

UNITED STATES COAST GUARD

SAN FRANCISCO 26, CALIF.



ADDRESS REPLY TO  
DISTRICT COAST GUARD OFFICER  
TWELFTH NAVAL DISTRICT (ops)  
REFER TO FILE:

661

75 APR 17 AM 10 06  
MERCHANT MARINE  
INSPECTION DIVISION

*Mr. Daz...*  
*[Signature]*

3 April, 1946

To: Commander, Twelfth Coast Guard District

To: United States District Engineer, Corps of Engineers,  
74 New Montgomery Street, San Francisco, California.

Subj: Violations of Oil Pollution Act.

Ref: (a) Comdt. USCG letter 26 October 1945, file CG-661, to  
All DCGOs on subject of: Oil Pollution; peacetime  
law enforcement by United States Coast Guard.

In accordance with instructions contained in paragraph 3 (b) of reference  
(a), attached hereto are reports from the Captain of the Port, San Francisco,  
of recent violations of the Oil Pollution Act, which are forwarded for your  
information and decision.

3. A witness to this incident was *[Name]*,  
U. S. Coast Guard.

W. K. SCAMMELL  
Rear Admiral, U. S. Coast Guard  
Commander, Twelfth Coast Guard District

- Incl:
1. Report of violation - U. S. Army  
Hosp. Ship LOUIS A. MILNE,  
27 March, 1946
  2. Report of violation - SS HORACE  
GEELEY, 28 March, 1946.

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USCG HEADQUARTERS

DECLASSIFIED
Authority <u>NNS-26-8311</u>
By <u>[Signature]</u> NARA. Date <u>6/14/77</u>

UNITED STATES COAST GUARD

San Francisco 26, California



Captain of the Port  
408 U. S. Custom House

File: 6615

3 April, 1946

To: Commander, Twelfth Coast Guard District

Subj: U. S. Army Hospital Ship LOUIS A. MILNE: Pollution of the navigable waters of San Francisco Bay

1. At 1430, 27 March, 1946, an oil pollution inspector from this office discovered considerable oil on the waters in the vicinity of the U. S. Army Hospital Ship MILNE then berthed at the General Engineering Company, Alameda. Several yard workmen pointed out that the oil was from this vessel and had been so heavy that it prevented operations by the company's diver.
2. Chief Engineer John G. Griggs of the MILNE stated that there were one-hundred-seventeen loose rivets in the ship's hull. By building up pressure in the fuel tanks, oil was forced out around the loose rivets after which they were caulked. During this pressure test considerable quantity of oil escaped from the vessel and the waters in the vicinity were well coated.
3. A witness to this incident was Chief Quartermaster R. L. Peterson, U. S. Coast Guard.

R. L. HORNE  
Acting

Incl:  
Photographs.

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