

Address Reply To
"The District Engineer,
U. S. Engineer Office,
751 South Figueroa Street,
Los Angeles, Calif."

WAR DEPARTMENT

UNITED STATES ENGINEER OFFICE 46 MAR 18 AM 11 14
751 SOUTH FIGUEROA STREET
LOS ANGELES, CALIF.

UNITED STATES ENGINEER OFFICE
751 SOUTH FIGUEROA STREET
LOS ANGELES, CALIF.

MERCHANT MARINE
INSPECTION DIVISION
5 March 1946

MAR 18 46 AM

PA/BS

Oil Pollution, Los Angeles Harbor, 25 January 1946
(Tanker, SS FORT JUPITER - War Shipping Administration)

The District Coast Guard Officer
Eleventh Naval District
Long Beach 2, California

Dear Sir:

With reference to your letter dated 12 February 1946, File 661, inclosing a report from the Captain of the Fort, Los Angeles, of a violation of the Federal Oil Pollution Act of 7 June 1924, a letter has been written to the Commanding Officer of the Tanker, SS FORT JUPITER, the vessel involved, and a copy is inclosed for your information.

Inasmuch as the spill appears to have been accidental or unavoidable and not caused by carelessness or negligence on the part of crew members, and a commercial clean-up crew was ordered immediately to clean the oil off the navigable waters, Federal prosecution is not being recommended at this time. A copy of the letter to the District Attorney is also inclosed for your files.

FOR THE DISTRICT ENGINEER:

Very truly yours,

KENNETH P. PEEL
Chief, River and Harbor Section
Engineering Division

2 Inclosures (In dup.)

1. Copy ltr. to CO Tanker SS FORT JUPITER
2. Copy ltr. to U.S. Attorney

A ltr. (In dup.)

1. Copy of report dated 12/23/45
2. Federal Oil Pollution Act
3. Pollution Booklet
4. Pollution Bulletin

cc: War Shipping Administration, Washington, D.C.
The District Coast Guard Officer (In dup.)

WAR DEPARTMENT
UNITED STATES ENGINEER OFFICE
UNITED STATES ENGINEER OFFICE
751 SOUTH FIGUEROA STREET
LOS ANGELES, CALIF.

Address Reply To
The District Engineer

PAID

5 March 1946

SUBJECT: Oil Pollution, Los Angeles Harbor, 25 January 1946
(Tanker, SS FORT JUPITER - War Shipping Administration)

TO: Commanding Officer
Tanker SS FORT JUPITER
c Postmaster
Philadelphia, Pa.

1. Report has been received by this office that, on 25 January 1946, the Tanker SS FORT JUPITER polluted the navigable waters of the United States with oil, in the vicinity of Berth 239, Los Angeles Harbor, California. This is a violation of the Federal Oil Pollution Act of 7 June 1924 (39 U. S. Code, Sections 431-437), as well as State law and local regulations. A copy of this report is inclosed for your information.

2. Because of the great danger to commercial shipping and harbor facilities involved in pollution violations, the District Engineer desires to emphasize the seriousness of this offense.

3. Particular attention is directed to Section 17 of River and Harbor Act, approved 3 March 1899, relative to the protection and preservation of the navigable waters of the United States and the responsibility of Officers and Agents of the United States in charge of river and harbor improvements. (See Extract herewith inclosed.)

4. A supply of booklets and notices prepared by this office concerning the prevention of pollution of the navigable waters of the United States and the laws pertaining to violations thereof are inclosed, and it is requested that copies be furnished to responsible crew members in order that they may be thoroughly informed as to the laws and, therefore, govern themselves accordingly.

FOR THE DISTRICT ENGINEER:
cc: The District Coast Guard Officer (In dup.)

KENNETH P. PEEL
Chief, River and Harbor Section
Engineering Division

- 4 Incls. (In dup.)
1. Copy of report dated 12/29/46
2. Extract R & H Act
3. Pollution Booklet
4. Pollution Notice

cc: War Shipping Administration, Washington, D.C.
The District Coast Guard Officer (In dup.)

THE DISTRICT ENGINEER
LOS ANGELES, CALIF.

WAR DEPARTMENT
UNITED STATES COAST GUARD
UNITED STATES ENGINEER OFFICE
751 SOUTH FIGUEROA STREET
LOS ANGELES, CALIF.



Address Reply To
The District Engineer

DISTRICT COAST GUARD OFFICER
ELEVENTH NAVAL DISTRICT (1)
REFER TO FILE: 661

5 March 1946

SUBJECT: Oil Pollution, Los Angeles Harbor, 25 January 1946
(Tanker, SS FORT JUPITER - War Shipping Administration)
12 February, 1946

TO: The United States Attorney
Federal Building
Los Angeles 12, California

Subj: Report of Oil Spill from SS FORT JUPITER in Los Angeles Harbor, 25 January, 1946

Dear Sir:

Report of the above pollution case has been received from the District Coast Guard Officer, Long Beach 2, California, duplicate copies of which are inclosed for your information.

Inasmuch as this is the first offense by this vessel, the spill appears to have been unavoidable or accidental and not caused by carelessness or negligence on the part of crew members, and a commercial clean-up crew was ordered immediately to clean the oil off the waters, prosecution is not recommended.

Copies of all letters pertaining to the case are inclosed for your files.

FOR THE DISTRICT ENGINEER:

Very truly yours,

KENNETH P. FEEL
Chief, River and Harbor Section
Engineering Division

- 3 Inclosures (In dup.)
 - 1. Copy of report dated 12/29/46
 - 2. Copy ltr. to CO Tanker SS FORT JUPITER
 - 3. Copy ltr. to District Coast Guard Officer
- cc: The District Coast Guard Officer (In dup.)

8-71 Mr. Legendary

UNITED STATES COAST GUARD

LONG BEACH 2, CALIFORNIA

ADDRESS REPLY TO

DISTRICT COAST GUARD OFFICER
ELEVENTH NAVAL DISTRICT (1)

REFER TO FILE: 661



✓ 1946 FEB 25 AM 11 26

CCR 25 '46

[Handwritten signature]



12 February, 1946

To: The Commandant

Subj: Report of Oil Spill from SS FORT JUPITER in Los Angeles Harbor, 25
January, 1946

Subject report is forwarded in compliance with instructions set forth in
Headquarters letter of 26 October, 1945. Original copy of same was forwarded
to the U.S. Army District Engineer, Los Angeles, this date.

[Handwritten signature: Edwin S. Campbell]
EDWIN S. CAMPBELL
By direction

Incl
Oil spill report on
SS FORT JUPITER
(1/29/46)

UNITED STATES COAST GUARD
ELEVENTH NAVAL DISTRICT
WILMINGTON, CALIFORNIA



ADDRESS REPLY TO
THE CAPTAIN OF THE PORT
LOS ANGELES
REFER TO FILE:

661
629.1

29 January, 1946

To: DCGO, 11ND

Subj: Oil spill from SS FORT JUPITER in Los Angeles Harbor, 25 January, 1946

1. In compliance with HQ letter of 26 October, 1945, subject, "Oil Pollution; peacetime law enforcement by U. S. Coast Guard," the following is reported to you as a violation of the Federal Oil Pollution Act of June 7, 1924 (35 U. S. Code, Section 431-437).

2. At approximately 0815, 25 January, 1946, oil (apparently bunker fuel oil) was permitted to be discharged into the navigable waters of Los Angeles Harbor from the tanker SS FORT JUPITER while this vessel was moored at Berth 239, Los Angeles Harbor, and loading bunker fuel oil into the forward bunker tanks. This vessel is of United States Registry, is owned by the War Shipping Administration, is of approximately 10,297 gross tons and 6,154 net tons, is approximately 523 feet in length, uses oil for fuel and her local agent is the American Republic Company. At the time of the spill, her master was T. F. Scully, Chief Engineer was J. Braverman, and Second Engineer M. Watson was in charge of loading operations at the time of the spill. The spill occurred while the ship was loading bunker fuel oil into her forward bunker tanks. According to M. Watson, the master valve to the forward bunker tanks jammed, and by the time he got to the individual valves to shut them off, the bunker tanks had run over. The scuppers were cemented, but oil went over the side and into the water.

3. Witnesses of this pollution were B. G. Newman, 1830 22nd Street, San Pedro, California, and J. Rogers, 230 Loma Avenue, Long Beach, California. Both of these witnesses are Dockmen employed by the General Petroleum Corporation. Two copies of their signed joint statement are attached. B. J. Cardella, Slt, USCGR, of the Oil Pollution Detail, made investigation for the COTPLA. He arrived at the scene of the spill at approximately 0930, and while he did not witness the spill, he saw the oil on the side of the ship, and in the water nearby. He also took a one-quart sample from the deck, and a one-quart sample from the water near the ship. These samples are being retained by COTPLA. While it is very difficult to estimate the amount of oil that went into the water as a result of this spill, the area covered was approximately 30 feet by 30 feet.

DCGO, 11ND
CG-661 & 629.1
29 January, 1946
LOS ANGELES
REFER TO FILE

UNITED STATES COAST GUARD
ELEVENTH NAVAL DISTRICT
WILMINGTON, CALIFORNIA



4. Commercial clean-up crew was ordered by the Agents and clean-up was immediately started.

G. B. GELLY

Incl

1. Copies of signed joint statement of B. G. Newman and J. Rogers
2. 2 copies of Report of Violation Form NCG 2636

1. On January 28, 1946, at Los Angeles, California, the following information was reported to the District Office by the Los Angeles Office of the Coast Guard on January 28, 1946 (CG-661 & 629.1).

2. At approximately 10:00 a.m. on January 28, 1946, all hands of the vessel (CG-661) were alerted to the fact that the vessel was leaking oil. The vessel was immediately stopped and the engine was shut down. The vessel was then towed to the Los Angeles Harbor and the oil was pumped out. The vessel was then towed to the Los Angeles Harbor and the oil was pumped out. The vessel was then towed to the Los Angeles Harbor and the oil was pumped out.

3. Witnesses of this violation were B. G. Newman, 2800 West Street, Los Angeles, California, and J. Rogers, 2800 West Street, Los Angeles, California. Both of these witnesses are fishermen employed by the General Fisheries Corporation. The copies of their signed joint statement are attached. S. J. Cardella, Sr., USCGC, of the Oil Pollution Detail, made investigation for the CGUSA. He arrived at the scene of the spill at approximately 0900, and while he did not witness the spill, he saw the oil on the side of the ship, and in the water nearby. He also took a one-gallon sample from the deck, and a one-gallon sample from the water near the ship. These samples are being retained by CGUSA. While it is very difficult to estimate the amount of oil that went into the water as a result of this spill, the area covered was approximately 50 feet by 20 feet.

UNITED STATES COAST GUARD

REPORT OF VIOLATION

Captain of the Port, Los Angeles
 Wilmington, California

25 January San Pedro, California
 25 January, 1946

The U. S. A. (Nationality) Steam (Registration) 10,331,04 (Official number)
 Philadelphia, Pa. Registered

To Whom It May Concern:

At approximately 0815 on 25 January, 1946 the undersigned were

stationed at the shut off valve at Berth 339, while bunkering

the Fort Jupiter. We saw oil, apparently Bunker Fuel Oil, running

over the Port side forward and into the water. We immediately

shut off the valve on the loading line.

Keered at Berth 339

in Los Angeles Harbor

miles distant from

" N., Long B. NEWMAN

Paul Newman

1330 22nd St., SAN PEDRO, CALIF.

The weather conditions prevailing at the time were as follows:

Smooth sea, no breeze

Port departed

J. ROGERS

Jack O. Rogers

voyage.

230 LOMA, LONG BEACH, CALIF.

The following violations are reported:

VIOLATION	STATUTE VIOLATED	PENALTY
(Give brief statement of violation such as "no fire extinguisher on board.") Permitted oil to be discharged into the navigable waters of Los Angeles Harbor	(Give section of U. S. Code such as "46 USC 310.") 33 U.S.C. 401-407	(Insert amount of penalty provided in statute for each violation.) \$500 - \$2000

**UNITED STATES COAST GUARD
REPORT OF VIOLATION**

**Captain of the Port, Los Angeles
Wilmington, California
25 January, 1946**

The U. S. A. Steam FORT JUPITER 248,258
(Nationality) (Propulsion) (Name) (Official number)
Philadelphia, Pa. Registered Tanker
(Home port) (Kind of document) (Employment for which documented)
523-1/2 10,296.64 6,154
(Length) (Gross tonnage) (Net tonnage) (Approximate value)
War Shipping Administration Washington, D. C.
(Name of owner) (Address of owner)
T. S. Scully Houston, Texas
(Name of master or person in charge) (Address of master or person in charge)

was boarded and examined at 0915 a. m., Pac. Std. zone time on 25
(Day)

January, 1946, in the 11th Naval Coast Guard District
(Month)

Los Angeles county, State of California
(Name of county, if known) (Name of State, if within a State)

while Moored at Berth 239 in Los Angeles Harbor
(Underway, anchored, etc.) (Body of water)

bearing _____ °, true, _____ miles distant from _____
(Prominent point of land)

(Lat. _____ ° _____ ' _____ " N., Long. _____ ° _____ ' _____ " W.).

The weather conditions prevailing at the time were as follows: Clear
(Moonlight, dark, fog, clear, etc.)

Smooth sea, no breeze
(Describe wind and sea using expressions such as "fresh breeze" "rather rough sea," etc.)

Port departed _____; port destined _____ voyage.
(Inland, coastwise, ocean)

The following violations are reported:

VIOLATION	STATUTE VIOLATED	PENALTY
(Give brief statement of violation such as "no fire extinguisher on board.") Permitted oil to be discharged into the navigable waters of Los Angeles Harbor	(Cite section of U. S. Code such as, "46 USC 516.") 33 U.S.C. 431-437	(Insert amount of penalty provided in statute for each violation.) \$500 - \$2500
 <small>(Reporting officer)</small> <small>(Title)</small>		

Prepare two copies. Retain copy for files and forward original to District Coast Guard Officer.

REMARKS.—Give a brief yet informative statement of the facts constituting the violation. Since this statement may be used in the process of remitting or mitigating the penalties involved, it is essential that the statement include any pertinent information which might be helpful to reviewing officers in determining the nature of the violation, the degree of culpability, the likely effect of such violation on enforcement generally, and the effect which the imposition of a penalty is likely to have on the offender. This statement should also indicate whether or not the owner or person in charge was instructed as to the requirements of the law violated and should include any pertinent comments made regarding the violation by the owner or person in charge:

Spill occurred while vessel was loading bunker fuel oil into forward bunker tanks. In charge of loading operation was second engineer M. Watson, who advised that the master valve to the forward bunker tanks jammed and by the time he was able to get to the individual valves to shut them off, the bunker tanks had run over. The scuppers were cemented, but oil went over the side and into the water, covering an area approximately 30 feet by 30 feet.

Name of vessel: T. S. Gully
 Address of master or person in charge: Honolulu, Texas
 Name of master or person in charge: T. S. Gully
 Date: 1948 in the 11th month of January
 County, State of: Los Angeles County, State of California
 Name of county, if known: Los Angeles
 Name of State, if within a State: California
 Body of water: Los Angeles Harbor
 Underway, anchored, etc.: at berth
 (Prominent point of land): Los Angeles Harbor
 Bearing: 0° true miles distant from Los Angeles Harbor
 (Lat. 33° 45' N. Long. 118° 15' W.)
 The weather conditions prevailing at the time were as follows: Clear
 (Describe wind and sea using expressions such as "fresh breeze," "rather rough sea," etc.)
 Port departed: Los Angeles
 Port destined: Los Angeles
 The following violations are reported:

PENALTY	STATUTE VIOLATED	VIOLATION
(Insert amount of penalty provided in statute for each violation.)	(Cite section of U. S. Code such as "48 USC 516.")	(Give brief statement of violation such as "no fire extinguisher on board.")
<u>1000 - 5000</u>	<u>33 U.S.C. 421-427</u>	<u>Permitted oil to be discharged into the navigable waters of Los Angeles Harbor</u>
		<u>G. B. GULLY</u> (Reporting officer)
		<u>Captain, USCG</u> <u>Captain of the Port, Los Angeles</u> (Title)

Prepare two copies. Retain copy for files and forward original to District Coast Guard Officer.