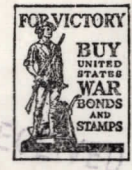


U.S. COAST GUARD
NEW ORLEANS, LOUISIANA

MR

UNITED STATES COAST GUARD



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

6614

17 January, 1945

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PORT SECURITY SECTION



To: The Commandant

Via: DCGO, 8ND

Subj: Oil Pollution Act of 1924, 33 USC, 431-437; violation by
SS MALABAR, on 11 January, 1945.

- 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 Welsh
LEO A. WELSH

Incl. Copy of file in subject case.

Ind-1
DCGO, 8 ND (ops)
19 January, 1945

To: The Commandant (OPS)

Forwarded.

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

DECLASSIFIED
Authority *NW 3-26-83-11*
By *RC* NARA. Date *6/16/77*

CAPTAIN OF THE PORT (1)
GALVESTON, TEXAS

6614

17 January, 1945

District Engineer, U. S. Army,
Galveston, Texas

Sir:

The following is a report of the violation of the Oil Pollution Act of 1924, 33 USC, 431-437 by the SS MALABAR, at the T-head of Pier B, Texas City, Texas, on 11 January, 1945:

The SS MALABAR is owned and operated by the Marine Transport Lines, Incorporated, 11 Broadway, New York 4, New York, and the local agents are the Gulf Agency of Texas City, Texas. At about 2:45 p.m., on the date above mentioned, it was discovered that crude oil was leaking from this vessel at four places on the starboard side, about amidship, from the No. 5 starboard tank. The leaks were discharging oil at the rate of about five gallons per hour. The Chief Mate, James E. Handrahan, License No. 164099, stated that he did not know of the leaks until we advised him and the only reason he could give for the leaks was that the ship was thirty years old. The Chief Mate advised that he would have the No. 5 starboard tank pumped out first so as to stop the leaks as soon as possible. This case was reported to the Officer in Charge, Marine Inspection, U. S. Coast Guard, for his information and action.

Statements were taken from Chief Mate James E. Handrahan, Coastguardsmen Michael J. Bilec, boatswain's mate second class, and Cloyd C. Wisdom, seaman first 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 the starboard side where the oil was leaking and from the No. 5 starboard tank by Cloyd C. Wisdom, seaman first 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
LEO A. WELSH

Incls.

- 1 - Copy of investigator's report
- 2 - Copy of statement by James E. Handrahan
- 3 - Copy of statement by Michael J. Bilec
- 4 - Copy of statement by Cloyd C. Wisdom
- CC - The Commandant, U. S. Coast Guard, Washington, D. C.
- DOGO, SND, New Orleans, La.
- U. S. District Attorney
- OinC, Marine Inspection, Galveston, Texas

6073
Texas City, Texas
STATISTICAL

ASS'T CAPTAIN OF THE PORT

6614

Texas City, Texas
January 11, 1945
11 January, 1945

11 January, 1945 - Memorandum, Chief Mate of S.S. Malabar License No.

To: Captain of the Port, Galveston, Texas

Subject: Oil Pollution Violation by "S/S MALABAR"; report on

1. About 1445 this date I was notified by Cloyd C. Wisdom, Sea. 10, USCGR on Port Security watch at the Texas City waterfront that the tanker S/S MALABAR, owned and operated by Marine Transport Lines Inc., 11 Broadway, New York, 4, N. Y. had docked at the T-head of Pier "B". I do not know if the vessel was leaking. The local agents for the vessel is Gulf Agency of Texas City, Texas. The amount of oil this ship is leaking.

2. I arrived at the scene about 1450 and talked to Chief Mate James E. Handrahan, License No. 154099, of the above named vessel. I asked him if he knew of these leaks; he stated that he did not know of any leaks when they departed the last port and the only reason he could give for the leaks was that the ship was thirty (30) years old.

3. The oil, which was crude, was coming from four (4) leaks on the starboard side about amidship. The first mate stated he would pump out these tanks first in order to stop the leaks. There were about five (5) gallons of oil an hour going into the water of the Texas City, Texas Harbor.

4. A sample of oil was taken from the No. 5 starboard tank by Michael J. Bileo, EM. 20., USCGR, and a sample of the oil was taken from the water on starboard side of this vessel by Cloyd C. Wisdom, Sea. 10., USCGR. These samples were signed, sealed and delivered to the Fog Station, Galveston, Texas and put under lock and key.

C. J. Goiger

C. J. Goiger, EM. 20
U. S. Coast Guard (R)

COPY
STATEMENT

Texas City, Texas
January 11, 1945
11 January, 1945

I, James Handrahan, Chief mate of S.S. Malabar License No. 164099, home address 724 69th Street, Brooklyn, N. Y. when leaving Corpus Christi, Texas there was no leaks in this ship to my knowledge but upon arrival at Texas City, Texas the Coast Guard notified me that there was four rivets leaking on the starboard side. I cannot say the reason for these leaks other than the ship is about 30 years old. I do not know the amount of oil this ship is leaking.

On January 11, 1945, I, Michael J. Billee, U.S. Coast Guard, took a sample from 25 feet off the ship, situated by Clays C. Station, No. 18, Clays C. Station, Corpus Christi, Texas and a sample off the water near the boat on the starboard side. A sample being taken by me, Michael J. Billee, U.S. Coast Guard. I sealed and signed the samples and took them to the Fog Station, Galveston, Texas and put them under lock and key.

/s/ JAMES E. HANDRAHAN

Clays C. Station, No. 18,
U. S. Coast Guard (A)
Michael J. Billee
Michael J. Billee, U.S. Coast Guard (A)

C O P Y,
S T A T E M E N T

Texas City, Texas
January, 11, 1945

Texas City, Texas
Jan. 11, 1945

I, Michael J. Biles, RM. 20, U. S. Coast Guard, Texas City, Texas, was on port security watch when at 1445, January 11, 1945 Clloyd C. Nixson, Sea. 10, brought my attention that the S.S. Malabar was leaking on the starboard side at midship. Approximately, three to five gallons of grade oil was coming from the ship per hour. C.O.P.F. Lt. (jg) J. B. Paul was summoned to the scene of the leak and also with Lt. (jg) J. B. Paul was J. Seiger, RM. 20, who also saw the leak. I, Michael J. Biles, RM. 20, took a sample from #5 hatch off the ship, witnessed by Clloyd C. Nixson, Sea. 10. Clloyd C. Nixson, Sea. 10 took a sample off the water next to the leak on the starboard side. This sample taking was witnessed by me, Michael J. Biles, RM. 20. I sealed and signed the samples and took them to the Fog Station, Galveston, Texas and put them under lock and key.

Clloyd C. Nixson, Sea. 10.
U. S. Coast Guard

Michael J. Biles
Michael J. Biles, RM. 20
U. S. Coast Guard (A)

COPY
STATEMENTTexas City, Texas
Jan. 11, 1945

My name is Cloyd C. Wison, Sen. 1c, U. S. Coast Guard of Texas City, Texas. While on port security watch at 1945, Jan. 11, 1945 at the Southport oil loading docks I noticed a leak of crude oil coming from the starboard side of the S/S Malabar. I notified the office and A.C.C. T.F. Lt. (jg) J. B. Paul and C. J. Geiger, BM. 20, came to the docks to investigate the leak at 1450. Approximately three to five gallons of crude oil was leaking from the ship per hour. I secured a sample of oil from the water along the starboard side of the ship and M. J. Biloe, BM. 20 took one from the #3 starboard wing tank. We signed and sealed both samples.

Cloyd C. Wison, Sen. 1c.
U. S. Coast Guard (A)