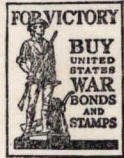


MR

*Mr. Stayer  
Com. Keefe* 7-9  
*MR*

UNITED STATES COAST GUARD

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



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

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26 February, 1945

To: The Commandant T SECURITY SECTION

Via: DCGO, 8ND

Subj: Oil Pollution Act of 1924, 33 USC, 431-437; violation by  
SS MARY M. DODGE, on 14 February, 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.

*L. A. Welsh*  
L. A. WELSH

Incl.  
Copy of file in subject case.

Ind-1  
DCGO, 8ND (ops)  
1 March, 1945

To: The Commandant (OPS)

Forwarded.

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

Captain of the Port  
6614  
CAPTAIN OF THE PORT (1)  
GALVESTON, TEXAS

6614

26 February, 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 MARY M. DODGE, at Pier 5, Galveston, Texas, on 14 February, 1945:

The SS MARY M. DODGE, a liberty ship, is owned by the War Shipping Administration, and operated by the South Atlantic Steamship Line, of Savannah, Georgia. The local and general agents are the Strachan Shipping Company, U. S. National Bank Building, Galveston, Texas. At about 10:30 p.m., on the date above mentioned, a spill occurred on this vessel while taking on bunker oil into the No. 1 double-bottom tank. The Chief Engineer, Mr. Charles S. McCann, whose address is 5008 Chronicle Building, Houston, Texas, license No. A3919, states that apparently the spill was caused by a defective discharge valve leading from the No. 1 to the No. 2 tank, preventing the oil from entering the No. 2 tank. This caused excessive gas pressure in the No. 1 tank, thereby forcing the oil through the two forward vents and spilling on the deck. It is estimated that approximately three barrels of oil spilled on to the deck, of which one-third ran through the scuppers into the waters of the Galveston Harbor. The Chief Engineer is unable to figure any other cause for the spill, and he will be unable to definitely check the valve which he claims is not working properly until this particular tank is dry, which in all probability will take ninety days. During the process of loading this bunker oil, the tank was measured not more than ten minutes previous to the spill, and at that time was slightly less than half-full. The tank, which has a capacity of 900 gallons, held approximately 400 gallons of oil at the time of the spill. This case was reported to the Officer in Charge, Marine Inspection, U. S. Coast Guard, for his information and action.

Statements were taken from the Chief Engineer, Mr. Charles S. McCann, the Assistant Engineer, Mr. Walter H. Herst, Robert L. Campe of the U. S. Navy, and Coastguardsmen Stan Weiner, Warrant Boatswain, and Otto McDonald, seaman first class of the Voluntary Port Security Force, Galveston, Texas. 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 on the starboard side of the vessel and from the deck on the starboard side of the vessel, by Stan Weiner, Warrant Boatswain, and

GAFTA File 6614 PAGE (1)

GALVESTON, TEXAS

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

26 February, 1943

District Engineer, U. S. Army,

Otto McDonald, 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.

The following is a report of the violation of the Oil Pollution Act of 1924, 33 USC, 431-437, by the SS MARY E. DOWNE, of Star 5, Galveston, Texas, on 14 February, 1943:

Very truly yours,

The SS MARY E. DOWNE, a liberty ship, is owned by the War Shipping Administration, and operated by the South Atlantic Steamship Line, of Savannah, Georgia. The local and general agents are the Starliner Shipping Company, U. S. National Bank Building, Galveston, Texas. At about 10:30 p.m., on the date above mentioned, a spill occurred while taking on bunker oil into the No. 1 double-bottom tank. The Chief Engineer, Mr. Charles S. McCann, whose address is 5028 Caroline Building, Houston, Texas, license No. 43949, states that apparently the spill was caused by a defective discharge valve leading from the No. 1 to the No. 2 tank, preventing the oil from entering the No. 2 tank. This caused excessive gas pressure in the No. 1

- Incls.
- 1 - Copy of investigator's report.
  - 2 - Copy of statement by Charles S. McCann
  - 3 - Copy of statement by Walter H. Herst
  - 4 - Copy of statement by Robert L. Campos
  - 5 - Copy of joint statement by Stan Weiner and Otto McDonald

CC - The Commandant, U. S. Coast Guard, Washington, D. C.  
10CGO, SND, New Orleans, La.  
U. S. District Attorney  
OinC, Marine Inspection, Galveston, Texas  
War Shipping Administration, Galveston, Texas  
Chief, Marine Inspection, U. S. Coast Guard, for his information and action.

Statements were taken from the Chief Engineer, Mr. Charles S. McCann, the Assistant Engineer, Mr. Walter H. Herst, Robert L. Campos of the U. S. Navy, and Coastguardsman Stan Weiner, Warrant Boatswain, and Otto McDonald, seaman first class of the Voluntary Port Security Force, Galveston, Texas. 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 on the starboard side of the vessel and from the deck on the starboard side of the vessel, by Stan Weiner, Warrant Boatswain, and

Galveston, Texas

Feb. 15, 1945

PORT SECURITY OFFICER

6614

17 February, 1945

To: Captain of the Port, Galveston, Texas

Subj: Oil Pollution Act - S.S. MARY M. DODGE; violation of

1. This case involves the S.S. MARY M. DODGE, a liberty ship, operating under the American flag. She has a capacity of 7,176 gross tons. She is owned by the War Shipping Administration, Washington, D.C., and the operator is the South Atlantic Steamship Line, Savannah, Georgia. The local and general agents are the Stradhan Shipping Company, U.S. National Bank Building, Galveston, Texas. The home port of this vessel is San Francisco, California.
2. The S.S. MARY M. DODGE arrived in Galveston 10 February, 1945, and tied up at Pier 14. She shifted to Pier 5 on 14 February, 1945, to take on bunker oil. This vessel is under the command of Henry M. Foster, 2708 Neal Street, Hampton, Virginia, license number 176147, issued 30 September, 1945, in Portland, Maine.
3. The writer was notified of the oil spill at approximately 1130 p.m. on 14 February, 1945, and immediately proceeded to the scene of the spill. When I arrived at Pier 5, I observed oil floating on top of the water between the SS MARY M. DODGE and Pier 5. Oil had flown through five scuppers on the starboard side from the bow to about midship, and a small amount of oil had flown through the scuppers on the port side. When I went aboard, there was oil on the deck from the forward vents to about midship on the starboard side. Sawdust had been placed on the oil on deck, to aid in preventing some of it from flowing into the water.
4. The writer received a signed statement from Charles S. McCann, Chief Engineer, 5008 Chronicle Building, Houston, Texas, who has a Chief Engineer's license no. A3919, issued 13 November, 1944. He stated that he was assigned to this ship on 14 February, 1945, and that she started taking on bunker oil at Pier 5, at about 9:50 a.m., 14 February, 1945. He said they were pumping oil in No. 1 double-bottom tank, with a pressure of about 40 to 45 pounds, when the oil ran out of the forward vents on the port side and starboard side of the ship, at about 1030 14 February, 1945. The Chief Engineer stated further, that he thought the reason for the oil spill was due to the discharge valves leading from No. 1 tank to No. 2 tank being out of order, and the oil failing to enter No. 2 tank, caused excessive gas pressure in No. 1 tank, and instead of flowing into tank No. 2, the oil flowed out through the two forward vents, and spilled on deck.

Captain of the Port  
6614  
17 February, 1945

He said the oil ran on deck back to about midship, and then through the scuppers on each side. He further stated that when the spill occurred, he had pumped about 400 gallons of oil into No. 1 tank, measuring 2 feet 10 inches, and when this tank is full it measures 7 feet and holds 900 gallons. Mr. McCann estimated that about three barrels (42 gallons) of oil spilled on deck and about one barrel ran through the scuppers into the water.

5. I received a signed statement from Walter H. Herst, 2nd Asst. Engineer, 8033 Harrisburg Boulevard, Houston, Texas, license No. A14299, issued in New London, Connecticut, 13 July, 1944. He said he was checking the filling valves when the spill occurred. He said he saw that oil had run out the forward vent on the starboard side, on deck and through the scuppers into the water. He said not over a barrel ran into the water. Herst claims that he took the sounding in No. 1 double-bottom tank about ten minutes before the spill, and the tank measured a little over two feet, which would indicate that it was not pumped full. He said he believed the reason for the spill was due to No. 2 filling valve being out of order, and the pressure forming in No. 1 tank forced the oil in this tank, through the vents, and then spilled on the deck.

6. The writer obtained a statement from Robert L. Campo, Sealt. USN(R), who is a member of the gun crew aboard the SS MARY M. DORGE. His home address is Grand Forks, North Dakota. He said he was standing gangway watch when the spill occurred. He saw the oil flowing on deck, running back toward midship, and through several scuppers on the starboard side, down the plates into the water. Campo estimated that not over a barrel ran into the water.

7. J. D. Jones, Maritime Watchman, home address 320, 20 Street, Galveston, Texas, was standing gangway watch, and noticed the oil spill. He said he saw the oil running down the deck and through the scuppers on the starboard side. He estimated that about 75 gallons of oil ran into the water.

8. Signed statements were taken from Stan Weiner, Boatswain, and Otto McDonald, Sealt., of the V.P.S.F., Galveston, Texas. Weiner and McDonald took samples of oil from the water at Pier 5 and from the starboard side of the ship. These samples were taken to the Fog Station.

9. The Merchant Marine Inspector's Office was notified of this oil spill on 14 February, 1945.

10. Signed statements have been secured from Charles S. McCann, Chief Engineer; Walter H. Herst, 2nd Asst. Engineer; Robert L. Campo, USN(R); Stan Weiner, Boatswain and Otto McDonald, Sealt. of the V.P.S.F., Galveston, Texas.

Roger Bagby, CSp.

Feb. 15, 1945

Feb. 15, 1945

My name is Charles S. McCann, 5008 Chronicle Bldg., Houston, Texas. I was assigned to the S.S. MARY M. DODGE on Feb. 14, 1945. This ship is docked at Pier 5. engineer, aboard the S.S. MARY M. DODGE. My home address is 8033 Karrisberg Blvd., I am Chief Engineer and was in charge when we started pumping bunker oil at 9:50 a.m., Feb. 14, 1945, into No. 1 double-bottom tank. We were pumping with about 40 to 45 pounds pressure. I had just opened the vents forward on the port and starboard sides when about a half an hour later, at 10:30 p.m., Feb. 14, 1945, someone hollered at me to shut the oil off, that oil was flowing on deck. I then went to the engine room to see if the valves were properly adjusted. I found that the valves were adjusted properly. I changed the line from discharge to suction. I think that the reason for the spill is due to the discharge valves on No. 2 double-bottom tank is out of order. Will not be able to determine this until the oil is out of the tanks (probably 90 days). oil was between the ship and the deck in the water on the starboard side. Not over a barrel I had no. 2 double-bottom discharge valves opened at 10:15 p.m. Oil failing to enter No. 2 tanks caused excessive gas pressure in No. 1 tank which had a tendency to syphen oil on deck through forward vents on No. 1 double-bottom tank. The oil ran out through the two forward vents on the port and starboard side. This oil ran on deck back to about midship and ran through the scuppers on each side. When the spill occurred, we had pumped only 2 ft. 10 inches into tank No. 1 and about 400 gallons. This tank full measures 7 ft. and 900 gallons of oil.

The only other oil spill I had was in 1925. I have a license of Chief Engineer of steam vessels issued Nov. 13, 1944. I estimate that about three barrels of oil spilled on deck (42 gal. barrels) and about one barrel ran through the open scuppers into the water. I do not blame anyone for the oil spill.

/s/ Charles S. McCann

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Feb. 15, 1945

My name is Walter H. Herst, 2nd ass't engineer, aboard the S.S. MARY M. DODGE. My home address is 8033 Harrisberg Blvd., Houston, Texas. I was assigned to this ship on Feb. 14, 1945.

I was checking filling valves when the oil spill occurred about 10:30 p.m., Feb. 14, 1945. Shortly before this I opened up the valve leading from No. 1 to No. 2 tank. I took the sounding in No. 1 double-bottom tank about ten minutes before the oil spill and it measured a little over two feet. This tank full is about 7 ft. I was coming out of the engine room when the spill occurred. Then went forward and saw that oil had run out of tank No. 1 through the forward vent on the starboard side. This oil ran back on deck to about midship. I saw the oil run through several scuppers on the starboard side into the water. The oil was between the ship and the dock in the water on the starboard side. Not over a barrel of oil ran into the water. I did not see any oil on the port side.

I believe that the reason for the spill is due to No. 2 filling valve being out of order and pressure forming in No. 1 tank forced the oil in No. 1 tank through the vents and spilled on deck. My engineer's license No. is A-14299, issued in New London, Conn., July 13, 1944.

/s/ Walter H. Herst

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Feb. 15, 1945

14 Feb. 1945

Subject: My name is Robert L. Campos, Sealc, USN. I am on  
 the Navy gun crew aboard the S.S. MARY M. DODGE.  
 O. McDonald I was standing gangway watch when the oil spill  
 on P1 occurred about 10:30 p.m., Feb. 14, 1945. I first  
 saw the oil flowing on deck on the starboard side  
 and the oil was running back toward midship. I  
 saw the oil when it ran through several scuppers  
 on the starboard side and ran down the plates into  
 the water. I do not know where the oil came from.  
 I brought Over a barrel of oil (42 gal.) ran into the water.  
 findings I did not see any oil on the port side. My home  
 address is Grand Forks, N. D.

McDonald said that he estimated that 100 gallons of oil was  
 spilled. I got the samples from the water on the starboard  
 side of the ship and the port side of the deck, the deck sample  
 was gotten off the starboard side.

/S/ Robert L. Campos

/S/ Stan Weiner  
 Harland Boatman

/S/ Otto McDonald  
 Sealc.

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14 Feb. 1945

Subject: Oil Spill on the DODGE at Pier 5 at 2330

O. McDonald phoned in and said the DODGE had spilled oil at 2330 on Pier 5. I called Chief Bagby who instructed me to get two samples of oil from the water and the deck of the DODGE.

McDonald told me that the Chief Engineer was told to fill the deep tanks first, but they filled the smaller ones first, causing a spill.

I brought the samples to Pier 18, and phoned Chief Bagby of my findings.

McDonald said that he estimated that 100 gallons of oil was spilled. I got the samples from the water on the starboard side of the ship and the port side of the dock, the deck sample was gotten off the starboard side.

/S/ Stan Weiner  
Warrant Boatswain

/S/ Otto McDonald  
Sealc

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