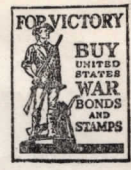


UNITED STATES COAST GUARD

Corpus Christi, Texas

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



ADDRESS REPLY TO

CG GROUP

DATE 6 July, 1945

AND REFER TO file: 6610

JUL 11 7 48 AM '45

NAME OF VESSEL MS - Esso Philadelphia

9 July, 1945

AN	F	NV	PT
ACP	IOF	OSO	SO small
SS	L	OP	FO
AX	MED	ORD	ST
CM	MIN	PA	T. D. Lawton
E	MV	P	

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.

- (a) Overflowing of tanks while topping
- (b) Spilling of oil through vents while
- (c) Errors in valve manipulation
- (d) Line breaks between ship and shore

*R. T. Fanley*  
R. T. FANLEY

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 Excellent

Direction ship heading East

*N. H. Leslie*  
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 East



REPORT OF VIOLATIONS

UNCLE "

DATE 6 July, 1945 DOCK Humble #2

NAME OF VESSEL MS - Esso Philadelphia FLAG American

OWNER Standard Oil Co. of New Jersey AGENT Ayenell

CAPTAIN H. Nelson FIRST MATE J. D. Lawton

CHIEF ENGINEER E. C. Haatuedt 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 shutdown 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 (X)
- (c) Port list ( )
- (d) Starboard list ( )
- (e) Even keel ( )

Direction of drift of pollution in relation to vessel East



Pt. Aransas, Texas  
6 July, 1945

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.

Due to the fact that shore ballast tank is full of  
settles 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.

J. R. Howery  
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.

Pt. Aransas, Texas

*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