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Ind-3
ODCGO, 8ND (1)
6614
14 August, 1945

To: The Commandant

Subj: Oil Pollution Act Violation - Luckenbach Steamship Company

Approved and forwarded for the consideration of Headquarters. In accordance with Headquarter's present policy, copies have not been forwarded to the U. S. Engineers and U. S. Attorney, as required by Headquarter's letter, 18 August, 1943 (L) (CG-100.18 MIN), but are submitted herewith for forwarding by Headquarters to those offices.

J. H. BYRD
J. H. BYRD
Asst. DCGO

CG HQ (L) 105
Ind-4
21 August, 1945

To: DCGO, 8 ND

1. Returned.

2. In view of the conclusion of the Examining Officer, MMHU, in this case, and certain characteristics indicating the accidental nature of the pollution, it is directed that statutory action not be resorted to, but that the DCGO, 8 ND, address a letter to the agents of the vessel involved calling attention to the spill and urging additional caution in this important regard.

L.T. CHALKER
Assistant Commandant

UNITED STATES COAST GUARD
OFFICE OF MARINE INSPECTION.
GALVESTON, TEXAS

U. S. COAST GUARD
SUPERVISIN' MERCHANT MARINE INSPECTOR
RECEIVED
AUG 13 1945
NEW ORLEANS, LA.

Address Reply to
Senior Hearing Officer
Merchant Marine Hearing Unit
Refer to file O/P No. 5

9 August 1945

To: DCGO, 8th Naval District (omi)
Via: CO, CG Operating Base, Galveston, Texas
Subj: Oil Pollution Act Violation - Luckenbach Steamship Company

1. This is a report of violation of the Oil Pollution Act of 1924, (33 USC, 431-437) by the SS KOKOMO VICTORY at Pier 26, Galveston, Texas, on 31 July 1945.

(a) The SS KOKOMO VICTORY, homeport, Baltimore, Maryland, is the vessel involved in this oil spill.

(b) The owner of said vessel is the War Shipping Administration, Washington, D. C., the operators are Luckenbach Steamship Company, New York, New York, and the local agents are Lykes Brothers Steamship Company, Galveston, Texas.

(c) This oil spill occurred at Pier 26, Galveston, Texas, on 31 July 1945 at approximately 1000.

(d) Signed statements of members of the crew were taken from James H. Lee, Chief Engineer, SS KOKOMO VICTORY, and Charles E. Zahzie, Second Assistant Engineer, SS KOKOMO VICTORY. Copies of their statements are attached hereto.

(e) Oil samples were taken from the oil tanks of the SS KOKOMO VICTORY at approximately 1030 by J. W. Anderson, Ch.Sp., USCGR, and L. Hayes, Sp. 3/c (PS), USCGR, and were properly labelled and placed in a steel locker in Room 218, Customhouse Building, Galveston, Texas.

(f) Oil samples were taken from the water on the port side of the SS KOKOMO VICTORY at approximately 1030 by J. W. Anderson, Ch.Sp., USCGR, and L. Hayes, Sp. 3/c (PS), USCGR, and were properly labelled and placed in a steel locker in Room 218, Customhouse Building, Galveston, Texas.

(g) No photographs were available.

(h) The SS KOKOMO VICTORY was tied to Pier 26, Galveston, Texas, on 31 July 1945. The vessel was lying port side against the dock. At approximately 1020 the Chief Engineer and the Second Assistant Engineer, who were on watch, received notice from the Coast Guard that there was an oil spill on said vessel. The undersigned Examining Officer was notified of said oil spill and immediately came down to the vessel. There was an accumulation of oil on the port side of the vessel between the ship and dock and a stain on the port side of the vessel from the overflow pipe where the oil had come out. It was estimated that approximately half a barrel of oil had overflowed into the waters of Galveston Harbor. An examination was made of the bilges at this time and no oil was found in them. No fuel oil had been taken on or transferred from various tanks for the past two days. It was difficult to explain the cause of the spill. The valve to the overflow pipe was closed and had been closed for over a week, so the only other way the oil

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

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To: DCGO, 8ND (omi)
O/P No. 5
9 August 1945

could come through the overflow pipe would be through the stand pipe. It is possible that an accumulation of oil in the stand pipe might have seeped through the overflow pipe or drained out when the ship rolled.

(i) It was concluded by the Examining Officer that there was no negligence, misconduct or inattention to duty on the part of any of the personnel aboard the SS KOKOMO VICTORY. As no oil had been taken on or transferred for the past two days, the only possible way the oil could come through the overflow pipe would be to have an accumulation in said pipe seep through or drain out when the vessel rolled.

(j) No action was taken under R. S. 4450.

Donald W. Engels

DONALD W. ENGELS
Lt. (jg), USCGR
Examining Officer

Incls.

1. Copy of statement of James H. Lee, Chief Engr.,
SS KOKOMO VICTORY
2. Copy of statement of Chas. E. Zanzie, Second Asst.
Engr., SS KOKOMO VICTORY

Ind-1
MMHU, Galveston
9 August 1945

To: DCGO, 8th Naval District (omi)
Via: CO, CG Operating Base, Galveston, Texas

E. Van Benthuyzen
BY direction
E. VAN BENTHUYZEN

Ind-2
CO, CG Operating Base, Galveston, Texas
9 August 1945

Forwarded.

W. G. Etheridge
W. G. ETHERIDGE

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U. S. COAST GUARD
SUPERVISIN' MERCHANT MARINE INSPECTOR
RECEIVED
AUG 13 1945

31 July, 1945
NEW ORLEANS, LA.

I, James H. Lee, License #194047, Z-112727 of 3219-83rd Street, Jackson Heights, Long Island, New York, am Chief Engineer of the SS KOKOMO VICTORY. I first received knowledge of an oil spill at about 1020 when the Coast Guard called it to my attention. There was a quantity of oil on the port side of the vessel and a stain on the port side of the ship from the overflow pipe to the settlor tank. I would estimate that less than a barrel of oil flowed into Galveston Harbor. The valve to the overflow pipe was closed and has not been opened since I have been aboard the ship, a period of one week. All bilges were full and apparently hadn't been pumped. An examination was made of the bilges with the Coast Guard Officer conducting the investigation and no oil was found. The situation is unexplainable as settlors have not been pumped in 24 hours nor any oil transferred. There is a slight possibility that oil could have accumulated sometime in the past in the stand pipe of the oil transfer discharge pump and has resulted in a seepage. In the port time, about 6 weeks, of this vessel, there have been many cases of ballasting & discharging fuel oil tanks.

/s/ James H. Lee
Chief Eng'r.
S.S. KOKOMO VICTORY

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U. S. COAST GUARD
SUPERVISIN' MERCHANT MARINE INSPECTOR
RECEIVED
AUG 13 1945

31 July, 1945 NEW ORLEANS, LA.

I, Charles E. Zanzie, License #A-41787, Z-415374, of Creve Coeur, Missouri, am second assistant engineer on the SS KOKOMO VICTORY. I first received notice of the oil spill when the Coast Guard came aboard and told the Chief about it. We saw an accumulation of oil on the port side of the vessel between the ship and dock and a stain on the port side of the vessel from the overflow pipe when the oil had come out. I would estimate that less than a barrel overflowed into the water. No fuel oil was taken on or transferred for the past two days. The valve to the overflow tank was closed and has been since I have been on the vessel, a period of two weeks. There was no pressure on the valve so it is unlikely that it could come through the valve. The only other way the oil could come through the overflow pipe would be through the stand pipe. There could have been an accumulation of oil in the stand pipe which drained out when the ship rolled.

/s/ Chas. E. Zanzie
Second Asst. Eng'r
SS KOKOMO VICTORY