

*Miss Rid*

Ind-4  
ODCGO, 8ND (1)  
6614  
7 August, 1945

RECEIVED

*no c-8*

1945 AUG 11 PM 2 21

To: Commandant

Subj: Violation of Oil Pollution Act of 1924, 33 USC 431-437, by the SS LONE JACK of Philadelphia, Pa., chartered by W. S. A., owned and operated by the Cities Service Oil Corp., of 70 Pine St., New York City, occurring at Texas Company loading docks, Port Arthur, Texas, at 0645, 28 July, 1945.

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

Ind-4  
CGO, 8ND, Port Arthur, Texas  
31 July, 1945

*J. H. Baird*  
J. H. Baird  
Acting

For: ODCGO, 8th Naval District  
Via: CGO, 68 Group, Port Arthur, Texas  
Forwarded.

*William S. Cook*

Ind-3  
CGO, 68 Group, Port Arthur, Texas  
31 July, 1945

To: ODCGO, 8th Naval District  
Forwarded.

*Paul J. [unclear]*

U. S. COAST GUARD  
SUPERVISOR MERCHANT MARINE INSPECTOR  
RECEIVED  
AUG 3 1945  
NEW ORLEANS, LA.

Ind-1  
SHO, MMHU, Port Arthur, Texas  
File: 628-01097  
31 July, 1945

To: DCGO, 8th Naval District

Via: 1. OIC, OMI, Port Arthur, Texas  
2. CO, CG Group, Port Arthur, Texas

Subj: Violation of Oil Pollution Act of 1924, 33 USC 431-437,  
by the SS LONE JACK of Philadelphia Pa., chartered  
by W. S. A., owned and operated by the Cities Service  
Oil Corp., of 70 Pine St., New York City, occurring  
at Texas Company loading docks, Port Arthur, Texas,  
at 0645, 28 July, 1945

Forwarded.

*Glenn W. Ellis*  
GLENN W. ELLIS  
By direction

Ind-2  
OIC, OMI, Port Arthur, Texas  
31 July, 1945

To: DCGO, 8th Naval District

Via: CO, CG Group, Port Arthur, Texas

Forwarded.

*William E. Coates*  
WILLIAM E. COATES

Ind-3  
CO, CG Group, Port Arthur, Texas  
31 July, 1945

To: DCGO, 8th Naval District

Forwarded.

*Andrew Johansen*  
ANDREW JOHANSEN



**UNITED STATES COAST GUARD**

Merchant Marine Hearing Unit  
Eighth Naval District  
416 Bluestein Building  
Port Arthur, Texas

ADDRESS REPLY TO  
Senior Hearing  
Officer  
AND REFER TO

File: 628-01097

U. S. COAST GUARD  
SUPERVISOR MERCHANT MARINE  
RECEIVED

AUG 3 1945

NEW ORLEANS, LA.

31 July, 1945

To: DCGO, 8th Naval District

Via: 1. SHO, MMHU, Port Arthur, Texas  
2. OIC, OMI, Port Arthur, Texas  
3. CO, CG GROUP, Port Arthur, Texas

Subj: Violation of Oil Pollution Act of 1924, 33 USC 431-437, by the SS LONE JACK of Philadelphia, Pa., chartered by W. S. A., owned and operated by the Cities Service Oil Co., of 70 Pine St., New York City, occurring at Texas Company loading docks, Port Arthur, Texas, at 0645, 28 July, 1945

1. The following report is submitted pursuant to District Circular 36-45, File d-661, dated 2 July, 1945.

2. Subject vessel, represented by Collins & Gissel, Port Arthur, Texas, having loaded part cargo at Atreco, Texas, was docked at Texas Company loading docks loading 100 octane aviation gasoline. Pumping of cargo was by terminal. The Chief Mate, Mr. John W. Wubbenhorst, assisted by ship's personnel, was in direct charge of loading. No. 4 wing tank adjoining No. 5 wing tank had been previously loaded with 80 octane motor fuel and preparations were being made to load No. 5 wing tank with 100 octane gasoline. When the vessel entered port, there was about 3" of fluid in No. 5 tank which could not be removed by the stripping line due to the fact that the ship was down by the head. This No. 5 tank had been cleaned with fresh water and Butterworthed prior to entering port and it was assumed that the fluid in the tank was clean water. The U. S. Navy Petroleum Inspector had instructed the Chief Mate to pump out this tank when the ship was in such trim as to get suction on the stripping line. At 0645 the Chief Mate commenced to strip out No. 5 tank and clean water came from the line for about 5 minutes, at which time it changed color to a dark red which was apparently pure gasoline. The pump was immediately shut down but gasoline came out for about 5 minutes before the pump was completely stopped. When the pumps were stopped, there was still 2" in the tank, which was pumped in the No. 4 center tank.

File: 628-01097  
31 July, 1945

3. The amount of gasoline overflowing was estimated to be between 10 and 15 barrels. Samples were taken from No. 4 tank and from the water alongside the vessel. There was no evidence of drunkenness aboard the vessel. Samples retained for possible use.

4. It is the opinion of the undersigned that pollution was not due to wilful action, negligence or inattention to duty on the part of John W. Wubbenhorst, Chief Mate in charge of loading, or to personnel under his charge, but was due to a faulty valve in the stripping line between the two tanks, the valve being improperly seated, thus allowing the 80 octane gasoline to leak into No. 5 tank. The Chief Mate had personally checked this valve and found it to be apparently tightly closed.

5. Subject vessel was boarded by an Examining Officer with the Port Security Detail at about 0830, 28 July, 1945, when the facts as indicated above were ascertained.

6. As there is no evidence of negligence, inattention to duty or drunkenness, no action under Sec. 4450 R.S., as amended, is indicated.

*R. L. Ragsdale*  
R. L. RAGSDALE  
Lieut., USCGR  
Examining Officer

Incls

1. NCG 2692 form on SS LONE JACK
2. Statement of John W. Wubbenhorst, Chief Mate
3. Statement of Robt. A. Levy, Captain

2692  
January 1943)  
F. R. 136.103 (a)

U. S. COAST GUARD  
SUPERVISOR  
MERCHANT MARINE INSPECTOR  
RECORDED

# REPORT OF MARINE CASUALTY (OR ACCIDENT)

NOV 19 1945  
NEW ORLEANS, LA.

Date submitted 28 July, 1945

Merchant Marine Inspector in Charge,

Port of Port Arthur, Texas

1. Name of vessel SS LONE JACK
2. (a) Nationality U. S. (b) Rig Tanker (c) Official No. 246755
3. Type of vessel and trade or service Steam tanker
4. Home port, or port where numbered, if motorboat Philadelphia, Pa. 5. Gross tonnage 10296
6. Year built 1944 7. Hull materials Steel  
(Steel, wood, iron, etc.)
8. Name and residence of master Robt. A. Levy, 656 E. 163, N.Y.C.
9. Name and residence of owner (or agent) Cities Service Oil Co.
10. Date and port of last inspection unknown
11. Radio equipment of vessel: Telephone or telegraph Telegraph
12. Last port of departure Pt. Arthur, Tex. 13. Date of departure 28 Jan., 1945
14. Where bound Southwest Pacific
15. (a) Number of passengers none (b) Number of crew 52 (c) Number of others 12
16. Estimated value of vessel, \$ 2,500,000 17. Value of cargo, \$ 500,000
18. Any deck load? no (Yes or no) 19. Weight of cargo (long tons) 14655
20. Nature of cargo gasoline
21. Date and exact time of casualty (specify time standard) 28 July, 1945 at 0645
22. Exact locality of casualty: Lat. \_\_\_\_\_ Long. \_\_\_\_\_ Or distance and bearing (true) from  
charted object when applicable Texas Co. Dock, Port Arthur, Texas
23. Nature of casualty (check one or more of the following—see Note 1):
 

<input type="checkbox"/> Foundering _____	<input type="checkbox"/> Collision with object other than vessel or ice (name object) _____
<input type="checkbox"/> Stranding _____	<input type="checkbox"/> Collision with ice _____
<input type="checkbox"/> Grounding _____	<input type="checkbox"/> Masts, sails, and other equipment damage _____
<input type="checkbox"/> Collision with vessel (give name and hailing port of colliding vessel) _____	<input type="checkbox"/> Waterlogged, leaking, etc. _____
<input type="checkbox"/> Fire _____	<input type="checkbox"/> Heavy weather damage _____
<input type="checkbox"/> Engine or machinery trouble _____	<input type="checkbox"/> Loss or damage from submarines, air raids, mines _____
<input type="checkbox"/> Capsizing _____	<input checked="" type="checkbox"/> <u>Spilled 10 bbls. gasoline</u>
24. Cause of casualty (explain fully) Stripping line leaked into empty tank
25. Wind direction and force, weather, sea, and visibility calm, good
26. Number lives lost: (a) Passengers none (b) Crew none (c) Others none
27. Number persons injured: (a) Passengers none (b) Crew none (c) Others none
28. Estimated loss or damage—to vessel (see note (2)), \$ none; to cargo, \$ 100.00
29. Amount of insurance—on vessel, \$ govt. coverage; on cargo, \$ govt. coverage
30. State in detail measures taken to avoid casualty:
 

(a) Navigation, piloting, and use of navigational aids none

(b) Communications none

31. By whom and to what extent assistance was rendered:

- (a) Communications (name stations) ----- none
- (b) U. S. Coast Guard (name vessels, stations, units, etc.) CG fireboat 54012F
- (c) Other means (vessels, etc.) ----- none

32. Was auto-alarm signal transmitted by your vessel? ----- none

33. Did casualty result from the presence of explosives, inflammables, or other dangerous cargo? (For definition of above see "Explosives or Other Dangerous Articles on Board Vessels" containing the regulations prescribed by the Commandant, U. S. Coast Guard, April 9, 1941) ----- none

34. Remarks (include names of those who lost their lives, if any): Gasoline leaked into #5 tank and accidentally pumped overboard with ballast water

(Signed) Collins & Gissel

*E. J. Robbins*  
(Title) \_\_\_\_\_  
(Master, owner, charterer, or agent)

\* Subscribed and sworn to before me, an officer authorized to administer oaths, this \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_\_\_

Signed \_\_\_\_\_

Title \_\_\_\_\_

[SEAL]

\* See instructions below stating when form must be sworn to.

NOTE.—(1) Report personal accident not involving death on Coast Guard Form No. NCG 924e.  
(2) Estimated total amount of loss is desired, without regard to what may be covered by insurance or expense incurred in floating; this amount should be expressed in figures.

INSTRUCTIONS

An original and three copies of this form shall be submitted, without delay, to the Merchant Marine Inspector in Charge in whose district the casualty occurred, or in whose district the vessel first arrived after such casualty. The Merchant Marine Inspector in Charge shall forward two copies with proper endorsements to the Commandant, U. S. Coast Guard, and one copy to the District Coast Guard Officer. If the person making the report is a licensed officer on a vessel required to be manned by such officer, he must make the report in writing and in person to the proper Merchant Marine Inspector in Charge; if because of distance, it may be inconvenient for such an officer to submit the report in person, he may submit the required number of copies properly sworn to and certified by an officer authorized to administer oaths.

This form should be completed in full.

(To be filled in by Merchant Marine Inspector in Charge)

To: THE COMMANDANT,  
U. S. COAST GUARD (MERCHANT MARINE INSPECTION SECTION).

Approximate cause of casualty Leak in stripping/valve between No. 5 and 4 starboard wing tanks allowed gasoline to leak into No. 5 tank.

Action taken regarding casualty Marine investigation. Rpt. fwd. to HQ.  
No action under Sec. 4450 R.S., as amended, indicated

Certificated route if inspected (in brief as ocean, Great Lakes, inland) Ocean

Location of casualty (relative to classified waters, as western rivers, ocean, Great Lakes, etc.)

Texas Co. loading dock, Port Arthur, Texas

(Signed by Merchant Marine Inspector in Charge)

Port of Port Arthur, Texas

*R. L. Ragsdale*  
R. L. RAGSDALE

Coast Guard District No. 8th Naval District

Lieut., USCGR  
Examining Officer

U. S. COAST GUARD  
SUPERVISOR MERCHANT MARINE INSPECTOR  
RECEIVED  
AUG 3 1945  
NEW ORLEANS, LA.

John W. Wubbenhorst, Chief Mate  
100 - 20 88 Ave.  
Richmond Hill, New York

When we entered this port we found about 3 inches of water in #5 starboard tank. We were unable to remove this water being that the suction for the stripping line is in the after part of each tank and the ship was well down by the head.

It was agreed between the tank inspector and myself that when the ship developed a drag we could strip out the clean water thru the overboard discharge. This was clean water because our tanks were butterworthed before loading this cargo.

At about 6:45 a.m. this morning we commenced to strip out #5 starboard tank of its water while loading #6, 7 and 8 wing tanks with 100 octane gasoline.

When we started pumping, the water ballast came out for about five minutes and then it changed color to a dark red which was apparently pure gasoline. When I noticed this, after it was called to my attention, I had the pumpman immediately stop the pump.

I would say that the gasoline came out for about five minutes before we got the pump stopped.

The only cause I can attribute this escape of gasoline is a possible leak in the stripping line.

When we started pumping the ballast, there was about 3 inches in the tank. When we stopped pumping, there was still about 2 inches in the tank which we pumped into #4 center tank.

My rough estimate of the gasoline pumped over the side is about 10 - 15 barrels.

I certify that the above is a true copy of a statement on file in this office.

*R. L. Ragdale*  
R. L. RAGSDALE  
Lieut., USCGR  
Examining Officer

31 July, 1945

Cities Service Oil Company  
New York 5, N.Y.

U. S. COAST GUARD  
SUPERVISOR MERCHANT MARINE INSPECTOR  
RECEIVED  
AUG - 3 1945  
NEW ORLEANS, LA.

SS LONE JACK  
July 28, 1945

At 0655 this A.M. we commenced discharging water overboard from #5 starboard tank. It was impossible to get the water out of this tank, completely, at the time the ballast was discharged due to the trim of the ship. The U. S. Navy inspector suggested stripping the tank whenever the trim was suitable. This was being done on his suggestion, there being approximately 2 - 2½ inches in the tank.

At 0700, the discharge showed red in color and was evidently gasoline, so the pump was almost immediately stopped. The remainder in the tank, 1 - 1½ inches was transferred to #4 center tank, until the tank showed completely empty and ready for cargo.

/s/ Robert A. Levy  
Master, SS LONE JACK

I certify that the above statement is a true copy of an original on file in this office.

*R. L. Raggsdale*  
R. L. RAGSDALE  
Lieut., USCGR  
Examining Officer

31 July, 1945