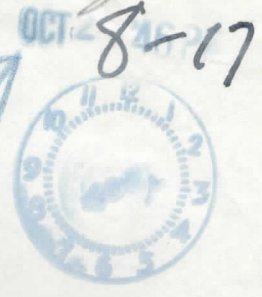


Mr. DeGard
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SAN FRANCISCO, CALIFORNIA

MERCHANT MARINE
INSPECTION DIVISION



Commander, Twelfth
Coast Guard District
CG-6615

17 October, 1946

To: United States District Engineer, Corps of Engineers,
74 New Montgomery Street, San Francisco, California.

Subj: Violation of Oil Pollution Act of 7 June, 1924.

In accordance with Commandant Coast Guard letter 26 October, 1945
(CPS-OMP-OMI-CG-661), attached hereto are Captain of the Port reports
of recent violations of subject act, which are forwarded for your
information and decision.

2. On the evening of 17 October, 1946, the undersigned was inter-
viewed. He stated that while loading subject vessel from shore facilities
the port and starboard scuppers were overflowing. Although the
scuppers were plugged about 10 barrels of diesel oil escaped into subject
waters. He also stated that the reason for the spill was that the vessel
was changing watches when they were topping off another four tank and
before the relieving watch assumed duty W. K. SCANNELL
Commander, Twelfth Coast Guard District

3. S. F. Coche, R.A. in USCG is also a witness.

Encl:
1. Report of Violation - SS H.D. COLLIER

S.F. SCHELL
By direction

TWELFTH COAST GUARD DISTRICT
SAN FRANCISCO, CALIFORNIA

Captain of the Port
630 Sansome Street
CG-6615

17 October, 1946

To: Commander Twelfth Coast Guard District

Subj: SS H.D. COLLIER; discharge of oil into coastal navigable waters
of the United States.

1. Upon being notified by Standard Oil Co. that subject tanker had an oil spill at 1245, 15 October, 1946 at Long Wharf, Richmond, J. E. Brooks, C. Y. USCG proceeded to investigate.

2. At the scene Mr E.T. Roeder, Assist. Dockwharfinger was interviewed. He stated that while loading subject vessel from shore facilities the port and starboard number four tanks overflowed. Although the scuppers were plugged about 10 barrels of diesel oil escaped into subject waters. He also stated that the reason for the spill was that the vessel was changing watches when they were topping off number four tank and before the relieving watch measured the tanks they overflowed. No attempt was made to clean up the oil as the tide was moving fast.

3. W. F. Combs, B.M.1c USCG is also a witness.

R.E. MORELL
By direction

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Extracts from District Engineer's, San Francisco District ltr., of 6 November, 1946, concerning final action on oil pollution reports submitted by Commander, 12th CG District:

4. USS CHARLES CARROL (AP-28). - No action taken because of misplacement of Coast Guard report.
5. SS MERCIOS H. WHITTIER. - Associated Oil Company was again warned that if steps outlined in our letter of 12 March 1946 were not taken, future cases would be prosecuted in Federal Court.
6. Southern Pacific Railroad Company, Port Costa. - Violation reported to the Southern Pacific Company by telephone, and they were requested to take steps to forestall future violations.
9. SS H. D. COLLIER. - Mr. Hanna, Vice-President of the Standard Oil Company, was personally contacted by a representative of this office and asked to take necessary measures to prevent future spillages.

Certified true copy of
pertinent paragraphs

/s/ R. E. Morell, Commander, USCG

INCL 6