

UNITED STATES COAST GUARD

LONG BEACH 2, CALIFORNIA



ADDRESS REPLY TO

DISTRICT COAST GUARD OFFICER (1)

ELEVENTH NAVAL DISTRICT

REFER TO FILE: 661

RECEIVED

1946 JAN 22 AM 8 45

16 January, 1946

PORT SECURITY SECTION

To: The Commandant

Subj: Report of Oil Spill from SS MARINE LYNX in Long Beach Harbor, 9 January, 1946

Subject report is forwarded in compliance with instructions set forth in Headquarters letter of 26 October, 1945. Original copy of same was forwarded to the U.S. Army District Engineer, Los Angeles, this date.

*Edwin S. Campbell*

EDWIN S. CAMPBELL

By direction

Incl  
Oil Spill report on  
SS MARINE LYNX  
(1-10-46)

DECLASSIFIED  
Authority NN3-26-83-11  
By LW NARA. Date 6/21/17



NCG 2636  
October 1942

UNITED STATES COAST GUARD  
ELEVENTH NAVAL DISTRICT  
WILMINGTON, CALIFORNIA

Address reply to  
THE CAPTAIN OF THE PORT  
LOS ANGELES  
Refer to file 629.1.

Captain of the port, Los Angeles  
Wilmington, California  
Wednesday, Jan. 9, 1946

10 January, 1946

COPY

To: DCGO, 11ND

Subj: Oil spill from SS MARINE LYNX In Long Beach Harbor,  
9 January, 1946

1. In compliance with Headquarters' Letter of 26 October, 1945, subject, "Oil Pollution; peacetime law enforcement by U.S. Coast Guard," the following is reported to you as a violation of the Federal Oil Pollution Act of June 7, 1924 (33 U.S. Code, Section 431-437).

2. At about 1440, 9 January, 1946, oil (apparently bunker fuel oil) was permitted to be discharged into the navigable waters of Los Angeles Harbor from the transport MARINE LYNX while this vessel was moored at Berth 17, Long Beach, pumping tanks. This vessel is of United States Registry, is owned by the War Shipping Administration, is of approximately 12,420 gross tons and 8,500 net tons, is approximately 522 feet in length, uses oil for fuel, and her agent is Moore-McCormick Steamship lines. At the time of the spill, her master was J.P. Beale, first mate was J.R. Adams. The spill was noticed while pumping the tanks and is believed to be from a hole in the bottom of the ship.

3. Witnesses of this pollution were M.G. Moore, Long Beach, and A.A. Thomas, Long Beach, Phone Terminal 2-2632. William Donovan, Cox., USCGR, attached to COTP, LA, arrived at the scene at 1640, and while he did not actually witness the spill, he saw the oil in the water. He also took a sample of the oil from the water; this sample is being retained by COTP, LA. While it is very difficult to estimate the amount of oil spilled into the water, the area covered was approximately 2,0000 square feet.

4. Commercial clean-up crew was ordered by the agents and clean-up was immediately started.

G. B. GELLY

Incl  
Two (2) copies of Report of Violation; Form NCG 2636



NOG 2636  
October 1942

UNITED STATES COAST GUARD  
REPORT OF VIOLATION

Captain of the port, Los Angeles  
Wilmington, California  
Wednesday, Jan. 9, 1946

The U.S. (Nationality) STEAM (Propulsion) MARINE LYNX (Name) XXX (Official number)  
PORTLAND OREGAN (Home port) REGISTERED (Kind of document) TRANSPORT (Employment for which documented)  
522 (Length) 12,20 (Gross tonnage) 8,500 (Net tonnage) --- (Approximate value)  
W.S.A. (Name of owner) (Address of owner)  
J.P. HEALE (Name of master or person in charge) PORTLAND OREGAN (Address of master or person in charge)

was boarded and examined at 1700 p. m., Pacific st. zone time on Ninth (Day)  
January (Month), 19 46, in the 11 Naval Coast Guard District  
Los Angeles (Name of county, if known) county, State of California (Name of State, if within a State)

while Moored at berth 17 (Underway, anchored, etc.) in Long Beach, Harbor (Body of water)  
bearing ---°, true, --- miles distant from --- (Prominent point of land)  
(Lat. ---° ---' ---" N., Long. ---° ---' ---" W.).

The weather conditions prevailing at the time were as follows: Clear (Moonlight, dark, fog, clear, etc.)  
Fresh Breeze (Describe wind and sea using expressions such as "fresh breeze" "rather rough sea," etc.)

Port departed Yokohama, Japan; port destined --- voyage. (Inland, coastwise, ocean)

The following violations are reported:

VIOLATION	STATUTE VIOLATED	PENALTY
(Give brief statement of violation such as "no fire extinguisher on board.")	(Cite section of U. S. Code such as, "46 USC 516.")	(Insert amount of penalty provided in statute for each violation.)
<b>Permitted oil to be Discharged from this vessel into the navigable waters of the Los Angeles Harbor</b>	<b>33 U.S.C. 431- 437</b>	<b>\$ 500- \$ 2500</b>
(Reporting officer)		
(Title)		

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Retain copy for files and forward original to District Coast Guard Officer. Prepare two copies.



REMARKS.—Give a brief yet informative statement of the facts constituting the violation. Since this statement may be used in the process of remitting or mitigating the penalties involved, it is essential that the statement include any pertinent information which might be helpful to reviewing officers in determining the nature of the violation, the degree of culpability, the likely effect of such violation on enforcement generally, and the effect which the imposition of a penalty is likely to have on the offender. This statement should also indicate whether or not the owner or person in charge was instructed as to the requirements of the law violated and should include any pertinent comments made regarding the violation by the owner or person in charge:

AT TIME OF SPILL TANKS WERE BEING PUMPED. THE DOCK GUARD MR. MOORE SEEMED TO THINK THIS WAS THE CAUSE OF SPILL. THE CHIEF ENGINEER MR. SWARTZ, THOUGHT THE CAUSE OF THE SPILL WAS THE HOLE IN THE BOTTOM OF THE SHIP WHICH A DIVER HAD DETECTED EARLIER IN THE DAY. APPROXIMATELY FORTY BARRELS WERE SPILLED. THE POLLUTION AREA DID NOT SEEM TO BE INCREASING AT 1830.

Official number (Official number)  
Name (Name)  
Registration (Registration)  
Nationality (Nationality)  
Name of owner (Name of owner)  
Name of master or person in charge (Name of master or person in charge)  
Address of master or person in charge (Address of master or person in charge)  
Date (Date)  
Time (Time)  
Place (Place)  
County, State of (County, State of)  
Name of State (Name of State)  
Name of County (Name of County)  
Underway, anchored, etc. (Underway, anchored, etc.)  
Bearing (Bearing)  
Point of land (Point of land)  
The weather conditions prevailing at the time were as follows: (The weather conditions prevailing at the time were as follows:)  
Description of wind and sea using expressions such as "fresh breeze", "rather rough sea", etc. (Description of wind and sea using expressions such as "fresh breeze", "rather rough sea", etc.)  
Port departed (Port departed)  
The following violations are reported: (The following violations are reported:)

VIOLATION	STATUTE VIOLATED	Amount of penalty provided in statute for each violation
(Give brief statement of violation such as "no fire extinguisher on board.")	(Cite section of U. S. Code such as "48 USC 818.")	(Insert amount of penalty provided in statute for each violation.)
Permitted to be discharged from this vessel into the navigable waters of the Los Angeles Harbor	33 U.S.C. 2203	\$ 200 - \$ 500

**William Donovan**  
-----  
(Reporting officer)  
**Cox.**  
-----  
(Title)

Prepare two copies. Retain copy for files and forward original to District Coast Guard Officer.



Address Reply To  
District Engineer,  
U.S. Engineer Office,  
P.O. Box 5180 - Metro. Station,  
Los Angeles 55, Calif."

WAR DEPARTMENT  
**UNITED STATES ENGINEER OFFICE**  
751 SOUTH FIGUEROA STREET  
LOS ANGELES, CALIF.

8-7

Reply Reference: **PALGB**

20 February 1946

SUBJECT: Oil Pollution, Long Beach Harbor, 9 January 1946 -  
(Transport, MARINE LYNX - War Shipping Administration)

TO: The United States Attorney  
Federal Building LYNX  
Los Angeles 12, California  
Portland, Oregon

MAR 2 46 PM  
U.S. ENGINEER OFFICE  
LOS ANGELES, CALIF.

Dear Sir:

1. Report has been received from the District Coast Guard Officer, Long Beach 2, California, duplicate copies of which are inclosed for your information. Inasmuch as this is the first offense by this vessel, the spill appears to have been unavoidable or accidental and not caused by carelessness or negligence on the part of crew members, and a commercial clean-up crew was ordered immediately to clean the oil off the waters, prosecution is not recommended.

Copies of all letters pertaining to the case are inclosed for your files.

FOR THE DISTRICT ENGINEER:

Very truly yours,

KENNETH P. PEEL  
Chief, River and Harbor Section  
Engineering Division

- 3 Inclosures (in dup.)
- 1. Copy of report dated (9 Jan. 1946
  - 2. Copy ltr. to CO Transport MARINE LYNX
  - 3. Copy ltr. to District Coast Guard Officer

KENNETH P. PEEL  
Chief, River and Harbor Section  
Engineering Division

- 4 Inclosures (in dup.)
- 1. Copy of report dated 10 Jan. 1946
  - 2. Extract R & H Act
  - 3. Pollution Booklet
  - 4. Pollution Notice

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MAR 4 1946

LAW OFFICE  
DISTRICT COAST GUARD OFFICE  
ELEVENTH NAVAL DISTRICT

Address Reply To  
 District Engineer,  
 U.S. Engineer Office,  
 P.O. Box 5180 - Metro. Station,  
 Los Angeles 55, Calif."

WAR DEPARTMENT  
**UNITED STATES ENGINEER OFFICE**  
 751 SOUTH FIGUEROA STREET  
 LOS ANGELES, CALIF.

O  
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Reply  
 Reference: PALGB

20 February 1946

SUBJECT: Oil Pollution, Long Beach Harbor, 9 January 1946 -  
 (TRANSPORT, MARINE LYNX - War Shipping Administration)

TO: Commanding Officer  
 Transport MARINE LYNX  
 c/o Postmaster  
 Portland, Oregon

1. Report has been received by this office that on 9 January 1946 the Transport MARINE LYNX, polluted the navigable waters of the United States with oil in the vicinity of Berth 17, Long Beach Harbor. This is a violation of the Federal Oil Pollution Act of 7 June 1924 (33 U. S. Code, Sections 431-437) as well as State law and local regulations. A copy of this report is inclosed for your information.

2. Because of the great danger to commercial shipping and harbor facilities involved in pollution violations, the District Engineer desires to emphasize the seriousness of this offense.

3. Particular attention is directed to Section 17 of River and Harbor Act, approved 3 March 1899, relative to the protection and preservation of the navigable waters of the United States and the responsibility of Officers and Agents of the United States in charge of river and harbor improvements. (See extract herewith inclosed)

4. A supply of booklets and notices prepared by this office concerning the prevention of pollution of the navigable waters of the United States and the laws pertaining to violations thereof are inclosed, and it is requested that copies be furnished to responsible crew members in order that they may be thoroughly informed as to the laws and, therefore, govern themselves accordingly.

FOR THE DISTRICT ENGINEER:

KENNETH P. PEEL  
 Chief, River and Harbor Section  
 Engineering Division

RECEIVED

MAR 4 1946

4 Inclosures (in dup.)

1. Copy of report dated 10 Jan. 1946
2. Extract R & H Act
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LAW OFFICE  
 DISTRICT COAST GUARD OFFICE  
 ELEVENTH NAVAL DISTRICT