

OBsolete

DEPARTMENT OF THE NAVY  
MILITARY SEA TRANSPORTATION SERVICE, PACIFIC AREA MSTSPAC 9550.3  
PORT MASON  
SAN FRANCISCO, CALIFORNIA  
P35X  
26 June 1958

MSTSPAC INSTRUCTION 9550.3

From: Commander Military Sea Transportation Service, Pacific Area  
To: Distribution List

Subj: Oil Pollution; San Francisco Area

Ref: (a) COMSTS Instruction 3120.2B (Administrative and Operating Procedures for MSTS Ships in Service (USNS) (Civil Service-Manned))  
(b) 12ND Instruction 3100.2 (Oil Spillage; Containment and Removal of)  
(c) MSTSPAC Instruction 9550.2 (Securing and Handling of Oil Rings used by MSTSPACAREA Ships)

Encl: (1) Oil Pollution Report Form (to be reproduced as necessary)  
(2) Sample Invoice for Oil Spill Cleaning Service

1. Purpose. To amplify and expand the scope of references (a) and (b) in respect to oil pollution occurring in the San Francisco area.

2. Background. Recently, several instances of violation of oil pollution laws by MSTS ships have occurred in the San Francisco area. These instances have emphasized the need for additional guidance in prevention, reporting and cleaning procedures.

3. Pollution Prevention.

a. Oil Spills. It is directed that bunkering and fuel transfer procedures be reviewed and revised as necessary to minimize the risk of oil spills. This review and revision should include, but not be limited to, the following:

(1) Preventive maintenance of all components of fueling system to insure proper operation and reliability. This includes:

(a) Periodical checking of high level alarms, tank level indicators, pressure gauges and other installed indicators or safety devices. Cautioning personnel against placing complete reliance on such devices.

(b) Investigating thoroughly any difficulty encountered with fueling or ballasting systems. Looking for blanks in vent lines that are not shown on plans and other undesignated modifications.

(2) Plugging of weather deck scuppers prior to fueling ship.

(3) Assignment of one engine department officer for over-all responsibility and indoctrination of all persons concerned with the fueling evolution.

(4) Establishment of a fueling sequence wherein the overflow tanks

26 June 1958

are empty or nearly empty at commencement of fueling and the filling valves closed. These tanks act as a safety factor to prevent oil spills. They should be watched closely - if the oil level rises, it indicates excessive pressure in the fueling main.

(5) Insuring adequate communication between all fueling stations.

(6) Always gravitating ballast into tanks. If pumping is resorted to, continuous attendance by responsible personnel is required.

(7) Marking distinctly any blank placed in a fuel or ballast line in order to perform a special operation and ensure the removal of the blank upon completion of the operation.

b. Deballasting by Oil Ring. Instructions for securing and handling oil disposal rings are contained in reference (c). Additional precautions to be observed are:

(1) Avoid excessive pressure in pumping ballast to prevent oil being forced through the bottom of the ring.

(2) Do not fill below the level of the middle sounding tube due to risk of spillage while the ring is being towed to a disposal point.

c. Heavy Oil. Grade 6 fuel oil, having an API gravity of 6.0 or less, is heavier than salt water and residue pumped into an oil disposal ring will sink, causing an oil slick when the lighter components separate and rise to the surface. When bunkered with oil of this type, ballasting and deballasting will be accomplished in the following manner:

(1) Flush tanks thoroughly prior to ballasting, using heat when necessary.

(2) Use ship's oil and water separator for deballasting, using heat and pumping at reduced rate.

#### 4. Preliminary Report of Oil Pollution.

a. In the event of an oil spill or harbor pollution from other causes, the ship responsible will notify COMSTSPACAREA Vessel Operations Division or Staff Duty Officer by telephone immediately. If moored at a military terminal, the Terminal Fire Marshal or Duty Officer shall also be notified. Notification will include sufficient information to permit evaluation of the magnitude of pollution. Notification of TWELFTH Naval District officers, required by reference (b), will be handled by appropriate COMSTSPACAREA Staff personnel.

5. Follow-up Action. The Commanding Officer or Master of a ship responsible for an oil pollution incident will make every effort to contain the

MSTSPACINST 9550.3  
26 June 1958

oil within a limited area. If contractor assistance for cleaning is ordered, the contractor's work will be observed and an accurate account kept of time, personnel, equipment, and material used. If the ship departs the area prior to completion of cleaning, COMSTSPACAREA Vessel Operations Division or Staff Duty Officer will be notified by telephone. Contractor's personnel time, equipment and material utilized will be reported on enclosure (1). Detailed data is necessary as a basis for certification of invoices for payment. A specimen invoice is appended as enclosure (2).

6. Administrative Report. A report (MSTSPAC Report 3100-1) will be submitted giving complete details of the cause of each instance of oil pollution and the action taken to prevent a recurrence. Enclosure (1) may be incorporated in this report as an enclosure.

7. Exception. The Officer-in-Charge, U. S. Naval Fuel Depot, Point Molate is authorized by current contracts with Ship Service companies to place orders for cleaning all oil spills occurring at Point Molate. The provisions of this instruction are applicable in all other respects to oil spills by MSTS ships at Point Molate.

H. O. LARSON

DISTRIBUTION:

List A3, 4, 6, 10 . . . . COMSTSPACAREA Activities  
Bl, 3, 4, 10 . . . . COMSTS NORPAC SUBAREA Activities

INFORMATION COPIES:

List II . . . . COMSTS  
COMTWELVE . . . (4 copies)

Authenticated:

  
C. E. BLUM  
CHSHIPCLK, USN

26 June 1958

(Rpt 12ND-3100-2)

From:

To: Commander Military Sea Transportation Service, Pacific Area

Subj: Oil Spill; report of and data on

1. At \_\_\_\_\_ an oil spill occurred \_\_\_\_\_  
(Time) (Location)

The cause of the spill is determined as:

2. The following contractor arrived at \_\_\_\_\_, \_\_\_\_\_  
(Time) (Contractor)a. With the following equipment \_\_\_\_\_  
and personnel \_\_\_\_\_.

b. The material used to remove the oil was \_\_\_\_\_.

c. The \_\_\_\_\_ secured operations at \_\_\_\_\_  
(Contractor) (Time)d. Additional men were/were not placed on the job by contractor during removal.e. At time of arrival of contractor, about \_\_\_\_\_ gallons of oil had spread over an area about \_\_\_\_\_ in \_\_\_\_\_  
(Feet-Yards) direction.

f. The tide and wind conditions were \_\_\_\_\_.

g. To my knowledge, there was/was not oil that escaped the contractor.  
If any, How? \_\_\_\_\_  
Why? \_\_\_\_\_.

3. Remarks: \_\_\_\_\_

## DISTRIBUTION:

COMSTSPACAREA (Original and 1 copy)  
COM 12ND (Code 03) (2 copies)

Enclosure (1)

26 June 1958

H & H  
SHIP SERVICE CO.

San Francisco 7

TO MSTSPACAREA  
Naval Supply Department  
Port Mason, California

Terms: Cash

Contract No. N228-22948

Date May 19, 1958  
Our Invoice No. 2043  
Our Job No. 1306  
Customer's References  
PO No. 62383/199-58  
Job No.OIL SPILL - USNS

Furnish labor, material, equipment and transportation to chemically clean Oil Spill occasioned by above vessel at Oakland Army Base, May 16, 1958.

5/16/58

2-	5 washmen	6 hours ST	30 hours @ \$4.00 per hour ....	\$ 120.00
3-	1 foreman	6 " ST	6 " @ 4.40 " "	26.40
2-	5 washmen	4 " OT	20 " @ 5.90 " "	118.00
3-	1 foreman	4 " OT	4 " @ 6.50 " "	26.00
4-	1 boat operator	6 " ST	6 " @ 4.50 " "	27.00
4-	1 " "	4 " OT	4 " @ 6.50 " "	26.00
7c-	1 power boat		10 " @ 8.00 " "	80.00
7g-	1 truck		10 " @ 3.00 " "	30.00
7e-	pump and hose		10 " @ 2.00 " "	20.00
8f-	Tricon Oil Spill Eliminator	470 gals @ 3.40 " gal.	....	1598.00
				<b>Total \$2071.40</b>

Work started and completed May 16, 1958

\*\*\*\*\*FOR THE SUM OF TWO THOUSAND SEVENTY ONE AND 40/100 DOLLARS\*\*\*\*\*

H &amp; H Ship Service

W. J. Harris, President

Enclosure (2)