

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

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Ind-1
CIC, OMI, Port Arthur, Texas
File: 628-01084
11 July, 1945

AN	F	NV	PT
ACP	IOF	OSD	SC
OP	L	OP	POB
AX	MED	ORD	S
CM	MIN	PA	T
E	NV	P	

To: DCGO, 8th Naval District (ops)

Via: CO, CG Group, Port Arthur, Texas

Subj: Violation of Oil Pollution Act of 1924, 33 USC 431-437,
by the SS DOBYTOWN, owned by W.S.A., operated by
Seiling & Jarvis, 74 Trinity Pl., New York City,
occurring at Magnolia Oil Docks, Beaumont, Texas,
0430, 6 July, 1945

Forwarded.

William E. Coates

WILLIAM E. COATES

Ind-2
CO, CG Group, Port Arthur, Texas
12 July, 1945

To: DCGO, 8th Naval District (ops)

Forwarded.

Andrew Johansen
ANDREW JOHANSEN

Ind-3
ODCGO, 8ND (1)
6614
20 July, 1945

To: Commandant

Approved and forwarded for the consideration of Headquarters.
In accordance with Headquarters' present policy, copies have not
been forwarded to the U. S. Engineers and U. S. Attorney, as
required by Headquarters' letter, 18 August, 1943 (L) (CG-100.18
MIN), but are submitted herewith for forwarding by Headquarters
to those offices.

N. H. Leslie
N. H. LESLIE

UNITED STATES COAST GUARD

Merchant Marine Hearing Unit
Eighth Naval District
416 Bluestein Building
Port Arthur, Texas

ADDRESS REPLY TO
Senior Hearing
Officer

AND REFER TO

File: 628- 01084



11 July, 1945

To: DCGO, 8th Naval District (ops)

Via: 1. OIC, OMI, Port Arthur, Texas
2. CO, CG Group, Port Arthur, Texas

Subj: Violation of Oil Pollution Act of 1924, 35 USC 431-437,
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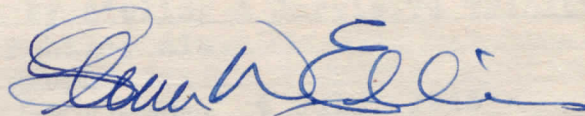
1. The following report is submitted pursuant to District
Circular 36-45, File d-661, dated 2 July, 1945.

2. Subject vessel arrived at loading berth and completed
discharging of water ballast at approximately 1400 on 5 July,
1945. Loading began at 1435. As loading was by terminal, no
pumping was being done on the ship. The Chief Officer,
Mr. Edgard V. Aagesen, assisted by other necessary personnel,
was in direct charge of loading from 1435 until completion
at about 0335, 6 July. At about 0430, 6 July, Customs' officer
on duty at the docks, George S. Englin, discovered that oil
was coming from the stripping pump discharge line on the star-
board side. It was called to the attention of the Second Mate
on watch, G. W. LeMay. The flow of oil was stopped by closing
the master valve on the suction side of the stripping pump.
The valve on the overboard discharge line was tried prior to
commencement of loading operations and seemed to be closed
but was later found to be stuck in an open position. The
Chief Mate stated that all valves were checked prior to the
time loading began and he believed them to be properly closed.
During progress of loading No. 2 furnace oil, no seepage
occurred until the vessel's draft became deep enough to
permit cargo to gravitate through the stripping line, the
overboard discharge end of the stripping line being approx-
imately 7 ft. below the main deck line.

3. The oil as discharged covered a considerable area of
approximately 50 ft. by 1,000 ft. on the surface of the water

although the exact amount of oil discharged could not be determined. Signed statements of witnesses available and others involved were taken. Samples of oil were taken at 0930, 6 July, 1945, by D. G. Halyard, Sp.lc., USCGR. Samples as taken will be held at Port Security Office, Room 329, Coast Guard Barracks. There was no evidence of drunkenness aboard the vessel. It is the opinion of the undersigned that pollution was not due to wilful action but to inattention to duty on the part of Edgard V. Aagesen, Chief Mate. (Subject received an admonition by Senior Hearing Officer in connection herewith. See File: 628-1124). Aagesen is a citizen of Denmark and holds Certificate as Chief Mate issued at Copenhagen, Denmark, on 12 May, 1939.

4. Upon being advised by phone by a representative of the Magnolia Oil Company, the subject vessel was boarded by an Examining Officer with the Port Security Detail at about 0900 and subsequently by Senior Hearing Officer at 1100 on 6 July, 1945, when the facts as indicated above were ascertained.



GLENN W. ELLIS
By direction

Incls

1. NCG 2692 form on SS DOBYTOWN
2. Statement by Gordon W. LeMay,
2nd Mate
3. Statement by George S. Englin,
Inspector of Customs
4. Statement by Edgard V. Aagesen,
Chief Mate

REPORT OF MARINE CASUALTY (OR ACCIDENT)

Date submitted 6 July, 1945

Merchant Marine Inspector in Charge,

Port of Port Arthur, Texas

1. Name of vessel DOBYTOWN
2. (a) Nationality U. S. (b) Rig Steam (c) Official No. 247990
3. Type of vessel and trade or service Ocean tank vessel
4. Home port, or port where numbered, if motorboat Mobile, Ala. 5. Gross tonnage (070) 10172
6. Year built 1945 7. Hull materials Steel
(Steel, wood, iron, etc.)
8. Name and residence of master Donald H. Huff, 350 W. 55th St., New York, N.Y.
9. Name and residence of owner (or agent) W.S.A., opr. by Sieling & Jarvis, 74 Trinity Pl., N.Y.C.
10. Date and port of last inspection 30 June, 1945 Mobile, Ala.
11. Radio equipment of vessel: Telephone or telegraph Telegraph
12. Last port of departure Mobile, Ala. 13. Date of departure 4 July, 1945
14. Where bound Foreign - Beaumont to load
15. (a) Number of passengers (0800) None (b) Number of crew (0900) 54 (c) Number of others gun crew 28
16. Estimated value of vessel (1200), \$ 2,400,000.00 17. Value of cargo (1300), \$ Unknown
18. Any deck load? no (Yes or no) 19. Weight of cargo (long tons) 115,954 bbls. furnace oil
20. Nature of cargo Furnace oil, No. 2 heating oil
21. Date and exact time of casualty (specify time standard) 6 July, 1945 3:35 a.m. C.W.T.
22. Exact locality of casualty: Lat. _____ Long. _____ Or distance and bearing (true) from charted object when applicable In port at Magnolia Dock, Beaumont, Texas (160)
23. Nature of casualty (check one or more of the following—see Note 1):
- | | |
|--|--|
| <input type="checkbox"/> Foundering (1701) | <input type="checkbox"/> Collision with object other than vessel or ice (1708) |
| <input type="checkbox"/> Stranding (1702) | (name object) _____ |
| <input type="checkbox"/> Grounding (1702) | <input type="checkbox"/> Collision with ice (1709) |
| <input type="checkbox"/> Collision with vessel (give name and hailing port of colliding vessel) _____ (1703) | <input type="checkbox"/> Masts, sails, and other equipment damage (1711) |
| <input type="checkbox"/> Fire (1705) | <input type="checkbox"/> Waterlogged, leaking, etc. (1714) |
| <input type="checkbox"/> Engine or machinery trouble (1706) | <input type="checkbox"/> Heavy weather damage (1715) |
| <input type="checkbox"/> Capsizing (1707) | <input type="checkbox"/> Loss or damage from submarines, air raids, mines (1716) |
| | <input checked="" type="checkbox"/> Oil pollution _____ () |
24. Cause of casualty (explain fully) Oil seeped through stripping line while loading (18)
25. Wind direction and force, weather, sea, and visibility Clear - calm
26. Number lives lost: (a) Passengers (1000) none (b) Crew (1100) none (c) Others none
27. Number persons injured: (a) Passengers none (b) Crew none (c) Others none
28. Estimated loss or damage—to vessel (see note (2)) (1400), \$ none; to cargo (1500), \$ none (slight loss)
29. Amount of insurance—on vessel, \$ W.S.A. insured; on cargo, \$ W.S.A. insured
30. State in detail measures taken to avoid casualty:
- (a) Navigation, piloting, and use of navigational aids none, vessel lying at dock
- (b) Communications _____

31. By whom and to what extent assistance was rendered:

- (a) Communications (name stations) None necessary
- (b) U. S. Coast Guard (name vessels, stations, units, etc.) Incident known to USCG
- (c) Other means (vessels, etc.) ---

32. Was auto-alarm signal transmitted by your vessel? No

33. Did casualty result from the presence of explosives, inflammables, or other dangerous cargo? (For definition of above see "Explosives or Other Dangerous Articles on Board Vessels" containing the regulations prescribed by the Commandant, U. S. Coast Guard, April 9, 1941) No

34. Remarks (include names of those who lost their lives, if any): Chief Officer reported that master valve and stripping valve were apparently stuck in open positions and when checked they were believed to be closed. When loading, some oil gravitated through open discharge valve on stripping line.

(Signed) [Signature]

(Title) [Signature]
(Master, owner, charterer, or agent)

* Subscribed and sworn to before me, an officer authorized to administer oaths, this _____ day of _____, 19_____

Signed _____

[SEAL]

Title _____

* See instructions below stating when form must be sworn to.

- NOTE.—(1) Report personal accident not involving death on Coast Guard Form No. NCG 924e.
 (2) Estimated total amount of loss is desired, without regard to what may be covered by insurance or expense incurred in floating; this amount should be expressed in figures.

INSTRUCTIONS

An original and three copies of this form shall be submitted, without delay, to the Merchant Marine Inspector in Charge in whose district the casualty occurred, or in whose district the vessel first arrived after such casualty. The Merchant Marine Inspector in Charge shall forward two copies with proper endorsements to the Commandant, U. S. Coast Guard, and one copy to the District Coast Guard Officer. If the person making the report is a licensed officer on a vessel required to be manned by such officer, he must make the report in writing and in person to the proper Merchant Marine Inspector in Charge; if because of distance, it may be inconvenient for such an officer to submit the report in person, he may submit the required number of copies properly sworn to and certified by an officer authorized to administer oaths.

This form should be completed in full.

(To be filled in by Merchant Marine Inspector in Charge)

To: THE COMMANDANT,
U. S. COAST GUARD (MERCHANT MARINE INSPECTION SECTION).

Approximate cause of casualty Gravitation of bulk oil cargo through overboard stripping line discharge valve, which was found stuck open although it was believed to be closed.

Action taken regarding casualty Marine investigation. Rpt. forwarded to DCGO. Ch. Mate Edgard V. Aagesen given admonition in connection herewith (Case 628-1124).

Certificated route if inspected (in brief as ocean, Great Lakes, inland) Ocean

Location of casualty (relative to classified waters, as western rivers, ocean, Great Lakes, etc.)

Inland waters, Magnolia Dock, Beaumont, Texas (NECHES RIVER)

(Signed by Merchant Marine Inspector in Charge)

Port of Port Arthur, Texas

Coast Guard District No. 8th Naval District

[Signature]
GLENN W. ELLIS
Lt. Comdr., USCGR
Examining Officer

SS DOBYTOWN
Magnolia Docks
6 July, 1945

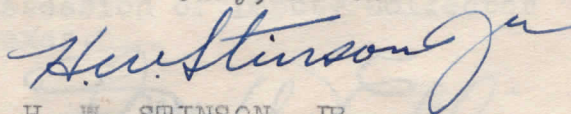
I, Gordon W. LeMay, 2nd Mate, came on watch this morning at 4:00 a.m., and relieved the 3rd Mate, Mr. R. C. Null. Loading of cargo had been finished at 3:40 a.m. At 4:00 a.m., ullages were being taken and I went around with the dock man and finished with the ullages at 4:30 a.m. About that time I was assisting the dock crew in blowing their lines. The Customs' inspector came down to the ship and looked over the side amidships and then went aft near the overboard discharge for the stripping line. I also went aft and we both saw a stream of oil coming from the discharge. The discharge valve looked closed and was tried and seemed to be shut. I next closed the master stripping valve at #9 tank and the flow of oil stopped. I next checked all the valves on deck and they appeared to be closed. The inspector left the vessel and later returned about 6:30 a.m. We then checked the master stripping valve again. When opened oil began to run. The inspector, J. Frolich, O. S. on my watch and myself inspected all of the stripping valves. All valves were shut off. We then inspected the discharge valve on the stripping line and found it be jammed open. A wheel wrench was used the valve was closed. My opinion for the cause of the oil discharging was due to faulty valve on the stripping lines due to the fact that no oil had yet been pumped through the stripping line. This was the first time the ship had taken any cargo but water ballast.

/s/ Gordon W. LeMay
2nd Mate

Witnesses:

Herbert M. Prescott, 4-3, A.B.
Jacob Frolich, 4-8, O.S.

I certify that the above statement was made to me under oath aboard the SS DOBYTOWN at 1000 on 6 July, 1945.



H. W. STINSON, JR.
Lt.(jg), USCGR
Examining Officer

July 6, 1945

At about 4:30 a.m. this date the American SS DOBYTOWN was discovered to be discharging oil into the Neches River. The vessel was berthed at Magnolia docks, Beaumont. Oil showed up on the surface of the river and in investigating the source I found that oil was flowing in a full stream from the stripping pump discharge line on the starboard side of the above vessel. I called this to the attention of the Mate on watch, G. W. LeMay, 2nd Mate, and he stopped the flow of oil by closing a master valve on the suction side of the stripping pump.

The valve on the discharge line was testēd and seemed to be closed but was found to be stuck in an open position.

The stripping line valves from all tanks were tested and apparently were tightly closed but one or more must have been faulty since oil was flowing through the line. If the valve on the discharge line had been closed the oil could not have gotten into the river in any case.

The Chief Mate, E. V. Aagesen, was in charge of the vessel in the absence of the Master. The 2nd Mate, G. W. LeMay was on watch, having relieved the 3rd Mate, C. R. Null, at 4:00 a.m.

The pumpman, John J. Simmons, who had pumped out the ballast and used the stripping pump before loading cargo, was not aboard. Murray A. Truman, Oil Inspector for the Magnolia, the 2nd Mate and myself saw the oil coming from the stripping pump discharge line.

A large quantity of oil known as No. 2 heating oil, was discharged into the river, the water being covered over a large area.

/s/ Geo. S. Englin
Inspector of Customs

Certified to be a true copy of a statement made by Geo. E. Englin, now in possession of Deputy Collector of Customs at Beaumont, Texas.



GLENN W. ELLIS
Lt. Comdr., USCGR
Examining Officer

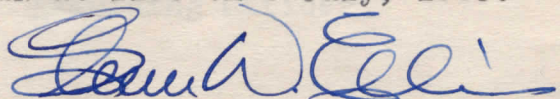
SS DOBYTOWN
Magnolia Docks
6 July, 1945

I, Edgard V. Aagesen, Chief Mate of the abovenamed vessel, make the following statement in reference to oil pollution occurring at this port on July 6, 1945:

Vessel completed discharge of water ballast on July 5 at approximately 1400 and began loading at 1435. Loading by terminal, no pumping being done on the ship. I was in direct charge of loading from 1435 until it was completed at about 3:35 a.m. I looked to see that all the stripping line valves to the tanks were closed and I believed that the master valve and discharge valve on the stripping line were also closed. However, when it was noticed that oil was escaping overboard through the stripping line, it was found that the valve was stuck in the open position. The 2nd Mate, Mr. G. W. LeMay, closed the master valve and by means of a wrench closed the discharge valve on the stripping line and the oil stopped. It appears to me that one or more of the valves to the stripping line in the tanks must be defective as otherwise the oil could not have gravitated through the open master valve and discharge valve.

I realize that it was my duty to see that the valves were all closed and I believed they were. However, I state under oath that this is the first time I have been in any kind of trouble and I have never been accused of any kind of misconduct or negligence.

I certify that the above statement was made to me under oath aboard the SS DOBYTOWN at 1130 on 6 July, 1945.



GLENN W. ELLIS
Lt. Comdr., USCGR
Examining Officer

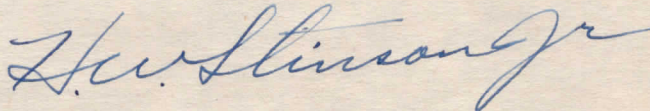
UNITED STATES COAST GUARD
PORT ARTHUR, TEXAS

DATE: July 6, 1945
SUBJ: Procurement of oil samples
PLACE: Magnolia Docks, Beaumont, Texas

Samples of oil were taken at (0930) July, 6, 1945
from deck and water along side vessel (DOBYTOWN).
These samples will be held at Port Security Office,
Room 329, Coast Guard Barracks.

/s/ D. G. HALYARD, Sp. 1c

I certify that the above is a true copy of a
statement on file in this office by D. G. Halyard,
Sp. 1c., USCGR, dated July 6, 1945.



H. W. STINSON, JR.
Lt.(jg), USCGR
Examining Officer

Corpus Christi, Texas

CG GROUP

DATE file: 6610

NAME OF VESSEL
9 July, 1945

To: DCGO 8ND

Subj: Oil Pollution, Corpus Christi, Texas; report of

In accordance with District Circular 36-45, subject report is forwarded herewith in quadruplicate.

VIOLATION CLASSIFICATION:

- (a) Overflowing of tanks while topping off
 - (b) Siphoning of oil through vents while
 - (c) Errors in valve manipulation
 - (d) Line breaks between ship and shore
- Incl: 1. Report of Violation (in quadruplicate)
2. Statements taken (two)

Ind-1
ODCGO, 8ND (1)
6614
20 July, 1945

To: Commandant

Approved and forwarded for the consideration of Headquarters. In accordance with Headquarters' present policy, copies have not been forwarded to the U. S. Engineers and U. S. Attorney, as required by Headquarters' letter, 18 August, 1943 (L) (CG-100.18 MIN), but are submitted herewith for forwarding by Headquarters to those offices.

Cooperation received

Direction ship heading East Ship side moored to dock Port
N. H. LESLIE

Condition of vessel:

- (a) Down by head
- (b) Down by stern
- (c) Port list
- (d) Starboard list
- (e) Even keel

Direction of drift of pollution in relation to vessel

REPORT OF VIOLATIONS

DATE 6 July, 1945 DOCK Humble #2
 NAME OF VESSEL MS - Esso Philadelphia FLAG American
 OWNER Standard Oil Co. of New Jersey AGENT Avenell
 CAPTAIN H. Nelson FIRST MATE J. D. Lawton
 CHIEF ENGINEER E. C. Heatedt ENGINEER ON DUTY A. A. Boitano
 PRODUCT CAUSING POLLUTION: (a) NAME Ballast from Ashore (b) TYPE Crude & Water

VIOLATION CLASSIFICATION:

- (a) Overflowing of tanks while topping off ()
- (b) Siphoning of oil through vents while bunkering ()
- (c) Errors in valve manipulation ()
- (d) Line breaks between ship and shore ()
- (e) Pumping of contaminated ballast water ()
- (f) Miscellaneous ballast water from shore tank
discharge valve ()

Portion of ship from which product causing pollution was discharged _____
Draining Nos. 3 & 5 center ballast tanks ashore

Describe how you established same saw water & oil coming from shore
discharge valve

Violation reported by G. L. Marshall Time it occurred 1145

Action taken Dockman requested ship to cutdown on ballast pump pressure
 time 1150 AM
 time _____

Cooperation received Excellent

Direction ship heading East Ship side moored to dock Port

Condition of vessel:

- (a) Down by head ()
- (b) Down by stern ()
- (c) Port list ()
- (d) Starboard list ()
- (e) Even keel ()

Direction of drift of pollution in relation to vessel East

TIDE: State Still - out at 1500 Direction of wind: South

Force of wind: 1. Very light () 2. Light () 3. Strong ()

At time of inspection were outboard sea valves sealed YES

Estimated area covered 20-25 Sq. Yds. Time observed 1150

Action taken to stop pollution, as observed by person reporting
Dockmen requested ship to cut down on ballast pump pressure.

Copy of pertinent entries in Ship's Log, Engine Room Log, Pumper's Rough Log
No entries in ship's log as they were not actually involved in violation.

Samples taken from ship:

NUMBER TIME PLACE

None as ballast had already been finished

Samples taken from water:

NUMBER TIME PLACE

1 1215 Astern of ship

Were pictures taken of ship No or of water surface No

WITNESSES: NAME ADDRESS PHONE

M. D. Melanphy - Marine Inspector - Corpus Christi, Texas 26541

H. R. Howery Aransas Pass, Texas

F. E. Lawson USCG Port Aransas, Texas.

REMARKS:

Floyd E. Lawson

FLOYD E. LAWSON,
Signature

Sp. Ic.
Rate

Pt. Aransas, Texas
6 July, 1945

To Whom It May Concern:

At approximately 1145 on 6 July, 1945 I received a telephone call from Marshall, Grady L., Sea. 1/C, (586-265) guard on duty aboard Humble Oil Dock No. 2 where the Esso Philadelphia was docked. He reported to me that there was considerable oil on the channel waters.

I immediately went to the scene and found oil upon the waters as reported. My investigation showed that the shore ballast tank discharge valve which is located approximately 25 feet off shore was discharging water into the channel. This water contained some pollution. Mr. J. R. Howery, Dock Foreman, Humble Oil and Refining Company had already discovered this and I met him as he was returning from his investigation. He informed me that he would order the Mate on duty to cut down on the pressure of his ballast pumps and that this would stop the pollution. However, the ballast was finished at approximately this time.

I reported the pollution to Commander M.D. Melanphy, U. S. Coast Guard Marine Inspector, who was aboard the Philadelphia at this time. He informed me that I should contact Mr. R. T. Finley, Lt., U.S.C.G., Captain of the Port, Corpus Christi, Texas and make a report. This was done.

A sample of the water was taken near the discharge pipe of the shore tank, however it was impossible to take a sample of the ballast waters from the ship as they had finished pumping ballast and had started loading cargo. This sample was taken by Marshall, Grady L., Sea. 1/C, while statements were being taken from involved parties by me. Approximately three to five barrels of oil was on the water, but an outward tide quickly dispersed this.

Floyd E. Lawson
Floyd E. Lawson, Sp. 1/C

Pt. Aransas, Texas
6 July, 1945

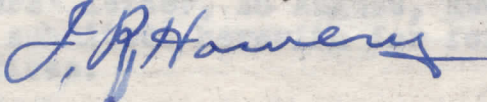
To Whom It May Concern:

Due to the fact that shore ballast tank is full of settlement when a ship is pumping ballast it stirs up this dirt and settlement.

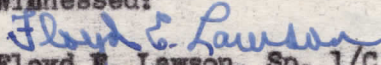
At approximately 1145 A.M. on 6 July, 1945 while pumping ballast from the Esso Philadelphia it was noticed by dockmen that an overflow was occurring from the shore ballast tank. As soon as this overflow was noticed steps were taken by me to rectify this mistake by requesting the Mate on duty to cut down on the pressure from ballast tank. This corrected the matter.

It is estimated by me that only approximately one half (1/2) barrel oil flowed back into the channel waters.

J. R. Howery
Dock Foreman, Humble Oil and Refining Co.



Witnessed:


Floyd E. Lawson, Sp. 1/C
U. S. Coast Guard
Pt. Aransas, Texas

Corpus Christi, Texas

CG GROUP

DATE file: 6610

9 July, 1945

To: DCGO SND

Subj: Oil Pollution, Corpus Christi, Texas; report of

In accordance with District Circular 36-45, subject report is forwarded herewith in quadruplicate.

VIOLATION CLASSIFICATION:

- (a) Overflowing of tanks while topping off
- (b) Siphoning of oil through vents while **R. T. FINLEY**
- (c) Errors in valve manipulation

Incl:

- 1. Report of Violation (in quadruplicate)
- 2. Statements taken (two)

Ind-1 on of ship from which product causing pollution was discharged
ODCGO, SND (1)
6614

20 July, 1945

To: Commandant

Approved and forwarded for the consideration of Headquarters. In accordance with Headquarters' present policy, copies have not been forwarded to the U. S. Engineers and U. S. Attorney, as required by Headquarters' letter, 18 August, 1943 (L) (CG-100.18 MIN), but are submitted herewith for forwarding by Headquarters to those offices.

Cooperation received

Direction ship heading **N. H. LESLIE**

Condition of vessel:

- (a) Down by head
- (b) Down by stern
- (c) Port list
- (d) Starboard list
- (e) Even keel

Direction of drift of pollution in relation to vessel

20 June, 1945

Galveston, Texas

P. O. Box 607

Senior Hearing Officer
Merchant Marine Hearing Unit

Oil Pollution No. 1

11 July 1945

To: DCGO, 8th Naval District (omi)

Via: CO, CG Operating Base, Galveston, Texas

Subj: Oil Pollution Act Violation - Harbor Transport Company

1. This is a report of violation of the Oil Pollution Act of 1924, (33 USC, 431-437) by the oil barge DBL-52 at Pier 12, Galveston, Texas on 19 June 1945.

(a) The oil barge DBL-52, home port, Houma, Louisiana, is the vessel involved in this oil spill.

(b) The owner, operator and local agent of said barge is the Harbor Transport Company, 8203 Elm Street, Houston, Texas.

(c) This oil spill occurred at Pier 12, Galveston, Texas on 19 June 1945 at approximately 1300.

(d) Signed statements of witnesses were taken from J. W. Anderson, Ch. Sp., USCGR, and D. E. Holaway, Sp. 2c, USCGR. Copies of their statements are attached hereto.

(e) Signed statements of members of the crew were taken from Gordon E. Redding, tankerman on the tug New Lonie and Edward G. Lotz, master of the tug New Lonie, copies of which are attached hereto.

(f) Oil samples were taken from the deck of the barge immediately after the oil spill by J. W. Anderson, Ch. Sp., USCGR, and D. E. Holaway, Sp. 2c., USCGR, and were properly labeled and taken to the Lifeboat Station.

(g) Oil samples were taken from the water on the port side aft of the barge immediately after the oil spill by J. W. Anderson, Ch. Sp., USCGR, and D. E. Holaway, Sp. 2c., USCGR, and were properly labeled and taken to the Lifeboat Station.

(h) No photographs were available.

(i) The tug New Lonie towed the two barges, DBL-52 and Spencer-50 to Pier 12 on 19 June 1945 and tied alongside the starboard side of the PONTOTOC VICTORY, a cargo ship, at approximately 12:30 PM of that day in order to take on oil from said vessel. Edward G. Lotz, master of the tug New Lonie, was in charge of this operation. He stated that he was ordered to take Bunker "C" oil off the PONTOTOC VICTORY. He had the vessel raise a six inch rubber hose from the deck of the barge DBL-52 about five feet in order to let the oil drain out of the hose into a tub which consisted of an oil drum cut off that held approximately ten gallons of oil. The hose was approximately twenty-five feet long and had an accumulation of oil left in it from a previous job, and this oil was drained into the oil drum. One of the deckhands on the New Lonie, Waldo D. Smith, picked up the tub in order

STATEMENT BY EDWARD G. LOTZ

19 June, 1945

My name is Edward G. Lotz, 6501 Aven. E, Houston, Texas, Phone Wayside 1925. I am Captain of the tug, New Lonie. The tug New Lonie is a diesel tug, 56 feet long, and is used principally for towing barges. This tug is owned by the Harbor Transport Company, 8203 Elm St. Houston, Texas. My boss or owner is John Barnstien, Houston, Texas, Phone W 6-2955. I do not know who owns the two oil barges, DBL-52 and the Spencer No. 50. I think the two barges are chartered by the Harbor Transport Company. The DBL-52 is 120 feet long, beam 30 feet and has a draft 7 feet and capacity is 3,950 barrels.

I had orders to go to the SS Pontotoc Victory and discharge approximately 5500 barrels of bunker C oil. The oil pumps of the SS Pontotoc Victory will be used to discharge the oil from the ship into the barge DBL-52 at Pier 12.

I arrived at Pier 12 about 1230, p.m. on June 19, and tied up on the starboard side of the SS Pontotoc Victory. We then started to get our hose ready to connect up to a line about midship on the ship. My hose line is a rubber 6 inch line. We had the ship lift the hose about four or five feet off the deck of the barge in order to let the oil drain out of our 25 foot hose. They had a blind (shut off) on each end that was cut off. I opened the blind to let the oil drain in a tub. This tub is 1/5 of a 54 gallon oil drum, cut off and will only hold full, about 10 gallons. The oil drained from this hose into the tub and leaked about three inches from filling it up. This tub was on the deck of the barge DBL-52. One of my deck hands picked this tub of oil up to pour it back into the barge and slipped and fell on the deck, and all the oil in the tub spilled on the deck of the barge DBL-52, and ran on the deck over the portside aft into the water. I do not know the boy's name or address, that fell, but he is hired by the Harbor Transport Co., Houston, and his last name is Smith. He is not aboard now. I estimate that about ten gallons of oil was spilled out of the tub and less than 10 gallons ran into the water. No oil ran out of the hose. The only oil that went into the water came from the tub when it turned over.

I do not have my operator's license with me, but it was issued in Galveston, and I have it at home in Houston, Texas.

The only men of my crew that were working when we had the oil spill were Gene Reading, Smith, and Johnnie Cortes, of Houston. They are not aboard now. We are going to Baytown from here. This oil spill occurred about 1:20 p.m. June 19, 1945.

I have read the above statement and it is true and correct to the best of my knowledge.

/s/ Edward G. Lotz

19 June, 1945

At 1600, 19 June, 1945, I, J.W. Anderson, C.Sp. quartered and subsisted at Coast Guard Barracks, Galveston, Texas, being on duty at the Custom House from 1200 - 1800 as section leader, was called upon to investigate an oil spill at Pier 12.

I immediately departed to investigate. Upon arriving there, I was met by D. E. Holaway, Sp.2c, who had discovered, and turned in the phone call. Together we found that oil was being discharged from the ship "Pontotoc Victory" into the barges DEL-5 and Spencer-50 which were tied alongside this ship. As the men were getting ready to connect their hoses they found that oil had been left in the hose from their previous job. They emptied this oil into a tub which they had aboard their tug. Later on, a member of the tug crew accidentally turned this tub over, thus spilling the oil on the deck of the barge. The deck of this barge being flush, the oil spilled over the sides into the water. The tug which was towing these barges was the "New Lonie" captained by E.G. Lots, 6501 Ave. E Zone 11, Houston, Texas. This tug was the property of the Harbor Transportation Co. 8203 Elm St., Houston, Texas. Phone No. Woodcrest 6-9481.

Samples were taken from the water and from the deck of the barge. After being properly labeled, they were taken to Lifeboat Station and stored in the proper place. Chief Bagby, USCGR. was notified and he was to make a thorough investigation.

/s/ J. W. Anderson, C.Sp(PS) USCGR. (539-302)

/s/ D. W. Holaway, Sp.2/c (PS) USCGR. (533-038)