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NEW ORLEANS DISTRICT
U. S. COAST GUARD
NEW UNITED STATES COAST GUARD

MAR 30 4 01 AM '45 HOUSTON, TEXAS

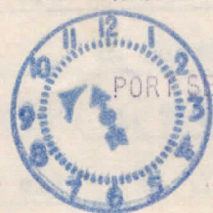
RECEIVED



COAST GUARD STATION
CAPTAIN OF THE PORT
File: CG-661

AN ACP F IOF NY OSO PF SC PUB
BP L OF QSO OP ORD
AX OM E MED MIN PA
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APR 4 - 25 AM
1945 APR 5 AM 8 42



POR SECURITY SECTION

28 March, 1945

To: The Commandant (OPS)
Via: DCGO, 8ND (ops)
Subj: Oil Pollution Act of 1924, 33 USC, 431-437; violation by
MARK A. DAVIS, on 25 March, 1945
Refs: (a) HQ ltr to all DCGO's 18 August, 1943 (CG-100.18 Min.).
(b) HQ Dispatch to all DCGO's 231920 (October).

In accordance with references (a) and (b), inclosure is forwarded.

Handwritten signature of W. G. Etheridge
W. G. ETHERIDGE

Incl
Copy of file in subject case.

CC: WSA
File

Ind-1
DCGO, 8ND (ops)
31 March, 1945

To: The Commandant (OPS)

Forwarded.

Handwritten signature of J. J. Gidiere
J. J. GIDIERE
By direction

DECLASSIFIED
Authority NN3-26 83-11
By UP NARA. Date 7/26/17

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REPORT OF VIOLATIONS

DATE 25 March, 1945 DOCK Long Reach #5

NAME OF VESSEL MARK A. DAVIS FLAG American

OWNER W.S.A. AGENT Lykes Bros.

CAPTAIN K. Iakovidis FIRST MATE D. Alexion

CHIEF ENGINEER A. Touloumis ENGINEER ON DUTY A. Touloumis

PRODUCT CAUSING POLLUTION: (a) NAME bunker oil (b) TYPE bunker C

VIOLATION CLASSIFICATION:

- (a) Overflowing of tanks while topping of ()
- (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 starboard settler tank ()

guage not in working order

Portion of ship from which product causing pollution was discharged starboard settler tank

Describe how you established same I personally witnessed spillage of oil

Violation reported by Charles W. Burns, Sp3c(PS)(R) Time it occurred _____

Action taken pending
time _____
time _____

Cooperation received received statement by Chief Engineer

Direction ship heading out Ship side moored to dock starboard

Condition of vessel:

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

Direction of drift of pollution in relation to vessel out

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25 00:00
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TIDE: State: Even Tide Direction of wind: North

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

At time of inspection were outboard sea valves sealed _____

Estimated area covered _____ Time observed 0902

Action taken to stop pollution, as observed by person reporting _____
Told valve men to close valve

Copy of pertinent entries in Ship's Log, Engine Room Log, Pumper's Rough Log

Samples taken from ship:

<u>NUMBER</u>	<u>TIME</u>	<u>PLACE</u>
<u>1</u>	<u>0920</u>	<u>Bunker</u>

Samples taken from water:

<u>NUMBER</u>	<u>TIME</u>	<u>PLACE</u>
<u>1</u>	<u>0925</u>	<u>Starboard side where spillage occurred</u>
<u>1</u>	<u>0930</u>	<u>Off #5 Dock apron</u>

Were pictures taken of ship No or of water surface No

WITNESSES: NAME ADDRESS PHONE


A. L. Cortier, A. H. Weller & R. T. Man Humble men

A. Touloumis, Chief Engineer

J. A. Cosgrove, Specialist 3c, VPSF

REMARKS:
Statements taken from Chief Engineer and J. A. Cosgrove, samples taken and investigated spill.

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H. W. ANTHONY, LIEUT. (JG), USCGR

/s/ Charles W. Buras
Signature
Sp3c(PS)(R)
Rate

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9:00 started taking on fuel. Valve was closed when August Henry Weller went to call pump station to start pump.

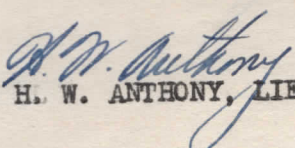
I was talking to the Mate about crew personnel in order to make our report, this was at 9:00 A.M. and Burns, Sp3c called me out on deck 9:05 A.M. to show me the oil that had been run over on the dock and into the channel. The Humble men had their hose connected but had not opened their valve. I was told by the Chief Engineer A. Touloumis that the pneumercator tank gauge was broken and this was the cause of the oil running out and over the dock. It is my opinion that the wrong valve was opened by the Chief Engineer or by his instructions.

/s/ James A. Congrove, Sp3c, VPSF

About 9:00 A.M., March 25 (Sunday), oil pored from side of ship.

/s/ I. M. Nuley, Watchman

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H. W. ANTHONY, LIEUT. (JG), USCGR

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9:15 A.M. - Pneumercator tank guage was not working right and this was the cause of the oil running over the side. My estimate is that about 10 barrels of oil went over the side onto the docks and into the water.

/s/ Alex. Touloumis
Chief Engineer

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H. W. ANTHONY, LIEUT. (JG), USCGR

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1021 Stopped Captain from washing oil off of dock into water and under dock.

R. T. Man. Humble valve man said that valve was closed at time the oil ran over the side.

At 9:00 A.M., March 25, 1945, I was standing on deck of the MARK A. DAVIS talking to A. L. Cortier, Humble man, when oil started to run over the side, I went to tell the valve men to shut off if it was open. Then I went to the engine room to see what was wrong and there took Chief Engineer statement. There was about seven to ten barrels of oil that went on docks and into channel.

/s/ Charles W. Burns, Sp3c(PS)(R)

9:20 A.M.

A. L. Cortier refused to make statement said I would have to call Murphy.

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H. W. ANTHONY, LIEUT.(JG), USCGR