

CORPUS CHRISTI, TEXAS

CAPTAIN OF THE PORT
COAST GUARD File 661-6614

File: 6614
14 November, 1944

To: U. S. Engineers, U. S. Army, Galveston, Texas

Via: CG, Coast Guard Group, Corpus Christi, Texas

Subj: Oil Pollution, Harbor Island, Texas; report of.

In compliance with District Coast Guard Officer, Eighth Naval District letter, 11 October, 1943, File 661-6614, the following report of subject oil pollution is submitted: approximately five barrels spilled on the deck and was being cleaned up. No oil went overboard.

(1) On the afternoon of 7 November, 1944, two oil spills occurred aboard the Tanker CHILBAP, moored at Humble Pipe Line Company Dock No. 2, Harbor Island, Texas, as a result of tanks overflowing. The first, which occurred at noon, did not cause pollution. The second occurred at approximately 1310 and an estimated five (5) barrels flowed into the harbor. This spill was investigated by Lieutenant Joseph C. Gomila, USCGR, whose report, together with the statements of William R. Britton, B.M.L., USCGR, Ted W. Helf, Jr., Sp. Lc (PS), USCGR, Charles L. Lowellyn, Sea. Ac, USCG, Mr. Ransom Owen, and Mr. T. B. Dill, both employees of Humble Pipe Line Company, are inclosed herewith.

(2) Oil samples were taken at the time and are in the possession of this office.

(3) The tanker CHILBAP is owned by Paco Tankers, address unknown, and her agent is C. C. Womble, 4114 Huey Street, Houston, Texas.

These two men would not make a statement, saying that they were busy and were not paying any attention to what was going on between he and Lowellyn.

Grandell then told me that he was busy loading the ship and did not have time to argue with me. Grandell then told me that he did not have any right coming on his ship and trying to tell him that I was just a Lieutenant and he was a Lieutenant Commander. I questioned him about his

Incl:

1. Report of Lt. Gomila
2. Statement of Britton
3. Statement of Helf
4. Statement of Lowellyn
5. Statement of Mr. Owen
6. Statement of Mr. Dill

CC: U. S. Attorney

✓ COMMANDANT, U. S. COAST GUARD

DCCO, 8ND

COTP Detail

Subj: Oil spillage on tanker "CHILBAR"; report of. (CONTINUED).

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6. The inspection party then returned to the Port Aransas Station, and I immediately called the Marine Inspection Office and reported the incident. 10 November, 1944. The inspectors being out of the office, I then talked with Lieut. E. F. Fidelity, Executive Officer to the Captain of the Port, who said he would try and locate the Marine Inspectors. Not receiving any information, I then called the Captain of the Port, Corpus Christi, Texas, the "Chilbar" at 1600 and gave the Master permission to sail. The ship was still loading at this time. Subj: Oil spillage on tanker "CHILBAR"; Report of. to the Port Aransas Station.

1. On 7 November, 1944 at 1230 William R. Britton, Jr. B.M.lc., reported to me that a spillage had occurred on the tanker "Chilbar", docked at Harbor Island, Texas. Approximately five barrels spilled on the deck and was being cleaned up. No oil went over-board.

2. At 1315 Britton reported to me that another spillage had occurred on the "Chilbar". He stated that approximately five barrels of oil had gone over-board. I then instructed Britton that he and Theodore W. Helf, Jr., Sp.lc., were to accompany me to Harbor Island to make an inspection.

3. On arriving at the "Chilbar" I proceeded to the Chief mate and began questioning him about the spill. The chief mate, John M. Crandell, said that there was not any oil that went overboard. Lewelly was then ordered to take a sample of the water along side the ship and one of the oil that was on the deck. This sampling was witnessed by Britton, Helf and Myself. After completing the sampling, I questioned Crandell as to why he had told Lewellyn to get off his ship and stay off. He in turn replied that Lewellyn had gotten "smatt" with him and if I didn't believe it there were five men on deck that heard him. He then called the chief engineer and the boatswain, asking both what Lewellyn had said. These two men would not make a statement, saying that they were busy and were not paying any attention to what was going on between he and Lewellyn. Crandell then told me that he was busy loading the ship and did not have time to argue with me. Crandell then told me I did not have any right coming on his ship and trying to tell him how to run it, that I was just a Lieutenant and he was a Lieutenant Commander. I questioned him about his being a Lieutenant Commander as he had "civilian clothes" on. He did not have any credentials on his person to prove his statement.

4. Crandell was instructed not to sail until I gave him permission as I had to make a report to the Marine Inspector in Corpus Christi, Texas.

5. On leaving the ship, it was called to my attention by Britton that the plimsoll mark on the "port Side" of the ship was very dim and almost illegible. The inspection party boarded the picket boat and went to the "starboard" side of the ship. The plimsoll mark on this side was completely illegible as it was covered with oil that had run down the side at some prior time.

Port Aransas, Texas

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Port Aransas, Texas
9 November, 1944

Subj: Oil spillage on tanker "CHILBAR"; report of. (CONTINUED).

6. The inspection party then returned to the Port Aransas Station, and I immediately called the Marine Inspection Office and reported the incident. With the Marine Inspectors being out of the office, I then talked with Lieut. R. T. Finley, Executive Officer to the Captain of the Port, who said he would try and locate the Marine Inspectors. Not receiving any information about the Marine Inspectors, I went back to the "Chilbar" at 1600 and gave the Master permission to sail. The ship was still loading at this time and was not held up in any way. I then returned to the Port Aransas Station.

He had made an inspection of the "Chilbar" and had found that there was a spill of an unknown oil on the deck of the ship. I immediately notified Lieut. R. T. Finley of this knowledge.

At 1300 Lovell, Charles L., came to the Port Aransas Station and reported that a spill had occurred but this time it was on the deck of the ship. I immediately notified Lieut. R. T. Finley of this knowledge and accompanied him to Harbor Island, Texas.

J. C. Gomila
J. C. GOMILA, Lieut.-USCGR

On arriving at the "Chilbar" we proceeded to the deck and the Master began questioning him about the spill. The Master said that there was not any oil that went overboard. Lovell said that there was a spill of oil along side the ship and that the oil was on the deck. Lt. Gomila, Self and I witnessed the spill taking place.

While witnessing the spill taking place, I noticed that the spill was on the port side of the ship and was very large. It was about 100 feet long and 10 feet wide. We then boarded the picket boat and went to the starboard side of the ship to check that picket boat. It was completely illegible because of oil that had been spilled on the deck at some prior time. The inspection party then returned to the Port Aransas Station.

The above statement is a true and correct statement of events that happened during the inspection of the "Chilbar" at Harbor Island, Texas on 7 November, 1944 to the best of my knowledge and memory.

William R. Britton, Jr.
WILLIAM R. BRITTON, Jr. B.M.I.C.

COTF Detail

Port Aransas, Texas
9 November, 1944

TO WHOM IT MAY CONCERN.

The following statement of oil spillage on tanker "Chilbar" is made by William R. Britton, Jr., B.W.lc.:

On 7 November, 1944 Theodore W. Helf, Jr. Sp.lc., reported to me after returning from Humble Pipe-line Co., dock #2 located at Harbor Island, Texas, where he had made an inspection on the "Chilbar" which was docked there, that there was a spill of approximately five barrels of oil on the deck. I immediately notified Lieut. J. C. Gomila of this happening.

At 1310 Lowellyn, Charles L., Sea. lc., reported to the office that another spill had occurred but this time approximately five barrels had gone overboard. I immediately notified Lt. Gomila and he requested that Helf and I accompany him to Harbor Island, Texas.

On arriving at the "Chilbar" we proceeded to the chief mate and Lt. Gomila began questioning him about the spill. The chief mate said that there was not any oil that went overboard. Lowellyn was then ordered to take a sample of the water along side the ship and also one of the oil that was on the deck. Lt. Gomila, Helf and I witnessed the sample taking.

While witnessing the sample taking, I noticed that the plimsoll marks on the port side of the ship were very dim, and almost illegible. We then boarded the picket boat and went to the star-board side of the ship to check that plimsoll mark. It was completely illegible because of oil that had been spilled overboard at some prior time. The inspection party then returned to the Port Aransas Station.

The above statement is a true and correct statement of events that happened during the inspection tour to Harbor Island, Texas on 7 November, 1944 to the best of my knowledge and memory.

William R. Britton Jr.
WILLIAM R. BRITTON, Jr. B.W.lc.

Port Aransas, Texas
Port Aransas, Texas
Port Aransas, Texas
9 November, 1944

CCTV Detail

CCTV Detail

TO WHOM IT MAY CONCERN: made by Ransome Owens - employee for the Humble
TO WHOM IT MAY CONCERN: Port Aransas, Texas;

On 7 November, 1944 at 1200, I (Charles L. Lewellyn - 247-443 - Sec. 10.)
The following statement is made by HELF, Ted W., Jr., Sp.1c., P.O. on 1c.
duty from 1200-1800 on 7 November, 1944: "There was a spillage at 1200

on tanker "Chilbar" but the oil remained on the ship. Helf meanwhile gave

I went on duty at 1200 on 7 November, 1944-at 1210 I made an inspection

on the "Chilbar" and found that there had just been a spill of about five

barrels of oil on the deck. None of the oil went overboard. I instructed

the chief mate who was on duty at the time to have the oil picked up and

the decks cleaned. another spillage on the "Chilbar". I was checking another

ship at the time but was notified by an Humble employee. I immediately went

On leaving the deck I noticed that the lines on the ship were very slack

and I gave orders to Lewellyn who was on duty at the time, to call the mates

attention to this condition. I also noticed that the plimsoll mark on the

port-side of the ship was completely obliterated and the plimsoll mark on

the star-board side was very dim.

On returning to the Captain of the Port Detail Barracks, I reported the

spillage to Britton who in turn reported it to Lieut. Gomila.

At 1310, Lewellyn called from Harbor Island, Texas to report that there

had been another spill on the "Chilbar". Britton, Lieut. Gomila and I

went to the ship to make an inspection and investigation.

On arrival at the ship I saw that about five barrels of oil had gone over-

board. At this time oil was still dripping from the side of the ship and

from the dock.

Samples of oil spillage in the water and on the dock were taken by Lewellyn

and witnessed by Lieut. Gomila, Britton and myself.

T. W. Helf, Jr.
TED W. HELF, Jr., Sp.1c.

Port Aransas, Texas
Port Aransas, Texas
9 November, 1944

COTF Detail
COTF Detail

The following information was made by Ransome Owens - employee for the Humble
Pipe-line Co., Harbor Island, Texas:

On 7 November, 1944 at 1200, I (Charles L. Lewellyn - 247-443 - Sec. 1c.)
went on duty at Humble Docks - Harbor Island, Texas. T. W. Helf Jr. Sp. 1c.
accompanied me over to make his inspection. There was a spillage at 1200
on tanker "Chilbar" but the oil remained on the ship. Helf meanwhile gave
me instructions to have the mate on duty take up on the lines of the ship.
In carrying out my orders the mate informed me that he was loading and
running his ship and for me to get off and stay off. The pump house to
have the pumps shut-down. About ten barrels of oil spilled on the deck. No
spillage over-board.

At 1300 there was another spillage on the "Chilbar". I was checking another
ship at the time but was notified by an Humble-employee. I immediately went
to the "Chilbar" and with the aid of the Humble Pump-man made an estimate.
Approximately five or six barrels of oil went over-board. The Humble Pump-
man informed me that the spillage was not the fault of the Humble Pipe-line
Co., but was the negligence of the "Chilbar". I immediately called the
at Captain of the Port Detail Office and reported the happenings. Lieut. J. C.
pro Gonsila, Britton and Helf came over to make an inspection and talk to the
mate in charge and crew members on board assisting with the loading.
I sampled oil from spillage and oil on the deck were taken. This was witnessed
by Lt. Gonsila, Britton and Helf. Approximately five barrels went over-board.

Charles L. Lewellyn
CHARLES L. LEWELLYN

Port Aransas, Texas

9 November, 1944

Port Aransas, Texas

9 November, 1944

COTP Detail

The following statement was made by Ransome Owens - employee for the Humble Pipe-line Co., Harbor Island, Texas:

The following statement was made by F. B. Dill - employee for the Humble Pipe-line Co., Harbor Island, Texas:

I went on duty at 9:15 A.M. to start loading on the tanker "Chilbar". I had instructions from the chief mate to pump with a large pump (10,000 Bbls. per hour) and a small pump (5,000 Bbls. per hour).

At 11:55 A.M. I saw the oil gush out of the gauge hatch on tanker "Chilbar". I immediately closed the valve on the dock and had the watchman call the pump house to have the pumps shut-down. About ten barrels of oil spilled on the deck. No spillage over-board.

Before the "Chilbar" started loading, at 1:00 P.M., I had instructions from the chief mate to have the Coast Guard boat come along-side of the ship and one of the members called to the Coast guardsman on duty to have the mate on the "Chilbar" take the "slack out of the lines". When the mate's attention was called to this matter I heard him tell the Coast Guardsman that "he would tighten them when he got damn good and ready" and for him to "get the hell off his ship and stay off". The lines were however tightened when the mate saw the Coast Guardsman proceed to the telephone to notify the office of this matter.

I was relieved for lunch by F. B. Dill but upon returning about 1:05 P.M. I saw that there had been another spillage. Approximately five barrels went over-board.

/s/ RANSOME OWENS

COTP Detail

Port Aransas, Texas
9 November, 1944

TO WHOM IT MAY CONCERN:

The following statement was made by T. B. Dill - employee for the Hubble Pipe-line Co., Harbor Island, Texas:

At 1:04 P.M. on 7 November, 1944 (while relieving Hanson's Ovens for lunch) I was the oil spill out of the gauge hatch on tanker "Chilbar". I immediately called the pump-room to have the pumps shut-down and then closed the valve on deck. Approximately five barrels of oil was estimated as having gone overboard.

Before the "Chilbar" started loading, at 1:00 P.M., I had instructions from the chief mate to not exceed forty pounds of pressure on the pumps. At the time of the spillage the pressure was thirty pounds.

T. B. Dill
T. B. DILL