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UNITED STATES COAST GUARD

Galveston, Texas

RECEIVED

ADDRESS REPLY TO

CAPTAIN OF THE PORT (1)  
1944 APR 20 PM 2 02  
AND REFER TO 6614

*London's*

*8-7*

PORT SECURITY SECTION  
13 April, 1944

To: The Commandant

Via: DCGO, 8th Naval District

Subj: Violation of Oil Pollution Act of 1924, 33 USC 431-437 by  
the SS GULFMAID, 5 March, 1944

As directed by Headquarter's letter to all DCGOS, 18 August, 1943,  
File CG-100.18, inclosure is forwarded with attention invited to the  
fact that the Officer in Charge, Merchant Marine Inspection recommends  
that no further action be taken and that the case be closed.

*F. E. Simmen*  
F. E. SIMMEN

Incl

Copy of Report of Officer in Charge,  
Merchant Marine Inspection, Port Arthur,  
Texas, dated 7 April, 1944

CC: DCGO, 8th Naval District  
U. S. District Engineer  
U. S. District Attorney, Houston, Texas

Ind-1  
DCGO, 8ND (ops)  
6614  
17 April, 1944

To: The Commandant

Forwarded.

*J. J. Gidiere*  
J. J. GIDIERE  
By direction

UNITED STATES COAST GUARD  
410 Bluestein Bldg  
PORT ARTHUR, TEXAS

C  
O  
P  
Y

Case No. 628-474  
SS GULFMAID

OFFICIAL BUSINESS  
NEW ORLEANS, LA.  
CUSTOM HOUSE  
NIGHT NAVAL DISTRICT  
DISTRICT COAST GUARD OFFICER

7 April, 1944

1944 APR 12 AM 10 33

MERCHANT MARINE  
INSPECTION DIVISION

IN THE MATTER OF REPORTED  
Oil Pollution, while berthed  
at Texas City, Texas, 5 March, 1944

SOURCE OF COMPLAINT: Report by letter of Captain of the Port,  
Galveston, Texas, dated 28 March, 1944, file 6614, and letter of OIC (ami),  
Galveston, Texas, dated 3 April, 1944, file 628-106.

FACTS: Ivan S. King, License No. 73114, 3040 Central Avenue, Port  
Arthur, Texas, Night loading Mate, SS GULFMAID, appeared at this office  
4 April, 1944, and upon being questioned relative to subject matter, stated:

"We were loading in all the tanks except 7 and 8 in the wings  
which were empty-loading aviation gasoline, Army cargo, same grade  
of gasoline in all tanks. The seepage was apparently from the sea  
suction on the port side and which could have only occurred due to  
leakage through two valves either way. That's from the top cross-  
over valve or through the cross-over sea suction block valve, and  
thence through the main sea suction. These two valves were closed  
tightly at that time which I looked at personally before we started  
loading and the Army checked and sealed the sea suction valve before  
loading started. And since this has occurred the line has been  
broken and a blank installed just inboard of the sea suction valve  
which would prevent any recurrence of a similar leakage. The sea  
suction valve on the opposite side is in good condition and no doubt  
at next docking period the valve which is now blocked off will be  
overhauled. Loading lines were not defective except as noted. Pump  
room bilges were clean and dry. All rules and Regulations relative to  
fire prevention were strictly observed.

"The vessel has since loaded in Houston and Corpus Christi and no  
leakage occurred. The blank which I stated had been put in the line  
was put in after sailing from Texas City, because it was thought that  
a leak might have developed while discharging unless this was done."

CONCLUSIONS AND RECOMMENDATIONS: It is noted that the owners of the  
vessel, the Gulf Oil Corporation, were acting in good faith. The violation  
was not flagrant and inasmuch as the condition causing pollution has since  
been corrected and there was no evidence of negligence on the part of the  
personnel of the vessel, it is recommended that no further action in this  
respect be taken and that the case be closed.

/s/ GLENN W. ELLIS  
Lt. Comdr., USCGR  
Examining Officer

9 March, 1944

To: Captain of the Port, New Orleans

Subject: Oil Pollution Act; violation of; S/S GULFMAID moored at Southport Petroleum Dock, Avondale, La.

Subj: Oil Pollution Act; violation of; S/S GULFMAID

1. At 1345 today, Mr. Couret of the U. S. Army Engineers informed this office that the Gulf Oil Company's S/S GULFMAID was discharging a large quantity of 87 Octane gasoline into the Mississippi River at Avondale, La. He stated that the gasoline was coming from the port side of the ship below the water line about 100 feet from the port quarter, just forward of the stack; that a large quantity of this gasoline flowed with the current to Avondale Marine Ways between the ships under construction; that at about 0930, a fire broke out among the gasoline saturated driftwood which could not be extinguished until 1030.  
been defective allowing approximately 300 gallons of 87 Octane
2. Arrived at the S/S GULFMAID at 1500 and found large quantities of gasoline floating downstream. A thorough investigation was conducted aboard the vessel which proved that the gasoline had not leaked or flowed from the ship as the bilge pump had not been in operation since entering port, all seacocks were closed, and there were no other openings or leaks permitting gasoline to leave the ship. Aboard the vessel, a breakdown in #4 discharge pump allowed pure gasoline to flow into the bilges but the investigation proved that this remained in the bilges and was never dumped into the river. ~~shars and \$100. for labor used~~  
in clearing the blaze.
3. I next contacted Mr. Billingsly, Superintendent of Marine Ways, Avondale, La.; who stated that he discovered the fire at approximately 0930. Despite great effort on the part of his men, the blaze spread as large quantities of gasoline flowed from the direction of the S/S GULFMAID moored about 150 yards from the shipyard on the same side of the river. Realizing that the fire could not be brought under control while gasoline continued to flow, he ran over to the S/S GULFMAID docked at the Southport Petroleum Corp. wharf discharging her cargo of gasoline.
4. Mr. Billingsly's investigation discovered that the gasoline was not leaking from the ship but that it flowed from a defective valve connected to an 8" fuel line leading from the Petroleum Corp. installations to the wharf used to load gasoline into barges. A flexible hose dropped from the wharf into the river. This had prevented detection of gasoline leakage prior to his investigation. In Exhibit "B" (showing defective valve) the hose leading in the direction of the river is not shown, it having been disconnected before our arrival. A photograph of the S/S GULFMAID is Exhibit "C". Exhibit "D" (showing gasoline saturated driftwood adjacent to ship under construction at Marine Ways, Avondale, La.) is a photograph of the scene of the fire where scorched side of the ship may be seen.

9 March, 1944

To: Captain of the Port, New Orleans

Subj: Oil Pollution Act; violation of; S/S GULFMAID

Samples of gasoline were skimmed from the surface of the river at the scene of the fire and taken from the fuel line of the Southport Petroleum Corp., then brought to the U. S. Customs Laboratory for analysis, indicated by Exhibit "E".

5. Mr. S. J. Sanchez, Plant Foreman for the Southern Petroleum Corp., in the presence of T. B. Wheeler, Captain of the Port Investigator, Mr. S. J. Chaisson, Pumper, and Mr. Albert Gautreaux, Pipefitter, admitted that the valve had been defective allowing approximately 300 gallons of 87 Octane gasoline to flow into the river.

REPORT

6. Before leaving the scene of the investigation, we were approached by Mr. James Kohlman, attorney for the Southport Petroleum Corp. He voluntarily admitted that his company was entirely at fault, and that he had contacted the Marine Ways at Avondale, Louisiana, to make restitution. He stated that a tentative settlement was reached wherein the Southport Petroleum Corp. is to pay the sum of \$250. to the Marine Ways; \$150. for the refilling of fire extinguishers and \$100. for labor used in fighting the blaze.

7. In concluding the investigation, an inspection of the shipyard disclosed that there was no property damage as a result of the fire.

Distillation:

Initial Boiling Point-	47°C	
10 % over at -----	70°C	J. F. TAYLOR,
50 % over at -----	105°C	Bos'n, USCGR
90 % over at -----	134°C	
End Point -----	147°C	

The above analyses show these samples are inflammable hydrocarbons, having the characteristics of gasoline.

George E. Sawyer, Acting

Chief Chemist

## LABORATORY REPORT

LAB. NO. 716/7

2 samples

U. S. CUSTOMS LABORATORY

New Orleans, La., 3/11/44, 193

Sample of GASOLINE &amp; OIL-WATER MIXTURE Received 3/10/44

Submitted by Taylor Div. Div. No. Port New Orleans

Entry No. Coast Guard Marks Taken from fuel line; taken from river.  
(Captain of the Port)

Importer Maker Origin

Required Analysis.

Other data

## REPORT

One sample (250 ml) blue liquid, and one sample (70 ml) of bluish-green liquid, containing traces of water. Both samples have odor of gasoline.

Sample:	<u>From fuel line</u>	<u>From river.</u>
Specific Gravity (20°C)-	.723	.752
Flash Point	below 60°F	below 60°F
Saponification test	Mineral origin	Mineral origin
Distillations:		
Initial Boiling Point-	47°C	100°C
10 % over at	70°C	110°C
50 % over at	103°C	118°C
90 % over at	134°C	138°C
End Point	147°C	150°C

The above analyses show these samples are inflammable hydrocarbons, having the characteristics of gasoline.

F.W.P.

George E. Beavers, Acting

Chief Chemist.

661A

Galveston, Texas

District Engineer, U. S. Army

CAPTAIN OF THE PORT (1)

SS GULFMAID 661A

Samples of the gasoline were taken from the water by Hughie O. Virgen and 16 March, 1944 by Marcelin E. Guidry. These samples, together with originals of the statements taken, will be retained in this office for use by the U. S. Attorney.

District Engineer, U. S. Army  
Galveston, Texas

Sir:

This is a report of the Oil Pollution Act of 1924, 33 USC, 431-437 by the U. S. Merchant Vessel SS GULFMAID at the Republic Dock, Texas City, Texas, on 5 March, 1944. The facts in the case are as follows:

The GULFMAID, a steam screw vessel under the United States flag, is owned by the Gulf Oil Corporation, Port Arthur, Texas.

The above vessel was moored to the Republic Dock in Texas City, Texas, on the above date. At 9:30 p.m. the presence of gasoline on the surface of the water on the port side of the above vessel about half way between stern and midship was discovered by Marcelin E. Guidry, Sea. Ic, while on gangway watch. Bubbles were rising to the surface at the above described place, and there was a strong odor which indicated the presence of gasoline on the water. The SS GULFMAID was receiving aviation gasoline and Mr. Irvan King of 3040 Central Avenue, Port Arthur, Texas, was the night mate in charge of operations. Mr. King discovered that the gasoline was escaping overboard through the sea cock located on the port side about half way between midship and the stern of the vessel. This sea cock is used to discharge bilge water at sea. The aviation gasoline which was being loaded passed the valve on said sea cock going to the tanks on the vessel. Evidently, it occurred to Mr. King that the leak occurred under the present condition and when a certain amount of pressure was applied against the valve. Mr. King stopped bunkering operations and opened all valves to relieve the pressure on the valve located in the sea cock. After bunkering operations were resumed, there was no reoccurrence of the leakage. This case is being reported to the Officer in Charge, Merchant Marine Inspection, U. S. Coast Guard, for his information and action.

Statements were taken from Marcelin E. Guidry, Hughie O. Virgen, and Irvan King, night mate of the vessel. Copies are attached for your information.

6614

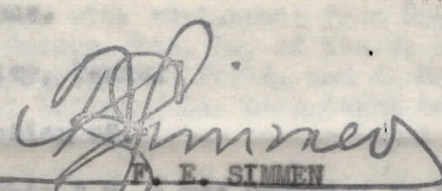
Texas City, Texas

District Engineer, U. S. Army

16 March, 1944

SS GULFMAID

Samples of the gasoline were taken from the water by Hughie O. Virgen and from the vessel by Marcelin E. Guidry. These samples, together with originals of the statements taken, will be retained in this office for use by the U. S. Attorney.

  
F. E. SIMMEN  
Lieutenant, U. S. Coast Guard Reserve  
Captain of the Port, Galveston

CC: The Commandant, U. S. Coast Guard, Washington, D.C.  
DCGO, Eighth Naval District, New Orleans, La.  
U. S. District Attorney, Houston, Texas  
Merchant Marine Inspector in Charge, Galveston, Texas

3. I got in touch with Irvan King who was night Mate on this vessel and in charge. His home address is 3040 Central Avenue, Port Arthur, Texas. He has a Mate's license and the number of this license is 83114. King stated that the vessel was owned by the Gulf Oil Corp., Port Arthur, Texas. I asked him if he knew where the leak was coming from and if he could possibly stop same. He stated that the port side sea-cock valve was located at about the place where the bubbles were coming up to the surface of the water and it might be coming from some of the cargo being loaded which was Aviation gasoline had to pass by this valve going to tanks on vessel.

4. I went with him to see this valve and same had a seal on it and seemed to be tight. Irvan King then ordered J. H. Atkins, 1315 Avenue G, Galveston, Texas, who was dockman for Republic Oil Refining Co. of Texas City, Texas, to stop loading and see if pressure being off would stop leak. This work place at 1028 P.M. and the leak stopped. At this time Irvan King went below and opened all valves to all tanks so when loading was to be resumed it would relieve pressure on sea-cock valve so as to stop leak. At 1045 when loading was resumed no more leak showed.

5. A sample of the gasoline was taken at the place where the bubbles were coming to the surface of the water by Hughie O. Virgen, Cox., U.S.C.G., and a sample of gasoline was taken from the No. 3 Hatch, port side, by Marcelin E. Guidry, Cox. 1st, U.S.C.G.

Texas City, Texas

Asst. COTP

File No. 6614

COTP, Galveston, Texas  
Subj: Oil Pollution; violation of.  
5 March, 1944.

To: COTP, Galveston, Texas. with statements from Hughie O. Virgen, Cox., U.S.C.G., and Marcellin E. Guidry, Sea. Ic. of the U. S. Coast Guard.  
Via: Asst. COTP, Texas City, Texas. J. H. Atkins, and J. E. Atkins, Gulf Oil Refining Co. were taken to and  
Subj: Oil Pollution; violation of.

1. About 1000 o'clock this P.M. I was notified by Hughie O. Virgen, Cox., U.S.C.G., who was on Patrol duty on the docks at Texas City harbor, that the S/S Gulfmaid which was loading cargo at Republic Dock, had a leak.
2. I arrived about 1005 and upon investigation found that on the port side, about half-way between midship and stern, a steady stream of bubbles was coming to the surface of the water and there was a strong smell of gasoline at this place.
3. I got in touch with Irvan King who was night Mate on this vessel and in charge. His home address is 3040 Central Avenue, Port Arthur, Texas. He has a 2nd Mate's license and the number of this license is 93114. King stated that the vessel was owned by the Gulf Oil Corp., Port Arthur, Texas. I asked him if he knew where the leak was coming from and if he could possibly stop same. He stated that the port side sea-cock valve was located at about the place where the bubbles were coming up to the surface of the water and it might be coming from same as the cargo being loaded which was Aviation Gasoline had to pass by this valve going to tanks on vessel.
4. I went with him to see this valve and same had a seal on it and seemed to be tight. Irvan King then ordered J. H. Atkins, 2510 Avenue Q, Galveston, Texas, who was dockman for Republic Oil Refining Co. of Texas City, Texas, to stop loading and see if pressure being off would stop leak. This took place at 1015 P.M. and the leak stopped. At this time Irvan King went below and opened all valves to all tanks so when loading was to be resumed it would relieve pressure on sea-cock valve so as to stop leak. At 1045 when loading was resumed no more leak showed.
5. A sample of the gasoline was taken at the place where the bubbles were coming to the surface of the water by Hughie O. Virgen, Cox., U.S.C.G., and a sample of gasoline was taken from the No. 8 Hatch, port side, by Marcellin E. Guidry, Sea. Ic, U.S.C.G.



Texas City, Texas  
March 6, 1944

TO: COTP, Galveston, Texas  
Subj: Oil Pollution; violation of.  
6 March, 1944.

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6. These samples together with statements from Hughie O. Virgen, Cox. and Marcelin E. Guidry, Sea. Ic, of the U. S. Coast Guard, and Irvan S. King, Mate on S/S Gulfmaid, and J. H. Atkins, shift foreman for Republic Oil Refining Co. were taken to the Galveston Base Office and there turned over to the Legal Department.

*Wm. Lazauskas C. Sp.*

WM. LAZAUSKAS, C. Sp.

The leak was on the starboard side of the ship. The leak was observed by the Cox. and the Sea. Ic. The leak was observed at 2230 and at 2245 the loading was stopped for 15 minutes. The leak was observed at 2230 and at 2245 the loading was stopped for 15 minutes. The leak was observed at 2230 and at 2245 the loading was stopped for 15 minutes. I took a sample of the water alongside of ship from leak and Marcelin E. Guidry, Sea. Ic. took one out of No. 3 hatch above leak.

*Hughie O. Virgen*  
Hughie O. Virgen, Cox.

Texas City, Texas  
Texas City, Texas  
March 5, 1944

STATEMENT  
STATEMENT  
STATEMENT

I, Hughie O. Virgen, came on duty at 1800 P.M. March 5, 1944 and at 2130 Marcelin E. Guidry called me at pier O and told me that the ship Gulfmaid was leaking. I went down to the Republic Oil Docks where the ship was docked to check the leak. I called Chief Lazauskas at 2145 and he came down and went through the engine room with the mate to check the place the mate said the leak was coming from. The leak was on the port side close to the poop deck and was coming through the sea-cock that they discharge bilge through while at sea. Irvan S. King, the second mate who was in charge of the loading of ship ordered the dock foreman of the Republic Oil Co. to shut down the loading for 15 minutes. He did so at 2230 and at 2245 resumed loading and the leak had stopped. I took a sample of the water alongside of ship from leak and Marcelin E. Guidry, 1st Seaman First Class took one out of No. 8 hatch above leak.

*Marcelin E. Guidry*  
*Hughie O. Virgen*  
Hughie O. Virgen, Cox.

Texas City, Texas  
March 5, 1944  
Texas City, Texas  
March 5, 1944

STATEMENT

STATEMENT

I, Irvon King, Port Arthur, Texas, night mate on S/S Gulf-maid, owned by Gulf Oil Corp. of Port Arthur, Texas, about 1015 this P.M. U. S. Coast Guard of S.O.P.S. Texas City, Texas, showed me a leak  
I, Marcelin E. Guidry, Sea. 1c, U. S. Coast Guard, while on gangway watch on ship S.S. Gulfmaid discovered a leak on port side at 2130 so I called Hughie O. Virgen, Cox., section leader at 2145. Hughie O. Virgen got there and he called Chief Lazauskas and at 2200 Chief Lazauskas got there and talked to the mate on duty and showed him the leak. Hughie O. Virgen took a sample along side the port side of the ship where the leak was and I took one in the tank of the ship. The mate ordered the dockman in charge to stop the loading at 2230 and he went down in the pump room and closed some valves and opened some others and at 2245 he started to load again and the leak had stopped. is under the War Shipping Administration.

/s/ Marcelin E. Guidry, S 1c.

*Marcelin E. Guidry Sea. 1c*

Texas City, Texas  
March 5, 1944  
Texas City, Texas  
March 5, 1944

STATEMENT

STATEMENT

I, Irvan King, Port Arthur, Texas, night mate on S/S Gulf-maid, owned by Gulf Oil Corp. of Port Arthur, Texas, about 1015 this P.M. U. S. Coast Guard of C.O.T.P. Texas City, Texas, showed me a leak that was bubbling up on port-side of above vessel, halfway between stern and midship just about where sea-cock valve on port side is located. A steady stream of bubbles were coming up about 1 gallon an hour. We were loading Aviation Gasoline. A sample of same was taken by U. S. Coast Guard at place where bubbles were coming up along side of vessel. I Iran King, ordered loading stopped at 1030 P.M. to see if pressure stopped, if bubblins would stop, same did. I opened all valves to all tanks to take pressure off of sea-cock valve, which cargo passe and bubbling stopped. Started to load again at 1045 P.M.

This vessel is under the War Shipping Administration.

/s/ Iran S. King

Texas City, Texas  
March 5, 1944

STATEMENT

I am shift foreman for Republic Oil Company and while loading the ship Gulfmaid with Aviation Gas was ordered to stop loading due to leak on ship by Chief Mate aboard ship Gulfmaid for 15 minutes, that was 1030 and I closed pumps for 15 minutes until 1045, then resumed loading again.

/s/ J. H. Atkins