

Mr. Stanger *RCs*

UNITED STATES COAST GUARD

Galveston, Texas

25 October, 1944

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



ADDRESS REPLY TO

CG OPERATING BASE (1)

AND REFER TO File: 6614

RECEIVED

OCT 27 1 00 PM '44

MERCHANT MARINE
INSPECTION DIVISION

NOV 6 PM 2 11

8-7

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 J. D. YEAGER, 18 October, 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.

L. A. Welsh

L. A. WELSH

Incl.

Copy of file in subject case.

Ind-1

DCGO, 8ND (ops)
30 October, 1944

To: The Commandant (OPS)

Forwarded.

J. J. Gidiere

J. J. GIDIERE
By direction

CAPTAIN OF THE PORT (1)
6614

Galveston, Texas
October 25, 1944

District Engineer, U. S. Army
Galveston, Texas

Sir:

This is a report of violation of the Oil Pollution Act of 1924, 33 USC, 431-437, by the United States Merchant Vessel J. D. YEAGER, at Pier 41, Galveston, Texas on 18 October, 1944. The facts in the case are as follows:

The J. D. YEAGER, a cargo vessel under the United States flag, is owned by the War Shipping Administration and operated through the North Atlantic and Gulf Steamship Company, Incorporated, 120 Wall Street, New York City, New York, general agents through Lykes Brothers Steamship Co., Inc., U. S. National Bank Building, Galveston, Texas, who are the local agents for the vessel. The master is R. B. Armstrong of 93 South Highwood Avenue, Green Wook, New Jersey.

On the morning of 18 October, 1944, while the J. D. Yeager was at Pier 41, pumping operations were commenced for the purpose of transferring fuel oil from the No. 3 tank to the No. 1 double-bottom tank. During the process of this operation, oil overflowed from the port and starboard air vents and sounding pipes at the forward end of the vessel. It is estimated that about one barrel of oil escaped onto the deck in this manner and that several gallons flowed overboard through the scuppers into the water. The spill apparently resulted from a failure to cut off the pump when the No. 1 double-bottom tank reached its capacity. This case was reported to the Officer in Charge, Marine Inspection, U. S. Coast Guard, for his information and action.

Statements were taken from Albert D. Jamison, chief engineer and from Edward Fisher, first assistant engineer of the vessel. Copies of said statements, together with copy of the report of the investigator, are inclosed for your information. Samples of the oil were taken from the water and from the forward deck of the vessel. These samples, together with the originals of the statements taken, will be retained in this office for use by the U. S. Attorney.

By direction of the Captain of the Port, Galveston, Texas.

Yours very truly,

F. E. SIMMEN

Lieutenant, U. S. Coast Guard Reserve

CC: The Commandant, U. S. Coast Guard, Washington, D. C.
DCGO, SNO, New Orleans, La.
U. S. District Attorney, Houston, Texas
Officer in Charge, Marine Inspection, Galveston, Texas

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CAPTAIN OF THE PORT (ops)

Galveston, Texas

20 October, 1944

6614 at 11 inches, the pump was slowed down, however, a short time later oil ran out of the two vents and sounding pipes forward. I estimate that about a barrel spilled on deck and about fifteen gallons ran through the two pipes on the side of the ship, and into the water.

To: Captain of the Port, Galveston, Texas

Subj: Oil Pollution Act - J. D. YEAGER; violation of

1. This case involves the J. D. YEAGER, an American cargo ship. This ship is owned by the War Shipping Administration, Washington, D. C. and the general agent is the North Atlantic and Gulf Steamship Co. Inc., 120 Wall St., New York City, N. Y. The local agent is the Lykes Bros. Steamship Co. Inc., U. S. National Bank Bldg., Galveston, Texas.
2. The J. D. YEAGER is under the command of R. B. Armstrong, 93 S. Highwood Avenue, Green Woch, New Jersey. His license number is #158202, issued in New York City, New York.
3. The J. D. YEAGER arrived in Galveston 16 October, 1944, took on sulphur at the sulphur dock and then shifted to Pier 5 to take on oil on 17 October, and 18 October. Also, on 18 October she shifted to Pier 41, with her bow facing the channel.
4. The writer was notified of the oil spill at Pier 41 by Pier 18 at 12:30 P.M. October 18, 1944. I went to Pier 41 and observed oil in the water on the port side between the ship and the pier. I also observed a small amount of oil on the starboard side of the ship. Oil had run through three scupper holes on the port side and one scupper hole on the starboard side. When I went aboard I noticed oil on deck from the two forward air vents and the sounding pipes on the port and starboard side. This oil ran back along the side toward the midship for about twenty feet and ran through the scupper holes that were left open.
5. The oil spill occurred about noon on 18 October, 1944, when the engineers were pumping oil from No. 3 tank to No. 1 double-bottom tank. This is a new ship and No. 1 tank has never been filled with oil before. The reason for pumping oil from No. 3 tank to No. 1 was to test the oil line valve for tightness and to test the tank for any possible leak. I understand that all new tanks must be tested properly before loading to prevent any leak which might damage the cargo. This regulation is orders from the Port Engineer. According to the information I received, one engineer was stationed at the pump and two engineers were taking the sounding. The Chief Engineer gave instructions to slow down the pump when the reading was 3 feet 11 inches in the sounding pipe. When the tank has a reading of 3 feet 11 inches there should be 863 barrels (42 gallons) of oil in the tank. When the tank is full, the reading is 6 feet 9 inches and holds 896 barrels of oil. When the tank reading was

COTP, Galveston, Texas

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20 October, 1944

Oct. 18, 1944

3 feet 11 inches, the pump was slowed down, however, a short time later oil ran out of the two vents and sounding pipes forward. I estimate that about a barrel spilled on deck and about fifteen gallons ran through the scupper holes, down the plates on the side of the ship, and into the water. License number 112983.

6. The writer returned to the J. D. YEAGER on 19 October, 1944, to get the sounding in tank No. 1. I talked with Robert T. Neal, 2nd asst. engineer. His home address is 51 E. 100th St., Chicago, Illinois, and held an engineer's license #85951, issued in Houston, Texas, 18 September, 1944. I was present when he took the sounding reading in No. 1 tank. The starboard side measured 6 feet 3 inches and the port side 6 feet 2 inches, which would leave a clearance of six and seven inches or seven barrels. Mr. Neal said the pump pressure was from 25 to 30 pounds until the tank reading reached 3 feet 11 inches and then he cut the pump pressure down to eight pounds. He said that he was having lunch when the spill occurred and at no time was there less than two engineers on duty. prevent the oil from running in the water. The scupper holes were not closed. I estimate that about 1 barrel (42 gals.) ran on deck

7. Pier 18 notified the Merchant Marine Hearing Unit on 18 October, 1944, at about noon of the oil spill.

8. At 12:35 on 18 October, 1944, oil samples were taken from the forward deck of the J. D. YEAGER and from the water on the port side of the ship by J. W. Anderson (589-148) CSp, USCGR and George C. Domingue (650-668) BMlc, USCGR. The samples were then taken by J. W. Anderson and George C. Domingue to the fog tower, Ft. Point, and placed under lock and key. Signed statements were received from Albert D. Jamison, Chief Engineer, and Edward Fisher, 1st asst. engineer, aboard the J. D. YEAGER, and are forwarded herewith for your information and guidance.

R. C. BAGBY, CSp

Incls.

1. Statement of Albert D. Jamison, Chief Engineer of the J. D. YEAGER.
2. Statement of Edward Fisher, 1st asst. engineer of the J. D. YEAGER.

Oct. 18, 1944

Oct. 18, 1944

My name is Edward Fisher, 1st asst. engineer aboard the J. D. YEAGER. My home address is Bines Creek, N. C. and have engineer's license number 112988. San Francisco, Cal. The J. D. YEAGER is owned by the War Shipping Administration, Washington, D. C., and the We had the oil spill about noon on Oct. 18, 1944. I was instructed to take the soundings in tank No. 1 double-bottom and to slow the pump down at a reading of 3 ft. 11 inches. The 2nd engineer took the reading and when it reached 3 ft. 11 inches he slowed the pump Thldown. After he slowed the pump down he instructed 3rd asst. engineer of the sounding. The first asst. engineer turned the pump off so that the 3rd engineer could check the 2nd asst. engineer's soundings; as he started to the sounding pipe he discovered oil running out of all the vents and sounding pipe on the port and starboard side forward. He yelled to me to turn the pump off but it had already been turned off. We both went on deck and closed the scupper with waste to prevent the oil from running in the water. The scupper holes were not closed. I estimate that about 1 barrel (42 gals.) ran on deck and a few gallons ran into the water. When the tank to slow the pump down when the tank sounding reached 4 feet. When the sounding was The oil was on the port and starboard side of the deck forward. We were pumping this oil from No. 3 tank to No. 1 to test the tank. The only reason that I can give is that there was probably an air pocket. I have been an engineer on ships for the past 7 years; this is my first oil spill. Tank No. 1 full reads 6 ft. 11 inches. station. This oil ran back from the forward vents for about 15 ft. I saw oil in the water on the port side and cannot say whether the scupper holes were closed or not.

The reason for pumping oil from No. 3 tank to No. 1 to test the valve for tightness leading to No. 1 and 2 deep tanks as orders from the Port Engineer. I estimate that about 2 barrels of oil spilled on deck (42 gallons per barrel) and about 5 to 10 gallons of oil spilled the port side. I have been sailing for 17 years and have never had an oil spill since I have been chief engineer. The tank full is 6 ft. 9 inches and holds 87 barrels.

Y

/s/ Albert B. Jackson

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Oct. 18, 1944

My name is Albert D. Jamison, Chief Engineer, aboard the J. D. YEAGER. My home address is 740 S. Cusson, Los Angeles, Cal., and my license number is A-7451 issued in San Francisco, Cal. The J. D. YEAGER is owned by the War Shipping Administration, Washington, D. C., and the general agent is the North Atlantic and Gulf Steamship Co., Inc., 120 Wall St., New York City, N. Y. The local agent is the Lykes Bros. Steamship Co., Galveston, Texas.

This is a new ship and we put oil in No. 3 double bottom, No. 3 deep, and No. 5 double-bottom on the port and starboard side for the first time at Pier No. 5 on Oct. 17 and Oct. 18, 1944. We arrived Oct. 16, went to Todd's Shipyard and then to the Sulphur Dock to take on sulphur.

On Oct. 18, 1944, between 10:00 a.m. and 12:00 a.m. I started pumping oil from tank No. 3 to No. 1 double-bottom. I stationed my first asst. engineer at the pump and my 2nd and 3rd asst. engineer taking the sounding. I instructed the men watching the tank to slow the pump down when the tank sounding reached 4 feet. When the sounding was 3 ft. 11 inches in No. 1 double-bottom tank, the 2nd asst. engineer notified the 1st asst. engineer to slow the pump. I was having lunch and cannot say whether the oil spilled on the deck was before or after the pump was slowed down. I came out immediately and saw oil on the port and starboard side on deck from the forward gun station. This oil ran back from the forward vents for about 15 ft. I saw oil in the water on the port side and cannot say whether the scupper holes were closed or not.

The reason for pumping oil from No. 3 tank to No. 1 tank was to test valve for tightness leading to No. 1 and 2 deep tanks as orders from the Port Engineer. I estimate that about 2 barrels of oil spilled on deck (42 gallons per barrel) and about 5 to 10 gallons of oil spilled the port side. I have been sailing for 17 years and have never had an oil spill since I have been chief engineer. The tank full is 6 ft. 9 inches and holds 896 barrels.

/s/ Albert D. Jamison

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