

Mr. Slange

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



UNITED STATES COAST GUARD

RECEIVED 24 AM '44

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

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1944 DEC 4 4 AM HQ 04
AN ACP F NV RT
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PORT SECURITY SECTION

28 November, 1944

To: The Commandant

Via: DCGO, 8ND

Subj: Oil Pollution Act of 1924, 33 USC, 431-437; violation by
SS LIEBRE, on 18 November, 1944.

Refs: (a) HQ ltr to all DCGO's 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 DCGO's 231920 (October).

In accordance with references (a), (b) and (c), inclosure is forwarded.

Leo A. Welsh
LEO A. WELSH

Incl.
Copy of file in subject case.

Ind-1
DCGO, 8th Naval District (ops)
1 December, 1944

To: The Commandant (OPS)

Forwarded.

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

CAPTAIN OF THE PORT (1)

GALVESTON, TEXAS

File 6614

28 November, 1944

Statements were taken from Roy A. Maddox, A. F. Bell, Peter Snik, Marvin C. Schmieg, Robert A. Boucher, and Coastguardsmen Michael J. Bilec, boat-swain's mate second class and Norman W. Draper, seaman second class. Copies of these statements, together with a copy of the investigator's report are attached for your information. Samples of oil were taken from the water along side the dock and from beneath the scupper on the dock by Norman W. Draper, seaman second class. These samples, together with the original of the statements taken, will be retained by this office for use by the U. S. Attorney.

Very truly yours,

LEO A. WELSH

Incls.

- 1 - Copy of investigator's report.
- 2 - Copy of statement by Roy A. Maddox.
- 3 - Copy of statement by A. F. Bell.
- 4 - Copy of statement by Peter Snik.
- 5 - Copy of statement by Marvin C. Schmieg.
- 6 - Copy of statement by Robert A. Boucher.
- 7 - Copy of statement by Michael J. Bilec.
- 8 - Copy of statement by Norman W. Draper.

CC: The Commandant, U. S. Coast Guard, Washington, D. C.
DCGO, SND, New Orleans, La.
U. S. District Attorney.
OinC, Marine Inspection, Galveston, Texas
U. S. War Shipping Administration, Galveston, Texas

To: Asst. Captain of the Port, Texas City, Texas
Re: Oil Pollution Violation by "SS LIEBRE"; report on
23 November, 1944

CAPTAIN OF THE PORT (1)
GALVESTON, TEXAS

When I questioned Boucher as to the position of the rubber cover valve, the hose burst he first said that it was closed. Upon being prompted he changed the statement and said it was open.

6614
28 November, 1944

District Engineer, U. S. Army,
Galveston, Texas
The rubber cover valve and port tank. The tank was up to its expansion and the valve was open. The valves to the rubber cover tank were closed and there was a small amount of oil at the bottom of the tank.

Here is a report of a violation of the Oil Pollution Act of 1924, 33 USC, 431-437 by the SS LIEBRE, at the Pan American Dock No. 2, Texas City, Texas, on 18 November, 1944. The facts in the case are as follows:

The SS LIEBRE is owned by the War Emergency Tankers, 30 Broad Street, New York, New York, and is under the War Shipping Administration. The sub-agent is the Socony-Vacuum Oil Company, New York, New York, and the local agents are the Humble Oil Company, through W. W. Gottle. At approximately 10:45 p.m., on the above date, while the SS LIEBRE was receiving a cargo of fuel oil, the rubber loading hose extending between the dock and ship connections burst, allowing a quantity of fuel oil, estimated at about 50 barrels, to escape onto the dock and into the waters of the Texas City Harbor. Mr. Roy A. Maddox, 521 Seventh Street, Texas City, Texas, an employee of the Pan American Company, was acting as dockman during the loading operations. Mr. Maddox states that shortly before the loading line burst he noticed that pressure was rising rapidly, and immediately rang the emergency bell for the pumphouse to shut down, which was done immediately, but not in time to prevent the hose from bursting. Mr. Maddox further states that pressure had built up on several previous occasions during the loading operations, because of valves being shut down by the crew of the SS LIEBRE, and that he had warned the mate in charge of loading operations against pinching down on the valves without first giving notice so that the pumps could be shut down. Mr. Peter Snik, third mate, ticket No. 8450, was in charge of loading operations on board the SS LIEBRE. Mr. Snik states that shortly before the No. 3 port tank reached its capacity, he gave orders by prearranged signal with a flashlight, to Mr. Robert A. Boucher, A E, to open the valves on the No. 7 tank, and then gave orders to Marvin C. Schmieg, O S, to close the valve on the No. 3 port tank when it reached its capacity. It appears, without doubt, that the valve on the No. 7 tank was not open at the time the valve on the No. 3 port tank was closed, and that the resulting back pressure caused the rubber loading hose to burst. This case was reported to the Officer in Charge, Marine Inspection, U. S. Coast Guard, for his information and action.

To: Ass't Captain of the Port, Texas City, Texas
Subj: Oil Pollution Violation by "SS LEBRE"; report on
23 November, 1944

5. When I questioned Boucher as to the position of the number seven valve when the hose burst he first said that it was closed. Upon being prompted by the Chief Mate he changed the statement and said it was open.

6. I checked the number three valve and port tank. The tank was up to its expansion and the valve was open. The valves to the number seven main tank were open and there was a small amount of oil on the bottom of the tank.

7. A statement was taken from A. F. Bell, 413 2nd St., Texas City, Texas, a watchman on the "SS LEBRE", stating that while he was in the mess hall the mate came in and told one of the crew that, one of the other boys had pinched down on the valve causing the hose to break. I investigated and found that the hose that broke was placed in service 19 July, 1942 and had been used intermittently at one hundred and fifty (150) pounds line pressure since. I received signed statements from Peter Enik, M. C. Schmieg, R. A. Boucher and R. A. Maddox.

8. Oil samples were taken from the dock and from the water by Norman Draper, (606-291), Sea. Ec., U.S.C.G.R., witnessed by Michael J. Bilec (524-304), M. Ec., U.S.C.G.R. These samples were signed, sealed and delivered to the O. O. D. at the Galveston Lifeboat Station, Galveston, Texas.

the mate he said that he did not know, unless the mate pinched down on him. He stated that the loading hose started vibrating and he checked the pressure gauge and saw that it was 150 pounds. He stated that as soon as he saw this he pushed the hose to shut down, which they did immediately. He stated that the hose first heaving. It is estimated that the hose was heaving with only one pipe at the time, at forty pounds pressure. He stated that he had trouble with the procedure building up several times during the evening. He stated that he had warned the mate in charge of loading the ship that he was pinching down on the valves, and for him to notify him when he was going to shut down.

Charles H. Turner, Sp. 1c
Charles H. Turner, Sp. 1c
U. S. Coast Guard (R)

9. I stated that Peter Enik, Third Mate, stated JONES, was in charge of the crew loading the ship. He had Marvin G. ... and had Robert A. Boucher, A. E., of "SS LEBRE" Postmaster N. Y., A. T., standing by the number seven main tank valve. Mr. Enik said that he had just closed number three starboard tank and was ready to shut down the number three port tank, when he ordered Boucher to open the number seven valve. When he ordered Boucher to close the number three port tank valve. Before this could be done he said he noticed that the loading hose had broken and ordered the valve re-opened.

10. When questioned Boucher about the break, he said that he could not see the loading hose and could give no further information other than that he had followed the mate's orders.

STATEMENT

COPY

Texas City, Texas

20 November, 1944

ASS'T CAPTAIN OF THE PORT

Roy A. Maddox, 521 N. 7th St., Texas City, Texas, employed as Dockman for the

6614

Pan-American Oil Co., was loading the T/S Liebre, at Pan-American dock number two,

with 23 November, 1944 all the night of 18 November, 1944, when the loading hose

burst at 10:40 P.M.

To: Ass't Captain of the Port, Texas City, Texas

Before I started loading the ship I received a signal station, from the mate

Subj: Oil Pollution Violation by "SS" LIEBRE; report of

in charge, that all the valves were set, and the ship was ready to receive the cargo.

1. At 2245, 18 November, 1944 I was notified by Norman W. Draper, (606-291), Sea. Ec., U.S.C.G.R., who was on Fort Security watch at Pan American Docks, Texas City, harbor, that there had been an oil spill. On arrival at the scene, I found that the loading hose had burst while loading the tanker "SS LIEBRE", owned by War Emergency Tankers, 30 Broad Street, New York, N. Y., and under the War Shipping Administration, whose sub-agents are Socony-Vacuum Oil Company, New York, N. Y. and local agents Humble Oil Company through W. W. Cottle. About fifty barrels of oil was spilled onto the deck and ran in the water of the Texas City Harbor.

2. The dockman in charge of the loading was Roy A. Maddox, 521 N. 7th Street, Texas City, Texas. Upon questioning Mr. Maddox as to the cause of the break he said that he did not know, unless the mate pinched down on him. He stated that the loading hose started vibrating and bucking then he checked the pressure gauge and saw that it was rising rapidly. He stated that as soon as he saw this he pushed the emergency button for the pump-house to shut down, which they did immediately, but not in time to keep the hose from breaking. It is estimated that it took 30 seconds to shut down. Mr. Maddox said that they were loading with only one pump at the time, at forty pounds pressure, because he had had trouble with the pressure building up several times during the evening. He stated that he had warned the mate in charge of loading the ship that he was pinching down on the valves, and for him to notify him when he was going to shut down.

3. I found that Peter Snik, Third Mate, ticket #8450, was in charge of the crew loading the ship. He had Marvin O. Schmieg, O. S., 2521 Jerden Avenue, Granite City, Ill. standing by the number three port tank valve, and had Robert A. Boucher, A. B., "SS LIEBRE" Postmaster N. Y., N. Y., standing by the number seven main tank valve. Mr. Snik said that he had just closed number three starboard tank and was ready to shut down the number three port tank, when he ordered Boucher to open the number seven valve. Then he ordered Schmieg to close the number three port tank valve. Before this could be done he said he noticed that the loading hose had broken and ordered the valve re-opened.

4. Upon questioning Schmieg about the break, he said that he could not see the loading hose and could give no further information other than that he had followed the mate's orders.

5.

STATEMENT

COPY

Texas City, Texas
November 20, 1944

20 November, 1944

I, Roy A. Maddox, 521 N. 7th St. Texas City, Texas, employed as dockman for the Pan-American Oil Co., was loading the S/S Liebre, at Pan-American dock number two, with Navy Special fuel oil the night of 18 November, 1944, when the loading hose burst at 10:40 pm.

Before I started loading the ship I received a signed statement, from the mate in charge, that all the valves were set, and the ship was ready to receive the cargo. We started loading, using two pumps. Several times during the process of loading back pressure built up, due to the mate pinching down on the valves. I warned the mate about it and told him to let me know ahead of time before he shut down. In order to keep the pressure from building up. I had the pumphouse shut off one of the pumps, because the mate would not heed the warning. The pump being used put out a forty pound pressure and was loading six thousand barrels per hour.

Everything went alright until I noticed the pressure was rising rapidly. I rang the emergency button for the pumphouse to shut down, which they

(end of page #1)

/s/ Roy A. Maddox.
Pan. Am. Refg. Co. dockman

page -2-

did immediately, but not in time to keep the hose from bursting. Since I was loading six thousand barrels per hour, and it took me thirty seconds to shut down I figure we spilled fifty barrels of oil.

/s/ Roy A. Maddox
Pan-Am Ref co-
Dockman

Texas City, Texas
November 10, 1944

November 10, 1944

STATEMENT

I, Peter Smith, 3rd Mate, U.S.S. # 6430, on S/S LINCOLN, a tanker
loaded at P 2 Port with A. F. Bell Texas City, Texas, in charge of loading
cargo, heavy fuel oil, employed by Mr. Dewalt, Captain of Robert
A. Dasher in stand by Marine Watchman Service to P 7 tank when I gave
him the signal, and Marvin Hickey, also common on above vessel, he stand
by and shut off valve on P 2 Port tank when I gave orders, I was watching
the cargo I had just went in the mess hall when the mate came back of
being up to it's expansion I ordered Robert A. Dasher to open P 7 tank,
by in and said that the hose busted, and heard him tell one being to
start to shut off valve on P 2 port side tank, was P 2 port side tank
valve of the boys that belong too the crew, that one off the
this tank and I saw cargo was hearing its expansion part, I ordered
Marvin other boys had pinched down on the valv. I came out just
shutting off tank I noticed cargo hose that is used between land side
and out after it happened and scene the oil all on the deck, on P 2
starboard tank valve again, I asked Robert A. Dasher if P 7 tank valves
had and none on deck, told me that they had been opened, I went to
valves and found that open on P 7 tank.

/s/

A. F. Bell
3rd Mate

November, 18, 1944

STATEMENT

I, Peter Snik, 3rd Mate, ticket # 8450, on S/S LINDSE, a tanker docked at # 2 Pan American docks, Texas City, Texas, in charge of loading cargo, Naval fuel oil, about 10:40 P.M. I gave orders to seaman Robert A. Boucher to stand by # 7 tank and open valve to # 7 tank when I gave him the signal, and Marvin Shmieg, also seaman on above vessel, to stand by and shut off valve on # 3 Port tank when I gave orders, I was watching the cargo raise in # 3 tank port side as the cargo neared it's mark of being up to it's expansion I ordered Robert A. Boucher to open # 7 tank, by a prearranged signal of flash light, I then ordered Marvin Shmieg to start to shut off valve on # 3 port side tank. When # 3 port side tank valve was shut off we proceeded to # 3 starboard tank. I looked in this tank and I saw cargo was nearing its expansion mark. I ordered Marvin Shmieg to shut off # 3 starboard tank before he could complete shutting off tank I noticed cargo hose that is used between land side and vessel, had bursted. I then ordered Marvin Shmieg to open # 3 starboard tank valve again. I asked Robert A. Boucher if # 7 tank valves had been opened and he told me that they had been opened. I went to valves and found them open on # 7 tank.

/s/ P. SNIK
3rd Mate

November 18, 1944

STATEMENT

I was the O. S. on watch the night of November 18 when the oil hose broke. I was standing by # 3 valve waiting for the 3rd mate to tell me to shut the valve off. The A. B. was at # 7 tank and was told to open it and I was told to close mine. Before I had mine close I was told to open it.

/s/ MARVIN C. SCHMIEG
2551 Jerden Ave.
Granite City, Ill.

COPY

U. S. Coast Guard
November 18, 1944
November 18, 1944

STATEMENT

I, Michael J. Miles, M. Sc., US Port Security Patrol in Texas City,

was on duty on the A. B. on 8 - 12 watch. Under the Orders of the third mate I stood by the valve seven. He was to signal me when I was to turn open the valve. He signaled with flashlight and I started opening. Then he yelled to open fast and I got the job done and upon completion the hose broke.

also the ship connection, burst on the dock, spilling oil on the dock and

into the water of the Texas City Harbor/s/ ROBERT A. BOUCHER and at the Pan

American Loading Dock #8 on the SS Liebre. 454 W. 180th St. No. 2.,
Apartment 1-H

witnessed Norman W. Draper, Sea. 2e taking New York City, N.Y. with the scupper

on the dock at 2235 and another one from the water at 2230.

Michael J. Miles
Michael J. Miles, M. Sc.

at 2235 I took a sample from beneath the dock about 20 feet from the break in the dock; Michael J. Miles witnessed as taking water samples. I took the samples to the US Bureau Office and sealed them and delivered them to the U.S. of the Salvaged Material Station.

COPY

STATEMENT
COPY

U. S. Coast Guard
Texas City, Texas
November 18, 1944

Oil Pollution Violation by
"SS LIEBRE", U. S. Tug

I, Michael J. Bilec, BM. 2c., on Port Security Partol in Texas City, was on duty from 1800 to 2400 on November, 1944. At 2240, I received a phone call from Norman W. Draper, Sea. 2c, also on Port Security Patrol, stating that the rubber loading line connecting the dock connection and also the ship connection, burst on the dock, spilling oil on the dock into the water of the Texas City harbor. This incident happened at the American Loading Dock #2 on the SS Liebre. I, Michael J. Bilec, BM. 2c., witnessed Norman W. Draper, Sea. 2c taking a sample from beneath the scupper on the dock at 2255 and another one from the water at 2250.

Michael J. Bilec BM 2c
Michael J. Bilec, BM. 2c

At 2255 I took a sample from beneath the scupper on the dock about 20 feet from the break in the pipe. Michael J. Bilec witnessed me taking both samples. I took the samples to the US Harbors Office and sealed them and delivered them to the U.S. of the Galveston Lifesboat Station.

Norman W. Draper S 2c
Norman W. Draper, Sea. 2c

STATEMENT
COPY

Oil Pollution Violation by
"SS LIEBRE", U. S. Tanker
Owned by War Emergency Tankers,
30 Broad Street, New York, N. Y.
Under War Shipping Administration

I, Norman W. Draper, Sea. 2c (606-291) was on duty from 1800-2400 on 18 November, 1944 aboard the SS Liebre which was docked at Pan American Dock Number 2 at Texas City Harbor, at 2240 the rubber load line connecting the dock connections and the ship connection burst on the dock spilling oil on the dock and on the side of the ship and dock and into the water of the Texas City Harbor. I immediately notified Michael J. Bilec, BM. 2c, my section leader, and also Chas. H. Turner, Sp. 1c who was the O D at the time. At 2250 I took a sample from the water beneath the dock along the starboard side of the ship. At 2255 I took a sample from beneath scupper on the dock about 20 feet from the break in the hose. Michael J. Bilec witnessed me taking both samples. I took the samples to the CG Barracks Office and sealed them and delivered them to the O.D. of the Galveston Lifeboat Station.

Norman W. Draper S 2c
Norman W. Draper, Sea. 2c