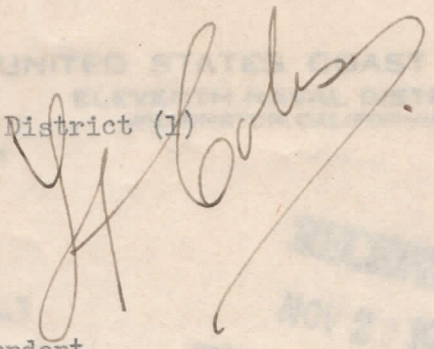


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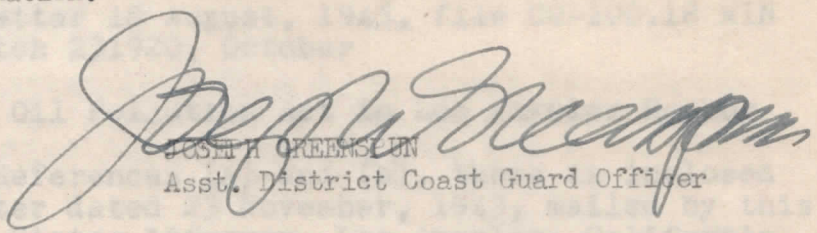
PORT SECURITY SECTION

4 December, 1943

To: The Commandant

Subj: Violation of Oil Pollution Act in Los Angeles Harbor by the HARVEY
W. WILEY, 20 November, 1943.

Forwarded for HQ information.



JOSEPH H. GREENSTEIN
Asst. District Coast Guard Officer

Violation of Oil
1. Pursuant to Department of the Interior, Bureau of Land Management, Los Angeles, California, reporting a case of oil pollution involving the ship "Harvey W. Wiley" which occurred in Los Angeles Harbor on 20 November, 1943. This ship is owned by the War Shipping Administration.
2. Details of the case are set forth in the enclosed letter.

Incl
Letter 23 November, 1943
to U. S. Attorney

UNITED STATES COAST GUARD
ELEVENTH NAVAL DISTRICT
WILMINGTON, CALIFORNIA

ADDRESS REPLY TO
THE CAPTAIN OF THE PORT
LOS ANGELES (1)
REFER TO FILE: 661

U. S. COAST GUARD
MARINE INSPECTION
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DISTRICT COAST GUARD OFFICER
ELEVENTH NAVAL DISTRICT

LONG BEACH, CALIFORNIA

23 November, 1943

To: The Commandant, USCG

Via: DCGO, 11th Naval District

Refs: (a) HQ (1) letter 18 August, 1943, file CG-100.18 MIN
(b) HQ Dispatch 231920, October

Subj: Violation of Oil Pollution Act in Los Angeles Harbor

1. Pursuant to References (a) and (b), there is inclosed herewith copy of letter dated 23 November, 1943, mailed by this office to the United States Attorney, Los Angeles, California, reporting a case of oil pollution involving the ship "Harvey W. Wiley" which occurred in Los Angeles Harbor on 20 November, 1943. This ship is owned by the War Shipping Administration.

2. Details of the case are set forth in the inclosed letter.

C. B. GELLY

Incl
Letter 23 November, 1943
to U. S. Attorney

COTP, Los Angeles UNITED STATES COAST GUARD
661 ELEVENTH NAVAL DISTRICT
23 November, 1943 WILMINGTON, CALIFORNIA

ADDRESS REPLY TO
THE CAPTAIN OF THE PORT
LOS ANGELES (1)
REFER TO FILE: 661

Samples of the oil taken from the water near the ship at the time of the spill, and photographs of the scene, are now at 23 November, 1943 will be furnished upon request.

Coast Guard personnel, attached to this office, are with-
United States Attorney Jack Quinn, seaman 1st class, Tom
Federal Building 1st class, and Charles L. D. Special-
Los Angeles, California. Persons are reported as witnesses:
R. A. McFarland, dock foreman, Shell Oil Company, and Harold H.
Dear Sir: seaman on the ship, and Peter Hanson, U. S. COAST GUARD
MARINE INSPECTION
RECEIVED
DEC 1 - 1943
LONG BEACH, CALIFORNIA

In accordance with instructions from U. S. Coast Guard Head- to
quarters, the following is reported to you as a violation of
the Federal Oil Pollution Act of June 7, 1924 (33 U. S. Code,
Sections 431-437). May for your action.

At about 9 p.m., on the evening of 20 November, 1943, oil was
permitted to be discharged into the navigable waters of Los
Angeles Harbor from the ship "Harvey W. Wiley" while it was
moored to the Shell Oil Company dock at Berth 168, Los Angeles
Harbor. This vessel is of United States registry, stated to be
approximately 7,248 gross tons and 4,384 net tons, and uses oil
for fuel. She is owned by the United States of America, repre-
sented by the War Shipping Administration, Washington, D. C.,
and operated by Pacific Tankers, San Francisco, California.
The master of the vessel on the date of the discharge was
Lester Johnson, who was not aboard at the time. The mate on
duty at the time was Peter Hanson, U. S. Coast Guard

Captain of the Port, Los Angeles
Coast Guard personnel who witnessed this oil spill report that
upon arriving at the ship shortly after 9 p.m., on the evening
of 20 November, 1943, oil was spilling over the side of the
ship at a rapid rate. Oil loading operations were under way
at the time of the spill, and apparently the tank of the ship
which was being loaded had been left unattended, and became
filled beyond capacity so that the over-flow forced oil out on
the deck and thence overboard. Coast Guard witnesses report
that mate Peter Hanson was in charge of the loading, but that
he had left the tank unattended. These witnesses further re-
port that Hanson appeared to be under the influence of intoxi-
cants, and was in no condition to supervise the oil loading.
While it is difficult for the witnesses to form an estimate of
the exact amount of oil which went into the water, they state
that the over-flow covered an area in the water approximately
250' X 60'.

COTP, Los Angeles
661
23 November, 1943

Samples of the oil taken from the water near the ship at the time of the spill, and photographs of the scene, are now at this office, and will be furnished upon request.

Coast Guard personnel, attached to this office, who were witnesses of the spill, are Jack Quinn, seaman second class, Tom Gentry, seaman first class, and Charles L. Dice, chief specialist. The following civilians are reported as witnesses: R. A. McFarland, dock foreman, Shell Oil Company, and Harold R. Zarn, A.B. seaman on the ship, and Peter Hansen.

Because violations of the Oil Pollution Act present a menace to port security and war shipping through fires in harbors, this office has been instructed to report all such cases to the United States Attorney for your action.

Please acknowledge receipt of this letter. Any further information relating to this matter will gladly be furnished on your request.

Yours very truly,

G. B. GELLY
Commander, U. S. Coast Guard
Captain of the Port, Los Angeles

CC:
CG Headquarters
DCGO, 11th Naval District
U. S. District Engineer