

UNITED STATES COAST GUARD

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

6614

20 January, 1945

To: The Commandant

Via: DCGO, 8ND

Subj: Oil Pollution Act of 1924, 33 USC, 431-437; violation by
SS CITIES SERVICE KOOLMOTOR, on 17 January, 1945.

Refs: (a) HQ ltr to all DCGO's 18 August, 1943 (CG-100.18 Min.). Company,
(b) DCGO 8ND ltr to COTP, Galveston, 18 September, 1943, War Shipping
Administration (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.

Incl. Copy of file in subject case.

Ind-1
DCGO, 8ND (ops)
23 January, 1945

To: The Commandant (OPS)

Forwarded.

Incls.

- 1 - Copy of investigator's report
- 2 - Copy of statement by Charles J. Selger
- 3 - Copy of statement by Jack W. Will
- CC - The Commandant, U. S. Coast Guard, Washington, D. C.
- DCGO, 8ND, New Orleans, La.
- U. S. District Attorney
- Cmdr, Marine Inspection, Galveston, Texas
- U. S. War Shipping Administration, Galveston, Texas

RECEIVED NEW ORLEANS DISTRICT
U. S. COAST GUARD
NEW ORLEANS, LOUISIANA

1945 JAN 25 AM 11 42 JAN 22 8 05 AM 1945

NOT SECURITY SECTION

AN ACP F NV PT
IOF L OGO SC
L CP PUE
MED ORD
MIN
MV



LEO A. WELSH

J. J. GIDIERE
By direction

CAPTAIN OF THE PORT (1)
GALVESTON, TEXAS

6614

20 January, 1945

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

Sir:

The following is a report of a violation of the Oil Pollution Act of 1924, 33 USC, 431-437 by the SS CITIES SERVICE KOOLMOTOR, at the Pan-American Dock No. 2, Texas City, Texas, on 17 January, 1945:

The SS CITIES SERVICE KOOLMOTOR is owned by the Cities Service Oil Company, 60 Wall Tower, New York 51, New York, and is operated under the War Shipping Administration. At about 9:00 a.m., on the date above mentioned, it was discovered that crude oil was leaking from this vessel at three places on the starboard side, from the number 7 and number 8 starboard tanks. The leaks were discharging oil at the rate of about two gallons of oil per hour into the waters of the Texas City Harbor. The Chief Mate, Cormine T. Saggione, whose address is 140 Central Parkway, Merrick New York, ticket No. 11035, stated that the ship had run aground in the channel at Port Isabel, Texas, and that the tide had caused the ship to turn completely around while aground. He also stated that a lighthouse tender had tried to pull the vessel off, but they had to pump about 9,000 barrels of oil overboard before the ship could be floated back into the channel. He said that the strain put on the ship by the effort of the tender to pull it off and by the tide must have caused the plates to leak. This case was reported to the Officer in Charge, Marine Inspection, U. S. Coast Guard, for his information and action.

Statements were taken from Coastguardsmen Charles J. Geiger, boatswain's mate second class and Jack W. Witt, seaman first 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 starboard side of the vessel where the oil was leaking and from the No. 7 starboard tank by Jack W. Witt, seaman first class. These samples, together with the original of the statements taken, will be retained by this office for use by the U. S. Attorney.

Very truly yours,

LEO A. WELSH

Incls.

- 1 - Copy of investigator's report
- 2 - Copy of statement by Charles J. Geiger
- 3 - Copy of statement by Jack W. Witt
- CC - The Commandant, U. S. Coast Guard, Washington, D. C. ✓
DCGO, 8ND, 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

17 January, 1945

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

Subj: Oil Pollution Violation by "S/S C. S. KOOLMOTOR";
report on

1. At 0900 this date I was notified by Charles J. Geiger, BM. 2c, that there was several leaks on the S/S Koolmotor, which was docked at Van-Aan #2.
2. On investigation, I found that there were three leaks, near the surface of the water, coming from number seven and number eight starboard tanks. Approximately two gallons of oil per hour is being lost.
3. The Chief Mate, Corrine T. Saggione, 140 Central Parkway, Merrick, N. Y., ticket #11035, said that they ran aground in the channel at Port Isabella and that the tide caused the ship to turn completely around. After a Lighthouse Tender failed to pull them off, they pumped out more than nine thousand barrels of oil before the ship came clear. Chief Saggione said that the strain put on the ship by the tender and the tide must have caused the plates to leak.
4. The S/S Cities Service Koolmotor is owned by Cities Service Oil Company, Sixty Wall Tower, New York, 51, N. Y. and is under the War Shipping Administration. Chief Saggione did not and would not sign a statement.
5. Samples of the oil were taken from the water and from the ship by Jack W. Witt, Sea. lc., USCGR and the taking of the samples was witnessed by Charles J. Geiger, BM. 2c. The samples were sealed, labeled and delivered to the Fog Station, Galveston, Texas and put under lock and key.

(Charles H. Turner Sp. 1c.)
Charles H. Turner, Sp. 1c.
U.S. Coast Guard (A)

COPY

STATEMENT

STATEMENT

January, 17, 1945

17 January, 1945

I, Jack W. Witt, S 1/c (587-401) while on duty at the Texas City

waterfront on January 17, 1945 noticed that the C. S. Kockmaster vessel

1, Charles J. Geiger, SR. 2c., U. S. C. G. R., at 0700, this
at Pan Am dock No. 2 was leaking oil in places on starboard side of said
date while making lead line inspection of 3/3 C. S. Kockmaster
ship. The Kockmaster leaked oil from said ship. The said ship was
noticed oil leaking into the water along side of the ship on the
loaded with Willmar Crude. I took samples and saw same along star-
starboard side. I then called the Coast Guard Office. Jack W. Witt, Sea.
board side and saw from No. 7 hatch. These samples were witnessed by
10, U. S. C. G. R. took samples of the oil from No. 7 tank and the
Charles Geiger & Son. These samples were taken at said oil of said
water along side of ship on starboard side: witnessed by me.

date. I brought samples to C. G. office where they were sealed by me

and delivered to Fog station Galveston, Texas and received back and

key. I estimate 2 gallons of Willmar Crude was lost from said

harbor.

Charles J. Geiger
Charles J. Geiger, SR. 2c.

U. S. Coast Guard (R)

Jack W. Witt

Jack W. Witt, S 1/c

U. S. Coast Guard (R)

C O P Y
S T A T E M E N T

January, 17, 1945

I, Jack W. Witt, S 1/c (587-401) while on duty on the Texas City waterfront on January 17, 45 noticed that the C.S. Koolmotor moored at Pan Am dock No. 2 was leaking at 3 places on Starboard side of said ship. The Koolmotor docked at 0900 of said date. The said ship was loaded with Willmar Crude. I took samples; one from water along starboard side, and one from No 7 hatch. These samples were witnessed by Charles Geiger 2 c Boatswain. These samples were taken at 0910 of said date. I brought samples to C. G. office where they were sealed by me and delivered to Fog station Galveston, Texas and placed under lock and key. I estimate 2 gallons of Willmar Crude an hour was leaking into harbor.

Jack W. Witt

Jack W. Witt, S 1/c
U. S. Coast Guard (R)