609 Hart Street, Westfield, New Jersey.
- (b) Jack Mitchell, Fireman aboard the SS EUFAULA VICTORY, 258 St. Joseph Street, Mobile, Alabama.
- (c) Rufus Dave Deason, Dock Foreman, Turner's Terminal, Box 449-A, Route 1, Mobile, Alabama.
- (d) Richard John Headon, Crew Foreman, Alabama Dry Dock and Shipbuilding Company, Mobile, Alabama.
- (e) Earl W. Parsons, Jr., First Assistant Engineer, of the SS EUFAULA VICTORY, 72 Grandview Avenue, Pleasantville, New York.

- Conclusions -

11. The evidence indicates that the oil spillage in the slip at Turner's Terminal on 13 August was caused by a discharge of the port engine and fire room bilge on the SS EUFAULA VICTORY. The SS NARBO was not responsible for any of this spillage on 13 August, 1945.

12. It was negligence on the part of the First Assistant Engineer, Parsons, to pump the engine room and fire room bilges of the SS EUFAULA VICTORY while said vessel was tied up in the slip at Turner's Terminal. There was no emergency requiring the pumping of the bilges on the morning of 13 August. Even had the pumping of the bilges become necessary, the First Assistant Engineer then should have notified the Chief Engineer and the Master of the vessel to arrange for a barge to come alongside to receive the discharge from the bilges. Further, the First Assistant Engineer failed to make a proper check to ascertain whether or not oil was present in the bilges before the pumping was begun.

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13. Earl W. Parsons, Jr., the First Assistant Engineer, was given a hearing on 14 August, 1945, by this office on the charge of negligence in allowing the pumping of the port engine and fire room bilge which resulted in the oil spillage (our case No. 628-1282). His license No. A-32891 was suspended for one month subject to six months probation.

- Recommendations -

14. Since the party responsible for the oil spillage on 13 August, 1945, has been subject to a hearing on a charge of negligence which caused the spillage, it is recommended that no further action be taken in this matter and that this case be closed.

Edward T. Stodola
EDWARD T. STODOLA
Lieut. (j.g.), USCGR
Examining Officer

Incls.

1. Certified copy of statement from Johannes Bauer, Chief Officer, SS EUFAULA VICTORY.
2. Certified copy of statement from Jack Mitchell, Fireman, aboard the SS EUFAULA VICTORY.
3. Certified copy of statement of Rufus Dave Deason, Dock Fireman, Turner's Terminal.
4. Certified copy of statement of Richard John Headon, Crew Foreman at Alabama Dry Dock and Shipbuilding Company.
5. Certified copy of statement of Earl W. Parsons, Jr., First Assistant Engineer, SS EUFAULA VICTORY.
6. Certified copy of memorandum from Port Security Detail

Ind-1

18 August, 1945

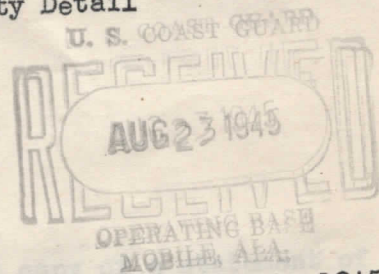
To: DCGO, 8ND (omi)

Via: CO, CG Operating Base, Mobile, Ala.

Subj: SS EUFAULA VICTORY; oil pollution in Mobile Harbor on 13 August, 1945.

Forwarded, approved.

Frederick A. Reicker
FREDERICK A. REICKER
By direction



Case No. 628-0431

U. S. COAST GUARD
SUPERVISING MERCHANT MARINE INSPECTOR
Merchant Marine Hearing Unit
United States Coast Guard
Eighth Naval District
Mobile, Alabama
13 August, 1945
AUG 27 1945
NEW ORLEANS, LA

STATEMENT OF JOHANNES BAUER, CHIEF OFFICER OF S.S. EUFAULA VICTORY, WHO PERSONALLY APPEARED BEFORE THE UNDERSIGNED DULY DESIGNATED EXAMINING OFFICER..

My name is Johannes Bauer, Z-342634. I reside at 609 Hort Street, Westfield, New Jersey. Since 24 July, 1945, I have been serving as Chief Officer aboard the SS EUFAULA VICTORY, a merchant vessel of the United States. As of 6 August, 1945, and after said vessel has been tied up at the head of the slip at Turner's Terminal, Mobile, Alabama.

At about 0930 hours on 11 August, 1945, I was on the bridge deck on the port side of this vessel. From this part of the bridge I had a good view of the entire upper or western half of the slip. At said hour I noticed considerable oil in the slip extending approximately from hatch No. 4 of the SS EUFAULA VICTORY to the beginning of the dock on the west side. I immediately checked on all the outlets from my ship and found no oil discharged. I cannot tell where the oil in the slip came from.

/s/ J. Bauer
Chief Officer

Subscribed and sworn to before me
the undersigned Examining Officer on
this the 13th day of August, 1945.

EDWARD T. STODOLA
Lieut. (j.g.), USCGR
Examining Officer

I hereby certify that the above is a true and correct copy of a statement of Johannes Bauer made before me aboard the SS EUFAULA VICTORY on 13 August, 1945. The original of said statement is now on file in the office of the Merchant Marine Hearing Unit, U. S. Coast Guard, Mobile, Alabama.

Edward T. Stodola
EDWARD T. STODOLA
Lieut. (j.g.), USCGR
Examining Officer

Case No. 628-0431

Case No. 628-0431

S. COAST GUARD
MERCHANT MARINE INSPECTOR
Merchant Marine Hearing Unit
United States Coast Guard
Eighth Naval District
Mobile, Alabama
13 August, 1945
AUG 27 1945
NEW ORLEANS, LA

STATEMENT OF JACK MITCHELL, FIREMAN ABOARD SS EUFAULA VICTORY, WHO PERSONALLY APPEARED BEFORE THE UNDERSIGNED DULY DESIGNATED EXAMINING OFFICER:

My name is Jack Mitchell, Z-209512. I reside at 258 St. Joseph Street, Mobile, Alabama. Since 9 July, 1945, I have been engaged as a Fireman aboard the SS EUFAULA VICTORY, a Merchant vessel of the United States. As of 6 August and until this date said vessel has been lying at Turner Terminal, Mobile, Alabama.

I turned to at 0800 hours this morning. At about 0900 hours the First Assistant Engineer, Earl Parsons, stated we would pump the port engine room bilge. The vessel has been lying here at Turner's for a week and the water appeared to be 6 to 8 inches above the tank tops in the bilge. Shortly after 0900 hours the First Assistant started the main bilge pump and I opened the suction valve. During the pumping I watched the bilge and the pump myself while the First Assistant went about his other duties. When the water in the bilge appeared to be about out and before I thought the oil on top reached the suction valve, I closed off the pump. We must have pumped about 10 minutes. It was not until we had stopped pumping that we were told that there was oil near the vessel in the slip.

Subscribed and sworn to before me the undersigned duly designated Examining Officer on this the 13th day of August, 1945.

/s/ Jack Mitchell
Z-209512

/s/ EDWARD T. STODOLA
Lieut. (j.g.), USCGR
Examining Officer

/s/ R. D. Deason

I hereby certify that the above is a true and correct copy of a statement of Jack Mitchell made before me aboard the SS EUFAULA VICTORY on 13 August, 1945. The original of said statement is now on file in the office of the Merchant Marine Hearing Unit, U. S. Coast Guard, Mobile, Alabama.

Edward T. Stodola
EDWARD T. STODOLA
Lieut. (j.g.), USCGR
Examining Officer

Case No. 628-0431

Merchant Marine Hearing Unit
United States Coast Guard
Eighth Naval District
Mobile, Alabama
13 August, 1945

ENGINE INSPECTOR
SERVED
AUG 27 1945
NEW ORLEANS, LA

STATEMENT OF RUFUS DAVE DEASON, DOCK FOREMAN, TURNER TERMINALS, WHO PERSONALLY APPEARED BEFORE THE UNDERSIGNED DULY DESIGNATED EXAMINING OFFICER:

My name is Rufus Dave Deason. I reside at Box 449A, Route 1, Mobile, Alabama. I am presently employed as a dock foreman for Turner's Terminal at Mobile.

At about 0900 hours on 13 August, 1945, I happened to be at the head of the slip near Turner's Terminal. The SS NARBO, an old merchant vessel, is tied up on the south side of the slip near the head of the slip. While on the dock directly in front of Turner's office I saw the SS NARBO discharging what appeared to be oil. The oil came from a discharge vent about midships of the vessel. A barge with an air compressor was standing by the ship to run the vessel's pumps. At the time I saw the oil the compressor on the barge was running and the crew presumably ran the ship's pumps by air.

I say I thought the SS NARBO was discharging oil because a considerable oil slick formed in the slip, leading from the point of discharge on the SS NARBO. The stuff discharged may have been a mixture of oil and water; but there definitely appeared to be enough oil in the discharged liquid to cause the considerable oil slick in the slip.

I stayed on the dock about five minutes. The pumping was still going on after I left. I immediately reported the matter to Mr. Horace Turner, President of Turner's Terminal.

Subscribed and sworn before me the undersigned duly designated Examining Officer on this 13th day of August, 1945.

/s/ R. D. Deason

/s/ Edward T. Stodola
Lieut. (j.g.), USCGR
Examining Officer

I hereby certify that the above is a true and correct copy of a statement of Rufus D. Deason, made before me at Turner's Terminal on 13 August, 1945. The original of said statement is now on file in the office of the Merchant Marine Hearing Unit, U. S. Coast Guard, Mobile, Alabama.

Edward T. Stodola
EDWARD T. STODOLA
Lieut. (j.g.), USCGR
Examining Officer

Case No. 628-0431

U. S. COAST GUARD
SUPERVISOR MERCHANT MARINE INSPECTOR

Merchant Marine Hearing Unit.
United States Coast Guard
Eighth Naval District
Mobile, Alabama
13 August, 1945

RECEIVED
AUG 27 1945

NEW ORLEANS, LA

STATEMENT OF RICHARD JOHN HEADON, BOILER MAKER, ALABAMA DRY DOCK & SHIPBUILDING COMPANY, MOBILE, ALABAMA, WHO PERSONALLY APPEARED BEFORE THE UNDERSIGNED, A DULY DESIGNATED EXAMINING OFFICER:

My name is Richard John Headon. I reside at 309½ South Conception Street, Mobile, Alabama. I am employed by the Alabama Dry Dock & Shipbuilding Company, Mobile, Alabama, as a boiler maker.

On the morning of 13 August, 1945, I was assigned to pump out Nos. 2, 4, and 5 cargo holds of the SS NARBO, an old merchant vessel, lying on the south side of the slip at Turner's Terminal. This vessel had been damaged in a grounding; the holds named were flooded. The vessel now has a bad starboard list. War Shipping Administration wants the vessel pumped to remove the list and also to permit an examination of the vessel's bottom. WSA expects to remove the vessel to a place where it can be laid up.

With a crew of 5, I began preparations, after arriving at the side of the vessel at 0830 hours, to use the vessel's pumps to pump the aforementioned holds. But we were unable to use the vessel's pumps because our air compressor did not provide sufficient air.

No water was pumped from the SS NARBO whatever on the morning of 13 August. We did try one of the ship's pumps on the sea suction about 0900 hours, causing the water from the slip to be drawn to the ship's pump for priming purposes and discharged again into the slip. There was even insufficient air to maintain the sea suction. No oil whatever was pumped into the slip then.

At about 1330 hours we rigged up a sump pump on deck and began discharging from No. 4 hold. Only water was discharged; there was no oil whatever in said hold.

Subscribed and sworn to before me the undersigned, a duly designated Examining Officer on this 13th day of August, 1945.

/s/ R. J. Headen

/s/ Edward T. Stodola
Lieut. (j.g.), USCGR
Examining Officer

I hereby certify that the above is a true and correct copy of a statement of R. J. Headen, made before me on 13 August, 1945. The original of said statement is now on file in the office of the Merchant Marine Hearing Unit, U. S. Coast Guard, Mobile, Alabama.

Edward T. Stodola
EDWARD T. STODOLA, Lieut. (jg), USCGR
Examining Officer

Case No. 628-0431

U. S. COAST GUARD
SUPERVISOR MERCHANT MARINE INSPECTOR
FILED
AUG 27 1945
NEW ORLEANS, LA.
Merchant Marine Hearing Unit
United States Coast Guard
Eighth Naval District
Mobile, Alabama
13 August, 1945

STATEMENT OF EARL W. PARSONS JR., FIRST ASSISTANT ENGINEER, SS EUFAULA VICTORY WHO PERSONALLY APPEARED BEFORE THE UNDERSIGNED, A DULY DESIGNATED EXAMINING OFFICER:

My name is Earle W. Parsons Jr., CDB-276133. I reside at 72 Grandview Avenue, Pleasantville, N. Y. Since 27 February, 1945, I have been serving aboard the SS EUFAULA VICTORY, a merchant vessel of the United States.

From 6 August, 1945, on said vessel has been lying on the north side of the slip at Turner's Terminal. It is at the head or west end of the slip.

At about 0900 hours on 13 August, I decided to pump the port engine bilge. I thought it necessary to pump the bilge because the water was about 6 to 8 inches above the tank tops. There may have been oil on the water but there was no oil on the water in the bilge in the one place I checked for it. I checked on the port side near the main injection.

I ordered the fireman, Mitchell, to do the pumping. Mitchell is a fireman but today he was on day work as an oiler. I believe I started the bilge pump and Mitchell opened the suction valve. After the pump started I left the pumping to Mitchell. We really had no understanding as to how long the pump was to run. He was merely "to pump the bilges." I do not know how long the pump ran.

At about 0930 Mitchell came to me at the troop quarters in the No. 4 hold where I was then working to tell me that he saw oil coming overboard so he shut the pump off. The 3rd Assistant came to me about 0945 to tell me that the Coast Guard was aboard to check on possible oil pollution by our ship. Later I went below and upon checking I did find oil on the tank tops in the port bilge.

The tank tops were supposed to have been cleaned when the vessel left the yard on 6 August. As a result, I did not think there might be oil in the port bilge.

Subscribed & sworn to before me a duly designated Examining Officer on this 13th day of August, 1945.

/s/ E. W. Parsons Jr.
1st Asst. Engineer

/s/ Edward T. Stodola
Lieut. (j.g.), USCGR
Examining Officer

U. S. COAST GUARD
Mobile, Alabama

Port Security Detail
Room 450 Federal Bldg.

U. S. COAST GUARD
EXHIBIT RECORD MADE HEREIN
RECEIVED
140
AUG 24 1945

14 August, 1945

I hereby certify that the attached is a true and correct copy of a statement of Earle W. Parsons Jr., made before me aboard the SS EUFAULA VICTORY on 13 August, 1945. The original of said statement is now on file in the office of the Merchant Marine Hearing Unit, U. S. Coast Guard, Mobile, Alabama.

SUBJ: Oil-Pollution; samples taken in connection with case of SS EUFAULA VICTORY

1. All samples taken from the fuel pipes, engine room bilge of the SS EUFAULA VICTORY and from the ship's stern, starboard from the nose of this ship while it was moored at the pier on 13 August, 1945, are on hand in Room 450, Federal Bldg.

Edward T. Stodola
EDWARD T. STODOLA,
Lieut. (j.g.), USCGR
Examining Officer

2. These samples are in glass containers numbered and labelled as follows:

(a) Sample numbered "1" on a small paper sticker also has the following description typed on a second label: "Sample taken from fuel oil pipe in engine room of SS EUFAULA VICTORY, 0940, 13 Aug., 1945, by Lt. Stodola of this ship. Witnesses: L. C. Harris, CSp and J. B. Dillon, CSpF."

(b) Sample numbered "2" on a small paper sticker also has the following description typed on a second label: "Sample taken from engine room bilge of SS EUFAULA VICTORY, 1045, 13 August, 1945, by End Engineer of this ship. Witnesses: Lt. Stodola, Lt. Jensen, Chief Harris, Chief Dillon."

(c) Sample numbered "3" on a small sticker has the following description on a second label: "Sample taken from Turner Term. clip, 0955, 13 Aug., 1945, 8 feet to starboard from nose of SS EUFAULA VICTORY. Taken by James E. Baker, SpM(ps). Witnesses: L. C. Harris, CSp(ps) and J. B. Dillon, CSpF."

3. These samples will be kept in their present location pending orders regarding their further disposition.

/s/ John B. Dillon
John B. Dillon, CSpF

I hereby certify that the above is a true and correct copy of a letter received from John B. Dillon, CSpF, Port Security Detail, Mobile, Alabama, on 14 August, 1945. The original is now on file in the office of the Merchant Marine Hearing Unit, U. S. Coast Guard, Mobile, Alabama.

Edward T. Stodola
EDWARD T. STODOLA
Lieut. (j.g.), USCGR
Examining Officer

U. S. COAST GUARD
Mobile, Alabama

Port Security Detail
Room 450 Federal Bldg.

U. S. COAST GUARD
SUPERVISOR MERCHANT MARINE INSPECTOR
RECEIVED
AUG 21 1945

14 August, 1945

NEW ORLEANS, LA.

MEMORANDUM TO: Lieutenant Stodola

SUBJ: Oil-Pollution; samples taken in connection with case of
SS EUFAULA VICTORY

1. Oil samples taken from the fuel lines and from the engine room bilge of the SS EUFAULA VICTORY and from the slip at a point 8 feet to starboard from the nose of this ship while it was moored at Turner's Terminal, 13 August, 1945, are on hand in Room 450, Federal Building.
2. These samples are in glass containers numbered and labelled as follows:
 - (a) Sample numbered "#1" on a small paper sticker also has the following description on a second, larger, sticker label: "Sample taken from fuel oil line in engine room of SS EUFAULA VICTORY, 0940, 13 Aug., 1945, by 2nd Engineer of this ship. Witnesses: L. C. Harris, CSp and J. B. Dillon, CSp."
 - (b) Sample numbered "2" on a small paper sticker also has the following description typed on a second label: "Sample taken from engine room bilge of SS EUFAULA VICTORY, 1045, 13 August., 1945, by 2nd Engineer of this ship. Witnesses: Lt. Stodola, Lt. Jameson, Chief Harris, Chief Dillon."
 - (c) Sample numbered "3" on small sticker has the following description on a second label: "Sample taken from Turner Term. slip, 0955, 13 Aug., 1945, 8 feet to starboard from nose of SS EUFAULA VICTORY. Taken by James E. Baker, Sp3c(ps). Witnesses: L. C. Harris, CSp(ps) and J. B. Dillon, CSpF."
3. These samples will be kept in their present location pending orders regarding their further disposition.

/s/ John B. Dillon
John B. Dillon, CSpF

I hereby certify that the above is a true and correct copy of a letter received from John B. Dillon, CSpF, Port Security Detail, Mobile, Alabama, on 14 August, 1945. The original is now on file in the office of the Merchant Marine Hearing Unit, U. S. Coast Guard, Mobile, Alabama.

Edward T. Stodola
EDWARD T. STODOLA
Lieut. (j.g.), USCGR
Examining Officer