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UNITED STATES COAST GUARD

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Galveston, Texas NEW ORLEANS DISTRICT U. S. COAST GUARD NEW ORLEANS, LOUISIANA

ADDRESS REPLY TO CAPTAIN OF THE PORT (1) AND REFER TO 6614

1944 APR 5 PM 2 28

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28 March, 1944

PORT SECURITY SECTION

AN ACP EP AX CM E F IOF L MED MIN MV NV OSO OP ORD PA P FT CSO PUB ST

1944 APR 5 PM

To: The Commandant

Via: District Coast Guard Officer, Eighth Naval District

Subj: Violation of the Oil Pollution Act of 1924, 33 USC 431-437 by S/S HAROLD T. ANDREWS, 28 February, 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 U. S. Attorney will not act in this case.

J. B. PAUL By direction

CC: DCGO, 8th Naval District U. S. District Engineer Merchant Marine Inspector in Charge

Ind-1 DCGO, 8ND (ops) 31 March, 1944

To: The Commandant

Forwarded.

E. C. WHITFIELD By direction

1944 MAR 24 PM 4 16



Department of Justice
UNITED STATES COAST GUARD
UNITED STATES ATTORNEY
Southern District of Texas

File No:
27-44,566

ADDRESS REPLY TO

CAPTAIN OF THE PORT

AND REFER TO

Houston (2), Texas

March 25, 1944

PORT SECURITY SECTION

Y. J. Gidiere

Lieutenant F. E. Simmen
Captain of the Port
United States Coast Guard Reserve
Galveston, Texas, Commandant

Dear Sir: District Coast Guard Officer, Eighth Naval District

In Re: Violation of the Oil Pollution Act, by
S/S HAROLD T. ANDREWS, owned by the
Maritime Commission... (Your File: 6614)

Reference is here made to a copy of a report bearing date March 17, 1944,
addressed to the District Engineer, U. S. Army, Galveston, Texas, re-
lative to an alleged violation of the Oil Pollution Act of 1924, occurring
at Galveston, Texas, on or about February 28, 1944, by the Merchant
Vessel S/S HAROLD T. ANDREWS.

In view of the fact that this vessel is owned by the Maritime Commission,
this office will not take any action under the Oil Pollution Act.

Yours very truly,

DOUGLAS W. MCGREGOR
United States Attorney

Incl.
Copy of file in subject case

By /s/ W. F. Leigh
Assistant

WFL/mk
DOUG, END (ops)
6614
20 March, 1944

To: The Commandant

Forwarded.

COPY

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

6614

Galveston, Texas

CAPTAIN OF THE PORT (1)

SS HAROLD T. ANDREWS

Statements were taken from John F. Lewis, chief mate; P. C. Hoyt, chief
 17 March, 1944 L. Bordeleau; and James C. Johnston. Copies of the state-
 ments, together with copy of investigator's report, are attached for
 your information. Samples of the oil were taken from the water and the
 District Engineer, U. S. Army James C. Johnston and E. W. Douglas. These
 Galveston, Texas with the originals of the statements taken, will be
 retained in this office for use by the U. S. attorney.

Sir:

This is a report of the Violation of the Oil Pollution Act of 1924, 33
 USC 431-437, by the United States Merchant Vessel SS HAROLD T. ANDREWS
 at Pier 39, Galveston, Texas, on 28 February, 1944. The facts in the case
 are as follows:

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

The Harold T. Andrews, a steam screw vessel under the United States flag,
 is owned by the Maritime Commission and operated by the War Shipping
 Administration through Lykes Brothers Steamship Company, U. S. National
 Bank Building, Galveston, Texas, who are the local agents for the vessel.
 The master is W. G. Lewis, Halliford Post Office, Matthews, Virginia.
 Bordeleau, and Johnston

On 28 February, 1944, the above vessel was moored to Pier 39, Galveston,
 Texas. While loading cargo the vessel received fuel oil from the Barge
 Sunset Uno. The fuel barge came alongside the Harold T. Andrews at 1:15 a.m.,
 connected fuel lines and began pumping fuel into the bunker tanks. At
 7:20 a.m. all of the fuel tanks were full, and bunkering operations ceased.
 At 7:30 a.m. a small quantity of oil flowed from the No. 3 double bottom
 tank through the ventilator pipes onto the deck and escaped overboard through
 the scupper holes. Similar spills occurred at 8:00 a.m. and 9:00 a.m.,
 respectively, on the same date. The chief engineer was P. C. Hoyt. The
 cause of the spill was due to a broken valve on the No. 3 bottom starboard
 tank. This was not discovered until after bunkering operations had ceased
 and the valve had been closed securely. Inasmuch as this vessel is owned
 and operated by Government Agencies, further investigation is not being made
 at this time. Our investigation does not reveal the time that the valve in
 question was broken, when it was last inspected and found to be in good
 condition or whether periodical inspections of the equipment were made. It
 may be that the Officer in Charge, Merchant Marine Inspection, U. S. Coast
 Guard, may want to make some further investigation in order to determine
 whether or not there had been negligence on the part of the officers in
 charge of bunkering operations in the inspection and maintenance of this
 equipment. Therefore, this spill is being reported to him for his inform-
 ation and action.

Galveston, Texas

6614

District Engineer, U. S. Army
17 March, 1944
SS HAROLD T. ANDREWS

Statements were taken from John F. Lewis, chief mate; P. C. Hoyt, chief engineer; Jules L. Bordelon; and James C. Johnston. Copies of the statements, together with copy of investigator's report, are attached for your information. Samples of the oil were taken from the water and the fuel tanks of the vessel by James C. Johnston and E. W. Douglas. These samples, together with the originals of the statements taken, will be retained in this office for use by the U. S. Attorney.

1. On or about 0500, 25 February, 1944, the Harold T. Andrews arrived in Galveston Harbor from the ship Sumner it had just been built at Panama City, Florida. Subject Sumner had been at sea for 23 days and underwent minor repairs and was towed to Pier #35 where she moved to Pier #33 where she took on general cargo. On the 27 February she moved to Pier #39 where she was to complete the loading of her cargo. Pier #39 extends from the shore in the direction of north and the Sumner was docked on the east side of Pier #39 with the starboard side in the direction of south.

[Handwritten signature]
Lieutenant, U. S. Coast Guard Reserve
Captain of the Port, Galveston

Incl
Copies of statements of Lewis, Hoyt, Bordelon, and Johnston
2. At about 0115, 28 February, the oil barge Sunset One arrived alongside the port side of the Harold T. Andrews and proceeded to pump oil into the Harold T. Andrews deep tanks of the Sumner. The Commandant, U. S. Coast Guard, Washington, D. C. By appointment, DCGO, Eighth Naval District, New Orleans, La. the Harold T. Andrews U. S. District Attorney, Houston, Texas Merchant Marine Inspector in Charge, Galveston, Texas

3. After all of the tanks had been filled the engineering force immediately began stripping the tanks and this process is commonly called "striking the head off the tanks". This is done by pumping a portion of the oil out of the tanks into the mother tank, and the purpose of this process is to prevent any excessive pressure forming in the tanks which might cause an overflow on deck.

4. While the tanks were being stripped a quantity of oil flowed from the #3 double bottom tank starboard through the ventilator pipes located forward and on the starboard after on to the deck and through the scupper holes down the side of the ship into Galveston Harbor. The first overflow took place about 0730, at which time sandust was applied to the deck and most of the oil was picked up from the deck. Yet, at approximately 0900 and 0900 the same date, 28 February, oil was again seen to flow from the same ventilator pipes on to the deck and over the side of the ship into the harbor.

6614

CGTF, Galveston, Texas

3 March, 1944

Subj: Oil Pollution Act by Galveston, Texas Andrews; violation of

CAPTAIN OF THE PORT (ops)

5. The Chief Engineer, P. G. Hoyt, 200523, the Second Engineer, John
6614 Edge, 125949, and the Third Engineer, Edward B. Williams, 2-336713, were
at a loss to understand how this oil could be escaping from the #3 double
bottom tank starboard because the valve at the manifold leading into the #3
3 March, 1944 closed tightly. However, after making a thorough investigation,
it was found that the valve was broken and even though it was closed
tightly, there was still a gap in the valve which allowed oil to flow into

To: Captain of the Port, Galveston, Texas causing a pressure which
forced the oil through the ventilator pipes as hereinafter mentioned. It
Subj: Oil Pollution Act by S.S. Harold T. Andrews; violation of all
flowed backward out of this #3 double bottom tank.

1. On or about 0500, 22 February, 1944, the S.S. Harold T. Andrews
arrived in Galveston Harbor from the shipyard where it had just been
built at Panama City, Florida. Subject ship proceeded to Todd's Dry port
Dock and underwent minor repairs and adjustments. On the 25 February, she
moved to Pier #35 where she took on a cargo of sulphur. From Pier #35
she moved to Pier 41, the Deperming Range, and from there she moved
to Pier 33 where she took on general cargo. On the 27 February she
moved to Pier #39 where she was to complete the loading of her cargo.
Pier #39 extends from the shore in the direction of north and the
Andrews was docked on the east side of Pier #39 with the starboard side
alongside the dock and the bow headed in the direction of south.

2. At about 0115, 28 February, the oil barge Sunset Una arrived
alongside the port side of the Harold T. Andrews and proceeded to pump
aboard approximately 10,622 barrels of residual fuel oil. By approxi-
mately 0720 all of the oil had been taken aboard by the Harold T.
Andrews. Tanks Nos. 1, 2, 3, 5 and 6, and the deep tanks of the
Andrews were completely filled with residual fuel oil.

3. After all of the tanks had been filled the engineering force
immediately began stripping the tanks and this process is commonly
called "taking the head off the tanks". This is done by pumping a
portion of the oil out of the tanks into the settler tank, and the
purpose of this process is to prevent any excessive pressure forming in
the tanks which might cause an overflow on deck.

4. While the tanks were being stripped a quantity of oil flowed
from the #3 double bottom tank starboard through the ventilator pipes
located forward and on the starboard after on to the deck and through the
scupper holes down the side of the ship into Galveston Harbor. The first
overflow took place about 0730, at which time sawdust was applied to the
deck and most of the oil was picked up from the deck. Yet, at approxi-
mately 0800 and 0900 the same date, 28 February, oil was again seen to
flow from the same ventilator pipes on to the deck and over the side of
the ship into the harbor.

6614

COTP, Galveston, Texas

3 March, 1944

Subj: Oil Pollution Act by S.S. Harold T. Andrews; violation of

5. The Chief Engineer, P. C. Hoyt, 200583, the Second Engineer, John A. Bodge, 125949, and the Third Engineer, Edward B. Malleun, Z-336713, were at a loss to understand how this oil could be escaping from the #3 double bottom tank starboard because the valve at the manifold leading into the #3 tank had been closed tightly. However, after making a thorough investigation, it was found that the valve was broken and even though it was closed tightly, there was still a gap in the valve which allowed oil to flow into the pipe leading to the #3 double bottom tank causing a pressure which forced the oil through the ventilator pipes as heretofore mentioned. It is estimated that approximately one and one-half or two barrels of oil flowed overboard out of this #3 double bottom tank.

6. At approximately 0730 the same date, oil also flowed from the after ventilator pipe on the port side of the ship which leads from the #1 port double bottom tank, however, this was a very slight spill and not over two gallons of oil was allowed to go overboard into the Harbor. The cause of this spill was due to an air pocket forming in the tank which forced the oil on to the deck.

7. The oil spill was discovered by Jules L. Bordelon (558-360, Cox, Section II, and was reported to the Harbor Patrol Office at Pier #18. James C. Johnston (587-614) Cox, and E. W. Douglas (613-292) Seale, proceeded to the scene of the spill and obtained samples of oil from the water and from the fuel tanks of the Harold T. Andrews. Upon arrival at the scene of the spill, the writer obtained statements from the Chief Engineer P. C. Hoyt, Second Engineer John A. Bodge, Third Engineer Edward B. Malleun, and Chief Mate John F. Lewis.

8. The S.S. Harold T. Andrews is a cargo ship sailing under the American flag, is owned by the Maritime Commission and operated by the War Shipping Administration. The general agents are Boland and Cornelius, 19 Rector Street, New York (6), New York. The local agents are Lykes Brothers Steamship Company, U. S. National Bank Building, Galveston, Texas. The ship is under the command of Captain W. G. Lewis, license No. 150933, Hallieford Post Office, Matthews, Virginia.

9. While making the investigation of this oil spill, the Chief Engineer and the Chief Mate were questioned as to why scupper plugs were not placed in the scupper holes to prevent the oil from going overboard. It was found that this ship was not supplied with scupper plugs upon leaving the shipyard at Panama City, Florida.

6614

COTP, Galveston, Texas

3 March, 1944

Subj: Oil Pollution Act by S.S. Harold T. Andrews; violation of

10. Pictures of the oil spill were obtained and are hereby forwarded along with the below-listed statements and the inclosed samples of oil.

My name is John F. Lewis - Chief Mate of the Steadship Harold T. Andrews. I observed that the port vent pipe was open and approximately two gallons of oil ran out of the deck.

H. W. WILSON, CBM

At 9:15 a.m. I observed fuel oil coming out of vent pipe on starboard side of midship house forward and vent pipe forward of midship house, aft of deck house. I immediately notified the 2nd Engineer of this fact. I was told the information was already

Incls:

1. Sample of oil taken from S.S. Harold T. Andrews.
2. Sample of oil taken from Galveston Harbor.
3. Pictures taken of oil spill.
4. Statement of John F. Lewis (B-148849), Chief Mate of Harold T. Andrews.
5. Statements of Philip C. Hoyt, Chief Engineer, John A. Bodge, Second Engineer (125949), and Edward D. Malleun, Third Engineer (Z-336713), of the Harold T. Andrews.
6. Statement of Jules L. Bordelon (558-360) Cox, Section II
7. Statements of J. C. Johnston (587-614) Cox, and E. W. Douglas (613-292), Sealc.

The reason the oil spilled as hereinafore stated was due to a broken valve on the #3 tank, but there was three times that the oil was allowed to flow from this tank: At approximately 7:30 a.m., 8:00 a.m., and 9:00 a.m. There was little we could do about this because the tanks had to be dewatered and thru this process the oil leaked into the #3 pipe which caused the pressure which forced the oil from the tank. We did not know that the valve was bad until approximately 9:30 a.m. In conclusion I don't say that had I known the valve was broken, the spill could have been prevented.

/s/ Philip C. Hoyt
Chief Engineer

We the undersigned have read the above statement and find it to be true and correct. We were on duty at the time of the spill and saw that the oil did go overboard.

/s/ John A. Bodge
Second Engineer (125949)

/s/ Edward D. Malleun
Third Engineer (Z-336713)

February 28, 1944
Galveston, Texas

My name is P. C. Hoyt, Chief Engineer 200583, aboard the steamship Harold T. Andrews, and my address is 69 Tenth St., Wrentham, Mass.
February 28, 1944
Galveston, Texas

At approximately 1:15 a.m. this date we began taking on bunker C fuel oil from the oil barge Sunset Una. We had the manifold valves open which lead into the 1, 2, 3, 5 and 6 tanks and we were taking oil into all of the tanks at the same time. The oil overflowed thru the port vent pipe onto the deck and approximately two gallons of oil ran down the port side of the deck.

At 9:15 a.m. I observed fuel oil coming out of vent pipe on starboard side of midship house forward and vent pipe forward of midship house, aft of deck house. I immediately notified the 2nd Engineer of this fact. I was told the information was already known. Then I watched to see how much oil would run out and assume it to be about 2 barrels or 110 gals. Sawdust was immediately applied to the oil and much of it was kept from running overboard by the Engine Room dept.

At this time we had taken on all /s/ John F. Lewis (B-148849) barge Sunset Una and immediately began striking tanks which were full. This is commonly called taking the tanks. This is done by pumping oil out of these tanks into the settler tank. This is done in order to prevent any excessive pressure forming in the tanks which might cause an overflow on deck.

The reason the oil spilled as heretofore stated was due to a broken valve on the #3 tank, but there was three times that the oil was allowed to flow from this tank: At approximately 7:30 a.m. 8:00 a.m. and 9:00 a.m. There was little we could do about this because the tanks had to be stripped and thru this process the oil leaked into the #3 pipe which caused the pressure which forced the oil from the tank. We did not know that the valve was bad until approximately 9:30 a.m. In conclusion I might say that had I known the valve was broken, the spill could have been prevented.

/s/ Philip C. Hoyt
Chief Engineer

We the undersigned have read the above statement and find it to be true and correct. We were on duty at the time of the spill and saw that the oil did go overboard.

/s/ John A. Bodge
Second Engineer (125949)

/s/ Edward B. Malleum
Third Engineer (Z-336713)

February 28, 1944
Galveston, Texas

My name is P. C. Hoyt, Chief Engineer 200583, aboard the steamship Harold T. Andrews, and my address is 69 Taunton St., Wrentham, Mass.
Galveston, Texas

At approximately 1:15 a.m. this date we began taking on bunker C fuel oil from the oil barge Sunset Una. We had the manifold valves open which lead into the 1, 2, 3, 5 and 6 tanks and we were taking oil into all of the tanks at the same time. At approximately 6:30 or 7:00 a.m. the #1 tank overflowed thru the port vent pipe onto the deck and approximately two gallons of oil ran down the port side of the deck. Most of this oil was prevented from going overboard by our throwing sawdust on deck and absorbing the oil. The cause of this overflow was due to an air pocket in the tank.

At approximately 7:30 a.m. same date there was approximately one and one-half barrels of oil which overflowed on starboard deck of midship deck forward from vent. pipe leading from #3 double bottom tank starboard. Upon investigating this spill, it was found that the cause was due to the #3 valve in manifold being broken thus allowing oil to continue to run into this tank when we thought it had been cut off.

At this time we had taken on all the oil called for from the barge Sunset Una and immediately began stripping our tanks which were full. This is commonly called taking the head off the tanks. This is done by pumping oil out of these tanks into the settler tank. This is done in order to prevent any excessive pressure forming in the tanks which might cause an overflow on deck.

The reason the oil spilled as herefore stated was due to a broken valve on the #3 tank, but there was three times that the oil was allowed to flow from this tank: At approximately 7:30 a.m. 8:00 a.m. and 9:00 a.m. There was little we could do about this because the tanks had to be stripped and thru this process the oil leaked into the #3 pipe which caused the pressure which forced the oil from the tank. We did not know that the valve was bad until approximately 9:30 a.m. In conclusion I might say that had I known the valve was broken, the spill could have been prevented.

/S/ Philip C. Hoyt
Chief Engineer

We the undersigned have read the above statement and find it to be true and correct. We were on duty at the time of the spill and saw that the oil did go overboard.

/S/ John A. Bodge
Second Engineer (125949)

/S/ Edward D. Malleun
Third Engineer (Z-336713)

U. S. COAST GUARD BARRACKS
Galveston, Texas

28 February, 1944

Feb. 28, 1944

We, James C. Johnston, Cox'n (587-614) and E. W. Douglas, Sealc (613-292) U.S.C.G.(R) are stationed at the Coast Guard Barracks in Galveston, Texas. Both attached to the Captain of the Port. Upon arriving pier 40 at 1147, I was notified by Callahan, a P.O. of Section #1 from 35 to 41 of oil spills on the Harold T. Andrews having occurred earlier in the morning.

At about 1240 on Feb. 28 the Petty Officer, J. L. Bordalon, Cox (558-360) in charge of pier 39 and reported that I immediately proceeded to Pier 39 where the Andrews was tied up. There was a considerable amount of oil on the deck and water, this oil having run overboard amidships on the starboard side.

I, James C. Johnston went to pier 39 and found approximately one and one-half barrels of fuel oil between the starboard side of the Harold T. Andrews and the dock. I at once with the help of E. W. Douglas took a sample of the oil in the water and then reported the matter to Mr. Paul who in turn referred Mr. Wilson U.S.C.G. to complete the investigation.

/s/ Jules L. Bordalon (558-360) Cox
Section 2

I, E. W. Douglas, was standing assigned to gangway watch aboard the Harold T. Andrews on the above mentioned date. When Johnston came to pier 39 to take samples of the oil pollution I assisted him in securing samples from both the spill and the ship's fuel tanks.

/s/ J. C. Johnston, Cox

/s/ E. W. Douglas, Sealc

28 February, 1944

We, James C. Johnston, Cox'n (587-614) and E. W. Douglas, Sealc (613-292) U.S.C.G.(R) are stationed at the Coast Guard Barracks in Galveston. We are both attached to the Captain of the Port Detail.

At about 1240 on Feb. 28 the Petty Officer, J. L. Bordelon, Cox (558-360), in charge of pier 39 phoned pier 18 and reported that there was an oil spill in the slip of pier 39 and that the oil was coming from the Harold T. Andrews moored at pier 39.

I, James C. Johnston went to pier 39 and found approximately one and one-half barrels of fuel oil between the starboard side of the Harold T. Andrews and the dock. I at once with the help of E. W. Douglas took a sample of the oil in the water and then reported the matter to Mr. Paul who in turn sent Chief Wilson C.B.M. to complete the investigation.

I, E. W. Douglas, was standing assigned to gangway watch aboard the Harold T. Andrews on the above mentioned date. When Johnston came to pier 39 to take samples of the oil pollution I assisted him in securing samples from both the spill and the ship's fuel tanks.

/S/ J. C. Johnston, Cox

/S/ E. W. Douglas, Slc