

*Mr. Stange*

*7-9 MR*



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

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Nov 20 11 27 AM '44

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

6614

27 November, 1944

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PORT SECURITY SECTION

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To: The Commandant

Via: DCGO, 8ND

Subj: Oil Pollution Act of 1924, 33 USC, 431-437; violation by  
SS CARELTON ELLIS, on 23 November, 1944.

Refs: (a) HQ ltr to all DCGO's 13 August, 1943 (CG-100.13 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 A. Welsh*  
LEO A. WELSH

Incl.

Copy of file in subject case.

Ind-1

DCGO, 8ND (ops)  
29 November, 1944

To: The Commandant (OPS)

Forwarded.

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



Texas City, Texas

ASS'T. CAPTAIN OF THE PORT

CAPTAIN OF THE PORT (1)  
GALVESTON, TEXAS

6614

27 November, 1944

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

Sir:

Here is a report of a violation of the Oil Pollution Act of 1924, 33 USC, 431-437 by the SS CARLETON ELLIS, at the Pan American Dock No. 2, Texas City, Texas, on 23 November, 1944. The facts in the case are as follows:

The SS CARLETON ELLIS is owned by the War Shipping Administration and is operated by Barber Asphalt Corporation, 30 Rockefeller Plaza, New York, New York. At about 5:50 a.m., on the date above mentioned, about 15 barrels of fuel oil overflowed from the No. 2 starboard tank onto the deck of the vessel and about fifteen gallons of the fuel oil leaked through an improperly plugged scupper and ran down the side of the ship into the waters of the Texas City Harbor. The Chief Mate, Frederick Hansen, 1504 Brockenbaugh Street, New Orleans, Louisiana, immediately stopped the leak as soon as he was notified. 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 Frederick Hansen, Coastguardsman Michael J. Bilec, boatswain's mate second class and Walter P. Smith, seaman second 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 port side of the vessel by Michael J. Bilec, boatswain's mate second class and from the deck of the vessel, port side, by Walter P. Smith, seaman second class. These samples, together with the original of the statements taken, will be retained by this office for use by the U. S. Attorney.

*Edmond C. Purvis, Sp. Ic.*  
Very truly yours,

LEO A. WELSH

Incls.

- 1 - Copy of investigator's report.
- 2 - Copy of statement by Chief Mate Hansen.
- 3 - Copy of statement by Michael J. Bilec.
- 4 - Copy of statement by Walter P. Smith.

CC: The Commandant, U. S. Coast Guard, Washington, D. C.  
DCGO, SNO, New Orleans, La.  
U. S. District Attorney.  
OinC, Marine Inspection, Galveston, Texas.  
U. S. War Shipping Administration, Galveston, Texas.



Texas City, Texas

ASS'T. CAPTAIN OF THE PORT

6614

STATEMENT

Oil Pollution Violation  
S/S CARLETON ELLIS, owned by  
War Shipping Administration

23 November, 1944

To: Ass't. Captain of the Port, Texas City, Texas

Subj: Oil Pollution Violation; S/S CARLETON ELLIS, U. S. tanker,  
23 November, 1944

1. This morning about 0810, I was at Pan American dock # 2 where the S/S CARLETON ELLIS was docked. This vessel had just completed loading a cargo of Bunker C fuel oil. The S/S CARLETON ELLIS is owned by the War Shipping Administration and is operated by Barber Asphalt Corp., 30 Rockefeller Plaza, New York, N.Y.
2. I noticed oil had been spilled on the deck and upon investigation I found the # 2 starboard tank had overflowed about 0550. I checked the scuppers and found one about midship, port side, was leaking. This scupper was improperly plugged and oil was leaking through this hole and running down the side of the vessel into the water of Texas City harbor.
3. I contacted Chief Mate, Frederick Hansen, certificate # A-16504, and told him about the leak. Chief Hansen stopped this leak immediately.
4. Approximately four (4) or (5) five barrels of oil overflowed the # 2 starboard tank onto the deck of the S/S CARLETON ELLIS and about fifteen (15) gallons of this oil escaped through an improperly plugged scupper into the water of the Texas City harbor.
5. A sample of oil was taken from the water along the port side of the S/S CARLETON ELLIS by Michael J. Bilec, HM.2c., USCGR, and from the deck, port side, by Walter P. Smith, Sea. 2c., USCGR. These samples were signed, sealed, and delivered to the Galveston Fog Station by Bilec and Smith.

*Eldon C. Purvis, Sp. 1c*  
ELDON C. PURVIS, Sp. 1c.

COPY

U. S. Coast Guard  
November 23, 1944  
November 23, 1944

STATEMENT

Oil Pollution Violation  
S/S CARLETON ELLIS, owned by  
War Shipping Administration  
War Shipping Administration

My name is Frederick Hansen, 1504 Brockenbaugh St., New Orleans, La. I am employed as Chief Mate on the S/S CARLETON ELLIS, a tanker, owned by War Shipping Administration and operated by Barber Asphalt Corp., 30 Rockefeller Plaza, New York, N.Y. My license number is A-16504.

This morning at about 0550 as we were loading a cargo of bunker C oil the # 2 starboard tank overflowed spilling approximately three barrels of oil onto the deck of the vessel. Approximately five gallons of this oil leaked through one of the scuppers on the port side. This scupper was plugged but was not tight enough to hold the cargo. This leak was stopped as soon as it was found.

/s/FREDERICK HANSEN



U. S. Coast Guard  
Texas City, Texas  
23 November 23, 1944

STATEMENT

Oil Pollution Violation  
Oil Pollution Violation by  
S/S CARLETON ELLIS, owned by  
War Shipping Administration

1. I, Michael J. Bilec, BM2c., was on Port Security watch I was notified by Charles Turner, Sp. 1c., that I was to proceed immediately to the Pan American Dock # 2 and board the S.S. CARLETON ELLIS to investigate a spill which had occurred there. At 0855 I noticed on the S.S. CARLETON ELLIS that Bunker C Fuel Oil had overflowed the # 2 starboard tank. I'd say about fifteen gallons of this oil had overflowed into the Texas City harbor. Eldon C. Purvis, Sp. 1c., made a thorough checkup with the Chief Mate. I, Michael J. Bilec, BM2c., took a sample off the water, witnessed by Walter P. Smith, S2c. A sample was also taken off the deck of the ship by Walter P. Smith, S2c., and witnessed by me, Michael J. Bilec, BM2c.

3. Michael J. Bilec, BM2c., took a sample from the water along the port side. I took a sample from MICHAEL J. BILEC, BM2c.

*Michael J. Bilec, BM2c.*  
*Walter P. Smith*  
WALTER P. SMITH, S2c.

C O P Y

U. S. Coast Guard  
Texas City, Texas  
23 November, 1944

S T A T E M E N T

Oil Pollution Violation  
S/S CARLETON ELLIS, owned by  
War Shipping Administration

1. I, Walter P. Smith, Sea. 2c, was on Port Security watch this morning on the S/S CARLETON ELLIS which was docked at Pan American dock # 2. When I arrived at the ship I was informed by Johnnie Taylor whom I relieved, that the # 2 starboard tank had overflowed about 0550. I made a check of the ship and found some oil on the water but failed to locate the leaking scupper at that time.
2. The ship finished loading about 0745. I called Eldon C. Purvis, Sp. 1c., to make an inspection. We found that a scupper amidship, port side, was improperly plugged and oil was escaping through it into Texas City harbor.
3. Michael J. Bilec, BM2c., took a sample from the water along the port side. I took a sample from the deck, port side.

*Walter P. Smith*  
WALTER P. SMITH, Sea. 2c.