

Captain of the Port
401 U. S. Custom House
6615

12 August 1946

MS/af

Subject: Violation of the Oil Pollution Act.

To: The Commanding General, Army Transport Service,
San Francisco Port of Embarkation, Building 201,
Fort Mason, California

Subj: USS GENERAL E. T. COLLINS; discharge of oil into the coastal
navigable waters of the United States.

1. Reference is made to letter from this office dated 8 April 1946 on the above subject.
2. There is inclosed herewith for appropriate action by your office, a report on the USS GENERAL E. T. COLLINS.

2. Upon interview, Mr. H. Beekie, Labor Supt., stated that the subject vessel had spilled about 50 barrels of oil on 12 July, 1946. Subject vessel is operated by U. S. Army Transport Service. On boarding subject vessel, Brooks interviewed Mr. T. Engineer, who stated that the ship was transferring oil from the settlers to #1 tank. Before pumping operations started a sounding was taken on #1 tank and upon completion of the pumping, another sounding was taken which indicated no oil in the tank. The conclusion was that the oil had gone overboard. Mr. Beekie stated that the crew was not familiar with the valves as they had just taken the ship over.

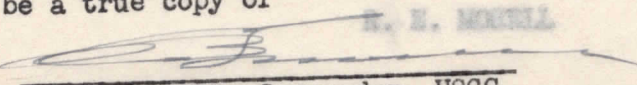
1 Incl.-
Ltr dtd 7/23/46 w/3 photos.

cc: U. S. Coast Guard
San Francisco, California

Photographs are available as evidence. Mr. Beekie, Labor Supt., Kaiser Yard #3 is a witness.

Certified to be a true copy of

the original


R. E. MORELL, Commander, USCG

Photographs.

Incl 4

San Francisco 26, California.

Captain of the Port
401 U. S. Custom House
6615

23:July, CA946

To: Commander, Twelfth Coast Guard District

Subj: USS GENERAL E. T. COLLINS; discharge of oil into the coastal navigable waters of the United States.

1. At about 1200, 15 July, 1946, J. E. Brooks, CY, USCG while making a routine check of piers and berths at Kaiser Yard #3, Richmond, noted that there was considerable oil on the water and shoreline. The oil was being cleaned up with the use of Gamlen Chemicals by the Kaiser Yard.
2. Upon interview, Mr. H. Roskie, Labor Supt., stated that the subject vessel had spilled about 50 barrels of oil on 12 July, 1946. Subject vessel is operated by U. S. Army Transport Service. On boarding subject vessel, Brooks interviewed Mr. R. Shackaford, 2nd Ass'T Engineer, who stated that the ship was transferring fuel oil from its settlers to #1 tank. Before pumping operations started a sounding was taken on #1 tank and upon conclusion of the pumping, another sounding was taken which indicated no change in the oil level. The conclusion was that the oil had gone overboard. Mr. Shackaford stated that the crew was not familiar with the valves as they had just taken the ship over.
3. A sample of oil and photographs are available as evidence. Mr. Roskie, Labor Supt., Kaiser Yard #3 is a witness.

R. E. MORELL

Encl:
Photographs.