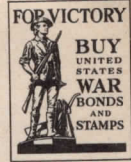


51-11000  
ATTN No.

*M. Stamp*  
*7-9*  
*RS*



UNITED STATES COAST GUARD

RECEIVED

Galveston, Texas

1944 MAR 27 PM 3 26

PORT SECURITY SECTION

ADDRESS REPLY TO

CAPTAIN OF THE PORT (1)

AND REFER TO 6614

23 March, 1944

To: The Commandant

Via: District Coast Guard Officer, Eighth Naval District

Subj: Oil Pollution Act of 1924, 33 USC 431-437; violation by U. S. Merchant Vessel H. M. FREDRICKSON, 13 March, 1944.

- Ref: (a) HQ ltr to all DCGOS 18 August, 1943 (CG-100.18 Min.).  
 (b) DCGO 8ND ltr to COTP, Galveston 18 September, 1943, (6614) Enforcement of the Oil Pollution Act.  
 (c) HQ Dispatch to all DCGOS 231920 (October).

In accordance with References (a), (b) and (c) inclosure is forwarded.

*[Handwritten Signature]*  
F. E. SIMMEN

Incl.  
Copy of file in subject case

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Ind-1  
DCGO, 8ND (ops)  
6614  
24 March, 1944

*Second case*

To: The Commandant.

Forwarded.

*[Handwritten Signature]*  
J. J. GIDIERE,  
By direction.



District Engineer, U. S. Army Galveston, Texas  
March 23, 1944  
CAPTAIN OF THE PORT (1)  
661A

Statements were taken from Kenneth A. Wilson, Harry D. Trussdell, T. Walter Yarbrough, and Audrey D. McClellan, dockman employed by the Republic Oil Company. Copies are attached for your information. Samples of the oil were taken from the water by Kenneth A. Wilson and from the No. 8 tank of the vessel by T. Walter Yarbrough. These statements of the statements taken, will be re-  
District Engineer, U. S. Army Galveston, Texas  
Office for use by the U. S. Attorney.

Sir:

Here is a report of violation of the Oil Pollution Act of 1924, 33 USC, 431-437 by the U. S. Merchant Vessel H. M. Fredrickson at the Republic Dock, Texas City, Texas, on 13 March, 1944. Attention is invited to the fact that this is the second violation involving this vessel within the past few months. The facts in the case are as follows:

The H. M. Fredrickson, a steam screw vessel under the United States flag, is owned and operated by the Sabine Transportation Company of Port Arthur, Texas.

The above vessel was moored to the Republic Dock, Texas City, Texas, where she was to receive high octane gasoline. The vessel had been discharging ballast from No. 8 main tank through a portable pipe line which was connected to a line on the deck of the vessel. The portable pipe line was extended over the starboard side of the vessel about midships. Such ballast was discharged from approximately 11:00 a.m. to 11:50 a.m. on the above date. Immediately thereafter the dockman, Audrey D. McClellan, 626 Eighth Avenue North, Texas City, Texas, asked for permission from the third mate of the vessel, John Mason Crandall, who was in charge of operations, to connect his loading lines to the vessel for the purpose of bleeding said lines of air pressure in order to be ready to load cargo. Such permission was granted, but when the pressure was released through the pipes of the vessel about five barrels of high octane gasoline were discharged overboard through the portable pipes referred to above. The cause of this spill was failure on the part of the third mate to have a valve closed which controlled the flow of cargo through the portable pipe referred to above. As this accident was due to the negligence of the third mate, Mr. John Mason Crandall, this spill is being reported to the Officer in Charge, Merchant Marine Inspection, U. S. Coast Guard, for his information and action.



District Engineer, U. S. Army Texas City, Texas

6614

23 March, 1944

Statements were taken from Kenneth A. Wilson, Harry D. Truesdell, T. Walter Yarbrough, and Audrey D. McClellan, dockman employed by the Republic Oil Company. Copies are attached for your information. Samples of the oil were taken from the water by Kenneth A. Wilson and from the No. 8 tank of the vessel by T. Walter Yarbrough. These samples, together with originals of the statements taken, will be retained in this office for use by the U. S. Attorney.

*[Handwritten Signature]*

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

Incl

Copies of statements of Wilson, Truesdell, and Yarbrough, and McClellan

CC:

The Commandant, U. S. Coast Guard, Washington, D. C.  
DCGO, Eighth Naval District, New Orleans, La.  
U. S. District Attorney, Houston, Texas - 5th Ave. North, Texas City,  
Merchant Marine Inspector in Charge, Galveston, Texas

Had the valve near portable discharge ballast pipe line been closed there would not have been a spill, as the pressure would have forced the gasoline from pipe line of vessel into different tanks to which they lead.

About five (5) barrels of gasoline was on the surface of the water around the vessel and underneath the docks in the south slip of Texas City Harbor.

A sample of the gasoline -2- taken from the water along the starboard side of the "S/S H. S. Fredrickson" by Kenneth A. Wilson, Sea, etc



13 March, 1944.

To: COTP, Galveston, Texas  
Texas City, Texas

Subj: Oil Pollution Act Violation by the S/S H. M. Fredricksen.

ASS'T. COTP

File: 6614

U.S.C.G.R. and a sample of gasoline was taken from the No. 8 tank by T. Walter Yarbrough, Sea. 2c, U.S.C.G.R.

6. These samples together with statements from Kenneth A. Wilson, Sea. 2c, and T. Walter Yarbrough, Sea. 2c, of the U. S. Coast Guard, 13 March, 1944, John Macon Grandall, 3rd Mate on vessel, and Audrey D. Mc Clellan, acting dockman were taken to the Galveston Post Office and there turned over to the Legal Department.

To: COTP, Galveston, Texas

Subj: Oil Pollution Act. Violation by the S/S H. M. Fredricksen.  
13 March, 1944.

1. About 1330, 13 March, 1944, I was notified that there was a spill of gasoline on the S/S H. M. Fredricksen, owned by the Sabine Transportation Co., Port Arthur, Texas, which was docked at the Republic dock, Texas City, Texas.

2. I arrived at scene about 1345 and upon arrival I found there was a very strong odor of gasoline in the air and I saw gasoline on the water around the above mentioned vessel and under the pier. Investigation brought out that John Macon Grandall, 3rd Mate on above vessel was in charge, License No. 157598, home is in Port Arthur, Texas, about 1100 he was discharging ballast from No. 8 main tank through a portable pipeline which was connected to a pipe line on deck of vessel. The portable pipeline was extended over side of starboard side of vessel, About mid-ship. The vessel being a tanker has pipe lines through the entire vessel leading to different parts of vessel to tanks which carry its cargo. Investigation brought out that the discharging of ballast had been stopped about 1150 when dockman Audrey D. Mc Clellan, 626 - 8th Ave. North, Texas City, Texas, asked for permission from 3rd Mate, John Macon Grandall, who was in charge of above vessel, to connect his dock loading lines to vessel, which was on port side of vessel, being docked with its port side to pier, to bleed his dock lines of air pressure so as to be ready to load cargo, which was to be High Octane gasoline. Permission was given to dockman by 3rd Mate to do so and when same was done the air pressure forced out gasoline from pipe lines on vessel through a valve that had been left open near connection of ballastline and into portable pipe line that was used to pump ballast earlier, but was still connected and then same was spilled in water of Texas City Harbor. Third mate stated that there is always some previous cargo in pipe lines of vessel from last cargo and his last cargo was same, High Octane Gasoline.

3. Had the valve near portable discharge ballast pipe line been closed there would not have been a spill, as the pressure would have forced the gasoline from pipe line of vessel into different tanks to which they lead.

4. About five (5) barrels of gasoline was on the surface of the water around the vessel and underneath the docks in the south slip of Texas City Harbor.

5. A sample of the gasoline was taken from the water along the starboard side of the "S/S H. M. Fredricksen" by Kenneth A. Wilson, Sea 2c



13 March, 1944.

To: COTP, Galveston, Texas.

Subj: Oil Pollution Act Violation by the S/S H.M. Fredrickson.

March 13, 1944

U.S.C.G.R. and a sample of gasoline was taken from the No. 8 tank by T. Walter Yarbrough, Sea. 2c, U.S.C.G.R.

6. These samples together with statements from Kenneth A. Wilson, Sea. 2c, and T. Walter Yarbrough, Sea. 2c, of the U. S. Coast Guard and John Mason Crandall, 3rd Mate on vessel, and Audrey D. Mc Clellan, acting dockman were taken to the Galveston Base Office and there turned over to the Legal Department.

As I was on patrol duty with I. [unclear] (613-033), U. S. C. G. on the afternoon of [unclear] aboard the S/S H. M. Fredrickson [unclear] Texas City Harbor, about 1310 we noticed [unclear] WM. LAZAUSKAS, C. Sp. [unclear] a portable pipe into the water. [unclear] and I got sample bottles while T. Walter Yarbrough notified the office. I took a sample from the water below the open end of the portable pipe on the starboard side of the ship. T. Walter Yarbrough took a sample from the # 8 tank. About 1345 Chief William Lazauskas arrived on the scene and took charge of the investigation.

As T. Walter Yarbrough and I were standing near the starboard rail about 15 feet from shore the portable pipe ran over the rail we noticed about a six (6) inch stream of gasoline coming out of the pipe into the water. The # 3rd Mate, in charge of the ship at the time, John Mason Crandall was standing on the cat walk and told two of the deckmen to close the valve that was open allowing the gasoline to go into the portable pipe then into the water. Later we learned that the dockman, Audrey D. McClellan, had gotten an O.K. from the 3rd Mate to bleed his lines. They had been pumping ballast overboard the morning of March 13, 1944, and forgot to close the valve when the dockman had asked for an O.K. to bleed his lines.

I would estimate that about five (5) barrels of gasoline was forced overboard into Texas City Harbor.

*Kenneth A. Wilson*  
Kenneth A. Wilson  
Seaman Second Class  
U. S. C. G. (R)



Texas City, Texas  
March 13, 1944

S T A T E M E N T

As I was on patrol duty with T. Walter Yarbrough, S2c, (613-033), U. S. C. G. on the afternoon of March 13, 1944, we were aboard the B/S H. M. Frederichsen moored at Republic Docks in Texas City Harbor, about 1315 we noticed high test gasoline running out a portable pipe into the water. We went on the docks and I got sample bottles while T. Walter Yarbrough notified the office. I took a sample from the water below the open end of the portable pipe on the starboard side of the ship. T. Walter Yarbrough took a sample from the # 8 tank. About 1345 Chief William Lazauskas arrived on the scene and took charge of the investigation.

As T. Walter Yarbrough and I were standing near the starboard rail about 15 feet from where the portable pipe ran over the rail we noticed about a six (6) inch stream of gasoline coming out of the pipe into the water. The 3rd Mate, in charge of the ship at the time, John Mason Crandall was standing on the cat walk and told two of the deckmen to close the valve that was open allowing the gasoline to go into the portable pipe then into the water. Later we learned that the dockman, Audrey D. McClellan, had gotten an O.K from the 3rd Mate to bleed his lines. They had been pumping ballast overboard the morning of March 13, 1944, and forgot to close the valve when the dockman had asked for an o:k to bleed his lines.

I would estimate that about five (5) barrels of gasoline was forced overboard into Texas City Harbor.

*Kenneth A. Wilson*  
Kenneth A. Wilson  
Seaman Second Class  
U. S. C. G. (R)



Texas City, Texas  
March 13, 1944.  
13 March, 1944

S T A T E M E N T

On March 13, 1944 at 1325, I boarded the ship H. M. Frederichsen which was moored at the Republic Dock in the south slip of the Texas City Harbor.

Kenneth A. Wilson, S2c, and T. Walter Yarbrough, S2c, were aboard the ship.

As I came aboard, Yarbrough was taking a sample of the cargo from the # 8 starboard tank. Wilson told me that some gasoline had been spilled from a six (6) inch discharge pipe which was projecting overboard on the starboard side ~~and~~ amidship. Wilson showed me the location of the discharge pipe and the place from which he took a sample of the gasoline from the water.

Chief Lazauskas arrived at this time and took charge. He questioned the 3rd Mate, John M. Crandall, who was on watch at the time.

As I left the ship I noticed that quite a lot of gasoline had collected in the southwest corner of the slip. I would estimate that the gasoline covered about 600 square feet of the surface of the water.

*Harry D. Truesdell*

Harry D. Truesdell, Coxswain  
U. S. C. G. (R)



Texas City, Texas  
Texas City, Texas  
13 March, 1944

STATEMENT  
STATEMENT

While on patrol duty from 1200 to 1800, March 13, 1944, Kenneth A. Wilson (C12-021) and I were aboard the R. M. Frederickson, I, Audrey D. Mc Clellan, 626 - 8th Avenue North, Texas City, Texas, employed by Republic Oil, as Ass't. foreman in shipping department, was acting as dockman on Republic pier about 1150 this a.m. I connected my dock loading hose to S/S H. M. Frederickson and asked Mate in charge of above vessel if it was alright to bleed air off my lines to get ready to load cargo. Mate in charge of vessel gave me o.k and I did same. There was no pumping of ballast on vessel when I asked permission to bleed loading lines of air.

gasoline was being pumped overboard, the third Mate ordered two deck hands to shut off the open valve. When they did shut off the valve, the gasoline immediately stopped coming from the line. The line was a portable pipe line which extended over the side of the starboard side of /s/ A. D. Mc Clellan

The dockman asked permission from the third Mate (John Mason Grandell) who was in charge of the vessel at the time the spill occurred, to connect his dock loading lines to the vessel, which was on the port side of the vessel, to bleed his dock lines of air pressure so as to be ready to load cargo, which was to be High Octane gasoline. The third Mate gave the dockman permission to do so and when this was done the air pressure forced out gasoline from pipe lines on vessel through valve that had been left open near connection of ballast line and into portable pipe line that was used to pump ballast, but was still connected when this spill occurred. If this valve had been closed the spill would not have happened.

Chief William Larcuska arrived at the scene about 1345 and took charge of the incident.

I would estimate about five (5) barrels of gasoline was pumped overboard.

*T. Walter Yarbrough*  
T. Walter Yarbrough, S 2/6  
U. S. C. G. (R)



Ind-1  
CDCGO SMD  
6614  
16 December, 1943

*Y. H. C. Jones*  
*Sup*

RECEIVED

Texas City, Texas  
March 13, 1944.

Subj: Violation of Oil Pollution Act by SS H. M. FREDERICKSON

This communication, together with inclosure, is forwarded herewith in accordance with Headquarters Directive of 18 August, 1943 (CG-100.16 MIN).

STATEMENT

While on patrol duty from 1200 to 1800, March 13, 1944, Kenneth A. Wilson (613-021) and I were aboard the H. M. Frederickson moored at the Republic docks, in the south slip of the Texas City Harbor, Texas City, Texas. We noticed gasoline being pumped overboard about 1315.

We immediately notified the office, then Wilson took a sample from the water along the starboard side of the vessel. I took a sample from the # 8 tank.

While the gasoline was being pumped overboard, the third Mate ordered two deck hands to shut off the open valve. When they did shut off the valve, the gasoline immediately stopped coming from the line. The line was a portable pipe line which extended over the side of the starboard side of vessel about amidship.

The dockman asked permission from the third Mate (John Mason Grandall) who was in charge of the vessel at the time the spill occurred, to connect his dock loading lines to the vessel, which was on the port side of the vessel, to bleed his dock lines of air pressure so as to be ready to load cargo, which was to be High Octane gasoline. The third Mate gave the dockman permission to do so and when this was done the air pressure forced out gasoline from pipe lines on vessel through valve that had been left open near connection of ballast line and into portable pipe line that was used to pump ballast, but was still connected when this spill occurred. If this valve had been closed the spill would not have happened.

Chief William Lazauskas arrived at the scene about 1345 and took charge of the incident.

I would estimate about five (5) barrels of gasoline was pumped overboard.

*T. Walter Yarbrough*

T. Walter Yarbrough, S 2/c  
U. S. C. G. (R)