

GENERAL AMERICAN TANK STORAGE TERMINALS

A DIVISION OF GENERAL AMERICAN TRANSPORTATION CORPORATION

CORPUS CHRISTI, TEXAS

CAPTAIN OF THE PORT

File 661-6614

25 January, 1945

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

Subj: Oil Pollution, Corpus Christi Harbor; 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:

(1) On the night of Monday, 15 January, 1945, at approximately 2250, STORM, Roy H. (510-679) Sp.1c (G), Petty Officer in charge of Port Security Detail on watch at that time, notified Lieutenant Finley of an oil spill that had occurred aboard the SS CHRISTY PAYNE as a result of crew trouble. The CHRISTY PAYNE at the time was moored at the General American Tank Storage Terminal Dock in the Industrial Canal, Corpus Christi Harbor. Lieutenant-Commander Maurice D. Melanphy, USCGR (S), OinC, MI Sub Office, Corpus Christi, Texas, was notified and proceeded with Lieutenant Finley to the CHRISTY PAYNE.

(2) It was found that the Third Mate, Edward P. Hannahoe, had gone aboard at about 2200, two hours late to stand his watch, and upon being reprimanded had proceeded to assault the First Mate, Erick Johnson and the Second Mate, Firmin Henry Annette. As a result of this confusion, one of the forward tanks was allowed to overflow, causing approximately sixty (60) barrels of crude oil to spill on deck, fifty (50) barrels of which flowed into the harbor, through faulty flood scuppers and freeing ports.

(3) JOERGLER, Frank A. (636-162) S.1c, USCGR on guard on the pier at the time of the overflow accused the Third Mate of removing the plugs from the scuppers during the clean up operations following the spill, to permit oil to flow from the deck into the harbor.

(4) The statements of the following people who were witnesses to the above oil spill are inclosed: Mr. T. N. Hall, Roy H. Storm, Sp.1c USCGR, Mr. Perry Rose, Mr. O. E. Hill, Mr. Joseph L. Howe, Frank A. Joergler, S.1c, USCGR,

(5) The Marine Inspection Sub Office, Corpus Christi, Texas, immediately tried the Third Mate, Edward P. Hannahoe, on the charge of misconduct and as a result he was found guilty.

(6) For your information, the CHRISTY PAYNE is operated by the War Emergency Tanker Incorporated, 30 Broadway, New York, New York. Her agent is J. S. Burrows of Humble Oil Company, Houston, Texas.

Incls:

1. Statements of people mentioned in paragraph 4, above R. T. PINLEY

CC: U. S. Attorney - COMMANDANT, U. S. Coast Guard - DCGO 8ND

1945 JAN 29 AM 11 27

PORT SECURITY SECTION

JANUARY 16, 1945

GENERAL AMERICAN TANK STORAGE TERMINALS

A DIVISION OF GENERAL AMERICAN TRANSPORTATION CORPORATION

16 January, 1945

TO WHOM IT MAY CONCERN:

On 15th January, 1945 at 2220, I received a call that there had been a large oil spill on the Tanker, CHRISTY PAYNE, which was moored at the General American Oil Dock. Upon arriving I found that the number 2 starboard tank had run over and approximately fifty (50) barrels of oil gone overboard. **JANUARY 16, 1945**

I checked all of the scuppers to see that they were tight. Two of them were leaking so I had one of the men on watch to drive the plugs in tighter and also pour sandst around them to prevent further leakage. I also told them that the oil would have to be dipped and snubbed up from the deck.

TO WHOM IT MAY CONCERN:

A. Jeorgier, Jr., S.I./e, USCGR, Coast Guard on Watch aboard said Tanker to determine the cause of the spill. I, T. N. HALL, AN EMPLOYEE OF THE GENERAL AMERICAN TANK STORAGE TERMINALS, CORPUS CHRISTI, TEXAS, MAKE THE FOLLOWING STATEMENT: A FIGHT OCCURED AT ABOUT 10:30 PM ON JANUARY 15TH, ON BOARD THE S/S CHRISTY PAYNE, DOCKED AT THE GENERAL AMERICAN TERMINAL, BETWEEN THE CHIEF MATE, SECOND MATE AND THIRD MATE. WE SHUT DOWN THE CARGO DURING THE FIGHT BUT STARTED IT AGAIN IN ABOUT TWENTY MINUTES BY ORDER OF THE CHIEF MATE. SOON AFTER STARTING THE PUMPS SOME OIL WAS SPILLED ON DECK AND WE WERE ORDERED TO SHUT DOWN BY THE COAST GUARD UNTIL 12:30 AM, JANUARY 16TH. AT ABOUT 1:00 AM THE COAST GUARD SHUT THE CARGO DOWN FOR ABOUT TWO HOURS. THE CARGO WAS COMPLETED AT 6:50 AM JANUARY 16TH.

At 2315 Lt. Finley and I arrived aboard ship, and I had seen Jeorgier what had happened; they were coming out three different times. Thereafter they took charge.

SIGNED: *T N Hall*

Signed: *Roy H. Storm*

Roy H. Storm, Sp.I./e, USCGR
Asst. Port Security Officer

GENERAL AMERICAN OIL STORAGE TERMINALS
A DIVISION OF THE TRANSPORTATION CORPORATION
UNITED STATES COAST GUARD
CORPUS CHRISTI, TEXAS

16 January, 1945

TO WHOM IT MAY CONCERN:

On 15th January, 1945 at 2220, I received a call that there had been a large oil spill on the Tanker, CHRISTY PAYNE, which was moored at the General American Oil Dock. Upon arriving I found that the number 2 Starboard tank had run over and approximately fifty (50) barrels of oil had gone overboard.

I checked all of the scuppers to see that they were tight. Two of them were leaking so I had one of the men on watch to drive the plugs in tighter and also pour sawdust around them to prevent further leakage. I also told them that the oil would have to be dipped and swabbed up from the deck.

I then questioned Frank A. Joergler, Jr., S.I/c, USCGR, Coast Guardman on Watch aboard said Tanker, to determine the cause of the spill. He told me that the Third Mate, Edward P. Hannahoe, and his watch reported back for duty about two hours late. The Chief Mate, Ernest Johnson, and the Third Mate had an argument and finally came to blows with the Second Mate stepping into help the Chief out.

Realizing that this was a serious offense, I notified Lt. Finley, Exec. Officer, COTP and Lt. Com. Melanphy, Marine Inspector; they said they would be down at once to investigate.

While awaiting their arrival, I returned to the ship to see how they were progressing with cleaning the deck. The scupper plug on the Starboard side came out, so I ordered the Third Mate to put it back at once. Twice more the scupper plug came out, which I do not believe could have happened without being knocked out by some member of the crew; however, I did not actually see them knock it out.

At 2315 Lt. Finley and Lt. Com. Melanphy arrived aboard ship, and I had Seaman Joergler tell them exactly what had happened; they were also informed of the scupper plug coming out three different times. Thereafter they took charge.

Signed:

Roy H. Storm
Roy H. Storm, Sp.I/c, USCGR
Asst. Port Security Officer

GENERAL AMERICAN TANK STORAGE TERMINALS
A DIVISION OF GENERAL AMERICAN TRANSPORTATION CORPORATION

January 16, 1945

TO WHOM IT MAY CONCERN:

I, the undersigned, being the QUARTERMASTER,
report there was a fight on board the ship, CHRISTY PAYNE
not directly after knew there was an oil spill for which
the valves on the dock were closed.

JANUARY 16, 1945

Signed: *G. B. Hill*

G. B. Hill, I. N. A. Master
General Agent, Terminal

TO WHOM IT MAY CONCERN:

I, PERRY ROSE, AN EMPLOYEE OF THE GENERAL
AMERICAN TANK STORAGE TERMINALS, CORPUS
CHRISTI, MAKE THE FOLLOWING STATEMENTS:

I WAS ASSIGNED TO THE GENERAL AMERICAN
OIL DOCK DURING THE LOADING OF THE S/S
CHRISTY PAYNE. AT APPROXIMATELY 11 PM,
JANUARY 15TH, A FIGHT BETWEEN THE FIRST,
SECOND AND THIRD MATES BROKE OUT ABOARD
SHIP AND WE WERE ORDERED BY THE FIRST MATE
TO SHUT DOWN THE CARGO. AT ABOUT 11:15 PM
THE FIRST MATE ORDERED US TO RESUME DELIVER-
ING CARGO. ONE OF THE SHIP TANKS THEN OVER-
FLOWED AND OIL WAS SPILLED ON DECK. WE
WERE ORDERED TO SHUT DOWN THE CARGO BY THE
COAST GUARD. AT APPROXIMATELY 12:30 AM,
JANUARY 16TH, WE STARTED THE CARGO AGAIN AS
PER INSTRUCTIONS FROM OUR ASSISTANT SUPERIN-
TENDENT. WE WERE ALSO SHUT DOWN BETWEEN
1:00 AM AND 3:00 AM BY THE COAST GUARD.

SIGNED: *Perry Rose*

CORPUS CHRISTI, TEXAS

January 16, 1945

TO WHOM IT MAY CONCERN:

I, the undersigned, being the GANG PLANK GUARD, heard there was a fight on board the ship, CHRISTY-PAYNE, and directly after knew there was an oil spill for which the valves on the dock were closed.

Signed:

O. B. Hill
O. B. Hill, I. H. A. Guard
Aransas Pass, Texas

Signed:

Joseph L. Hoke
Joseph L. Hoke, I. H. A. Guard
Aransas Pass, Texas

CORPUS CHRISTI, TEXAS

January 16, 1945

16 January, 1945

TO WHOM IT MAY CONCERN:

On the night of January 15, 1945 at about 10:15 P.M., I heard an altercation on deck of the Tanker, CHRISTY PAYNE, docked at the General American Oil Dock in the port of Corpus Christi, Texas. Upon going to see what was wrong, I could see there had been some sort of fight, as the First Mate and also the Second Mate had blood on their faces. By that time the First Mate called to the dock to have them shut down on loading. After about a half hour they started loading again and in a few minutes there was a fair size spill.

Signed:

Joseph L. Howe
Joseph L. Howe, I. H. A. Guard
Aransas Pass, Texas

I immediately reported the matter to the Port Security authority, and Roy H. Stern, Sp. 1st arrived at 2300. He sent for Lt. Finley, Exec. Officer, 2017, and Lt. Com. McLaughlin, Marine Inspector.

In the mean time I saw the Third Mate take a fire axe and knock the scupper plugs out so the oil that was on the deck would drain over the side into the turning basin. When ordered to put them back in, he took a bucket and started dipping up the oil and throwing it over the side. About 2315 Lt. Finley and Lt. Com. McLaughlin arrived on board the Tanker and took charge.

Signed:

Frank A. Joergler
Frank A. Joergler, Jr., S. 1st, USN
Port Security Watch No. 1

UNITED STATES COAST GUARD
CORPUS CHRISTI, TEXAS

Ind-1

CO. Group, Corpus Christi
17 October, 1944

16 January, 1945

TO WHOM IT MAY CONCERN:

I was standing Port Security Watch from 1800 to 2400 aboard the Tanker, CHRISTY PAYNE, moored to the General American Oil Dock at Corpus Christi, Texas on the night of the 15th January, 1945. About 2200 the Third Mate with three members of his watch came aboard, and they all seemed to be in an intoxicated condition. The Third Mate was supposed to serve the 1800 to 2400 watch but being late, he caused the Chief Mate and Second Mate to have to work overtime. When the Chief Mate began to question the Third about why he was late, they started fighting. The Second Mate, then, stepped in to help the chief, but the crew and the guards broke it up. Both the Chief and Second Mates suffered ~~by~~ bruises about the face. At 2210 I ordered the cargo shut off.

After the fight at 2215 they started the cargo flowing into the Tanker again, but at 2218 the number 2 Starboard tank ran over on to the deck of the ship. Again the cargo was ~~stepped~~ stopped as soon as possible, but about fifty (50) barrels of fuel oil ran into the Turning Basin.

I immediately sent for some higher Coast Guard authority, and Roy H. Storm, Sp. 1/c arrived at 2230. He sent for Lt. Finley, Exec. Officer, COTP, and Lt. Com. Melanphy, Marine Inspector.

In the mean time I saw the Third Mate take a fire axe and knock the scupper plugs out so the oil that was on ~~de~~ deck would drain over the side into the Turning Basin. When ordered to put them back in, he took a bucket and started dipping up the oil and throwing it over the side. About 2315 Lt. Finley and Lt Com. Melanphy arrived on board the Tanker and took charge.

Signed:

Frank A. Joergler, Jr.
Frank A. Joergler, Jr., S.1/c, USCGR
Port Security Watch No. 1

UNITED STATES COAST GUARD

CORPUS CHRISTI, TEXAS

CAPTAIN OF THE PORT

File 661-6614

Address Reply

COFF Detail

And refer to:

17 October, 1944

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

Via: CO, Group, Corpus Christi, Texas

To: Captain of the Port, Corpus Christi, Texas

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

Subj: Tanker Christy Payne; oil spillage aboard.

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:

had occurred on subject tanker. I immediately proceeded to that place and upon

(1) At 0110, 15 October, 1944, acute spillage of oil took place aboard Tanker CHRISTY PAYNE, moored at Humble Oil Dock No. 1, Harbor Island, Texas.

The spillage was reported by Darl E. Callahan (635-436) Sea. lc, USCGR, who was on guard at the dock at the time, to Floyd E. Lawson (510-688) Sp.1c (PS), USCGR, Officer-in-Charge, Port Security Watch at Port Aransas, Texas at that time, who investigated immediately.

found that tide conditions had caused oil over-board to drift in the vicinity of

(2) LAWSON's investigation revealed that considerable amount of oil had been spilled on the decks of the above tanker and that approximately 75 gallons flowed over the gunwale into the harbor. A copy of Lawson's report with statements from Callahan, Sea. lc, USCGR, A. M. Jackson, Employee of Humble Oil Co., A. M. Mc Cormack, Civilian Guard on duty aboard the tanker CHRISTY PAYNE at the time, and E. Johnson, Chief Mate of the CHRISTY PAYNE, are inclosed.

(3) Oil samples were taken at the time and are in the possession of this office. that two-hundred (200) barrels of oil were spilled from the (75) barrels of this going overboard; after all oil had been bailed from the deck of subject vessel, sawdust was thrown on the deck and swept down until the decks were clean and free of any further fire hazard. The details were completed at 0730 and the "Christy Payne" departed for the Gulf at 0730.

3. Statements were taken from chief R. T. FINLEY, on duty aboard "Christy By direction. Inclos: civilian guard A. J. McCormack and employee A. M. Jackson and are

1. Report of LAWSON, Sp.1c (PS)
2. Statement of Callahan
3. Statement of A. M. Jackson
4. Statement of A. J. Mc Cormack
5. Statement of E. Johnson

/s/ FLOYD E. LAWSON, Sp.1c

CC: U. S. Attorney
Commandant, U. S. Coast Guard
DCGO END

W. V. POWLES, Asst. USCGR

UNITED STATES COAST GUARD
Port Aransas, Texas

Address Reply To:
COTP Detail
And refer to:
File 6614

15 October, 1944

To: Captain of the Port, Corpus Christi, Texas

Subj: Tanker Christy Payne; oil spillage aboard.

1. At 0125 this date, I received a call from Callahan, Darl E. (635-436) Sea. lc. on guard at Humble Oil Dock No. 1, Harbor Island, Texas that a spillage had occurred on subject tanker. I immediately proceeded to that place and upon arrival found that an acute spillage had occurred. At the time of my arrival I found approximately sixty-five (65) barrels of oil had gone overboard into the channel and that oil was still running over the gunnels of the ship. The chief mate, E. Johnson, was ordered to immediately put a crew to bailing and for him to check all scuppers again to be sure no leaks had occurred. These orders were immediately put in effect. An inspection was then made of the channel and it was found that tide conditions had caused oil over-board to drift in the vicinity of Humble Oil Dock No. 2, where the tanker "Algoquin" was docked. Orders were given to this ship that all necessary precautions were to be taken regarding smoking as a serious fire hazard existed. After taking necessary precautions I notified Britton, William R., Jr. (539-065) B.M.lc., and he in turn notified Lieut. G. B. Dermody. Instructions were given to dispatch the fire boat CG 50084-F to the scene of the fire hazard and aid in breaking up the oil if possible.

2. Samples were taken of the water at 0430 and again at 0730, and it was estimated that two-hundred (200) barrels of oil had spilled with seventy-five (75) barrels of this going overboard; after all oil had been bailed from the deck of subject vessel, sawdust was thrown on the deck and swept down until the decks were clean and free of any further fire hazard. The details were completed at 0705 and the "Christy Payne" departed for the Gulf at 0730.

3. Statements were taken from chief mate E. Johnson, on duty aboard "Christy Payne", civilian guard A. J. McCormack and Humble Employee A. M. Jackson and are enclosed herewith.

/s/ FLOYD E. LAWSON, Sp.lc

Certified to be a true
copy.

R. T. FINLEY, Lieut., USCGR

COTP DETAIL

File: 6614

15 October, 1944

To: Captain of the Port, Corpus Christi, Texas

Subj: Tanker Christy Payne; oil spillage aboard.

1. At approximately 0110 while standing guard duty at Humble Oil dock No. 1 an acute spillage of oil took place aboard the tanker Christy Payne which was loading at this dock.

2. After taking the necessary fire precautions aboard the docks and ships and giving orders to the Mate to start clean up procedures I immediately proceeded to the Humble Company premises which was the nearest telephone and reported same to my Section P.O., Floyd E. Lawson, Sp.1c (510-698).

3. After the report was made I returned to the dock to see that proper measures were taken to cut down such spillage until the arrival of Floyd E. Lawson, Sp.1c (510-698) who then took charge of the investigation.

Witness: Floyd E. Lawson, Sp.1c

/s/ DARL E. CALLAHAN, Sea. 1c

Certified to be a
true copy.

R. T. FINLEY, Lieut. USCGR

Port Aransas, Texas
Port Aransas, Texas
15 October, 1944

TO WHOM IT MAY CONCERN:

TO WHOM IT MAY CONCERN? was taken from A. J. McCormack, civilian guard on duty
The following statement was taken from Humble employee, A. M. Jackson, who
was loading Christy Payne at Humble Oil Deck #1, Harbor Island, Texas:

At approximately 1:05 A.M. on the 15th of October, 1944 while loading
the Christy Payne a spillage of approximately two-hundred (200) barrels
occurred. About Seventy-five (75) barrels of this oil went overboard, running
over the gunnels, as all the scuppers were plugged. I immediately shut the valves
off in order to stop the overflow of the tanks, then immediately called the pump
station to shut down the pumps.

/s/ A. J. MCCORMACK

/s/ A. M. JACKSON

Witness: Floyd E. Lawson, Sp.1c

Witness: Floyd E. Lawson, Sp.1c

Certified to be a true copy.

Certified to be a true
copy.

R. T. FINLEY, Lieut. USCGR

Port Aransas, Texas
15 October, 1944

TO WHOM IT MAY CONCERN:

The following statement was taken from A. J. McCormack, civilian guard on duty aboard the tanker Christy Payne at the time oil spillage occurred at Humble Dock No. 1, Harbor Island, Texas:

At approximately 1:05 A.M., I was sitting on deck near the gang plank looking forward when I saw oil coming down the deck. I immediately called to the deck man, A. M. Jackson, that a spillage was occurring and he immediately cut the valves off and called the pump station for them to shut down pumps.

I was standing at forward of the pump station on the starboard side of the ship because I was doing the same thing on the port side. I saw the oil coming down the deck from the forward part of the ship. I gave orders to open line leading aft which was done immediately on both sides.

/s/ A. J. MCCORMACK

/s/ E. JOHNSON

Witness: Floyd E. Lawson, Sp.1c

Certified to be a true copy.

R. T. FINLEY, Lieut. USCGR

Port Aransas, Texas
15 October, 1944

TO WHOM IT MAY CONCERN:

The following statement was taken from Chief Mate on Christy Payne,
regarding spillage on oil at Humble Oil Dock No. 1, Harbor Island, Texas:

Everything was going smoothly. I was tapping off forward of the pump room, keeping the starboard side a little ahead of Port side because I was doing the gauging alone. After finding No. 3 main Port, I was on my way to Starboard No. 2, main tank, when I was oil coming down the deck. Instead of going to no. 2 tank and shutting off, I went to the Master Valve to No. 1, 2, 3 tanks located forward of the pump room which I closed. I had two men standing by aft of the pump room to open the Master valve for No. 6, 7, 8 and 9 Main tanks. Of course as soon as I closed the Master Valve to forward part of ship I gave orders to open line leading aft which was done immediately on both sides.

/s/ E. JOHNSON

Witness: Floyd E. Lawson, Sp.1c

Certified to be a true copy

R. T. FINLEY, Lieut. USCGR