



Department of Homeland Security United States Coast Guard



Notable Oil Spills In U. S. Waters Calendar Years 1989 – 2011





INTRODUCTION

Each year, the Coast Guard investigates several thousand polluting incidents in waters of the United States. The investigation reports show that, in any given year, greater than 70% of the annual spill volume can be attributed to fewer than 20 incidents. This report describes the most significant of those incidents, commencing with 1989, the year of the largest spill in U.S. waters (up to that point in time) – the *EXXON VALDEZ* grounding.

Coast Guard investigation reports include incidents on territorial waters (extending to three miles from the coastline), tributaries, the contiguous zone (extending from three to twelve miles from the coastline), onto shorelines, or into other waters that threaten the marine environment of the United States. Some of the spills in this report occurred within the jurisdiction of the U.S. Environmental Protection Agency and are included because Coast Guard personnel assisted with the response or clean-up.

OTHER DATA SOURCES

A Polluting Incident Compendium, covering calendar years 1973 through 2011, is available on the Coast Guard's "Homeport" internet portal at the following location: <http://homeport.uscg.mil> -> Investigations -> Marine Casualty/Pollution Investigations. That report includes nationwide polluting incident statistics using a variety of criteria, such as spills by source type, (e.g., vessels, facilities, pipelines, etc.).

For those who would like to analyze Coast Guard investigation data directly, a Marine Casualty and Pollution database is available, with details about each incident. The database is updated periodically, includes a data dictionary, sample queries, and is available on "Homeport", at the same location as the Polluting Incident Compendium.



- 1989
- January 3, 1989 – While moored in Valdez, Alaska, the tank ship *THOMPSON PASS* discharged approximately 71,400 gallons of crude oil into Prince William Sound. A fracture in the vessel's hull plating, 15 feet in length, was found at the No. 3 starboard cargo tank.
- January 14, 1989 – The tank barge *FOSS 256* grounded near Bird Cape, Alaska. Damage to the vessel resulted in a discharge of approximately 84,000 gallons of diesel fuel.
- January 14, 1989 – The tank barge *B. NO. 115* discharged approximately 50,400 gallons of heavy fuel oil into Morris Cove, near New Haven, Connecticut. Hull damage was discovered from an unknown casualty.
- February 19, 1989 – The fishing vessel *YARDARM KNOT* grounded near St. Paul Island, Alaska. Damage to the vessel resulted in a discharge of approximately 97,000 gallons of diesel fuel into the Bering Sea.
- March 24, 1989 - The tank ship *EXXON VALDEZ* grounded on Bligh Reef in Alaska's Prince William Sound. Significant damage to the vessel's hull resulted in a discharge of nearly 11 million gallons of crude oil. At the time, this was the largest oil spill in U.S. waters and led to the enactment of the Oil Pollution Act of 1990, (OPA-90).
- June 23, 1989 – The Greek Tank Ship *WORLD PRODIGY* ran hard aground on Breton Reef near the entrance to Narragansett Bay, near Newport, Rhode Island. The grounding tore a 200-foot gash in the hull of the ship, ruptured 9 of the 23 cargo tanks and released approximately 292,000 gallons of oil into the water.
- June 23, 1989 – The Panamanian-flagged chemical tank ship *RACHEL B* collided with the tank barge *COASTAL 2514*, in the Houston Ship Channel. The barge suffered damage to three cargo tanks and discharged 250,000 gallons of heavy slurry oil.
- June 24, 1989 – The Uruguayan-flagged tank ship *PRESIDENTE RIVERA* ran hard aground in the Delaware River, near Marcus Hook, Pennsylvania. Four cargo tanks were damaged and approximately 300,000 gallons of heavy fuel oil was discharged.
- September 14, 1989 – The tank barge *MORANIA 440* ran aground in the East River, Port of New York. The number one (starboard) tank was damaged and approximately 84,000 gallons of gasoline was discharged into the river.
- September 18, 1989 - Hurricane Hugo hit the island of St. Croix with winds in excess of 140 miles per hour, damaging the steel containment walls and two of the main fuel oil storage tanks at the Virgin Islands Water and Power Authority (VIWAPA) power plant in Christiansted Harbor on the north coast of St. Croix. Approximately 105,000 gallons of heavy fuel oil entered the water.
- November 15, 1989 - The fishing vessel *MILOS REEFER* grounded on the northeast corner of St. Matthew Island, Alaska, spilling approximately 237,343 gallons of intermediate fuel oil and diesel into the Bering Sea.



- 1990
- January 2, 1990 - A fatigue crack in an Exxon pipeline in Linden, New Jersey ruptured and spilled approximately 473,000 gallons of fuel oil into the Arthur Kill waterway between New Jersey and Staten Island.
- January 5, 1990 – The M/V *MARGARET LYKES* and M/V *SHOUN EMPEROR* collided approximately 1/2 miles west of the Galveston Bay safety fairway buoy. Damage to the *MARGARET LYKES* resulted in a discharge of approximately 78,000 gallons of heavy fuel oil.
- January 25, 1990 – A collision occurred involving the tank barges *CHOTIN 2881* & *CHOTIN 2183X*, which were under tow of the M/V's *J B KLEINPETER* and *KAREN J*, respectively. Damage to the barges resulted in the discharge of 94,500 gallons of gasoline and fuel oil into the Lower Mississippi River near mile marker 104.
- February 7, 1990 - The tank vessel *AMERICAN TRADER* grounded on one of its anchors while approaching an offshore mooring near Huntington Beach, California. Two holes were punctured in one of the vessel's cargo tanks, releasing 397,236 gallons of heavy crude oil into the Pacific Ocean approximately 1.3 miles from Huntington Beach.
- March 6, 1990 - The tank barge *CIBRO SAVANNAH* exploded as it was being pulled from a dock at Linden, New Jersey. Approximately 710,000 gallons of number two fuel oil was lost from two tanks. It was estimated that 54,000 gallons of oil entered the Arthur Kill waterway.
- April 22, 1990 – The tank barge *MGM 2001* discharged approximately 54,000 gallons of diesel fuel into the Colorado River, near Bay City, Texas. A fracture was discovered in the hull of the barge.
- May 17, 1990 – While under tow of the M/V *W.P. JACKSON*, the tank barge *APEX 104* struck a railroad bridge near Simmesport, Louisiana. Damage to the barge resulted in a discharge of approximately 61,530 gallons of naphtha into the Atchafalaya River.
- June 7, 1990 – The M/V *NAUTILUS* ran aground in Kill Van Kull, port of New York, N.Y. Shortly thereafter, approximately 250,000 gallons of heavy fuel oil was discharged into the water.
- June 8, 1990 - The Italian tank vessel *FRAQMURA* was lightering the Norwegian tank vessel *MEGA BORG*, when an explosion occurred in the pump room of the *MEGA BORG*. At the time of the casualty, the ships were in the Gulf of Mexico, approximately 57 miles southeast of Galveston Texas in U.S. exclusive economic zone. An estimated 3.9 million gallons of crude oil was burned or released into the water from the *MEGA BORG* during the next seven days.
- June 27, 1990 - The F/V *SHIN YANG HO* collided with the F/V *SHENEI MARU #36*. *SHIN YANG HO* began taking on water and sank in the coastal waters of Alaska. Approximately 60,000 gallons of fuel oil escaped from the vessel into Bristol Bay.
- July 20, 1990 – Approximately 110,000 gallons of waste oil was discharged into Lake Michigan near East Chicago, Indiana. The oil was discharged through an outfall on the LTV Steel facility after a heavy rain storm.



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NOTABLE OIL SPILLS IN U.S. WATERS, 1989 – 2011

August 19, 1990 – The tank ship *FAITH I* collided with tank barge *OCEAN 192*, which was being pushed by M/V *INDEPENDENCE*. The collision resulted in hull damage to *OCEAN 192*, with 152,000 gallons of gasoline discharged into Delaware Bay.

September 16, 1990 - The tank vessel *JUPITER* caught fire and exploded during offloading operations at the Total Oil Company refinery on the Saginaw river, near Bay City, Michigan. Damage to the vessel resulted in a discharge of approximately 316,000 of gasoline.

September 27, 1990 – The tank barge *SARAH FRANK* sank while moored at Staten Island, New York. Approximately 50,000 gallons of waste oil was discharged into the Kill Van Kull waterway.

October 26, 1990 – The tank barge *HYGRADE 42*, being towed by the M/V *PORT JEFFERSON*, grounded in the Hudson River near New Hamburg, N.Y. Approximately 190,000 gallons of kerosene was discharged into the river.

November 2, 1990 – The tank barge *COASTAL 250*, being towed by the M/V *BUNKER KING*, grounded in the Gulf Intracoastal waterway near mile marker 60. Damage to the barge resulted in a discharge of approximately 84,500 gallons of crude oil.

November 17, 1990 – Approximately 80,000 gallons of asphalt was discharged from the Steuart Refinery, near Piney Point, MD, into the Potomac River. The oil was discharged through a damaged expansion joint.

1991 February 22, 1991 – A booster pump at a Texaco Refinery near March Point, Washington suffered a catastrophic structural failure. When the casing failed under pressure approximately 84,000 gallons of Alaskan North Slope Crude Oil entered the waters of Fidalgo Bay, Puget Sound, Washington.

March 6, 1991 - The tank barge *VISTABELLA* sank in the Caribbean Sea approximately 12 miles northeast of Nevis Island. Approximately 500,000 gallons of heavy fuel oil was discharged.

April 11, 1991 – The tank barge *CBC 173* allided with a bridge near Vicksburg, Mississippi, mile marker 435, Lower Mississippi River. As a result of the allision, the barge's no. 3 cargo tank was damaged and discharged approximately 123,900 gallons of lubricating oil.

July 22, 1991 - The Chinese freighter *TUO HAI* collided with the Japanese fishing vessel *TENYO MARU* approximately 25 miles northwest of Cape Flattery, Washington State. After the *TENYO MARU* sank, it discharged approximately 100,000 gallons of diesel fuel and intermediate fuel oil.

1992 March 23, 1992 - Hunter Army Airfield released approximately 60,000 gallons of jet fuel into a drainage canal that leads to the Forest River in Georgia.

April 13, 1992 - Approximately 61,500 gallons of crude oil was discharged from a petroleum facility, into a tributary of the Barataria Waterway, near Lafitte, Louisiana. The spill was a result of an explosion, which created a hole in the side of a storage tank.

May 25, 1992 – The tank barge *HOLLYWOOD 3021* spilled approximately 84,000 gallons of heavy fuel oil into the Mississippi river, near St. Rose, Louisiana, from a hole in the No. 2 port cargo tank. CG investigators determined the hole was caused by contact with an unknown object.



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July 17, 1992 – The tank ship *SHOKO MARU* discharged approximately 98,725 gallons of crude oil into Texas City Channel, near Texas City, Texas. A wasted coupling in one of the cargo tanks was found to be the cause of the discharge.

July 24, 1992 - A pipeline, owned by Texas Eastern Products company, ruptured at a facility near Deer Park, Texas. Approximately 65,100 gallons of diesel fuel was discharged into a tributary of San Jacinto Bay.

August 31, 1992 – During hurricane Andrew, the mobile offshore drilling unit, *TREASURE 75* dragged anchor in the South Pelto area of the Gulf of Mexico. This resulted in the drilling unit's anchor damaging a 20 inch pipe, owned by Texaco Pipeline Inc. Approximately 84,000 gallons of crude oil was discharged from the pipe.

September 29, 1992 – A blowout occurred on an oil well in Timbalier Bay, Louisiana, that was being serviced by the vessel *BLAKE IV*. The blowout was followed by an explosion and fire that destroyed the servicing vessel. As a result of this casualty, approximately 121,800 gallons of crude oil was discharged into the water.

October 1, 1992 – The Honduran flag freight ship *ROATAN EXPRESS I*, capsized and sank in the Gulf of Mexico, 80 Miles west of Ft. Myers, Florida. As a result of this casualty, approximately 144,600 gallons of fuel was discharged.

November 27, 1992 – A ruptured pipeline in Pasadena, Texas discharged approximately 100,000 gallons of crude oil into a tributary of the Houston Ship Channel. Coast Guard personnel were the first responders to this incident. However, the spill was under the jurisdiction of the Environmental Protection Agency.

1993 March 28, 1993 – Approximately 360,000 gallons of home heating oil was discharged from the Colonial pipeline near Reston, Virginia, into a tributary of the Potomac River. This spill was under the jurisdiction of the Environmental Protection Agency.

March 29, 1993 – The Brunswick Naval Air station, near Brunswick, Maine reported a discharge of 63,000 gallons of jet fuel into the Androscoggin River. The fuel leaked through an open valve on a storage tank.

April 9, 1993 – The tank barge *IB2629*, under tow of the M/V *DAVE BRASELL*, struck the Sunshine bridge, near mile marker 167 on the Lower Mississippi River. The damaged barge discharged approximately 235,200 gallons of number 6 fuel oil into the river.

April 20, 1993 – A UNOCAL pipeline metering station near Nederland, Texas discharged approximately 88,200 gallons of crude oil into the Sabine/Neches river.

August 10, 1993 - The outbound M/V *BALSA 37* and the inbound tug *SEAFARER*, pushing the tank barge *OCEAN 255* collided in the Tampa Bay. A subsequent collision occurred between the M/V *BALSA 37* and the inbound tank barge *B. NO. 155*. Damage to the vessels resulted in over 330,000 gallons of jet fuel, no. 6 oil, and gasoline being spilled into Tampa Bay.



October 14, 1993 – The Taiwanese fishing vessel *JIN SHIANG FA* grounded on Rose Atoll, American Samoa. Damage to the vessel resulted in a discharge of 96,000 gallons of fuel.

December 25, 1993 – A ruptured pipeline near Oxnard, California discharged approximately 84,000 gallons of crude oil into a tributary of the Pacific Ocean.

1994 January 7, 1994 - The tank barge *MORRIS J. BERMAN*, which was being towed by the M/V *EMILY S.* grounded near San Juan, Puerto Rico, spilling approximately 750,000 gallons of heavy fuel oil into the Atlantic Ocean.

October, 1994 - During flooding in southern Texas several oil pipelines and other unknown sources discharged crude oil and other oil products into of the San Jacinto River. More than 320,000 gallons of oil were spilled.

November 16, 1994 - A subsea pipeline from an oil production platform ruptured, spilling approximately 176,694 gallons of crude oil condensate into the Gulf of Mexico.

January 18, 1994 - Approximately 300,000 gallons of gasoline was spilled into the Mississippi river from a leaking storage tank near St. Louis, Missouri. This spill was under the jurisdiction of the Environmental Protection Agency.

October 8, 1994 - A pipeline near Portland, Texas ruptured. Approximately 90,342 gallons of crude oil was spilled into a tributary of the Nueces and Corpus Christi bays.

1995 April 10, 1995 - A storage tank caught fire and exploded near Savannah, Georgia. Approximately 700,000 gallons of turpentine was spilled into the water. In addition, 135,000 gallons of sodium hydroxide was spilled.

July 1, 1995 - Two foreign flag freight vessels, the M/V *ENIF* and the M/V *ALEXIA*, collided in the Gulf of Mexico, near the Southwest Pass entrance to the Mississippi River. Approximately 95,500 gallons of intermediate and diesel fuel oils were spilled into the Gulf of Mexico.

July 22, 1995 - Approximately 60,000 gallons of crude oil was spilled into the Delaware River, near Westville, New Jersey during a transfer from a tank ship to a shore side storage facility. The transfer hoses were damaged when a severe thunderstorm moved through the area. High winds caused the ship to move away from dock suddenly, resulting in damage to the hoses.

October 11, 1995 - A tank barge was damaged in a collision with another tug-and-tow, in the vicinity of Norco, Louisiana. The damaged barge spilled approximately 194,502 gallons of decanted slurry oil into the Mississippi River.



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- 1996 January 19, 1996 - The towing vessel *SCANDIA* experienced an engine room fire, while towing the tank barge *NORTH CAPE* in the Atlantic Ocean near Point Judith, Rhode Island. The tug and barge drifted until the barge grounded on Moonstone Beach, Rhode Island. Damage to the barge resulted in approximately 828,000 gallons of fuel oil being spilled into the water.
- March 18, 1996 - The tank barge *BUFFALO 292* experienced a structural failure, resulting in a bend of approximately 30 degrees in the hull. Approximately 176,400 gallons of fuel oil was spilled into Galveston Bay, Texas, in the vicinity of the Gulf Intracoastal Waterway and the Houston Ship Channel
- June 26, 1996 - A 36 inch pipeline near Simpsonville, South Carolina ruptured, spilling approximately 957,600 gallons of No. 2 oil into the Reedy River. This spill was under the jurisdiction of the Environmental Protection Agency.
- September 27, 1996 - The tank ship *JULIE N* struck a bridge near Portland, Maine. Damage to the ship resulted in approximately 165,900 gallons of fuel oil being spilled into Casco Bay.
- November 26, 1996 - Approximately 200,000 gallons of oil condensate was spilled into a canal adjoining the Atchafalaya River, Louisiana, due to a gasket failure on an oil production platform.
- 1997 January 10, 1997 - A storage tank at a facility near Lisbon, Louisiana overflowed, spilling approximately 84,000 gallons of oil, which entered a nearby creek. This spill was within the jurisdiction of the Environmental Protection Agency.
- May 16, 1997 - A 16 inch pipeline, owned by Texaco Pipeline, Inc. ruptured and discharged approximately 210,000 gallons of crude oil into Lake Barre, near Houma, Louisiana.
- 1998 June 27, 1998 - The tank barge *CTCO 211*, in tow of the M/V *CHRISTINE CENAC*, collided with the M/V *AMERICAN HERITAGE* near Darrow, Louisiana. Approximately 154,000 gallons of crude oil was spilled into the Mississippi River, from the *CTCO 211*.
- January 23, 1998 - The Fishing Vessel *ADRIATIC SEA* sank in the south Pacific ocean, spilling approximately 118,000 gallons of diesel fuel.
- 1999 January 12, 1999 - The towing vessel *ELKHORN RIVER* collided with the tank barge *M & M 100* near Port Fourchon, Louisiana. Approximately 51,406 gallons of diesel fuel was spilled into Bayou Lafourche.
- January 29, 1999 – The tank barge *WTC 2014*, in tow of the M/V *TED WAXLER*, collided with a mooring buoy in Bayou Sorrel, Louisiana. Approximately 64,000 gallons of unleaded gasoline was spilled into the waterway.
- February 4, 1999 – The M/V *NEW CARISSA* grounded near the entrance to Coos Bay harbor, Oregon after dragging anchor in heavy seas. The vessel was carried onto the beach where the hull fractured and broke into two sections. Approximately 70,000 gallons of fuel oil was spilled into the Pacific Ocean.



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November 8, 1999 – A refinery storage tank near Catlettsburg, Kentucky ruptured, spilling approximately 285,230 gallons of petroleum distillate into a tributary of the Big Sandy river. This spill was under the jurisdiction of the Environmental Protection Agency.

2000 January 21, 2000 - Approximately 77,280 gallons of crude oil was spilled from a pipeline in the Gulf of Mexico. An anchor from the mobile offshore drilling unit *TRANSOCEAN 96*, which was being repositioned, damaged the pipeline.

February 5, 2000 - A pipeline near Tinicum, Pennsylvania leaked approximately 175,000 gallons of oil into a tributary of the Delaware River. This spill was under the jurisdiction of the U.S. Environmental Protection Agency.

February 21, 2000 - The motor yacht *SHIRA LEE* sank in the Atlantic Ocean Near San Juan, Puerto Rico. Approximately 60,000 gallons of diesel fuel was spilled.

June 8, 2000 - While departing a facility in Boston Massachusetts, the tank ship *POSAVINA* was damaged by the tug *ALEX C.* Damage to the tank ship resulted in the spillage of approximately 59,000 gallons of number 6 fuel oil into the waterway.

June 12, 2000 - The number one tank of the tank barge *NMS 111* was overfilled, resulting in approximately 80,000 gallons of number 6 oil spilling into the Houston Ship Channel.

November 28, 2000 - The tank ship *WESTCHESTER* grounded in the Mississippi River, near Buras, Louisiana. Approximately 538,000 gallons of crude oil were spilled into the river from the number one starboard cargo tank. This incident accounted for 38% of the oil spill volume reported to the U. S. Coast Guard for the year. Also, this was the largest oil spill into U.S. waters since 1996.

2001 February 9, 2001 - While conducting an emergency surfacing drill, the submarine *USS GREENEVILLE* collided with the Japanese training ship *EHIME MARU*, which sank quickly. *EHIME MARU* was carrying approximately 65,000 gallons of diesel fuel and lube oil at time of sinking, which is presumed spilled in the Pacific Ocean.

September 22, 2001 - The Liberian flag tank ship *NEW AMITY* collided with the tank barge *NMS 1486*, while navigating in the Houston Ship Channel. As a result, approximately 50,000 gallons of intermediate fuel oil was spilled into the waterway.

November 7, 2001 - While waiting to enter the McAlpine lock and dam on the Ohio river, the tank barge *WTC 105* was moored along a guide wall. At that location, three of the barge's starboard cargo tanks were damaged by an unknown object, below the waterline. Approximately 124,320 gallons of gasoline was discharged into the Ohio river.

2002 April 6, 2002 – Approximately 75,600 gallons of crude oil was discharged into Little Lake, near Lafitte, Louisiana from a damaged pipeline. The pipeline was struck by the towing vessel *WEBB CROSBY*.

July 5, 2002 - Navy oil barge, *SWOB 286* sank in Apra Harbor, Guam, discharging approximately 105,000 gallons of waste oil. The vessel sank after two deck hatches had been improperly



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secured, allowing water to enter the vessel during typhoon Chataan.

September 22, 2002 – An oil slick was discovered in the Gulf of Mexico in the vicinity of Ship Shoal block 193. Based on the area affected, the size of the spill was estimated at 68,526 gallons. The source of the oil was not identified.

2003 March 2, 2003 - Approximately 41,790 gallons of crude oil was discharged from a pipeline in Lake Washington, Louisiana. The cause of the spill was a failed pipe weld.

April 27, 2003 - The loaded tank barge *B NO 120*, while being towed astern by the tug *EVENING TIDE*, grounded outside a marked channel in the western approach to Buzzards Bay, MA. The grounding resulted in damage to the #2 starboard tank. Approximately 40,236 gallons of number six oil was spilled into the bay.

2004 February 28, 2004 - The chemical tank ship *BOW MARINER* caught fire and exploded while the crew was engaged in tank cleaning. The ship sank by the bow in position 37-52.8N, 074-15.3W, about 45 nautical miles east of Virginia. Of the 27 crewmembers aboard, six abandoned ship, entered an inflatable life raft, and were rescued by the U.S. Coast Guard. An unknown number of other survivors abandoned ship to the water. The Coast Guard and Good Samaritan vessels recovered three crewmen from the water, one deceased, the other two died before reaching a hospital. There are 18 crewmen are missing and presumed dead. The vessel's cargo of ethyl alcohol (approximately 3.6 million gallons) was released, along with the vessel's heavy fuel oil, diesel fuel and slops, (approximately 329,678 gallons).

March 19, 2004 - The tank ship *ST HELEN* collided with the uninspected towing vessel *DAVID & COLLEEN* pushing tank barges M-405 and M-407 in the Houston Ship Channel. The *ST HELEN*, *M-405* and *M-407* sustained damage from the collision. Approximately 151,200 gallons of naphtha was spilled into Galveston Bay from the *M-407*.

November 26, 2004 - The M/V *ATHOS I* struck a submerged object while navigating the Delaware River, enroute to the Citgo refining facility in Paulsboro, New Jersey. Damage to the vessel caused approximately 263,371 gallons of crude oil to discharge into the Delaware River.

December 7, 2004 - The M/V *SELENDANG AYU* lost power and were adrift off Unalaska Island. Efforts to tow the vessel failed and it went aground and broke apart between Skan Bay and Spray Cape at approximately 6pm, December 8. Approximately 321,052 gallons of Intermediate Fuel Oil and 14,680 gallons of marine diesel and miscellaneous oils have been released into the environment. Approximately 60 thousand tons of soybeans were on board as cargo.

December 10, 2004 - There was a collision between the towing vessel *RITA M*, which was pushing two double hull tank barges, *MMI 605* and *MMI 3042*, and the towing vessel *THUNDER*, which was pushing the dry cargo barge *LIGHTNING*. The barge *MMI 605* sustained damage to the #2 and #3 port cargo tanks. Approximately 58,000 gallons of Gasoline Alkylate was spilled into the Houston Ship Channel.



2005 January 19, 2005 - the M/V *LISA E* was upbound on the Chicago Sanitary & Ship Canal pushing barge *EMC423*, loaded with clarified slurry oil, when an explosion occurred aboard the barge. One crewmember on the barge was reported missing and later found deceased. The barge sank along the left descending bank of the Chicago Sanitary & Ship Canal, partially blocking the channel and discharging 84,000 gallons of oil.

January 26, 2005 - A 22 inch pipeline ruptured and discharged 110,000 gallons of crude oil into the Kentucky River near Mile Marker 16. This spill was under the jurisdiction of the U.S. Environmental Protection Agency.

Discharges resulting from hurricane Katrina

On 29 August 2005 hurricane KATRINA, a Category IV hurricane, made landfall in Southeastern Louisiana. This natural disaster caused widespread damage, including numerous oil spills. The most significant discharges included:

- A crude oil discharge of approximately 1.4 million gallons into the Ostrica Canal from two tanks located at the Chevron Empire Terminal near Buras, Plaquemines Parish, Louisiana.
- Multiple above-ground storage tank failures at Bass Enterprises North. Approximately 234,150 gallons of crude oil was discharged into the Lower Mississippi River, near mile marker 38.
- Approximately 1.4 million gallons of crude oil into the Mississippi River near Pilot Town Louisiana, from a Shell pipeline facility.
- Approximately 3.8 million gallons of crude oil was discharged into the Mississippi River near mile marker 35, from tanks owned by Bass Enterprises Cox Bay, Plaquemines Parish, Louisiana.
- A storage tank failure at Murphy Oil near Greater New Orleans, St. Bernard Parish, LA. Approximately 885,276 gallons of crude oil was observed in residential neighborhoods and canals adjacent to the facility and in the Lower Mississippi River.
- A discharge of 139,000 gallons of crude oil into the Lower Mississippi River from tanks located at Shell Nairn, located on the west side of the Mississippi, in Port Sulphur, LA.

November 11, 2005 - The integrated tug and barge *REBEL/DBL 152* struck the submerged platform West Cameron-229A in the Gulf of Mexico. The platform penetrated the # 1 starboard cargo tank of the *DBL 152*, resulting in a gash in the underside of the barge which allowed approximately 1.8 million gallons of heavy “number 6” oil to discharge into the water. The WC-229A platform was reported lost after passage of hurricane Rita, in September 2005.



- 2006 January 26, 2006 - Approximately 220,000 gallons of asphalt was discharged from the tank barge *MM53*, into the Ohio River, after it broke free of the towing vessel *KELLY LEE*. The barge went over the McAlpine Hydroelectric Dam, struck the K&I Railroad Bridge, capsized and sank.
- June 1, 2006 - Approximately 144,000 gallons of waste oil was discharged into the Inner Harbor, Corpus Christi, Texas, from the Valero Refinery, after storage tank 22 exploded. At the time of the discharge, there was heavy rain and lightning.
- June 19, 2006 – Approximately 1.9 Million gallons of waste oil was discharged from a CITGO Refinery into the Calcasieu River near Lake Charles, LA. The release occurred during a heavy rainfall event.
- 2007 January 20, 2007 - Approximately 294,000 gallons of crude oil was discharged from Louisiana State lease #18747. The well was struck by the passing tank barge *CTCO-202*, under tow of the *M/V CATHY M SETTOON*.
- May 21, 2007 - Offshore platform BM 176 discharged 50,400 gallons of crude oil into the Gulf of Mexico, due to a loose flange below the wellhead.
- November 7, 2007 – While outbound from the port of San Francisco in heavy fog, the containership *COSCO BUSAN* allided with the “delta” tower of the Bay Bridge, damaging the fender system and causing a breach in the vessel’s hull. The breach affected ballast tank #2, fuel oil tank #3, and fuel oil tank #4, which discharged an estimated 53,653 gallons of Intermediate Fuel Oil (IFO) into San Francisco Bay. Damage to the *COSCO BUSAN* and the San Francisco-Oakland Bay Bridge exceeded \$4.5 million dollars, not including the cost of the oil spill response and cleanup.
- 2008 July 23, 2008 - The tank ship *TINTOMARA* collided with the tank barge *DM932*, under tow of the *M/V MEL OLIVER*, near Mile Marker 99 on the Lower Mississippi River. When the towboat and barge made an unannounced crossing from the East bank to the West bank of the river, the *TINTOMARA* struck the *DM932*, splitting the tank barge and releasing approximately 282,828 gallons of No.6 Fuel Oil into the Mississippi River.
- September 18, 2008 – After passage of hurricane Ike, approximately 82,278 gallons of crude oil was discharged from a storage tank into Clam Lake, Louisiana.
- 2009 January 15, 2009 – The largest reported spill for 2009 occurred when the supply vessel *MONARCH* allided with the Granite Oil Platform in Cook Inlet, Alaska. Hull damage caused the vessel to flood and sink, resulting in a discharge of approximately 38,000 gallons of diesel fuel and 2,000 gallons of lubricating oil.



2010 The largest spill in U.S. waters began on April 20th with an explosion and fire on the mobile offshore drilling unit (MODU) *DEEPWATER HORIZON*. Subsequently, the MODU sank, leaving an open exploratory well to discharge crude oil into the Gulf of Mexico for several weeks. The incident occurred in the outer continental shelf leasing area known as Mississippi Canyon, block 252. The well itself was known as “Macondo” or “Macondo 252”. The most commonly accepted spill amount from the Macondo well is approximately 206.6 million gallons, plus approximately 400,000 gallons of oil products from the MODU.

DEEPWATER HORIZON in perspective:

For the 37-year period ending in 2009, Coast Guard databases contained investigations of more than 270,000 oil spills. The total spill amount recorded during that period was 240.7 million gallons. Thus, the oil discharged from the Macondo well is 86 percent of all oil discharges recorded for U.S. waters in the preceding 37 years.

Other notable spills in 2010 include:

January 23, 2010 - The Tank vessel *EAGLE OTOME* while transiting inbound on the Sabine-Neches waterway, allided with the moored Freight vessel *GULL ARROW*. Subsequently the outbound Uninspected Towing vessel *DIXIE VENGEANCE* pushing the tank barges *KIRBY 28112* and lead barge *KIRBY 30406* collided with the Tank vessel *EAGLE OTOME* at the tankers #1 starboard tank. Damage to the tank ship resulted in a discharge of approximately 420,000 gallons of crude oil.

January 1, 2010 – While receiving fuel from a tank ship, a waterfront facility in Adak, Alaska discharged approximately 176,000 gallons of diesel fuel into a nearby waterway.

2011 September 1, 2011 – During an onsite transfer on a waterfront facility, a storage tank was overflowed. Approximately 42,000 gallons of crude oil entered the Mobile River near Mobile, Alabama.

June 26, 2011 – While underway in the Bering Sea, the towing vessel *ARIES* flooded and sank. Approximately 29,000 gallons of diesel fuel was discharged.

March 18, 2011 – The tank barge *MMI 612*, under tow of the M/V *BETHESDA*, struck a bridge in the vicinity of mile 661.5 on the Lower Mississippi River. Damage to the barge resulted in a discharge of approximately 11,088 gallons of oil.

