



UNITED STATES COAST GUARD  
SAN FRANCISCO 26, CALIF.

ADDRESS REPLY TO  
DISTRICT COAST GUARD OFFICER  
TWELFTH NAVAL DISTRICT (dli)  
REFER TO FILE: CG-661

U.S. COAST GUARD  
RECEIVED  
DEC 16 1947

1947 DEC 16 PM 3 40  
11 December, 1947

From: Commander, Twelfth Coast Guard District  
To: The Commandant

Subj: USS GENERAL A. E. ANDERSON (AP 111), discharge of oil into the coastal navigable waters of the United States, 25 September, 1947; final action taken by District Engineer.

In accordance with Intelligence and Law Enforcement Memorandum No. 19-46, a copy of the report of final action taken by the District Engineer, San Francisco District, on the subject case is inclosed herewith.

*[Handwritten Signature]*

W. K. SCAMMELL  
Rear Admiral, U. S. Coast Guard  
Commander, Twelfth Coast Guard District

Close

*Carded*  
*8/18/47*  
*JRP*

W. K. SCAMMELL  
Chief, Legal Branch

WAR DEPARTMENT  
CORPS OF ENGINEERS  
OFFICE OF THE DISTRICT ENGINEER  
SAN FRANCISCO DISTRICT  
74 NEW MONTGOMERY  
SAN FRANCISCO, CALIFORNIA

DISTRICT ENGINEER  
SAN FRANCISCO DISTRICT  
CORPS OF ENGINEERS  
BOX 3050 RINCON ANNEX  
SAN FRANCISCO 19, CALIFORNIA

Refer to File 800.224(Gen)-55

10 December 1947

From: Commander, Twelfth Coast Guard District  
To: H. E. District Engineer, Corps of Engineers, San Francisco  
SUBJECT: USS GENERAL A. E. ANDERSON (AP 111), Discharge of Oil  
25 September 1947  
Subj: USS GENERAL A. E. ANDERSON (AP 111), discharge of oil into the  
TO: Commander, Twelfth Coast Guard District, San Francisco 26,  
California

In accordance with Comit. CG ltr., of 26 October, 1946, file CG-661,  
a report on the investigation of subject case is inclosed herewith  
for your decision as to subsequent prosecution procedure.

1. Reference is made to your letter of 13 October 1947, file  
CG 661, concerning discharge of oil into waters of the bay from USS  
General A. E. Anderson while the vessel was taking on fuel from a  
tanker.

2. The matter was referred to the Commandant, Twelfth Naval  
District, for investigation and report. This office has now been  
informed that an investigation was made and that it indicated the  
spill was caused by poor communications between the oil barge and  
personnel of the General A. E. Anderson. It is further stated that  
steps have been taken to prevent recurrence of such spills in  
future fueling operations.

3. Based upon the investigation and report as mentioned, it  
is proposed that the file in the matter should be closed.

FOR THE DISTRICT ENGINEER:

RC  
Ch

CGC 83370

20th  
1947  
Coast Guard District

25 September 1947

From: Officer In Charge, CGC 83370  
To: District Control Officer, 12th. CGD.  
Via: Commanding Officer, Coast Guard Operating Base  
Alameda, California.

Subj: Oil Pollution ACT.

1. 1130 -25 September 1947 recieved orders from the District Control Officer to proceed to pier 5, Berth K, Navy Depot, Alameda, California and investigate the report that there was oil spilled from the General A.E. Anderson(AP111), at pier 5.
2. 1150 Arrived and moored at the Navy Depot, Pier 5, Berth K, Alameda, California and investigated the report that oil had been spilled.
3. Hill, Garland, CBM went aboard the General A.E. Anderson ( AP III) and talked with the Engineering Officer who was pleased to give a written statement of the cause of the overflow of the oil.
4. The following statement from E.T. Reeves, Ch. Mach., that the oil spill occured about 1800, 24 September 1947 while taking on fuel from tanker. Excess pressure was relievelful to settling tanks. When settling tanks were full oil flowed over the side. Word of excessive pressure was relayed to fueling connections station who tried to contact pump operators on fueling craft. Pump operator could not be contacted in time to prebent overflow. Oil spilled over the starboard side bewtween ship and camel. Ship's force was turned to with pails and scooping up and putting in to barrels. Approximate two barrels of oil were spilled.
5. Made scoop with ten quart pail between ship and camel and taken sample of same and could not find oil on water no where except on starboard side of General A.E. Anderson(AP111) and around the camel and slick under the dock. It appeared the camel kept the heavy flow from spreading.

Garland Hill, CBM  
Officer In Charge

Ind-1  
CG Operating Base,  
Alameda, California.  
8 October, 1947.

From: Commanding Officer, CG Operating Base.  
To : Commander, 12th CG District.

1. Forwarded.

J.A.DIRKS.

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