

MR



UNITED STATES COAST GUARD

ADDRESS REPLY TO
CAPTAIN OF THE PORT
NEW ORLEANS, LOUISIANA RECEIVED
AND REFER TO CG-6614

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

1944 AUG 7 PM 2 04

1 August, 1944

London to Jess
SS Joshua Kennedy

AN ACP BP AX CM E
F G H I J K L M N O P Q R S T

To: PORT SECURITY SECTION
THE COMMANDANT (ops)

Via: DCGO, 8th Naval District (ops)

Subj: Oil Pollution Act, 1924; violation of

1. Forwarded herewith for your information is report of violation of Oil Pollution Act, 1924 (U.S.C. Title 33, Sec. 431-437), furnished in compliance with General Order No. 7, U. S. Treasury Department, U. S. Coast Guard, dated 2 September, 1941.

2. Analysis of oil discharged into the Mississippi River, together with analysis of oil from vessel, has been forwarded with report to the District Engineer, War Department. Copy of report has been forwarded to U. S. Attorney.

P. A. Short
P. A. SHORT

- Incl.
- 1. Report of W. A. Sickinger - 27 July, 1944
 - 2. U. S. Customs Laboratory Report #1901/2 - 26 July, 1944

Ind-1
DCGO, 8ND (ops)
6614
3 August, 1944

To: The Commandant (OPS)

Forwarded.

J. J. Gidiere
J. J. GIDIERE
in direction

CAPTAIN OF THE PORT
NEW ORLEANS, LOUISIANA

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3 August, 1944

To: The Commandant (OPS)

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J. J. GIDIERE

By direction

New Orleans, La.
27th July, 1944.

To:- Commanding Officer, Coast Guard Base,
Customhouse, New Orleans, Louisiana.

Subject:- Discharge of oil into the Mississippi River by the
S. S. JOSHUA HENDY, at Todd-Johnson Dry Docks on
17th July, 1944.

1. Relative to subject, investigator received information from Captain of the Port Office that there had been a discharge of oil into the Mississippi River at the Todd-Johnson Dry Docks (Lower), by the S. S. JOSHUA HENDY. Proceeded to the scene where I met Mr. Geo. S. Norman, Plant Protection Superintendent, and together we made an inspection of the vicinity. It was indicated that the HENDY was the vessel responsible for the discharge for between the starboard side of the ship and the docks there was a considerable quantity of oil. On the surface of the water beneath the wharf structure, there was a heavy coating of oil. Water lines on the wharf were being directed at the oil in an effort to wash it out from under the wharf. Although a greater part of the oil remained under the wharf at the time investigator arrived at the scene, I was informed by Mr. Norman that quite a bit had been successfully washed away from the dock end into the current in the river. Mr. Norman was of the opinion that there must have been at least five barrels discharged into the water. The quantity of oil present at the time of writer's inspection revealed that there was still present just a slightly smaller amount.

2. An examination of the starboard side of the vessel from the docks revealed no trace of where the oil may have flowed over the side of the ship and then into the water. Upon boarding the vessel it was determined that the discharge outlets on the vessel are beneath the water line. Upon inquiry regarding the discharge of oil it was learned that on 17th July, 1944, at about 4:00 p.m., the Chief Engineer ordered the Second Asst. Engineer to pump out the number two fuel tank. Prior to this time a test had been made of the tank and there was an accumulation of oil and water in the tank and in the fuel transfer line and in the fuel transfer pump which was used to pump out the tank. It was during the operation of pumping out the tank that the oil in the tank, in the line and in the pump, was discharged into the river. The Chief Engineer estimated that not more than two barrels of oil went into the river.

3. The Chief Engineer was questioned by investigator and he voluntarily made and signed the following statement;

"My name is Richard Jos. Mullen, and I reside in no. 957

S.S. JOSHUA HENDY
Todd-Johnson.

27 July, 1944.
Page No. 2.

Madison Street, Albany California. I am presently sailing on board the S. S. JOSHUA HENDY, property of the Coastwise (Far East) Lines, Pier 35, San Francisco, California, as Chief Engineer. Lyles Bros., are the New Orleans representatives of the Far East Lines. I would state that on July 17, 1944, at about 4:00 p.m., it became necessary to pump out the contents of the number two fuel tank after a test had been made of the tank. The number two fuel tank comprises a port and starboard tank and these two tanks are connected only through valves in the engine room. I gave orders at the above time and on the above date to the second assistant engineer to pump out the tanks by using the fuel transfer pump. The pump is connected to the fuel tanks in question and leads into the overboard discharge line whose outlet is located on the starboard side of the ship below the water line. At the time, my ship was moored to the main wharf of Todd-Johnson Dry Docks, headed downstream. In the fuel tank in question there was some water and some oil and in the transfer line there was a quantity of oil. This oil and water content was pumped overboard into the river and came up on the water between the starboard side of the ship and the docks, and went under the docks. In my opinion there was about two barrels of oil that went into the river. The oil was mixed with water as it went overboard. Prior to the time I issued the orders to the second assistant engineer, I anticipated that there might be some oil getting into the river and I gave the second specific instructions to shut down the pumps immediately should oil get into the river. This he failed to do.

Signed: Richard J. Mullen, Chief Engineer."

Witnesses:

Geo. S. Norman.

Wm. A. Sickinger, C. Sp., (PS), USCGR.

4. From the second assistant engineer the following statement was taken:

"My name is Elmore O. Lanzaux, and I reside in no. 1240 Esplanade Ave., New Orleans, La. I am presently attached aboard the S. S. JOSHUA HENDY as Second Assistant Engineer. I would state that on 17th July, 1944, at about 3:30 p.m., the Chief Engineer ordered me to pump out the number two fuel tank. He told me that this tank contained water and also informed me to watch the discharge and should oil appear that I was to close down the pump immediately. Now the overboard discharge line through I was pumping is located on the starboard side of the ship and is below the water line. After starting up the fuel transfer pump, and after the operation of pumping out the tank began, I came up out of the engine room and went to the starboard side of the ship, about midships on the main deck, watching to see if oil would appear.

LABORATORY REPORT

U. S. CUSTOMS LABORATORY

S. S. JOSHUA HENDY
Todd-Johnson.

27 July, 1944.
Page No. 3.

Sample of

Submitted by

Entry No.

Importer

Required

Other data

Within a very short time, say several minutes, oil began to appear on the water and I immediately went below and closed down the pump. Within the time that the pump was in operation, the fuel tank in question was pumped about dry. In my opinion there was about one and one half barrels of oil to get into the river. The oil which reached the river was a mixture of oil and water. The pump was operated for a period of about 10 minutes at most. I have read the above statement and I find it to be true and correct in detail.

Signed: H. O. Larsaux, 2nd Asst.

Witnesses:

REPORT

Geo. S. Norman, and one sample of oil-water mixture.
Wm. A. Sickinger, C.Sp., (PS), USCCR.

5. A statement was also secured from the Chief Mate aboard the Hendy. He knew little regarding subject however, his statement appears below.

My name is Trygve Rustad, and I reside in no. 411 East 78th Street, New York, New York. I am presently sailing aboard the S. S. JOSHUA HENDY, property of the Far East & Pacific Coastwise Line of San Francisco, California, as Chief Officer. The Lykes Bros., S. S. Co., is the New Orleans representative of the California Company. All I know about the oil getting into the river from my ship is that I heard the Chief Engineer; the First Asst. Engineer and the Second Asst. Engineer talking about some oil having been in a pipe and that when the water was pumped out the oil came out of the ship into the river. When I heard the above men speaking about the oil it was during the night of 17 July, 1944. I do not remember the time.

Signed: Trygve Rustad, Ch. Mate.

Witnesses:

Geo. S. Norman.
Wm. A. Sickinger, C.Sp., (PS), USCCR.

6. A sample of the oil under the main wharf of Lower Todd-Johnson Dry Docks was secured by Ray Spitafofen, 717 Nunes St., Algiers, La., a Lieutenant in the Dry Dock Fire Department. Another sample was secured from the ship's fuel supply for it was same type of oil which had been in the number two tank. That tank was dry when investigator boarded the ship. Both samples were submitted to the U. S. Customs Laboratory and a copy of their report accompanies this investigation.

Wm. A. Sickinger
Wm. A. Sickinger, C.Sp., (PS), USCCR.

LABORATORY REPORT

LAB. NO. 1901/2
2 samples

U. S. CUSTOMS LABORATORY

New Orleans, La., 7/26/44, 19

Sample of OIL & OIL-WATER MIXTURE Received 7/18/44

Submitted by Sickinger Div. _____ Div. No. _____ Port N.O.

Entry No. U. S. Coast Guard Marks Sample taken from S.S. JOSHUA HENRY 7/18/44 while moored to Todd Johnson Main wharf; sample taken from Todd Johnson Main Wharf. - 7/18/44

Importer _____ Maker _____ Origin _____

Required Analysis.

Other data _____

REPORT

One sample of oil and one sample of oil-water mixture.

Sample	Taken from <u>S.S. JOSHUA HENRY</u>	Taken from <u>under wharf</u>
Volume of sample	400 ml	500 ml
Percent oil	100%	50%
Analysis of oil:		
Specific Gravity (30 C)	0.958	0.960
Saponification test	Mineral oil	Mineral oil
Initial boiling point	190 C	200 C

These analyses show that these oils are petroleum oils having similar characteristics.

WEP

George E. Beavers, Acting Chief Chemist.

New Orleans, La.
18 July, 1944

My name is Elmore O. Lanoux, and I reside in No. 1240 Explanade Ave., New Orleans, La. I am presently attached aboard the S. S. JOSHUA HENDY as Second Assistant Engineer. I would state that on 17th July, 1944, at about 3:30 p.m., the Chief Engineer ordered me to pump out the number two fuel tank. He told me that this tank contained water and also informed me to watch the discharge and should oil appear that I was to close down the pump immediately. Now the overboard discharge line through which I was pumping is located on the starboard side of the ship and is below the water line. After starting up the fuel transfer pump and after the operation of pumping out the tank began, I came up out of the engine room and went to the starboard side of the ship, about midships on the main deck watching to see if oil would appear. Within a very short time, say several minutes, oil began to appear on the water and I immediately went below and closed down the pump. Within the time the pump was in operation, the fuel tank in question was pumped about dry. In my opinion there was about one and one-half barrels of oil to get into the river. The oil which reached the river was a mixture of oil and water. The pump was operated for a period of 10 minutes at most. I have read the above statement and I find it to be true and correct in detail.

and the doctor and went under the decks. In my opinion there was about two barrels of oil that went into the river. Signed: E. O. Lanoux, 2nd Asst. Prior to the time I issued the orders to the second assistant engineer, I anticipated that there might be some oil getting into the river and

Witnesses: a second specific instructions to shut down the pumps immediately into the river. This he failed to do.
Geo S. Norman
Wm A. Sickinger, C.Sp.(PS) USCGR

Signed: Richard J. Hallen
Chief Eng.

Geo. S. Norman
Wm A. Sickinger, C.Sp.(PS) USCGR

CERTIFIED TO BE A TRUE COPY.

Will Edwards
W. D. EDWARDS, JR. Lieut. USCGR

W. D. Edwards, Jr.
W. D. EDWARDS, JR. Lieut. USCGR

New Orleans, La.
18 July, 1944

My name is Richard Jos. Mullen, and I reside in No. 957 Madison Street, Albany California. I am presently sailing on board the S. S. JOSHUA HEDDY, property of the Coastwise (Far East) Lines, Pier 35, San Francisco, California, as Chief Engineer. Lykes Brog., are the New Orleans representatives of the Far East Lines. I would state that on July 17, 1944, at about 4:00 p.m., it became necessary to pump out the contents of the number two fuel tank after a test had been made of the tank. The number two fuel tank comprises a port and starboard tank and these two tanks are connected only through valves in the engine room. I gave orders at the above time and on the above date to the second assistant engineer to pump out the tanks by using the fuel transfer pump. This pump is connected to the fuel tanks in question and leads into the overboard side of the ship below the water line. At the time, my ship was moored to the main wharf of Todd-Johnson Dry Docks, headed downstream. In the fuel tank in question there was some water and some oil and in the transfer line there was a quantity of oil. This oil and water content was pumped overboard into the river and came up on the water between the starboard side of the ship and the docks and went under the docks. In my opinion there was about two barrels of oil that went into the river. The oil was mixed with water as it went overboard. Prior to the time I issued the orders to the second assistant engineer, I anticipated that there might be some oil getting into the river and I gave the second specific instructions to shut down the pumps immediately should oil get into the river. This he failed to do.

Signed: Richard J. Mullen
Chief Eng.

WITNESSES:

Geo. S. Norman
Wm A. Sickinger, C.Sp.(PS) USCGR

CERTIFIED TO BE A TRUE COPY.

W. D. Edwards Jr.
CERTIFIED TO BE A TRUE COPY.

W. D. Edwards Jr.
W. D. EDWARDS JR. Lieut. USCGR

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Signed: Trygve Rustad
Ch. Mate

Witnesses:

Geo. S. Norman
Wm. A. Sickinger, C.Sp.(PS) USCGR

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W. D. Edwards, Jr.
W. D. EDWARDS, JR. Lieut. USCGR