



Landi Bols

NEW ORLEANS DISTRICT
U.S. COAST GUARD
NEW ORLEANS, LOUISIANA
UNITED STATES COAST GUARD
Port Arthur, Texas



COAST GUARD STATION
COMMANDING OFFICER
US COAST GUARD GROUP
Refer to file: 6614

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PORT SECURITY SECTION

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25 October, 1944

To: The Commandant

Via: DCGO, 8ND

Subj: Violation of the Oil Pollution Act of 1924, USC 431-437, by the tank vessel, MELINE, owned by the Norwegian Shipping and Trade Mission of 80 Broad Street, New York, New York, operated by the Texas Company, and chartered by the War Shipping Administration, at the Sun Oil Company Dock, Smith's Bluff, Nederland, Texas, on 23 October, 1944

Inclosed will be found all statements and letters of transmittal covering subject violation.

William E. Coates

WILLIAM E. COATES
Acting

Incl.
Subject statements and letters

Ind-1
DCGO, 8ND (ops)
31 October, 1944

To: The Commandant (OPS)

Forwarded.

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

Port Arthur, Texas

COMMANDING OFFICER
US COAST GUARD GROUP
Refer to file: 6614

25 October, 1944

District Engineer
United States Engineers
Galveston, Texas

Dear Sir:

This is a report of a violation of the Oil Pollution Act of 1924, 33 USC 431-437, by the tank vessel MELLINE, owned by the Norwegian Shipping and Trade Mission of 80 Broad Street, New York, New York, operated by the Texas Company, and chartered by the War Shipping Administration, at the Sun Oil Company Dock, Smith's Bluff, Nederland, Texas, on 23 October, 1944.

On arrival at Smith's Bluff, Nederland, Texas, at approximately 1515 on 23 October, 1944, subject vessel was found to be leaking from both port and starboard sides. These leaks were below the water line, and were noticed by oil coming to the surface of the water. It was estimated by the Chief Mate that approximately two and one-half gallons of oil per hour were leaking from both sides of the vessel. These leaks were apparently caused by rivets being loose, although the Chief Mate stated that subject ship had just left drydock on 20 September, 1944.

This vessel was carrying a cargo of West Texas Crude Oil. The officer on watch was G. Wagge, and the leakage was first noticed by J. M. Fredriksfryd, Chief Mate of subject vessel.

This leakage was not due to the scuppers not being plugged, or any negligence on the part of the officers or crew. This was not a case of emergency imperiling life or property, or unavoidable accident, collision or stranding.

Written statements were made by J. M. Fredriksfryd, Chief Mate, and Jean Britton, SPL/c, USCGR. Z. B. Cooper, State Game Commissioner, Beaumont, Texas, is available as a witness. Samples of oil were taken by Jean Britton, SPL/c, USCGR, and witnessed by J. W. McNaney, EML/c, USCGR. The originals of these statements and samples of oil will be retained by this office for the use of the U. S. Attorney.

Very truly yours,

Incl.
Ltr. to CO
Subject statements
CC: HQ, DCGOB, USAttorney, MMI

WILLIAM E. COATES, Lt. Comdr., USCG
Acting Commanding Officer
U. S. Coast Guard Group
Port Arthur, Texas

COPY

Port Arthur, Texas

US COAST GUARD GROUP
Refer to file: 6614

25 October, 1944

To: CO, US Coast Guard Group, Port Arthur, Texas

Subj: Violation of the Oil Pollution Act of 1924, USC 431-437, by the tank vessel, MELINE, owned by the Norwegian Shipping and Trade Mission of 80 Broad Street, New York, New York, operated by the Texas Company and chartered by the War Shipping Administration, at the Sun Oil Company Dock, Smith's Bluff, Nederland, Texas, on 23 October, 1944

1. The following is a report of a violation of the Oil Pollution Act as reported to this office on 24 October, 1944:

Subject vessel, on arrival at Smith's Bluff, Nederland, Texas, at approximately 1515 on 23 October, 1944, was found to be leaking from both port and starboard sides. These leaks were below the water line, and were noticed by oil coming to the surface of the water. It was estimated by the Chief Mate that approximately two and one half gallons of oil per hour were leaking from both sides of the vessel. These leaks were apparently caused by rivets being loose, although the Chief Mate stated that subject ship had just left drydock on the 20th of September, 1944.

This vessel was carrying a cargo of West Texas Crude Oil. The officer on watch was G. Wagge, and the leakage was first noticed by J. M. Fredriksfryd, Chief Mate of subject vessel.

This leakage was not due to the scuppers not being plugged, or any negligence on the part of the officers or crew.

This was not a case of emergency imperiling life or property, or unavoidable accident, collision or stranding.

2. Written statements were made by J. M. Fredriksfryd, Chief Mate, and Jean Britton, SPL/c, USCGR. E. B. Cooper, State Game Commissioner, Beaumont, Texas, is available as a witness. Samples of oil were taken by Jean Britton, SPL/c, USCGR, and witnessed by J. W. McAnany, RMI/c, USCGR.

L. B. WILSON

Incl.

Subject Statements

CC: HQ., DCGOS, US Attorney, District Engineer, RMI

COPY

23 October, 1944
23 October, 1944
1630 TO WHOM IT MAY CONCERN:

TO WHOM IT MAY CONCERN: October, 1944, I investigated an oil spill
at the Sun Oil Dock, Smith's Bluff, Nederland, Texas.
Upon arriving at Sun Dock, Smith's Bluff, Nederland, Texas, at 1515 (R),
of this date, I, M. Fredriksfryd, Ch. Mate, noticed evidence of a small
leak from port and starboard cross bunker tank. Oil was appearing on the
surface from a leak somewhere below the waterline on both port and star-
board side. These leaks are undoubtedly due to loose rivets. We just
left drydock, 20th of Sept. of this year. I would estimate about 2½ gal.
an hour was leaking from each side. The officer on watch was
Wagge. The ship was carrying a cargo of West Texas crude
oil. Apparently from #8 port and starboard main cargo there is also a leak
on each side below the water line. These leaks are too a result of
loose rivets and thin oil. Our cargo is West Texas Crude. From each
of these leaks there is approximately 1 gal. emerging.

John Britton, Spic, 5803R

S/ M. Fredriksfryd

23 October, 1944

TO WHOM IT MAY CONCERN:

At 1630 , 23 October, 1944, I investigated an oil spill at the Sun Oil Dock, Smith's Bluff, Nederland, Texas. The MELINE, a tank vessel, owned by the Norwegian Shipping and Trade Mission, operated by the Texas Company, and chartered by the W.B.A. was found to have several leaks below the waterline on both port and starboard sides, apparently caused by rivets being loose. The Chief Mate, J.M. Fredriksfryd, stated that the ship had recently been drydocked. The officer on watch was G. Wagge. The ship was carrying a cargo of West Texas crude oil. I found the leakage was not due to any negligence on the part of the officers or crew.

Jean Britton, Sp1c, USCGR