An Historical Review of Oil Spills Along the Maine Coast
AN HISTORICAL REVIEW

OF

OIL SPILLS ALONG THE MAINE COAST
1953-1973

Prepared for
The Maine State Planning Office
Coastal Planning Group

and

The Research Institute of the Gulf of Maine
(TRIGOM)

by
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ABSTRACT

A one month study was conducted to assemble and document oil spill data along the coast of Maine beginning with 1953 when records were first kept. A total of 451 oil spills were found reported over a 20 year period; 336 of these occurred in the Portland vicinity. Recent data reported by the Maine Department of Marine Resources show long term oil persistence and biological impact in two cases, the NORTHERN GULF and LONG COVE. Although reporting information is only accurate after 1970, a suggested extrapolation is made for Portland Harbor showing the possible number of spills occurring since 1950 based on oil throughput. Observations of the spills and spill effects are reported on data sheets while the most important biological impacts are discussed. A complete listing of oil terminal facilities is presented. The need for a better reporting system and biological monitoring programs are suggested.
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INTRODUCTION

Purpose of the Study

Oil has been transported to Maine harbors and along the Maine coast for many years. There have been numerous small spills and several larger ones that have made their effects known upon the coast and its marine biota and not least of all to its human inhabitants. A few records, reports, and investigations of these spill events prior to 1970 exist in diverse locations, but there is no one document or location summarizing the history. This study and resulting report is a first attempt to collect, assemble, and present what is known of the history of oil spillage in Maine beginning in 1953 when the first records were kept. It is the author's hope that any events not included can be incorporated in a later revision.

Objectives

The overall objective has been to review and assemble in one document all available and significant data on oil spills on the coast. Specific objectives were to:

1. Collect all available historic oil spill data for coastal Maine to show where, when, how much, and what type of oil has been spilled.

2. Assemble any information relating to observed effects on marine biota.

3. Identify pattern or trends in spill areas or any long-term impacts.

4. Make recommendations for subsequent research and if possible specific areas for hydrocarbon background sampling.

Methods and Approach

The initial method of collection used was to visit the files of various state, federal, and private agencies to examine historic records. The basic retrieval form which attempted to gather most important data is shown in Figure 1. As suspected, only in a very few cases were all the desired data available since there were no requirements for a reporting system until 1970.

The majority of the data on oil spills was collected from three agencies that have kept records of oil spill events; these are the Maine Department of Marine Resources, the Maine Department of Environmental Protection, and the U. S. Coast
Guard, Portland and Southwest Harbor. Supplemental information was gathered from the files of the Portland Press Herald. Shipping information for Portland Harbor was found to be available from the Bureau of Waterways. Charts and graphics were prepared from the original data sheets.

Key individuals who were involved in investigating some of the incidents and reporting the results have been consulted to review these portions of the report to ensure accuracy of interpretation and data transfer. Names of those visited are given in Appendix G.
OIL SPILL INCIDENT DATA SHEET

INCIDENT: ___________________________ DATE: ___________

LOCATION: __________________________

PRODUCT SPILLED: ___________ ESTIMATED QUANTITY ___________

CIRCUMSTANCES: __________________________

RATE AND NATURE OF CONTAMINATION: __________________________

METEOROLOGIC CONDITIONS: __________________________

SPILL MOVEMENT: __________________________

DURATION: __________________________

ADDITIONAL INVESTIGATIONS: __________________________

SOURCE OF INFORMATION: __________________________

ADDITIONAL COMMENTS: __________________________
A CHRONOLOGY OF SIGNIFICANT OIL SPILLS

Early records of oil spills near or on the Maine coast are virtually non-existent although presumably a certain small volume must have been spilled in Portland Harbor beginning in 1941 with the initiation of Portland Pipeline Company and the terminal for landing crude oil to be piped to Canada.¹

During World War II, a number of coastal tankers were torpedoed and sunk off the Maine coast, spilling undetermined amounts of oil. No estimates of the volume, type, or extent of shore coverage by oil spilled during this period has been found during this study and it is doubtful if any additional data exist. While speculative, it is important to note that some oil spilled during this time may have found its way onto beaches and mud flats, thus possibly contributing to a background of oil in the sediments.

In a broad inspection of the over nearly 500 oil spill incidents documented during the study, there appear to be three more or less distinct periods. These are the early period (1952-1967), recent period (1968-1969), and present period (1970 to date). The early period is almost entirely reported by the Maine Department of Marine Resources. The second or recent period, is one where some U. S. Army Corps of Engineers records exist along with increased coverage by the U. S. Coast Guard. Finally in the present period, that is from 1970, there is a much more detailed coverage by both the Coast Guard and the Maine Department of Environmental Protection (DEP). The reason for the division of these periods is arbitrary; however, when considering the number of reported incidents these divisions are apparent as shown in Figure 2.

The first official concern on the part of the State of Maine as to the effects of oil spilled on the environment and biota was shown in 1952 when the Department of Marine Resources was authorized by the Maine Legislature in 1953 to maintain surveillance of oil pollution by monitoring shellfish growing areas already being watched for effects of other pollutants. Thus, starting in 1953 there are a number of reports covering a variety of relatively small-scale spills which the Department of Marine Resources was called on to investigate.

¹ From November 1941 to January 1972, 10,000 tankers delivered 2,099,000,000 barrels of crude oil for transmission to Montreal. Portland Pipeline Corporation currently handles about 160 million barrels (42 gallons per barrel) per year which is about 80% of all oil entering Portland. In 1971, 471 tankers called on the pipeline with crude oil cargo. The U. S. Army Corps of Engineers reports that a total of 1881 ships including barges with some oil product cargo arrived at Portland in 1971. (Portland Press Herald)
Figure 2. Number of Oil Spills Grouped by Period for Maine
Early Period (1952-67)

The first period spans about 15 years in which over 30 surveys of oil pollution were made along the southern to central Maine coast. Abbreviated information on these spills is presented in Appendix A, and additional data appear in the Oil Spill Incident Data Sheets, Appendix B. Five incidents were considered to be significant and each contains supplemental data. Two events are results of tanker groundings, an infrequent cause of oil spills in Maine, but nonetheless decidedly significant.

The first recorded grounding found in the present study was that of a small Gulf Oil Company tanker that ran aground on a ledge between Orr's and Bailey Islands on December 1, 1953. To refloat the tanker the captain had 3,000 to 4,000 gallons of regular and high-test gasoline pumped overboard to lighten the ship. Northeast winds held the gasoline in Water Cove for several hours; then the gas spread out and finally went out to sea. The local waters were reported to have smelled of gasoline for two days. After seven days no visible effects remained.

The second reported grounding incident in the period involves the largest spill ever recorded along the coast. Due to the volume and particular oceanographic conditions, it is one of the most significant spills in this study. The Liberian tanker NORTHERN GULF of Gulf Oil Company ran aground in clear weather November 25, 1963, on West Cod Ledge, Casco Bay, spilling from 20,000 to 25,000 barrels of Iranian Agha-Jari crude oil. This incident is one of the best documented of those investigated by the Department of Marine Resources. Northwest winds of 11 mph with gusts to 29 mph rafted large quantities of crude oil to sea and into an anomalous, "small clockwise eddy south of Casco Bay" that carried the oil along the coast eastward off Penobscot Bay. (Dow, 1971). Ocean current data to support this theory were provided by Dr. Joseph Graham of the National Marine Fisheries Service. The mass of oil was then blown ashore by a strong southeast gale on November 30, stranding on some 412 miles of beach in the Friendship-Bristol area, a distance of over 80 miles from the spill point. Effects of this oil and the oil's persistence are described in the following section on biological effects. The record of the spill movement along the coast (Figure 3) although one of the only ones documented, shows the way in which oil can be moved great distances along the coast by prevailing meteorological and oceanographic conditions.

During this early period (1953-1967) only one other spill was documented well enough to show the adverse effects of oil on the marine biota. This was one in which the Maine Maritime Academy ship pumped her bilges on October 23, 1953, discharging bunker C, a heavy grade of oil, on the adjacent clam flats.

Of the approximately 25 remaining spills reported in the early period, in only six were any estimates made of the volume of oil spilled. One of these, the tanker ULYSSES, reportedly
Figure 3. Estimated Track of Northern Gulf Spill 25-30 Nov 1963
spilling up to 10,000 barrels of an undetermined oil in Portland Harbor; no other data were reported. The rest concerned six ships, nine shore facilities where oil is normally handled, and five spills of unknown origin. The probably frequent spills in Portland Harbor do not show up in the reports at this time but are judged to have occurred routinely. The section on spill statistics (page 16) suggests an estimate of the volume spilled. Although statistical data are insufficient, certain industrial ports where oil is used begin to show up in this early period. Some of these areas are Searsport, Wiscasset, Cousins Island, Bucksport, and Rockland. During this period there was no law that required an operator who spilled oil to report such a spill, so presumably more could have been spilled than was reported by the Department of Marine Resources.

Second Period (1968-69)

The second period of oil-spill incidents is referred to as the "recent" period from 1968 to 1969, in which the record-keeping showed improvements for the areas of Portland and vicinity. During this time the U. S. Army Corps of Engineers and the U. S. Coast Guard kept records. Records still available at Portland as retailed by the Coast Guard show that in these two years 60 spills were reported. Fifty-four were in the Portland area. While the number of spills reported increased noticeably, the details of each spill decreased. Only 11 contained any information on probable cause of the spill. Only three are cited as describing additional data concerning environmental conditions or effects. Two of these three were investigated by the Department of Marine Resources. The majority of spills were small. Twenty-nine were greater than one barrel although only six were greater than ten barrels. One of the two incidents in 1969 with a reported environmental impact occurred January 7, at West Bath, where a tank truck hauling 4,000 gallons of range oil overturned, spilling this oil into tidal waters. Several subsequent investigations of this site were made by the Department of Marine Resources. This type of spill by land vehicles has made a decided impact on several areas. According to the Maine Department of Environmental Protection, (Paul Sova, personal communication) spills by land vehicles appear to show a definite increase in the last few years. The other spill investigated and documented by the Department of Marine Resources was a small quantity of bunker C oil from an unidentified tanker that went ashore August 9, 1969, on Little Diamond Island in the Portland area. In this report damage is cited as being caused by the use of 5,200 gallons of highly toxic emulsifiers to clean up approximately 210 to 840 gallons of oil.

Present Period (1970-72)

The year 1970 begins a third period, called here the "present", in which the Maine Department of Environmental Protection has taken a leading role in reporting and enforcing its law,
Title 38, subchapter 11-A, Oil Discharge Prevention and Pollution Control. These regulations, established in 1970, set out a statewide plan of compulsory reporting which augments the contingency plans of the U. S. Coast Guard and the U. S. Environmental Protection Agency.²

At the beginning of this period there is a jump from about 34 incidents in 1969 cited by the U. S. Coast Guard to 112 incidents for 1970 for the entire Maine coast found in our study as a result of combining several sets of records. While the statistics of spills are vastly improved beginning 1970-71, the amount of observational data relating to spill behavior and effects on the environment or biota are apparently lacking. There are fewer observations of the type made during the 1960's such as those by the Department of Marine Resources and many more very brief reports as required by law.

On March 24, 1970, another fuel transportation truck accidently dumped 7,500 gallons of No. 2 fuel into a tidal stream that drains into the Upper Cousins River, Freeport, leaving a noticeable effect on the marine life. Although there were 112 incidents for the entire state in 33 of which one barrel or more was spilled, only this one account of the truck spill is documented as to environmental observations.

The year 1971 showed a marked increase in total volume of products spilled, a slight decrease in number of events, and only one detailed report on environmental impacts. This one, however, has been well documented and studied because of its persistent effects on the local fisheries. This event occurred at Long Cove, Searsmont, and was one of a number of nearly continuous spills of light products both before and after this date by the U. S. Air Force that may have amounted to as much as 10,000 gallons. A minor spill was reported by the Department of Environmental Protection as the result of 10-15 barrels of bunker C that stranded on Cushing Island in Portland and appeared to affect only the intertidal areas. This event was referred to as the TIBERIUS spill and is briefly described on that Oil Spill Incident Sheet, Appendix B.

Finally, during 1972, the last full year covered by the present study, there were only two significant spills. One was of major proportions and the other was of medium size. Both of these had significant impacts on the environment.

The second largest documented spill on the Maine coast occurred July 22, 1972, when the Texaco tanker TAMANO apparently hit Soldier's Ledge in Casco Bay. The U. S. Coast Guard initially

² See Appendix D with copies of existing laws.
estimated that 100,000 gallons of No. 6 fuel was discharged. Later reports indicate the possibility that the entire forward tank of 578,000 gallons may have been drained since the rupture was well below the water line (Sova, personal communication). Details of this spill are not available since all records by the Department of Environmental Protection, U. S. Coast Guard, and the Department of Marine Resources are restricted due to pending litigation. Briefly stated, the heavy oil spread under conditions of relatively light winds and little wave action both north and south of Portland. Although the Coast Guard reported that 70,000 gallons were recovered, a sizeable amount of coastline was affected. The intertidal zone was coated and over 46 miles of beach from Kittery to north of Casco Bay was affected (Portland Press Herald).

Another tanker incident, the AQUARIO, a Liberian tanker for American Oil Company, discharged a reported 3,000 to 5,000 gallons of No. 6 and No. 2 fuels from her bilges on August 12, 1972, in Casco Bay. The oil particles coated the shore of Little Diamond Island. Some spill movement data and meteorological data are available for this spill; however, since this case is also pending litigation few of the details can be obtained (U. S. Coast Guard files).

In summary, we can state that there have been relatively few cases of well-documented oil spills with even fewer assessments possible on the supposed or real damage inflicted. However, by establishing the location of the majority of the spills and the volume and type of product spilled, it may be possible to recommend what present and future background studies may be needed.

We hope that by showing how such inadequate information exists even under the present regulations and where there are conflicting data, we can define the required essentials for an improved system of reporting.
A SUMMARY OF BIOLOGICAL IMPACTS

During the first year of investigations, 1953, there are three accounts of investigations of the effects of oil spilled on the marine biota. Of these, only one appears well enough documented to be worth discussing. This incident involved the discharge by the Maine Maritime Academy ship on October 23, 1953, when an undetermined amount of bunker C oil made a significant impact on the local clam flats and clam industry near Castine and Brooksville. Subsequent observations by the Department of Marine Resources personnel determined that an estimated 3,690 bushels of clams valued at $18,432 were lost. The oil persisted for several weeks and spread along the mud flats reaching Brooksville. Clamming was prohibited for about six weeks due to an oily taste preventing any marketing. The employment loss was estimated by Mr. Robert L. Dow of the Department of Marine Resources at 2,430 man days (81 clam diggers operated in the local area). Although no further study was made, it was assumed that clams were palatable the following spring. However, according to Mr. John Hurst of the Department of Marine Resources oil kept herring out of the coves and did damage to fish nets.

During 1954, two minor events, neither of a known volume, were reported to affect local clams in the Boothbay and Winter Harbor areas by producing an oily taste. Nothing further was reported on either of these incidents.

The next incident of biological impact was recorded during August of 1958 in Belfast at the C. H. Sprague Dock vicinity. The oil type and volume were unknown. Lobsters in a storage car were covered with oil which fishermen reported had been spilled by a tanker the day before. This is one of a number of spills in and around the Belfast-Searsport area and upper Penobscot Bay that continue into the present. (Dow, 1971)

On April 19, 1959, following complaints of heavy coatings of oil on bait in his floating car reported by a bait dealer and similar complaints from worm diggers, lobster fishermen, and small boat owners, a leak was discovered at the Maplewood Poultry Company, Belfast. A buried tank was observed leaking bunker C oil which spread over 350 yards of shore in front of the plant. Estimates indicated the spill may have been continuing for at least a month.

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3 The Department of Marine Resources established a "taste panel" who would sample clams, oysters, etc., for oil taste imparted by exposure to various types of oil.

4 Open file report at the Department of Marine Resources.
One of the best documented spills is the NORTHERN GULF spill which in 1963 deposited crude oil on the Friendship-Bristol-Brewer shores. Initially, five lobster pounds with a total rated capacity of 750,000 pounds were adversely affected by the oil. Some 647,000 pounds of lobster were contaminated; while the immediate losses were 28,800 lobster weighing about 33,000 pounds. The 412 acres of shoreline covered caused substantial losses to the soft clam industry. More serious, however, over a long period is the retention of oil in the sediments and the sub-lethal effects on the resident clams. For over a two-year period clams were reported to have an oily taste as a result of oil remaining in the sediments. The Department of Marine Resources reported that 2,800,000 pounds of clams were lost. Estimates of the cost to clean up the oil as well as outright loss of marine life was from $4 million to $7 million. This did not include losses to the tanker or her cargo. No clean up was done. (Dow, 1971)

Perhaps the most interesting observation is that this site has been re-examined at periods to observe recovery. Colored photographs showed oil residue on rocks in and about Simmonds’ lobster pound in 1970-71. Revisits in 1972 by the Department of Marine Resources personnel revealed that the oil odor and visible sheen were still quite evident. Samples of sediments and soft clams examined July 20, 1972, showed high contamination after 9 years. Analysis by gas chromatography indicated concentrations of 6,800 ppm in the near surface sediments. Samples were obtained during the spring of 1973 and clams in these sediments had hydrocarbon concentrations of 200 ppm. The sample area, located on Long Island, has had no other spills that could have introduced fresh oil since 1963. Further, the fractions identified match the sample of Iranian crude obtained from the NORTHERN GULF in 1963 by the Department of Marine Resources personnel. Sampling and observation of this site is being continued. The unexpected persistence of certain hydrocarbon fractions in the sediments is significant after a period of 10 years.

A chronic type of overflow reported in 1964 at Fort Point, Stockton Springs, of oil and alum from a dumping pit covered a clam flat for an undetermined period. Although no biological survey was reported, this constitutes one of many reported spills in the area as reported by the Department of Marine Resources.

Similarly, light fuels used by the U.S. Navy at Curtis Cove, Harpswell are reported to have had an effect on marine life in the area. On May 18, 1966, an undetermined spill caused complaints which when investigated showed oil odors on the seaweed at high tide and clams oil to taste. A separate example

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5 Gas chromatographic work was performed by Dr. Dana Mayo, Bowdoin College.
of effects of light fuels on marine life can be seen in the January, 1969, spillage of 4,000 gallons of range oil at Berry's Mill Bridge, West Bath, when a tank truck cargo spilled into the tidal water there. The oil flowed to Belanger's Cove but due to ice conditions no sampling was possible until March. At this time from 40 to 50 percent of the shellfish were dead or dying. All clams sampled from three stations were reported by the Department of Marine Resources to have an oil taste.

A similar incident on March 20, 1970, occurred on the Upper Cousins River in Freeport where as much as 7,500 gallons of No. 2 fuel from a tank truck escaped into a tidal stream. Here all finfish, shellfish, clams, worms, and marine plants were killed. Also a water well was polluted. Six months later, in August, no plant or animal life had shown signs of returning, according to a re-survey by Maine Department of Marine Resources.

One of the few spills with documented biological effects in the Portland area took place on Little Diamond Island, August 9, 1969. An unnamed tanker spilled from 1/2 to 2 barrels of bunker C. A portion of the oil landed on the island. Unfortunately, about 5,220 gallons of emulsifiers or dispersants caused large mortalities of clams, periwinkles, and mussels along a shore intertidal area of 200 yards as well as destroying green algae according to a survey the following week by the Department of Marine Resources biologists and marine biologists from Bates College.

Culminating years of minor spills presumed common to any fuel handling facility, the LONG COVE spill at Searsport constitutes one of the outstanding examples of a chronic condition that has virtually eliminated a once normal and health clam community. A spill of volatile JP-5 (jet fuel) mixed with No. 2 fuel was discovered on March 16, 1971. Although initially reported by the U. S. Coast Guard to be "small and less than a barrel" large quantities were found by DMR personnel flowing into tidal waters at Long Cove through a culvert and a ditch. By March 22 between 5,000 and 10,000 gallons had been recovered while oil covered the Little River flats some five miles across Penobscot Bay. Aerial photographs of the slick progress were taken to show the rate of slick movement.

By March 26, the mortality area of clams in Long Cove increased from 1/3 of an acre to two acres. During the same period sampling at Little River indicated 5 to 10 percent of the clams were dead. Only three days later, Long Cove mortalities covered 10 acres or 30 percent of the standing crop while the Little River area had risen to 50 percent mortalities.

Subsequently, the U. S. Air Force, owner of the oil terminal which pipes jet fuel to Limestone AFB, contracted with the
Department of Marine Resources to conduct a detailed study of the clam mortalities at Long Cove. This study estimated that the standing crop of soft clams was 23,000 bushels prior to the spill. Sustained yield was estimated at 10,000 bushels.

By August, 1972, the reported mortality was 12,000 bushels. Oil was present in 23 percent of the 130 intertidal samples. All clams were unmarketable due to prolonged oil contamination. The Department of Marine Resources estimated that this condition may persist for many years.

As the market value of the clams in this area is estimated at $150,000 to the diggers annually on a sustained yield basis, the value of the standing crops is $345,000. Using an accepted EPA shellfish multiplier of retail value (Wong, 1969) the yearly crop would be worth as much as $4 million at 1973 values. Thus, there is a total loss of $4 million each year to the State of Maine based on the Department of Marine Resources files.

Analysis of the sediment samples at this location using gas chromatography indicates that the light fractions of oil work down into the sediments contaminating all forms of marine organisms. Also this analysis indicates that the spills have been continuing since the first spill in 1971. Unlike clams affected by sewage pollution which can be cleansed in as little as 48 hours, these clams are unsalvageable through any known techniques. Assessment of such damage to an entire community is extremely difficult since prior baseline studies rarely exist.

Histological studies of clams from Long Cove conducted by Paul Yевич of the Environmental Protection Agency for the Department of Marine Resources, showed an incidence of abnormal growths have been reported more recently in two other locations in the state where clams have been contaminated by oil. (Dow, personal communication)

According to the Director of Research at the Department of Marine Resources experiments conducted during 1973 with planting clams in both Long Island and Long Cove and similar clam plants in uncontaminated areas show a marked increase in mortalities in the two oil contaminated sites.

A relatively small spill of bunker C occurred from the Norwegian tanker TIBERIUS June 6, 1971, when 10 to 15 barrels were spilled due to operator carelessness. Oil covered Cushing Island, Willard Beach, South Portland, and an extensive area of the channel of Portland Harbor to Fish Point near East End Beach. Some effects on seaweed and shellfish were noted.

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6 National Water Quality Laboratory, West Kingston, Rhode Island

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Later, during an inspection by the Maine Department of Environmental Protection (previously the Maine Environmental Improvement Commission), seaweed was observed growing back, as well as some shellfish. Degraded bunker oil was observed in a weathered condition on larger rocks.

During 1972 only one spill of major proportions has been reported with biological damage. This is the well publicized TAMANO grounding, where as much as 478,000 gallons of No. 6 bunker may have escaped the torn tank. The specific reports of effects on biota have all been restricted by pending law suits and the only information at this writing is from the news media and undocumented accounts. Suffice to say, however, that with some 46 miles of shore covered and much of the intertidal zone smothered and adversely affected by oil toxicity, the damage may be considerable.
SPILL STATISTICS

Using the data resulting from the past five years, 1968-1972, where there are enough data to represent most of the types of occurrences such as terminal and tanker spills and the various types of products, it is hard to do more than graphically present those data. Figures 4 and 5 show the various parameters for Portland and the remainder of Maine plotted by product spilled, number of spills, and type of oil activity (i.e. shore facility, tanker, etc.). Table 1 shows these same data in tabular form.

Table 2 lists the total spills by area and number for each area. These areas are arbitrary and are more or less based on watershed boundaries. The location of each spill has not been attempted since the number were reported by general area not specific locality.

Figure 6, a general area location chart of the oil spills also shows the number of oil terminals and handling facilities which may in some cases be related to the number of spills in an area.

Figure 7, a map of oil pipelines, shows the locations of many of the terminals along the coast. The volume of these and their 1972 throughput is further listed in Appendix C.

Table 3 landing statistics for all oil products at Portland, 1959-1971, shows a definite upward trend in oil imports to Portland. These data are provided in the harbor statistics to the U. S. Army Corps of Engineers annual reports.

By plotting the number of spills when reporting began to be reliable, from 1970 forward, along with the volume of incoming crude oil and the number of incoming ships, the number of reported spills increases at the same rate as that of the ship/oil tonnage amount. (Figure 8) This figure is based on the assumption that past spills are closely tied to the volumes and number of incoming ships and that at a minimum at least this volume of oil could have been spilled each year as far back as 1950. If one accepts this assumption then Figure 8 suggests that as early as 1950 Portland Harbor may have experienced from 40 to 60 spills per year. The estimated accumulative amount of oil products spilled using this approach could be as high as 1,707,000 gallons and as low as 1,228,000. Similarly the number of spills is estimated for 1950-70 as a total of 1,228 to 1,707 or an average of 1,467.
Figure 4. Summary of Oil Spills for Portland and Vicinity 1968 - 1973
Figure 5. Summary of Oil Spills for Other Areas of Maine 1968-1972
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<td>GRAND TOTAL:</td>
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* 1973 represents data up to and including April 11, 1973

TABLE 1 - Summary of Oil Spills for Portland Area & all Other Maine Areas 1968-1973
TABLE 2 - Total number of spills by Area/Number of Oil Terminals
(see Figure 6 for locations)

<table>
<thead>
<tr>
<th>AREA 1...Kittery to Cape Elizabeth</th>
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<tr>
<td>Kittery</td>
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<tr>
<td>York</td>
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<tr>
<td>Saco</td>
<td>1</td>
</tr>
<tr>
<td>Scarborough</td>
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<td>Cape Elizabeth</td>
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<table>
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<tr>
<th>AREA 2...Cape Elizabeth to Broad Cove - Casco Bay</th>
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</thead>
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<tr>
<td>Portland</td>
<td>335</td>
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<td>Halfway Rock</td>
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<table>
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<tr>
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<tr>
<td>Freeport</td>
<td>1</td>
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</tr>
<tr>
<td>Harpswell</td>
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</tr>
<tr>
<td>Orrs/Bailey Island</td>
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<td>Cundy's Harbor</td>
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<table>
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<th>AREA 4...Cape Small to Pemaquid</th>
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<tr>
<td>Boothbay Harbor</td>
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<td>Wiscasset</td>
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<td>Damariscotta</td>
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<td>Bath</td>
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<td>Hallowell</td>
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<td>Kennebec</td>
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<td>Pemaquid</td>
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<th>AREA 5...Pemaquid to Owls Head</th>
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<td>Waldoboro</td>
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<th>AREA 6...Owls Head to Camden</th>
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<tr>
<td>Rockland</td>
<td>6</td>
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<td>Rockport</td>
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<td>Vinalhaven</td>
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<td>Camden</td>
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<table>
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<tbody>
<tr>
<td>Belfast</td>
<td>3</td>
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<td>Castine</td>
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<td>Searsport</td>
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<tr>
<td>Area</td>
<td>Location(s)</td>
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<td>Area 8</td>
<td>Bucksport</td>
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<td>AREA</td>
<td>Frankfort</td>
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<tr>
<td>Area 9</td>
<td>Bangor to Old Town</td>
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<td>Area 10</td>
<td>East Blue Hill Bay to Swans Is. - Bass Harbor</td>
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<td>Bass Harbor to Schoodic</td>
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<td>AREA</td>
<td>Southwest Harbor</td>
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<td>AREA</td>
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<td>Area 12</td>
<td>Schoodic Point to Jonesport</td>
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<td>Area 13</td>
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<td>AREA</td>
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<td>Area 14</td>
<td>Cutler to Eastport</td>
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<td>AREA</td>
<td>Eastport</td>
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<td>Area 15</td>
<td>Eastport to Woodland</td>
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Figure 7. Pipelines and Oil Terminals
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**TABLE 3**

LANDING STATISTICS (1959-1971) OF ALL OIL PRODUCTS FOR PORTLAND, MAINE (U.S. ARMY CORPS OF ENGINEERS)
Figure 8. Summary Plot of Portland Spills and Suggested Extrapolation of Previous Spills, 1950-1972
DISCUSSION OF RESULTS

Data Adequacy

In reviewing all the reported information on oil spills for Maine it is clear that the past records are not adequate for a complete picture of either the volume of oil spilled, the frequency, or the suspected impact of spilled products on the environment. With the exception of one or two incidents such as NORTHERN GULF and TAMANO, we can learn little from the behavior of the oil and its movement along the coast by prevailing winds or currents. This is probably due to the fact that 1) small spills disperse and break up and are difficult to track and 2) there has been little or no effort, due probably to insufficient manpower and necessary equipment, to track and identify oil.

However, these data as assembled do represent a 20-year collection of oil spills that show roughly where the events have occurred and give an approximation of the frequency of spills and severity of conditions where oil has been continuously spilled.

During the course of this study it is estimated that over 90 percent of all oil spill records were viewed and included. Additional data still exist at the U. S. Coast Guard facility in Portland and possibly at storage facilities elsewhere although it was the practice to destroy old records. It is doubtful if any of these data would be useful to this study. Therefore, it is assumed that this is the working data base.

Trends

One of the objectives of this study was to see, when all the data were assembled, whether any observable trends or indications were evident. Perhaps the most obvious trend seen is the sharp increase in number, volume, and general information in 1968-69. Most of this increase is due to the functioning of a reporting system and the requirement for parties spilling oil to report it. Otherwise the data base is too sparse and too short to attempt any estimates of trends. However, by noting those areas where spills seem to be most frequent we can assume that these are the locations where biological impacts may be occurring or will occur in the future.

Past Spill Extrapolation

As for the validity of back extrapolating the amount of oil and spill frequency for the harbor area of Portland, it is only a suggestion on the part of the author that this is the
only way to estimate what this amount may have been. Since the present technique is to boom all crude offloading and to attempt to control other spills as well as to fine responsible spillers, there has been a reduction of the number of events and the amount of oil escaping to the harbor areas. Thus, we could assume that even more oil was spilled in the past when there was less control.

Oil Terminal Data

In the course of locating oil terminals using data from the U. S. Coast Guard and Maine Department of Environmental Protection, a difference of total capacity was found at 23 of the 81 terminals listed in the State. Several of these differences were minor and others were very large, as for example the Shell Oil Company, Portland. Department of Environmental Protection (1971) lists 405,838 bbls. while U. S. Coast Guard cites 1,836,000 bbls. storage capacity for that tank farm. No attempt was made to check these discrepancies in the present study. For the entire coast there is a disagreement by 12,253,063 bbls. between DEP and USCG records for the total storage capacity of the oil terminals in the coastal area. Further, neither list all of the terminals. Appendix C is a composite list of three sources.
CONCLUSIONS

Base on a one-month investigation of available oil spill records and the compilation of some simplified resulting data, a few conclusions can be drawn:

a. A total of 451 spills occurring from 1953 to 1973 were documented by reviewing records of several state and federal agencies. This number probably represents from 80 to 90 percent of all spills recorded.

b. By plotting the location and area in which these spills have occurred and by obtaining a description of known biological effects, we can make some first approximations of the extent of oil spillage along the Maine coast. The areas of higher occurrence and accumulative effects can be separated from the smaller or random spills.

c. Portland, with a current throughput of oil of about 30 million tons annually, shows a record of 336 spills over the past 20 years. However, few if any records exist prior to 1968, and this number is obviously low since the input volume has been continuing over 30 years. Using a back extrapolation, a possible total number of spills is more likely to be from 1,200 to 1,700 over the 20 year period 1950 to 1970 with a total volume estimated at 1,467,000 gallons of all oil products.

d. No other trends or statistical analysis seem possible in other areas due to the lack of sufficient data.

e. Oil terminal data collected to show the location, volume of throughput, and total storage capacity for coastal areas are conflicting as reported by the State of Maine, Department of Environmental Protection, and the U. S. Coast Guard.

f. With only two relatively large spills recorded, few data have resulted that show typical spreading of oil along the coast. However, these two, NORTHERN GULF and TAMANO, both grounded ships, demonstrate the long distance oil can spread given sufficient volume.

g. Based on findings of the Maine Department of Marine Resources, there is strong evidence from two spills, NORTHERN GULF and LONG COVE, of the persistence of oil in the sediments for periods up to 10 years with little diminution. Effects of these spills on the biota are serious and have made decided impacts on shell fisheries.

h. There appear to be few investigations of the after effects of most spills. A number of reports suggested possible damage but no re-survey or data from a re-survey
were found. The detailed reports during the 1960's by the Department of Marine Resources were fewer in number after 1970.

i. There is no central location or agency that accumulates all the oil spill data. None of the present ones cover all aspects. Due to lack of funds and differing missions, the Maine Department of Environmental Protection, Department of Marine Resources and the U. S. Coast Guard all accumulate slightly different data. No agency has the mandate to observe, monitor, and document the biological effects of oil spills.
RECOMMENDATIONS

A few recommendations are in order from this study which are supported in part by the data:

a. Using this study as a basic start, a further effort should be continued to fill in any gaps still existing in the baseline of oil spill data.

b. A number of sites should be selected as sampling locations for obtaining hydrocarbon samples by gas chromatography. These areas should be located in areas where the spill incidence is well established and future activities including spills are likely. Such a background analysis would assist in assessing future damages.

c. An improved reporting and monitoring system is necessary to coordinate the various aspects such as the physical clean-up, the reporting of the events, and the biological assessment through followup observation. There appears to be a need for a central function such as an oil spill center or information clearing house.
APPENDIX A

LIST OF OIL SPILLS 1953-1973

● = Oil Spill Incident Data Sheet filled out - Appendix B
<table>
<thead>
<tr>
<th>DATE</th>
<th>LOCATION</th>
<th>SOURCE</th>
</tr>
</thead>
<tbody>
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<td>JUN 21, 1953</td>
<td>Stonington</td>
<td>Pearlescence Plant</td>
</tr>
<tr>
<td>AUG 2, 1953</td>
<td>Birch Point, Wiscasset</td>
<td>Tanker at CMP dock</td>
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<tr>
<td>OCT 23, 1953</td>
<td>Castine Harbor</td>
<td>Maine Maritime Academy ship</td>
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<tr>
<td>DEC 1, 1953</td>
<td>Orr's &amp; Bailey Island</td>
<td>Gulf tanker</td>
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<td>JAN 26, 1954</td>
<td>Portland Harbor</td>
<td>Tanker ULYSSES</td>
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<tr>
<td>FEB 19, 1954</td>
<td>Boothbay Harbor</td>
<td>Unknown</td>
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<tr>
<td>APR 8, 1954</td>
<td>Winter Harbor</td>
<td>Unknown</td>
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<td>SEP 16, 1954</td>
<td>Portland Harbor</td>
<td>Tanker NORDAHL GREIG</td>
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<td>JUL 20, 1956</td>
<td>Portland Harbor</td>
<td>Barge #17, Gahegan Dredge</td>
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<td>SEP 4, 1956</td>
<td>Portland Harbor</td>
<td>ATLANTIC DUKE</td>
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<tr>
<td>APR 5, 1957</td>
<td>Stockton Springs; Searsport</td>
<td>Northern Chemical Company</td>
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<td>AUG 1958</td>
<td>Belfast, Searsport</td>
<td>Spragues Dock</td>
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<td>JAN 13, 1959</td>
<td>Yarmouth, Cousins Island</td>
<td>CMP, Wyman Station, ALVA STAR</td>
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<td>APR 19, 1959</td>
<td>Belfast</td>
<td>Maplewood Poultry Company</td>
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<td>APR 15, 1960</td>
<td>Scarborough</td>
<td>Storage tank</td>
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<td>SEP 30, 1961</td>
<td>Sears Island, Stockton Springs</td>
<td>Jarka Docks, Searsport</td>
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<td>APR 12, 1962</td>
<td>Sears Island, Stockton Springs</td>
<td>Jarka Docks, Searsport</td>
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<td>NOV 25, 1963</td>
<td>Casco Bay, Mt. Cod Ledge</td>
<td>Tanker NORTHERN GULF</td>
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<td>APR 24, 1964</td>
<td>Wiscasset</td>
<td>Tanker SS GOOD HOPE</td>
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<td>APR 1964</td>
<td>Fort Stockton</td>
<td>Northern Chemical</td>
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<td>APR 1965</td>
<td>Piscataqua River, Kittery</td>
<td>Tanker &amp; Barge</td>
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<td>FEB 16, 1966</td>
<td>South Portland</td>
<td>Unknown</td>
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<td>MAY 18, 1966</td>
<td>Curtis Cove, Harpswell</td>
<td>Unknown</td>
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<td>APR 5, 1967</td>
<td>Marsh River, Frankfort</td>
<td>Railroad tank cars</td>
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<tr>
<td>MAY 1, 1967</td>
<td>Rockland Harbor</td>
<td>Unknown</td>
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<td>OCT 15, 1967</td>
<td>South Portland Pier #2</td>
<td>Tanker INTERCONTINENTAL</td>
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<td>Portland Harbor (Chevron)</td>
<td>Tanker EAGLE COURIER</td>
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<td>JAN 14, 1968</td>
<td>Portland</td>
<td>Tanker NAESS SPIRIT</td>
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<td>JAN 17, 1968</td>
<td>Portland &quot;L&quot; Wharf</td>
<td>Tanker HAROLD REINAUER</td>
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<td>JAN 18, 1968</td>
<td>Portland Harbor; PPL</td>
<td>Tanker OLYMPIC CLOUD</td>
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<td>Portland Harbor; PPL #1</td>
<td>Tanker EBERHART ESSEBERGER</td>
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<td>Portland Harbor; PPL #2</td>
<td>Tanker ALOITH</td>
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<td>Bucksport Harbor</td>
<td>C.H. Sprague Company</td>
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<td>MAR 6, 1968</td>
<td>Portland Harbor; PPL #1</td>
<td>Tanker MARITSA</td>
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<td>MAR 9, 1968</td>
<td>Portland Harbor; PPL #2</td>
<td>Tanker BERGENBOSS</td>
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<td>Cousins Island, Yarmouth</td>
<td>Tanker DOROTHY, CMP Dock</td>
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<td>APR 9, 1968</td>
<td>Portland</td>
<td>Unknown</td>
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<tr>
<td>PRODUCT</td>
<td>AMOUNT</td>
<td>PROBABLE CAUSE</td>
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<tr>
<td>Naptha</td>
<td>Unknown</td>
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<tr>
<td>Bunker C</td>
<td>Unknown</td>
<td>Unknown</td>
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<tr>
<td>Unknown</td>
<td>50–100 bbls</td>
<td>Spilled by tanker leaving dock</td>
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<tr>
<td>Bunker C</td>
<td>Unknown</td>
<td>Ship pumped bilges</td>
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<tr>
<td>Gasoline</td>
<td>3–4,000 gals</td>
<td>Tanker ran aground, pumped to free</td>
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<tr>
<td>Crude</td>
<td>10,000 bbls</td>
<td>Wing tank leaking</td>
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<tr>
<td>Kerosene</td>
<td>Unknown</td>
<td>Unknown, clams oiled</td>
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<tr>
<td>Unknown</td>
<td>Unknown</td>
<td>Oil noted by Teraeo dock, clams oiled</td>
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<tr>
<td>Crude</td>
<td>&quot;barrel or less&quot;</td>
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<tr>
<td>Unknown</td>
<td>5–6 bbls</td>
<td>Unknown, opened wrong valve for ballast</td>
</tr>
<tr>
<td>Crude</td>
<td>3–4 bbls</td>
<td>Opened wrong valve for ballast</td>
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<tr>
<td>Bunker C</td>
<td>Unknown</td>
<td>Oil on shore near plant</td>
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<tr>
<td>Unknown</td>
<td>Unknown</td>
<td>Possible tanker spill/dispersant</td>
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<tr>
<td>Bunker C</td>
<td>Unknown</td>
<td>Discharged oil after fueling</td>
</tr>
<tr>
<td>Bunker C</td>
<td>Unknown</td>
<td>Buried tank leaking for a month</td>
</tr>
<tr>
<td>Re-refined oil</td>
<td>Unknown</td>
<td>Probably oil dumped in sand pit</td>
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<tr>
<td>Unknown</td>
<td>Unknown</td>
<td>Probably from ships at dock</td>
</tr>
<tr>
<td>Unknown</td>
<td>Unknown</td>
<td>Probably ships, 1 tanker, 1 freight</td>
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<tr>
<td>Iran Crude</td>
<td>20–25,000 bbls</td>
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<tr>
<td>Unknown</td>
<td>100 bbls</td>
<td>Patch in old foreign tanker leading</td>
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<tr>
<td>Oil alum</td>
<td>Unknown</td>
<td>Persistent overflow from pit</td>
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<td>Crude</td>
<td>1,000's of gals</td>
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<tr>
<td>Crude</td>
<td>Unknown</td>
<td>Improper connection to fuel dock</td>
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<tr>
<td>Light fuel</td>
<td>Unknown</td>
<td>Small amount spread near CMP cove</td>
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<tr>
<td>Bunker C</td>
<td>3,000 gals</td>
<td>Tanker bilge or depot cleaning</td>
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<tr>
<td>Slick</td>
<td>Unknown</td>
<td>10 cars de-railed</td>
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<tr>
<td>Venez crude</td>
<td>30 bbls</td>
<td>Oil slick for several weeks</td>
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<tr>
<td>Unknown</td>
<td>60 bbls</td>
<td>Emulsifier used</td>
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<tr>
<td>Crude</td>
<td>4 gals</td>
<td>Leak in hull slick 2 mi x ½ mi</td>
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<tr>
<td>#2 fuel</td>
<td>2 bbls</td>
<td>Unknown</td>
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<tr>
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<td>Unknown</td>
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<tr>
<td>Crude</td>
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<tr>
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<tr>
<td>#6 fuel</td>
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APR 14, 1968 Portland
APR 14, 1968 Portland
* APR 26, 1968 Boothbay Harbor
JUN 14, 1968 Portland
JUN 17, 1968 Portland
JUN 23, 1968 Portland
* JUN 27, 1968 Peaks Island, Portland
JUL 1, 1968 Portland
JUL 7, 1968 Portland
JUL 24, 1968 Portland
SEP 10, 1968 Portland
OCT 28, 1968 Portland
NOV 7, 1968 Presumpscot River
* JAN 7, 1969 Berry Mill Bridge, West Bath
JAN 10, 1969 Portland Harbor; PPL
JAN 20, 1969 Portland
* JAN 29, 1969 Portland, Back Cove
FEB 12, 1969 Hussey Sound
FEB 14, 1969 Portland
FEB 24, 1969 St. Croix River
APR 9, 1969 Portland
APR 16, 1969 Portland
APR 24, 1969 Portland
MAY 9, 1969 Portland
MAY 12, 1969 Portland
MAY 14, 1969 Portland
MAY 17, 1969 Portland
MAY 28, 1969 Portland
JUL 4, 1969 Portland
JUL 18, 1969 Portland
JUL 23, 1969 Portland
JUL 28, 1969 Portland
AUG 4, 1969 Portland; Fore River
* AUG 9, 1969 Portland; Little Diamond Island
AUG 19, 1969 Portland
AUG 28, 1969 Penobscot River; Bangor
AUG 30, 1969 Portland
SEP 19, 1969 Portland
OCT 2 1969 Portland; Fore River
NOV 14, 1969 Portland
NOV 16, 1969 Portland
NOV 16, 1969 Portland

Tanker EMMERILTON
Unknown
Fishing vessel SANTA LUCIA
Tanker
Tanker MARLI & EMMERILTON
Texaco Oil Dock
Unknown
Tanker JARAGUA
Tanker ALBISHLA
Tanker TEXACO LOUISIANA
Tanker
Ametek, Inc.
S. D. Warren Company
Truck spill
Tanker ARGOLIS
Tanker TRAVERY "NAV."
Forest City Chevrolet
Tanker ORISSA
Tanker HOEGH RAY
Unknown
Tanker BRIDGE
Tanker KONESVANG
Tanker AEGIS STAR
Chevron Oil Company
Tanker OLYMPIC EAGLE
Tanker PACIFIC
Tanker NAESS NORSEMAN
Tanker Twin City Delivery
Tanker PARAH PALAVI
Tanker DESERT PRINCESS
Texaco Oil Company
Tanker POCOMAC
Mobil Oil Company
Tanker ESSOGUIDEFO
Tanker EMMERILTON
Webber Oil Company
Tanker OGDEN WILLAMETE
F/V MEOAN
Harris Oil Company
Tanker OLYMPIC EAGLE
Tanker OVERSEAS JOYCE
Tanker GLOBETIK MERCURY
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<th>Quantity</th>
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<tr>
<td>Bunker C</td>
<td>7-8 bbls</td>
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<td>Crude</td>
<td>8 bbls</td>
<td>Unknown</td>
<td>PHA</td>
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<tr>
<td>Bilge oil</td>
<td>200 gals</td>
<td>Vessel pumped used engine oil</td>
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<td>PHA</td>
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<td>18 bbls</td>
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<td>PHA/USACE</td>
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<td>Diesel</td>
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<td>PHA/USACE</td>
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<td>SASF</td>
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<td>5 bbls</td>
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<td>PHA/USACE</td>
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<td>7 bbls</td>
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<td>Crude</td>
<td>320 bbls</td>
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<td>#6 fuel</td>
<td>3 gal.- 5 bbls</td>
<td>Mechanical failure</td>
<td>USACE</td>
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<td>Range oil</td>
<td>4,000 gals</td>
<td>Truck overturned</td>
<td>S&amp;SF</td>
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<tr>
<td>Unknown</td>
<td>Minor</td>
<td>Unknown</td>
<td>USACE</td>
</tr>
<tr>
<td>Unknown</td>
<td>Unknown</td>
<td>Unknown</td>
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<td>#4 fuel</td>
<td>600 gals</td>
<td>Either dumped by garage or apartment</td>
<td>USACE/PPH</td>
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<td>Bilge</td>
<td>Unknown</td>
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<td>Bunker C</td>
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<td>Tanker spill and use of emulsifier</td>
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<td>1-2 bbls</td>
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<td>Company/Ship</td>
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<td>Portland</td>
<td>Unknown</td>
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<td>Tanker TIDEMATER</td>
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<td>Portland</td>
<td>Tanker WESTFORD</td>
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<td>Dec 15, 1969</td>
<td>Portland; PPL #2</td>
<td>Tanker OKLAND</td>
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<td>Portland</td>
<td>Tanker RADE KONCAR</td>
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<td>Portland Harbor; PPL #2</td>
<td>Tanker OLYMPIC CHIVALRY</td>
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<td>Jan 19, 1970</td>
<td>Portland Harbor</td>
<td>NATA - Tanker</td>
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<td>Jan 21, 1970</td>
<td>Portland Harbor</td>
<td>Resnick Oil Company</td>
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<td>Tanker GULF DANE</td>
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<td>Jan 27, 1970</td>
<td>Portland; Fore River</td>
<td>Unknown</td>
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<td>Feb 3, 1970</td>
<td>Portland; Fore River</td>
<td>Bancroft &amp; Martin tank farm</td>
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<td>Feb 14, 1970</td>
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<td>Tanker ULYSSES</td>
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<td>Mar 1, 1970</td>
<td>Portland Harbor</td>
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<td>Mar 3, 1970</td>
<td>Cousins Island, Yarmouth</td>
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<td>Mar 17, 1970</td>
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<td>Portland; Fore River</td>
<td>Gulf Oil Company, Rolling Mills</td>
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<td>Mar 24, 1970</td>
<td>Upper Cousins River, Freeport</td>
<td>Kennebec Oil Truck</td>
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<td>Mar 25, 1970</td>
<td>Portland, Fore River</td>
<td>Sewer by Rolling Mills</td>
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<tr>
<td>Apr 29, 1970</td>
<td>Portland - Deakes Wharf</td>
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<tr>
<td>Apr 30, 1970</td>
<td>Portland</td>
<td>unknown (Union Wharf)</td>
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<td>Apr 30, 1970</td>
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<td>Substance</td>
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<tr>
<td>Unknown</td>
<td>Unknown</td>
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</tr>
<tr>
<td>Bunker C</td>
<td>1-2 gals</td>
<td>Unknown</td>
<td>USCG /USCG</td>
</tr>
<tr>
<td>Bunker C</td>
<td>Small</td>
<td>Leak in hull</td>
<td>USCG</td>
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<tr>
<td>Bunker C</td>
<td>1.5 bbls</td>
<td>Leak in manifold</td>
<td>USCG /USCG</td>
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<tr>
<td>Crude</td>
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<td>Unknown</td>
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<tr>
<td>Crude</td>
<td>3 bbls</td>
<td>Faulty valve</td>
<td>USCG /USCG</td>
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<tr>
<td>Crude</td>
<td>1.5 bbls</td>
<td>O/B discharge valve ballasting</td>
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<tr>
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<td>1 bbl</td>
<td>Oil from CMP thru outlets</td>
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<td>20 gals</td>
<td>Open dike drain</td>
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<td>Tank burst, drained into stream</td>
<td>S&amp;SF/CG</td>
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<tr>
<td>Solvent</td>
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<tr>
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<td>Unknown</td>
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<td>Bunker C</td>
<td>35 gals</td>
<td>Weathered product on shore</td>
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<td>0/B discharge leak by valve</td>
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<td>1 bbl</td>
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<tr>
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<td>Operator/Note</td>
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<td>MAY 6, 1970</td>
<td>Searsport—Penobscot River</td>
<td>At pipeline</td>
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<td>MAY 7, 1970</td>
<td>Hallowell-Kennebeck River</td>
<td>Oil terminal, Mobil</td>
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<td>MAY 12, 1970</td>
<td>Portland Harbor</td>
<td>Tanker-CHALLENGE CHEVRON</td>
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<td>Portland Harbor</td>
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<td>MAY 15, 1970</td>
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<td>Unknown-Hobson Wharf</td>
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<td>Portland Anchorage B</td>
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<td>MAY 16, 1970</td>
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<td>MAY 20, 1970</td>
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<td>MAY 25, 1970</td>
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<td>MAY 26, 1970</td>
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<td>Portland Harbor</td>
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<td>Tanker-EDRIDGE</td>
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<td>Rolling Mills-Humble Gulf</td>
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<td>Portland Harbor</td>
<td>Tanker-EPHESOS</td>
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<td>JUN 12, 1970</td>
<td>Bucksport-Penobscot River</td>
<td>St. Regis Paper Company</td>
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<td>JUN 17, 1970</td>
<td>Calais-St. Croix River</td>
<td>Georgia Pacific Company</td>
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<td>JUN 18, 1970</td>
<td>Portland Harbor</td>
<td>Tanker-ESSO Panama</td>
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<td>Tanker-HORAMA</td>
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<td>JUN 27, 1970</td>
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<td>Oil terminal-Shell Oil</td>
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<td>JUN 28, 1970</td>
<td>Portland Harbor</td>
<td>Truck at Prince of Fundy Dock</td>
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<td>JUN 29, 1970</td>
<td>Castine Harbor</td>
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<td>Bath-Kennebec River</td>
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<td>JUL 5, 1970</td>
<td>Portland Harbor; Anchorage B</td>
<td>U.S. Navy - Bath Iron Works</td>
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<td>JUL 5, 1970</td>
<td>Portland Harbor</td>
<td>Tanker-EAGLE CHARGER</td>
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<td>Quantity</td>
<td>Cause/Event</td>
<td>Agency</td>
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<td>------------------------------------------------</td>
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<td>JP-4</td>
<td>5,000 gals</td>
<td>Dumped by tank cleaning company</td>
<td>DEP</td>
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<tr>
<td>Diesel</td>
<td>1,000 gals</td>
<td>Pipe cracked, leaked into dike then river</td>
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<td>Bunker C</td>
<td>2 bbls</td>
<td>Oil found near vessel during ballast</td>
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<tr>
<td>Crude</td>
<td>35 gal</td>
<td>O/B discharge valve leak</td>
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<tr>
<td>Lube</td>
<td>5 gal</td>
<td>From bilge wash</td>
<td>USCG</td>
</tr>
<tr>
<td>Light</td>
<td>5 gal</td>
<td>Unknown</td>
<td>USCG</td>
</tr>
<tr>
<td>Refined</td>
<td>5 gal</td>
<td>Unknown</td>
<td>USCG</td>
</tr>
<tr>
<td>Black oil</td>
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<tr>
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<td>Bilge wash</td>
<td>USCG</td>
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<td>Crude</td>
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<td>Defective O/B discharge</td>
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<td>Gas #2</td>
<td>75 gal</td>
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<td>#6 fuel</td>
<td>5-1 bbls</td>
<td>Overflowed tank</td>
<td>USCG/DEP</td>
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<td>Crude</td>
<td>2 gal</td>
<td>Ballast overflow</td>
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<td>Gasoline</td>
<td>10 bbls</td>
<td>Inter-connection error</td>
<td>USCG</td>
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<td>Crude</td>
<td>5 gals</td>
<td>Leak O/B discharge</td>
<td>USCG</td>
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<tr>
<td>#6 fuel</td>
<td>85 gals</td>
<td>Leak in line</td>
<td>USCG/DEP</td>
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<tr>
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<td>1,000 gals</td>
<td>Leak in line</td>
<td>DEP</td>
</tr>
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<td>Crude</td>
<td>21 gals</td>
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<tr>
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<td>Unknown</td>
<td>Zaillin &amp; Sons Junk Company</td>
<td>USCG</td>
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<td>Asphalt</td>
<td>70 bbls</td>
<td>Steam pipe rupture caused leak</td>
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<td>1,700 gals</td>
<td>Unknown</td>
<td>DEP</td>
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<td>#2 gas</td>
<td>5 gals</td>
<td>Rain washed oil off deck</td>
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<td>Diesel</td>
<td>35 gals</td>
<td>Broken fuel line on truck</td>
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<tr>
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<td>Ballast tank overflow</td>
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<td>Unknown</td>
<td>No clean-up</td>
<td>DEP</td>
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<tr>
<td>#6</td>
<td>85 gals</td>
<td>Fueling destroyer</td>
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<tr>
<td>Crude</td>
<td>6 bbls</td>
<td>O/B discharge during tank clean</td>
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<tr>
<td>Crude</td>
<td>10 gals</td>
<td>Unknown</td>
<td>USCG</td>
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JUL 6, 1970  Portland Harbor; PPL  Barge OCEAN 90
JUL 11, 1970  Portland Harbor; PPL  Tanker POTOMAC
JUL 12, 1970  Portland Harbor; PPL  Tanker ESSO STOCKHOLM
JUL 15, 1970  Portland Harbor; PPL  Tanker ANNA ODLAND (esso)
JUL 16, 1970  Portland Harbor; PPL  F/V Red Jacket
JUL 17, 1970  Bucksport; Penobscot  M/V PHIREMON
JUL 24, 1970  Portland Harbor; PPL  Tanker ESSO DANMARIR
JUL 24, 1970  Portland Harbor; PPL  Oil terminal PPL
JUL 25, 1970  Portland Harbor; PPL  Tanker GLOSTIK MERCURY
JUL 25, 1970  Portland Harbor; PPL  SMVII Pier
JUL 26, 1970  Portland Harbor; Fore River  Pond at Bancroft and Martin
JUL 27, 1970  Portland Harbor  Storm drain West Maine State Pier
JUL 27, 1970  Portland Harbor; PPL  Tanker GOLDEN GATE
AUG 8, 1970  Portland Harbor  Unknown
AUG 11, 1970  Portland Harbor  Tanker PORT MIGUEL
AUG 11, 1970  Portland Harbor  Tanker ALCAID, possibly
AUG 15, 1970  Portland Harbor; PPL  Tanker A.J. EWARD JAMES
AUG 17, 1970  Portland Harbor  Unknown
AUG 18, 1970  Portland Harbor  Tanker GRAFTON
AUG 21, 1970  Jonesport  O. W. Look
AUG 21, 1970  Bucksport  Tanker PHIREMON
AUG 22, 1970  Portland Harbor; PPL  Tanker KRISTINA
AUG 23, 1970  Portland Harbor; PPL  Tanker PETERSO HAJIKYRIARIUS
AUG 27, 1970  Portland Harbor; PPL  Tanker ESSO ALBORG
SEP 3, 1970  Portland Harbor  Unknown
SEP 8, 1970  Woodland  Georgia-Pacific
SEP 6, 1970  Portland Harbor; PPL  Tanker GLOSTIK MERCURY
SEP 9, 1970  Portland Harbor  Tanker COLVERT
SEP 9, 1970  Bar Harbor  Unknown
SEP 14, 1970  Portland Harbor  Rolling Mills - Pond
SEP 15, 1970  Portland Harbor  Unknown
SEP 16, 1970  Portland Harbor  Unknown
SEP 18, 1970  Portland Harbor  Tanker TEXACO CONNECTICUT
SEP 19, 1970  Portland Harbor  Unknown
SEP 21, 1970  Bucksport  Unknown
SEP 24, 1970  Portland Harbor; PPL  Tanker GULF BRITON
SEP 25, 1970  Bucksport  Tanker TRADE DARLING
OCT 2, 1970  Cousins Island  Central Maine Power Company
OCT 9, 1970  Ellsworth; Union River  Morrison Chevrolet Company
OCT 10, 1970  Wiscasset; Sheepscot River  Barge OCEAN 90 & Tug
OCT 12, 1970  Portland Harbor  Unknown
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<td>Bilge pump</td>
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<tr>
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<td>Unknown</td>
</tr>
<tr>
<td>Bilge oil</td>
<td>45 gals</td>
<td>Unknown</td>
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<tr>
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<td>3 bbls</td>
<td>Pumping bilges</td>
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<tr>
<td>#6</td>
<td>225 gals</td>
<td>O/B discharge</td>
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<td>Unknown</td>
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<tr>
<td>Crude</td>
<td>2 bbls</td>
<td>Rusted bleeder line</td>
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<td>Bilge wash</td>
<td>Small</td>
<td>O/B discharge</td>
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<td>½ bbl</td>
<td>Rusted bleeder line</td>
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<tr>
<td>Refined</td>
<td>Small</td>
<td>Spill into pond empties into River</td>
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<tr>
<td>Crude</td>
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<td>O/B discharge valve and pump</td>
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<td>Crack in hull</td>
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<td>½ bbl</td>
<td>Pumping bilges</td>
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<td>Unknown</td>
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<td>Operator error - wrong valve</td>
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<td>Spilled into harbor by tank truck</td>
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<td>Minor</td>
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<td>50 gals</td>
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<td>Rain and improper equipment</td>
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<td>Crankcase oil on river bank</td>
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<td>Hancock</td>
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<tr>
<td>Crude</td>
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<tr>
<td>Bilge</td>
<td>Unknown</td>
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<tr>
<td>Oil/scum</td>
<td>10 gals</td>
<td>Unknown</td>
</tr>
<tr>
<td>#6</td>
<td>100 gals</td>
<td>Unknown</td>
</tr>
<tr>
<td>Diesel</td>
<td>Unknown</td>
<td>Slick; 20' x 1 mile</td>
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<tr>
<td>Crude</td>
<td>5 gals</td>
<td>Unknown</td>
</tr>
<tr>
<td>Bunker C</td>
<td>1,050 gals</td>
<td>Dumped bilges</td>
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<tr>
<td>Crude</td>
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<td>Unknown</td>
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<td>Diesel</td>
<td>20 bbls</td>
<td>Spill in Clarifier room (other spills)</td>
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<tr>
<td>Crude</td>
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<td>Unknown</td>
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<tr>
<td>Crude</td>
<td>5 gals</td>
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<tr>
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<tr>
<td>Crude</td>
<td>1 bbl</td>
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<tr>
<td>Crude</td>
<td>1 bbl</td>
<td>Sea suction</td>
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<tr>
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<tr>
<td>Bilge</td>
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<td>Crude</td>
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<td>Dirty Ballast</td>
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<td>Bilge</td>
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<td>Unknown</td>
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<td>JP-5</td>
<td>15-25 bbls</td>
<td>Faculty valve in dike</td>
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<td>Gasoline</td>
<td>9,374 gals</td>
<td>Snowmobile broke line</td>
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<tr>
<td>Refined</td>
<td>1 gal</td>
<td>Unknown</td>
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<tr>
<td>Bunker C</td>
<td>½ gal</td>
<td>Spill on dock</td>
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<tr>
<td>Refined dark</td>
<td>Unknown</td>
<td>Unknown</td>
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<tr>
<td>Crude</td>
<td>½ gal</td>
<td>O/B discharge</td>
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<tr>
<td>Kerosene</td>
<td>1 qt</td>
<td>Pin-hole leak stdb tank</td>
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<tr>
<td>Crude</td>
<td>2 gals</td>
<td>O/B discharge valve leak</td>
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<tr>
<td>Bunker C</td>
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<td>Unplugged scuppers</td>
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<tr>
<td>#2 fuel</td>
<td>1 bbl</td>
<td>Leaking sea suction valve</td>
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<tr>
<td>Crude</td>
<td>1 bbl</td>
<td>Ran off deck</td>
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<tr>
<td>Refined</td>
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<td>Lube oil</td>
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<td>#2 fuel</td>
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<td>Oily waste</td>
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<td>Overflow tank during ballast</td>
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<td>#2 fuel</td>
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<td>2 gals</td>
<td>Unknown</td>
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<td>#2 fuel</td>
<td>10-12 gals</td>
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<tr>
<td>Kerosene</td>
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<tr>
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<td>Location</td>
<td>Ship/Type</td>
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<td>Tanker ESSO BERLIN</td>
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</table>
Crude 25 gals  Stripping discharge
Crude 1½ bbls  Sea suction loss in ballast
JP 5 & #2 10,000 gals  Terminal discharge
Fuel 1 gal  Seal leakage
Black oil 3 bbls  Bilge pumping
Bilge 1 gal  Unknown
Bilge, oily small  Opened wrong valve
Gasoline 5 gals  Crack in #1 port tank
#2 fuel 1,000 gals  Unknown
Bilge oil 3 gals  Pumping bilges
Crude 15 bbls  Leaking sea suction
Crude 25 gals  Overboard discharge
Bunker C Unknown  Covered ½ mile of beach
Bunker 1 gal  Unknown
Asphalt 30 bbls  Opened wrong valve on tank
Unknown 45 bbls  Wrong valve
Refined Unknown  Seepage from ground
Waste oil 150 gals  Dumping over bank
Crude 10 gals  Overboard discharge
Diesel 100 gals  Leaking fuel tank
Crude 20 bbls  Balasting operation
#2 fuel 100 gals  Overflow of tank truck
#6 fuel 6 bbls  Overflow of #7 cargo tank
Crude 2 bbls  Overboard discharge
Weathered 10 bbls  Mystery (May 11)
Crude 2 bbls  Leaking sea suction
Crude 2 bbls  Leaking valve discharged overboard
Crude 1 cup  Overboard discharge
Crude 3 bbls  Unknown
Bunker C 15 bbls  Overflow due to "carelessness"
Oily waste 20 gals  Overflow due to "carelessness"
Refined 10 gals  Unknown
Crude Small  Unknown
Bunker 10 gals  Unknown
Bunker 10 gal  Unknown
Refined Unknown  Unknown
Gasoline 25 gals  Unknown
Sludge oil 20 gals  Bilge leak in engine room
Lube oil 1 bbl  Overboard in transfer
#2 fuel 1 bbl  Operator inattention
Crude Small  Unknown
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<td>JUL 12, 1971</td>
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<td>Mobil terminal</td>
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<td>B&amp;A docks</td>
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<td>NOV 5, 1971</td>
<td>Portland Harbor</td>
<td>Tanker ATALANTE</td>
</tr>
<tr>
<td>NOV 6, 1971</td>
<td>Portland Harbor; PPL</td>
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</tr>
<tr>
<td>Liquid</td>
<td>Quantity</td>
<td>Condition/Comment</td>
</tr>
<tr>
<td>--------------</td>
<td>----------</td>
<td>-------------------------------------------------------</td>
</tr>
<tr>
<td>Bilge</td>
<td>1 bbl</td>
<td>Unknown</td>
</tr>
<tr>
<td>Unknown</td>
<td>Unknown</td>
<td>Opened wrong valve</td>
</tr>
<tr>
<td>Asphalt</td>
<td>Unknown</td>
<td>Overflowed drain</td>
</tr>
<tr>
<td>#2 fuel</td>
<td>3 bbls</td>
<td>Seepage from day tank</td>
</tr>
<tr>
<td>Crude</td>
<td>2 bbls</td>
<td>Sea suction</td>
</tr>
<tr>
<td>Crude</td>
<td>1½ bbls</td>
<td>Leaking sea chest</td>
</tr>
<tr>
<td>Refined</td>
<td>10 gals</td>
<td>Leaking discharge line</td>
</tr>
<tr>
<td>Gasoline</td>
<td>Small</td>
<td>Tank car overflow</td>
</tr>
<tr>
<td>Unknown</td>
<td>Unknown</td>
<td>Truck spill</td>
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<tr>
<td>Gasoline</td>
<td>6,000 gals</td>
<td>Unknown</td>
</tr>
<tr>
<td>Oil</td>
<td>Few drops</td>
<td>Known</td>
</tr>
<tr>
<td>Crude</td>
<td>Small</td>
<td>Mystery</td>
</tr>
<tr>
<td>Light oil</td>
<td>3 gals</td>
<td>Leak in overboard discharge</td>
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<tr>
<td>Diesel</td>
<td>20 gals</td>
<td>Balasting suction</td>
</tr>
<tr>
<td>Bilge</td>
<td>Unknown</td>
<td>Leak in fuel line</td>
</tr>
<tr>
<td>Bilge</td>
<td>Unknown</td>
<td>Leak in fuel line</td>
</tr>
<tr>
<td>Bilge</td>
<td>Unknown</td>
<td>Vessel grounded, tore tank</td>
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<tr>
<td>Crude</td>
<td>3 gal</td>
<td>Hose ruptured</td>
</tr>
<tr>
<td>Crude</td>
<td>50 bbls</td>
<td>Pump lost suction</td>
</tr>
<tr>
<td>Bunker C</td>
<td>2 bbls</td>
<td>Vessel sank</td>
</tr>
<tr>
<td>Refined</td>
<td>10 gals</td>
<td>Leaking valve</td>
</tr>
<tr>
<td>#6</td>
<td>5 gals</td>
<td>Same vessel above, O/B leak</td>
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<tr>
<td>JP #2 oily ballast</td>
<td>500 gals</td>
<td>All contents reported dammed</td>
</tr>
<tr>
<td>#2 diesel</td>
<td>113 gals</td>
<td>Ballast line</td>
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<tr>
<td>Fuel</td>
<td>20 gals</td>
<td>Leak in O/B discharge valve</td>
</tr>
<tr>
<td>Lube oil</td>
<td>10 gals</td>
<td>Leaked in boiler room</td>
</tr>
<tr>
<td>Bunker</td>
<td>3 bbls</td>
<td>Malfunction at offload</td>
</tr>
<tr>
<td>Crude</td>
<td>3 bbls</td>
<td>Unknown</td>
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<tr>
<td>#6 fuel</td>
<td>8,000 gals</td>
<td>Overfilled tank</td>
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<td>Crude</td>
<td>1 gal</td>
<td>Unknown</td>
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<tr>
<td>Crude</td>
<td>10 gal</td>
<td>Overfilled tank</td>
</tr>
<tr>
<td>Bunker C</td>
<td>150 gals</td>
<td>Unknown</td>
</tr>
<tr>
<td>JP #4</td>
<td>Unknown</td>
<td>Overfilled tank</td>
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<tr>
<td>Bunker C</td>
<td>10 gals</td>
<td>Unknown</td>
</tr>
<tr>
<td>#6 fuel</td>
<td>1 bbl</td>
<td>Overfilled tank</td>
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<tr>
<td>Oil</td>
<td>2 gals</td>
<td>Overfill tank</td>
</tr>
<tr>
<td>Bunker C</td>
<td>3 bbls</td>
<td>Overflow bunker tank</td>
</tr>
<tr>
<td>Crude</td>
<td>15 gals</td>
<td>Leaky valve in bottom of vessel</td>
</tr>
<tr>
<td>Waste oil</td>
<td>15 gals</td>
<td>Unknown</td>
</tr>
<tr>
<td>Crude</td>
<td>5 gals</td>
<td>Leak in O/B discharge</td>
</tr>
<tr>
<td>Date</td>
<td>Location</td>
<td>Notes</td>
</tr>
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<tr>
<td>Nov 14, 1971</td>
<td>Portland Harbor; PPL</td>
<td>Tanker ST. PETER</td>
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<tr>
<td>Nov 18, 1971</td>
<td>Portland Harbor; PPL</td>
<td>Tanker TITUS</td>
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<tr>
<td>Nov 22, 1971</td>
<td>Bath; Kennebec</td>
<td>Truck</td>
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<td>Nov 29, 1971</td>
<td>Portland Harbor</td>
<td>Tanker TEXACO SOUTHAMPTON</td>
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<td>Dec 9, 1971</td>
<td>Portland Harbor</td>
<td>Barge</td>
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<tr>
<td>Dec 14, 1971</td>
<td>Portland Harbor; PPL</td>
<td>Tanker ESSO PANAMA</td>
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<tr>
<td>Dec 16, 1971</td>
<td>Portland Harbor</td>
<td>Tanker ESSO PANAMA</td>
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<tr>
<td>Dec 16, 1971</td>
<td>Bucksport</td>
<td>St. Regis Paper Company</td>
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<tr>
<td>Dec 19, 1971</td>
<td>Portland Harbor; PPL</td>
<td>Tanker MOZART</td>
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<tr>
<td>Dec 24, 1971</td>
<td>Portland Harbor</td>
<td>Tanker BRALINDA</td>
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<tr>
<td>Dec 26, 1971</td>
<td>Portland Harbor</td>
<td>Tanker PETROSLADE</td>
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<tr>
<td>Dec 27, 1971</td>
<td>Portland Harbor; Fore River</td>
<td>Unknown</td>
</tr>
<tr>
<td>Dec 28, 1971</td>
<td>Southwest Harbor</td>
<td>H. R. Beal &amp; Sons</td>
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<tr>
<td>Dec 31, 1971</td>
<td>Portland Harbor</td>
<td>Tanker AMBRONIA</td>
</tr>
<tr>
<td>Jan 2, 1972</td>
<td>Rockland Harbor</td>
<td>Mystery (City sewer)</td>
</tr>
<tr>
<td>Jan 4, 1972</td>
<td>South Portland</td>
<td>Cities Service Company Terminal</td>
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<tr>
<td>Jan 8, 1972</td>
<td>Portland Harbor</td>
<td>Tanker REZA PAILAVI</td>
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<tr>
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<td>Portland Harbor</td>
<td>Unknown</td>
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<td>Jan 11, 1972</td>
<td>Portland Harbor</td>
<td>Unknown</td>
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<tr>
<td>Jan 13, 1972</td>
<td>Portland; Mackworth Island</td>
<td>Mystery spill</td>
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<tr>
<td>Jan 14, 1972</td>
<td>Portland Harbor</td>
<td>Oil terminal</td>
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<td>Jan 20, 1972</td>
<td>Portland Harbor</td>
<td>Tanker T.H. BROVIE</td>
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<tr>
<td>Jan 24, 1972</td>
<td>Portland Harbor</td>
<td>Gulf Oil Company Terminal</td>
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<tr>
<td>Jan 24, 1972</td>
<td>Bailey Island; Mackerel Cove</td>
<td>Coastal tanker JUDY ANN</td>
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<tr>
<td>Jan 26, 1972</td>
<td>Portland Harbor</td>
<td>Unknown</td>
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<tr>
<td>Feb 1, 1972</td>
<td>Portland Harbor</td>
<td>Coastal tanker CAPT SAM TEXACO</td>
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<tr>
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<td>Portland Harbor</td>
<td>Tanker TEXACO UTAH</td>
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<td>Feb 2, 1972</td>
<td>Portland Harbor</td>
<td>Mystery</td>
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<td>Feb 7, 1972</td>
<td>Portland Harbor</td>
<td>Fishing trawler VANDAL</td>
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<tr>
<td>Feb 11, 1972</td>
<td>Ellsworth Union Road</td>
<td>H. R. Beal &amp; Sons</td>
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<tr>
<td>Feb 13, 1972</td>
<td>Portland Harbor</td>
<td>Unknown</td>
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<tr>
<td>Feb 14, 1972</td>
<td>Portland Harbor; Long Island</td>
<td>Unknown</td>
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<td>Feb 15, 1972</td>
<td>Portland Harbor</td>
<td>Mobil Oil Terminal</td>
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<td>Feb 17, 1972</td>
<td>Portland Harbor</td>
<td>Barge BFT #1</td>
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<td>Feb 18, 1972</td>
<td>Ellsworth</td>
<td>R. H. S. Oil Company</td>
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<tr>
<td>Feb 19, 1972</td>
<td>Matinicus</td>
<td>Dock</td>
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<td>Feb 21, 1972</td>
<td>Portland Harbor</td>
<td>Tanker ATALANTIE</td>
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<tr>
<td>Feb 23, 1972</td>
<td>Topsham</td>
<td>Pejepscot Paper Company</td>
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<tr>
<td>Feb 25, 1972</td>
<td>Portland Harbor</td>
<td>Tanker ANNE</td>
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<tr>
<td>Feb 28, 1972</td>
<td>Portland Harbor</td>
<td>Barge OCEAN 90</td>
</tr>
<tr>
<td>Mar 1, 1972</td>
<td>Portland Harbor</td>
<td>Oil terminal; Cities Service Co.</td>
</tr>
<tr>
<td>Substance</td>
<td>Quantity</td>
<td>Cause</td>
</tr>
<tr>
<td>----------------</td>
<td>-------------</td>
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<tr>
<td>Crude</td>
<td>5 gals</td>
<td>Sea suction discharge</td>
</tr>
<tr>
<td>Crude</td>
<td>20 bbls</td>
<td>Overboard discharge</td>
</tr>
<tr>
<td>#2 fuel</td>
<td>4,770 gals</td>
<td>Truck overturned</td>
</tr>
<tr>
<td>Crude</td>
<td>1 gal</td>
<td>Unknown</td>
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<tr>
<td>Crude</td>
<td>1 gal</td>
<td>Overflow, oil in turbine discharge</td>
</tr>
<tr>
<td>#6</td>
<td>20 gals</td>
<td>Sea suction</td>
</tr>
<tr>
<td>Crude</td>
<td>35 gals</td>
<td>Leak in manifold</td>
</tr>
<tr>
<td>#6</td>
<td>35 gals</td>
<td>Human error, boomed</td>
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<tr>
<td>Crude</td>
<td>½ bbl</td>
<td>O/B discharge valve leak</td>
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<tr>
<td>Lube</td>
<td>1 gal</td>
<td>Leak in starboard tank</td>
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<tr>
<td>Gasoline</td>
<td>5 gals</td>
<td>Shaft leak</td>
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<tr>
<td>Diesel</td>
<td>5 gals</td>
<td>Unknown</td>
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<tr>
<td>Crude</td>
<td>1 gal</td>
<td>Sea suction</td>
</tr>
<tr>
<td>Unknown</td>
<td>Unknown</td>
<td>&quot;went out with the tide&quot;</td>
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<tr>
<td>Gasoline</td>
<td>100 gal; CG/2000 g; DEP</td>
<td>Underground pipe break</td>
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<tr>
<td>Crude</td>
<td>2 gals</td>
<td>O/B discharge valve leaked</td>
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<tr>
<td>Bunker</td>
<td>20 gals</td>
<td>Unknown</td>
</tr>
<tr>
<td>Refined</td>
<td>10 gals</td>
<td>Unknown</td>
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<tr>
<td>Unknown</td>
<td>½ bbl</td>
<td>Oil spread over island</td>
</tr>
<tr>
<td>Refined</td>
<td>50 gals</td>
<td>Separator overflow</td>
</tr>
<tr>
<td>#2 fuel</td>
<td>100 gals</td>
<td>Leak in hull rivets</td>
</tr>
<tr>
<td>Refined</td>
<td>10 gals</td>
<td>Ground saturation</td>
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<tr>
<td>Diesel</td>
<td>50 gals</td>
<td>Overflow in discharge to shore</td>
</tr>
<tr>
<td>Bunker</td>
<td>1.5 gal</td>
<td>Spill near M/T ALNAIR</td>
</tr>
<tr>
<td>#2 &amp; #6</td>
<td>4,500 gals</td>
<td>Deck hand negligence</td>
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<tr>
<td>Crude</td>
<td>15 gals</td>
<td>Hole in ship</td>
</tr>
<tr>
<td>#6 oil</td>
<td>20 bbls</td>
<td>Part of FEB 1 spill in water</td>
</tr>
<tr>
<td>#2 oil</td>
<td>30 gals</td>
<td>Vessel sink</td>
</tr>
<tr>
<td>#2 oil</td>
<td>360 gals</td>
<td>Underground tank rupture</td>
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<tr>
<td>#2 oil</td>
<td>10 gals</td>
<td>Unknown</td>
</tr>
<tr>
<td>Refined</td>
<td>10 gals</td>
<td>Probable King Resources</td>
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<tr>
<td>Bunker</td>
<td>10 gals</td>
<td>Overflow of separator</td>
</tr>
<tr>
<td>Fuel</td>
<td>3,000 gals</td>
<td>Overflow of tank</td>
</tr>
<tr>
<td>Diesel</td>
<td>50 gals</td>
<td>Spilled into Union River; Tank leak</td>
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<tr>
<td>Crude</td>
<td>15 gals</td>
<td>Storm broke dock lines</td>
</tr>
<tr>
<td>Unknown</td>
<td>5,000 gals</td>
<td>Unknown</td>
</tr>
<tr>
<td>Unknown</td>
<td>1 qt.</td>
<td>Off loading rail cars, hose failure</td>
</tr>
<tr>
<td>#6 fuel</td>
<td>2 gals</td>
<td>Circulatory water</td>
</tr>
<tr>
<td>Refined</td>
<td>100 gals</td>
<td>Loose blank in line, hose ruptured</td>
</tr>
<tr>
<td></td>
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<td>Underground leak</td>
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</table>
MAR  2, 1972  Portland Harbor
MAR 12, 1972  Portland Harbor; PPL
MAR 12, 1972  Portland Harbor
MAR 15, 1972  Southwest Harbor
MAR 18, 1972  Portland Harbor; PPL
MAR 22, 1972  Portland Harbor
APR  4, 1972  Portland Harbor
APR  8, 1972  Portland Harbor
APR 16, 1972  Portland Harbor
APR 19, 1972  Damariscotta
APR 17, 1972  Rockland
* APR 24, 1972  Searsport
APR 26, 1972  Portland Harbor
MAY  4, 1972  Portland Harbor; PPL
MAY  5, 1972  Bath
MAY  9, 1972  Camden
MAY 16, 1972  Portland Harbor; PPL
MAY 20, 1972  Portland Harbor; PPL
MAY 22, 1972  Vinalhaven; Carvers Harbor
MAY 24, 1972  Portland Harbor; PPL
MAY 26, 1972  Old Town
MAY 31, 1972  Swans Island
JUN  1, 1972  Machias
JUN  2, 1972  Portland Harbor
JUN  4, 1972  Portland Harbor; PPL
JUN 10, 1972  Bar Harbor
JUN 12, 1972  Portland Harbor; PPL
JUN 12, 1972  Portland Harbor; PPL
JUN 16, 1972  Portland Harbor; PPL
JUN 16, 1972  Searsport
JUN 29, 1972  Portland Harbor
JUN 30, 1972  Portland Harbor
JUL 10, 1972  Portland Harbor; PPL
JUL 11, 1972  Portland Harbor; PPL
JUL 13, 1972  Portland Harbor
JUL 13, 1972  Portland Harbor
JUL 16, 1972  Portland Harbor
JUL 16, 1972  Searsport
JUL 17, 1972  Portland Harbor; PPL
JUL 18, 1972  Portland Harbor

Oil terminal; Cities Service Co.
Tanker DEFIANT COLOCOTRONIS
Oil terminal
Gross Lobster Wharf
Tanker LORD MOUNT STEPHEN
Tanker MOSLI
Tanker ETHEL TIBBETS
Unknown
Tanker T.T. ATA
Weeks-Waltz Motors, Inc.
F.E. O'Hara Company
Tanker OVERSEAS ADVENTURER
Tanker KONGVANG
Tanker CABO PILAR
Oil terminal Berts Oil Service
Mystery slick
Tanker BRIDGE
Tanker ASPRA
Unknown
Tanker REVERE SUN
Penobscot Company
Oil terminal Mertic Morrison
Hinkley Boat Yard
Barge BFT 50
Tanker AMBRONIA
Unknown
Tanker CANTO
Tanker CANTO
Tanker ESSO EDINBURGH
Unknown
Mawhinee Ford Company
Tanker SVEN SALEN
Tanker STATUE OF LIBERTY
Tanker JAGRANDA
Tanker
Tanker BRITISH COMMODORE
Mystery
Tanker IBERENIA
Unknown
Tanker ESSO GHENT
Tanker EVELYN
<table>
<thead>
<tr>
<th>Type</th>
<th>Amount</th>
<th>Description</th>
<th>Agency</th>
</tr>
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<tbody>
<tr>
<td>Refined</td>
<td>3-5 gals/hr</td>
<td>Product came down culvert</td>
<td>DEP/CG</td>
</tr>
<tr>
<td>Crude</td>
<td>10 gals</td>
<td>Overboard discharge</td>
<td>USCG</td>
</tr>
<tr>
<td>Crude</td>
<td>½ gal</td>
<td>Leak in line</td>
<td>USCG</td>
</tr>
<tr>
<td>#2 fuel</td>
<td>6 gals</td>
<td>Overflow of truck</td>
<td>USCG</td>
</tr>
<tr>
<td>Crude</td>
<td>30 gals</td>
<td>Lost suction on ballast</td>
<td>USCG</td>
</tr>
<tr>
<td>Oily waste</td>
<td>2 gals</td>
<td>Bilge discharge overboard</td>
<td>USCG</td>
</tr>
<tr>
<td>#2 fuel</td>
<td>5 gals</td>
<td>Leak in hull</td>
<td>USCG</td>
</tr>
<tr>
<td>#6 fuel</td>
<td>1 qt</td>
<td>Unknown</td>
<td>USCG</td>
</tr>
<tr>
<td>Bunker</td>
<td>4,200 gals</td>
<td>Overflow of tank</td>
<td>USCG</td>
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<tr>
<td>Waste oil</td>
<td>Unknown</td>
<td>Dumping waste oil on river bank</td>
<td>DEP</td>
</tr>
<tr>
<td>Unknown</td>
<td>76 gals</td>
<td>Suspect vandals</td>
<td>USCG</td>
</tr>
<tr>
<td>#6 fuel</td>
<td>400 gals</td>
<td>Unknown</td>
<td>DEP</td>
</tr>
<tr>
<td>#6 fuel</td>
<td>1 qt</td>
<td>Valve leak</td>
<td>DEP</td>
</tr>
<tr>
<td>Crude</td>
<td>2 gals</td>
<td>O/B discharge valve</td>
<td>UNKNOWN</td>
</tr>
<tr>
<td>Crude</td>
<td>Unknown</td>
<td>Overflowing tank</td>
<td>DEP</td>
</tr>
<tr>
<td>#2 fuel</td>
<td>Unknown</td>
<td>Oil slick reported</td>
<td>DEP</td>
</tr>
<tr>
<td>Oil</td>
<td>20 gals</td>
<td>Air in ballast line</td>
<td>USCG</td>
</tr>
<tr>
<td>Crude</td>
<td>21 gals</td>
<td>Overboard discharge</td>
<td>USCG</td>
</tr>
<tr>
<td>Oil</td>
<td>Slick</td>
<td>Unknown</td>
<td>USCG</td>
</tr>
<tr>
<td>Gasoline</td>
<td>5 gals</td>
<td>Overflow of shore tank</td>
<td>DEP</td>
</tr>
<tr>
<td>#6 fuel</td>
<td>275 gals</td>
<td>Pumped sump oil into drain culvert to river</td>
<td>DEP</td>
</tr>
<tr>
<td>Kerosene</td>
<td>15 gals</td>
<td>Neglect by owner, beach removed/oil burned</td>
<td>DEP</td>
</tr>
<tr>
<td>Diesel</td>
<td>40 gals</td>
<td>Workman disconnected fuel line on purpose</td>
<td>USCG</td>
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<tr>
<td>Diesel</td>
<td>30 gals</td>
<td>Loose plate</td>
<td>USCG</td>
</tr>
<tr>
<td>Crude</td>
<td>1 qt</td>
<td>Overboard discharge valve</td>
<td>DEP</td>
</tr>
<tr>
<td>Light</td>
<td>20 gals</td>
<td>Unknown</td>
<td>USCG</td>
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<tr>
<td>Crude</td>
<td>63 gals</td>
<td>Lost sea suction</td>
<td>USCG/DEP</td>
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<tr>
<td>Crude</td>
<td>126 gals</td>
<td>Overflow of tank</td>
<td>DEP/CG</td>
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<tr>
<td>Crude</td>
<td>42 gals</td>
<td>Lost sea suction</td>
<td>USCG</td>
</tr>
<tr>
<td>Light</td>
<td>50 gals</td>
<td>Unknown</td>
<td>USCG</td>
</tr>
<tr>
<td>Crankcase Oil</td>
<td>15 gals</td>
<td>Dumping waste oil on river bank</td>
<td>DEP</td>
</tr>
<tr>
<td>Lube oil</td>
<td>Small</td>
<td>Leak from steering gear</td>
<td>DEP</td>
</tr>
<tr>
<td>Unknown</td>
<td>½ gal</td>
<td>Loose rivet</td>
<td>DEP</td>
</tr>
<tr>
<td>Crude</td>
<td>30 gals</td>
<td>Overboard discharge valve</td>
<td>DEP</td>
</tr>
<tr>
<td>Crude</td>
<td>1 qt</td>
<td>Equipment failure</td>
<td>DEP/CG</td>
</tr>
<tr>
<td>Oil</td>
<td>10 gals</td>
<td>Leak in cooling system</td>
<td>DEP/CG</td>
</tr>
<tr>
<td>Gasoline</td>
<td>50 gals</td>
<td>Unknown</td>
<td>USCG</td>
</tr>
<tr>
<td>Oily ballast</td>
<td>15 gals</td>
<td>Ballasting overflow</td>
<td>DEP/CG</td>
</tr>
<tr>
<td>Light</td>
<td>50 gals</td>
<td>Unknown</td>
<td>USCG</td>
</tr>
<tr>
<td>Crude</td>
<td>82 gals</td>
<td>Unknown</td>
<td>USCG</td>
</tr>
<tr>
<td>#6 fuel</td>
<td>20 gals</td>
<td>Engine discharge</td>
<td>USCG</td>
</tr>
</tbody>
</table>
* JUL 22, 1972  Portland Harbor
* JUL 24, 1972  Portland Harbor
* JUL 25, 1972  Seacoast
* JUL 25, 1972  Camden
* JUL 27, 1972  Southwest Harbor
* AUG  5, 1972  Portland Harbor; PPL
* AUG  5, 1972  Portland Harbor; PPL
* AUG  8, 1972  Portland Harbor; PPL
* AUG  8, 1972  Camden
* AUG 12, 1972  Portland Harbor; PPL
* AUG 12, 1972  Portland Harbor
* AUG 15, 1972  Portland Harbor; PPL
* AUG 15, 1972  Portland Harbor
* AUG 22, 1972  Eastport
* AUG 22, 1972  Portland Harbor
* AUG 22, 1972  Portland Harbor
* AUG 22, 1972  Portland Harbor; Light Ship
* SEP  5, 1972  Bucksport
* SEP  6, 1972  Eastport
* SEP 12, 1972  Rockland; Lermand Cove
* SEP 15, 1972  Portland Harbor; PPL
* SEP 20, 1972  Searsopt
* SEP 21, 1972  Portland Harbor; PPL
* SEP 21, 1972  Portland Harbor; PPL
* SEP 28, 1972  Stockton Springs
* OCT  3, 1972  Eastport
* OCT  3, 1972  Southwest Harbor
* OCT 10, 1972  Portland Harbor; PPL
* OCT 11, 1972  Portland Harbor
* OCT 17, 1972  Portland Harbor
* OCT 21, 1972  Portland Harbor
* OCT 26, 1972  Searsport (Morse Point)
* OCT 30, 1972  Portland Harbor
* OCT 31, 1972  Portland Harbor; PPL
* OCT 31, 1972  Portland Harbor; PPL
* OCT 31, 1972  Camden
* NOV  2, 1972  Southwest Harbor
* NOV  4, 1972  Portland Harbor
* NOV  8, 1972  Portland Harbor
* NOV  8, 1972  Portland Harbor
* NOV 14, 1972  Portland
* NOV 20, 1972  Portland Harbor; PPL

Tanker TAMANO
Tanker LAGUNILLAS
Sunoco Garage
U.S. Post Office
Maine Maritime Academy SLOOP GEMINI
Tanker STATUE OF LIBERTY
Tanker WORLD QUEEN
Tanker CITTA DI SAUDNA
Mystery
Tanker OLYMPIC GATE
Tanker AQUARIO
Tanker DESERT PRINCESS
Tanker
Neal Cannery
Tanker BRITISH CENTAUR
Tanker
Tanker THYELLA
St. Regis Paper Co.
Neal Company
Heating system of school
Tanker REX
Tanker STOLT GEMINI
Tanker FREEDOM
Tanker PASSAD III
Unknown
Rivera Packing Plant
USCG Cowslip
Tanker PHILIPPA
Oil terminal
Tanker CHISADER
Unknown
Mystery spill
Oil terminal
Tanker MT. WASHINGTON
Tanker TEXACO MAINE
Harborside West Marina
Southwest Boat Company SPICUS II
Tanker OLYMPIC EAGLE
Tank truck spill into stormdrain
Tanker LONDON INDEPENDENCE
<table>
<thead>
<tr>
<th>Material</th>
<th>Quantity</th>
<th>CAUSE</th>
</tr>
</thead>
<tbody>
<tr>
<td>#6 fuel</td>
<td>100,000 gals</td>
<td>Ran aground</td>
</tr>
<tr>
<td>Crude</td>
<td>1 gal</td>
<td>Unknown</td>
</tr>
<tr>
<td>Crankcase</td>
<td>Unknown</td>
<td>Dumping over bank into stream</td>
</tr>
<tr>
<td>Fuel</td>
<td>60 gals</td>
<td>Leaking furnace</td>
</tr>
<tr>
<td>Diesel &amp; Waste</td>
<td>5 gals</td>
<td>Deliberate pumping overboard</td>
</tr>
<tr>
<td>Crude</td>
<td>40 gals</td>
<td>Overboard discharge, leak in pump</td>
</tr>
<tr>
<td>Crude</td>
<td>5 gals</td>
<td>Leak in overboard discharge</td>
</tr>
<tr>
<td>Crude</td>
<td>½ gal</td>
<td>Leak in hull</td>
</tr>
<tr>
<td>#2 fuel</td>
<td>Unknown</td>
<td>Mystery under investigation</td>
</tr>
<tr>
<td>Crude</td>
<td>420 gals</td>
<td>Leak in tank</td>
</tr>
<tr>
<td>#6 &amp; #2 bilge</td>
<td>3,000-10,000 gals</td>
<td>Illegal discharge of bilge</td>
</tr>
<tr>
<td>Crude</td>
<td>5 gals</td>
<td>Blow by in discharge valve</td>
</tr>
<tr>
<td>Bilge</td>
<td>10 gals</td>
<td>Bilge pumping</td>
</tr>
<tr>
<td>#6 fuel</td>
<td>150 gals</td>
<td>Overflowing tank many times</td>
</tr>
<tr>
<td>Hydro oil</td>
<td>5 gals</td>
<td>Blown valve seal</td>
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<tr>
<td>Light oil</td>
<td>21 gals</td>
<td>Bad valve</td>
</tr>
<tr>
<td>Crude</td>
<td>2 gals</td>
<td>Hull fracture</td>
</tr>
<tr>
<td>Machine oil</td>
<td>30 gals</td>
<td>Oil in river, machine leak in plant</td>
</tr>
<tr>
<td>Tar, bunker</td>
<td>10 gals</td>
<td>Plant personnel dumped over bank</td>
</tr>
<tr>
<td>Bunker C</td>
<td>250 gals</td>
<td>A leak from system</td>
</tr>
<tr>
<td>Crude</td>
<td>3 gals</td>
<td>Overboard discharge</td>
</tr>
<tr>
<td>Kerosene</td>
<td>1 gal</td>
<td>From tank cleaning</td>
</tr>
<tr>
<td>Crude</td>
<td>5 gals</td>
<td>Discharge during ballast</td>
</tr>
<tr>
<td>Crude</td>
<td>5 gals</td>
<td>Valve leak</td>
</tr>
<tr>
<td>#2</td>
<td>Unknown</td>
<td>Found on rocks, leak after fire 1970</td>
</tr>
<tr>
<td>Bunker C</td>
<td>1,000 gals</td>
<td>Overflow tank at fill-not contained</td>
</tr>
<tr>
<td>#2 fuel</td>
<td>20 gals</td>
<td>Sea suction valve</td>
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<tr>
<td>Crude</td>
<td>1 bbl</td>
<td>Hole in gas line</td>
</tr>
<tr>
<td>Gas</td>
<td>20 gals</td>
<td>Overboard</td>
</tr>
<tr>
<td>Crude</td>
<td>1 qt.</td>
<td>Unknown</td>
</tr>
<tr>
<td>Bilge</td>
<td>50 gals</td>
<td>LIBERTY IMPORTER in vicinity</td>
</tr>
<tr>
<td>#6 fuel</td>
<td>15 gals</td>
<td>Hose line failure</td>
</tr>
<tr>
<td>#6 fuel</td>
<td>½ gal</td>
<td>Bad valve seat</td>
</tr>
<tr>
<td>Crude</td>
<td>15 gals</td>
<td>O/B discharge</td>
</tr>
<tr>
<td>Crude</td>
<td>420 gals</td>
<td>Leak in tank underground</td>
</tr>
<tr>
<td>Gasoline</td>
<td>600 gals</td>
<td>Drained bilges in hauling</td>
</tr>
<tr>
<td>Bilge oil</td>
<td>30 gals</td>
<td>Leaking overboard discharge valve</td>
</tr>
<tr>
<td>Crude</td>
<td>1 gal</td>
<td>Spill</td>
</tr>
<tr>
<td>Bunker C</td>
<td>200 gals</td>
<td>Rupture in discharge line</td>
</tr>
<tr>
<td>Crude</td>
<td>10 gals</td>
<td></td>
</tr>
<tr>
<td>Date</td>
<td>Location</td>
<td>Notes</td>
</tr>
<tr>
<td>----------</td>
<td>---------------------------</td>
<td>--------------------------------------------</td>
</tr>
<tr>
<td>Nov 22, 1972</td>
<td>Rockland</td>
<td>Oil terminal, McLoon Company</td>
</tr>
<tr>
<td>Nov 30, 1972</td>
<td>Portland Harbor; PPL</td>
<td>Tanker DIADEMA</td>
</tr>
<tr>
<td>Nov 30, 1972</td>
<td>Ellsworth Union River</td>
<td>Tulsa Gas Station</td>
</tr>
<tr>
<td>Dec 6, 1972</td>
<td>Cape Elizabeth</td>
<td>Trawler ALTON A</td>
</tr>
<tr>
<td>Dec 26, 1972</td>
<td>Portland Harbor</td>
<td>Oil terminal</td>
</tr>
<tr>
<td>Jan 1, 1973</td>
<td>Portland Harbor</td>
<td>Tanker ESSO EDINBURGH</td>
</tr>
<tr>
<td>Jan 17, 1973</td>
<td>Portland Harbor</td>
<td>Mystery spill</td>
</tr>
<tr>
<td>Feb 5, 1973</td>
<td>Portland Harbor</td>
<td>Tanker OLYMPIC GARLAND</td>
</tr>
<tr>
<td>Feb 8, 1973</td>
<td>Portland Harbor</td>
<td>Tanker EFPLIA</td>
</tr>
<tr>
<td>Feb 20, 1973</td>
<td>Portland Harbor</td>
<td>Tanker OVERSEAS VIVIAN</td>
</tr>
<tr>
<td>Feb 27, 1973</td>
<td>Portland Harbor; PPL 2</td>
<td>Tanker GIMBLEVANG</td>
</tr>
<tr>
<td>Mar 4, 1973</td>
<td>Boothbay Harbor</td>
<td>Fishing dragger, Blakes Marine</td>
</tr>
<tr>
<td>Mar 8, 1973</td>
<td>Westbrook</td>
<td>Knowlton Machine Company</td>
</tr>
<tr>
<td>Mar 8, 1973</td>
<td>Portland Harbor; PPL 2</td>
<td>Tanker PHILIPPA</td>
</tr>
<tr>
<td>Mar 10, 1973</td>
<td>Portland Harbor; PPL 2</td>
<td>Tanker TASMANSEA</td>
</tr>
<tr>
<td>Mar 10, 1973</td>
<td>Portland Harbor</td>
<td>Tanker TEXACO NEW MEXICO</td>
</tr>
<tr>
<td>Mar 13, 1973</td>
<td>Portland Back Cove</td>
<td>Truck Merrill Transportation Co</td>
</tr>
<tr>
<td>Mar 21, 1973</td>
<td>Portland Harbor; PPL 2</td>
<td>Tanker ATLANTIC PRINCE</td>
</tr>
<tr>
<td>Apr 3, 1973</td>
<td>Portland Harbor; PPL</td>
<td>Tanker FRIELAND</td>
</tr>
<tr>
<td>Apr 11, 1973</td>
<td>Portland; Fore River</td>
<td>Oil terminal, Texaco oil</td>
</tr>
<tr>
<td>Material</td>
<td>Quantity</td>
<td>Description</td>
</tr>
<tr>
<td>--------------</td>
<td>-------------</td>
<td>--------------------------------------------------</td>
</tr>
<tr>
<td>Diesel</td>
<td>500 gals</td>
<td>Storage tank check valve tail</td>
</tr>
<tr>
<td>Crude</td>
<td>1 gal</td>
<td>Leak in starboard sea suction</td>
</tr>
<tr>
<td>Gasoline</td>
<td>646 gals</td>
<td>Leak in pipeline into drain sewer</td>
</tr>
<tr>
<td>Diesel</td>
<td>Unknown</td>
<td>Sank at Trundy Point</td>
</tr>
<tr>
<td>#6 fuel</td>
<td>3 gals</td>
<td>Faulty valve</td>
</tr>
<tr>
<td>Crude</td>
<td>20 gals</td>
<td>Unknown</td>
</tr>
<tr>
<td>Bilge</td>
<td>300 gals</td>
<td>Unknown</td>
</tr>
<tr>
<td>Unknown</td>
<td>Unknown</td>
<td>Illegal discharge reported by aircraft</td>
</tr>
<tr>
<td>Crude</td>
<td>2 gals</td>
<td>Deck spill thru scuppers</td>
</tr>
<tr>
<td>#2 fuel</td>
<td>1,000 gals</td>
<td>Suspect leak in tank</td>
</tr>
<tr>
<td>#6 fuel</td>
<td>21 gals</td>
<td>Overfilled the day tank</td>
</tr>
<tr>
<td>Bilge</td>
<td>Unknown</td>
<td>Vessel pumped drain oil</td>
</tr>
<tr>
<td>#2 fuel</td>
<td>500 gals</td>
<td>Tank overflow at transfer</td>
</tr>
<tr>
<td>Unknown</td>
<td>Sheen</td>
<td>&quot;few drops per second from rivets&quot;</td>
</tr>
<tr>
<td>Crude</td>
<td>10 gals</td>
<td>Leak from O/B discharge</td>
</tr>
<tr>
<td>Bunker C</td>
<td>10 gals</td>
<td>Leaked from improper hose</td>
</tr>
<tr>
<td>Bunker C</td>
<td>420 gals</td>
<td>500-750 gals in Cove from sewer</td>
</tr>
<tr>
<td>Crude</td>
<td>255 bbls</td>
<td>Wing tank overflow</td>
</tr>
<tr>
<td>Bunker C</td>
<td>3 gals</td>
<td>Unknown</td>
</tr>
<tr>
<td>Kerosene</td>
<td>5-10,000 gals</td>
<td>Pipeline break by ship prop</td>
</tr>
</tbody>
</table>
APPENDIX B

OIL SPILL INCIDENT DATA SHEETS 1953 - 1973
OIL SPILL INCIDENT DATA SHEET

DATE: June 23, 1953

LOCATION: Searsport Fuel Depot; C.H. Sprague Company

PRODUCT SPILLED: Bunker Oil #6 ESTIMATED QUANTITY Unknown

CIRCUMSTANCES: Oily sludge around dock. No visible slicks.

RATE AND NATURE OF CONTAMINATION: Clams dug in vicinity had an oily taste. Taste panel test showed 6 free and 3 oily.

METEOROLOGIC CONDITIONS:

SPILL MOVEMENT:

DURATION:

ADDITIONAL INVESTIGATIONS:

SOURCE OF INFORMATION: Maine Department of Sea and Shore Fisheries

ADDITIONAL COMMENTS:
OIL SPILL INCIDENT DATA SHEET

INCIDENT: __________________________________________ DATE: August 2, 1953

LOCATION: Birch Point, Wiscassett

PRODUCT SPILLED: Fuel Oil ESTIMATED QUANTITY 10 bbl min to 50-100 bbl

CIRCUMSTANCES: Spill by tanker after leaving dock at Central Maine Power Plant (American Oil Company Tanks)

RATE AND NATURE OF CONTAMINATION: Few clams or mussels in area but oil observed to kill seaweed (after 2 weeks). Boats have oil slick on them.

METEOROLOGIC CONDITIONS: __________________________________________

SPILL MOVEMENT: __________________________________________

DURATION: __________________________________________

ADDITIONAL INVESTIGATIONS: October 1 oil was detected on the grass at high water mark. Oil on flats and shores had diminished.

SOURCE OF INFORMATION: Maine Department of Sea and Shore Fisheries

ADDITIONAL COMMENTS: __________________________________________
OIL SPILL INCIDENT DATA SHEET

INCIDENT: ___________________________________________ DATE: October 23, 1953

LOCATION: Castine Harbor

PRODUCT SPILLED: Bunker C#6  ESTIMATED QUANTITY __________________________

CIRCUMSTANCES: Maine Maritime Academy vessel pumped its bilges

RATE AND NATURE OF CONTAMINATION: Oil spread along the mud flats
concentrating in patches near clam growing areas. Clams were unacceptible for market.

METEOROLOGIC CONDITIONS: ______________________________

SPILL MOVEMENT: Covered flats across bay at Brooksville

DURATION: Clams effected for several months with oily taste. Assumed that during the following spring the clams were palatable.

ADDITIONAL INVESTIGATIONS: On subsequent observations it was found that an estimated 3690 bushels of clams valued at $18,432 were lost. 81 diggers were out of work for 6 weeks. Oil kept herring out of coves and damaged fish nets (letter to Hurst from Hess 54)

SOURCE OF INFORMATION: Maine Department of Sea and Shore Fisheries

ADDITIONAL COMMENTS: ________________________________

______________________________

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OIL SPILL INCIDENT DATA SHEET

INCIDENT: Gulf Oil Tanker

DATE: December 1, 1951

LOCATION: Between Orr's and Bailey's Islands, near Water Cove

PRODUCT SPILLED: High test & regu-ESTIMATED QUANTITY 4,000 gallons lar gasoline

CIRCUMSTANCES: Tanker ran around on a ledge and had to pump out gasoline to refloat itself.

RATE AND NATURE OF CONTAMINATION: No quahogs or clams occur in Water Cove. After seven days no effects were visible.

METEOROLOGIC CONDITIONS: Hightide 7:10 a.m.; NE Wind

SPILL MOVEMENT: Gasoline was held in Water Cove by wind for several hours, later gas spread and went out to sea.

DURATION: Water smelled of gas for 2 days.

ADDITIONAL INVESTIGATIONS:

SOURCE OF INFORMATION: Maine Department of Sea and Shore Fisheries

ADDITIONAL COMMENTS:
OIL SPILL INCIDENT DATA SHEET

INCIDENT: ___________________________ DATE: October 23, 1953

LOCATION: Castine Harbor

PRODUCT SPILLED: Bunker C#6 ESTIMATED QUANTITY __________________

CIRCUMSTANCES: Maine Maritime Academy vessel pumped its bilges

RATE AND NATURE OF CONTAMINATION: Oil spread along the mud flats
concentrating in patches near clam growing areas. Clams were
unacceptable for market.

METEOROLOGIC CONDITIONS: ________________________________

SPILL MOVEMENT: Covered flats across bay at Brooksville

DURATION: Clams effected for several months with oily taste. Assumed
that during the following spring the clams were palatable.

ADDITIONAL INVESTIGATIONS: On subsequent observations it was
found that an estimated 3690 bushels of clams valued at $18,432 were
lost. 81 diggers were out of work for 6 weeks. 01 kept herring
out of coves and damaged fish nets (letter to Hurst from Hess 54)

SOURCE OF INFORMATION: ________________________________

Maine Department of Sea and Shore Fisheries

ADDITIONAL COMMENTS: ________________________________

______________________________
OIL SPILL INCIDENT DATA SHEET


LOCATION:  _Portland Harbor_

PRODUCT SPILLED:  _Venezuela crude_  ESTIMATED QUANTITY:  _unknown_

CIRCUMSTANCES:  Wing tank of tanker was leaking at sea.  Continued in  
Portland Harbor, tank holds 8,000 to 10,000 barrels.  The leak was  
below the water line so entire contents could have spilled.

RATE AND NATURE OF CONTAMINATION:  Oil covered several acres of shore  
areas.

METEOROLOGIC CONDITIONS: 

SPILL MOVEMENT: 

DURATION: 

ADDITIONAL INVESTIGATIONS: 

SOURCE OF INFORMATION:  _Maine Department of Sea and Shore; Portland  
Press Herald._

ADDITIONAL COMMENTS: 


OIL SPILL INCIDENT DATA SHEET

INCIDENT: __________________________________________________________ DATE: Feb 19, 1954

LOCATION: Boothbay Harbor

PRODUCT SPILLED: Kerosene ESTIMATED QUANTITY unknown

CIRCUMSTANCES: unknown

RATE AND NATURE OF CONTAMINATION: about 10 acres of clam flats affected. Clams oily after a week in clean water.

METEOROLOGIC CONDITIONS: ________________________________________

SPILL MOVEMENT: _________________________________________________

DURATION: _______________________________________________________

ADDITIONAL INVESTIGATIONS: _______________________________________

SOURCE OF INFORMATION: Maine Department of Sea and Shore Fisheries

ADDITIONAL COMMENTS: ___________________________________________
INCIDENT: 

LOCATION: Winter Harbor 

PRODUCT SPILLED: unknown ESTIMATED QUANTITY unknown

CIRCUMSTANCES: Large quantities of oil were noticed by S&SF while on a sanitary survey. Near Texaco Fuel dock. Could be bilge pumping

RATE AND NATURE OF CONTAMINATION: Clams dug in vicinity of oil were oily smelling as was the seaweed.

METEOROLOGIC CONDITIONS:

SPILL MOVEMENT:

DURATION:

ADDITIONAL INVESTIGATIONS:

SOURCE OF INFORMATION: Maine Department of Sea and Shore Fisheries

ADDITIONAL COMMENTS:
OIL SPILL INCIDENT DATA SHEET

INCIDENT: Nordahl Grieg
LOCATION: Portland Harbor

PRODUCT SPILLED: South American Crude Oil
ESTIMATED QUANTITY: "a barrel or less"

CIRCUMSTANCES: Oil spilled at fuel dock, covered 200 sq. ft. of water surface

RATE AND NATURE OF CONTAMINATION: Oil reported to have been carried out to sea.

METEOROLOGIC CONDITIONS: Tide going out

SPILL MOVEMENT:

DURATION:

ADDITIONAL INVESTIGATIONS:

SOURCE OF INFORMATION: U.S. Coast Guard; Portland Press Herald

ADDITIONAL COMMENTS:
OIL SPILL INCIDENT DATA SHEET

INCIDENT: Atlantic Duke  DATE: Sept. 4, 1956

LOCATION: Portland

PRODUCT SPILLED: Crude  ESTIMATED QUANTITY 3-4 bbls

CIRCUMSTANCES: Opened wrong valve for seawater ballast

RATE AND NATURE OF CONTAMINATION:

METEOROLOGIC CONDITIONS:

SPILL MOVEMENT:

DURATION:

ADDITIONAL INVESTIGATIONS:

SOURCE OF INFORMATION: Portland Press Herald

ADDITIONAL COMMENTS:
OIL SPILL INCIDENT DATA SHEET

INCIDENT: Northern Chemical Industries, Inc.  DATE: April 5, 1957

LOCATION: Stockton Springs/Searsport

PRODUCT SPILLED: Bunker C#6  ESTIMATED QUANTITY Unknown

CIRCUMSTANCES: Oil on shore adjacent plant

RATE AND NATURE OF CONTAMINATION: Oil spilled either at Sprague's Fuel dock (a mile away from plant) or resulting from plant burning pit.

METEOROLOGIC CONDITIONS:

SPILL MOVEMENT:

DURATION:

ADDITIONAL INVESTIGATIONS:

SOURCE OF INFORMATION: Maine Department of Sea and Shore Fisheries

ADDITIONAL COMMENTS:
OIL SPILL INCIDENT DATA SHEET

INCIDENT: ____________________________ DATE: August, 1958

LOCATION: Belfast/Searsport - Spragues Dock

PRODUCT SPILLED: unknown ESTIMATED QUANTITY unknown

CIRCUMSTANCES: Lobsters stored in lobster car near Sprague's Fuel
dock were covered with oil. Fishermen reported a tanker on previous
day had spilled oil and used a dispersant.

RATE AND NATURE OF CONTAMINATION: ____________________________

_________________________________________________________________

METEOROLOGIC CONDITIONS: ____________________________

_________________________________________________________________

SPILL MOVEMENT: ____________________________

_________________________________________________________________

DURATION: ____________________________

_________________________________________________________________

ADDITIONAL INVESTIGATIONS: ____________________________

_________________________________________________________________

SOURCE OF INFORMATION: Maine Department of Sea and Shore Fisheries

_________________________________________________________________

ADDITIONAL COMMENTS: ____________________________

_________________________________________________________________

_________________________________________________________________
OIL SPILL INCIDENT DATA SHEET

INCIDENT: Alva Star American Oil

DATE: Jan. 13, 1959

LOCATION: Wyman Station, Central Maine Power, Cousins Island, Yarmouth

PRODUCT SPILLED: Bunker C

ESTIMATED QUANTITY: unknown

CIRCUMSTANCES: Discharge of oil from tanks after fueling CMP station

RATE AND NATURE OF CONTAMINATION:

METEOROLOGIC CONDITIONS:

SPILL MOVEMENT:

DURATION:

ADDITIONAL INVESTIGATIONS:

SOURCE OF INFORMATION: A.F. Howard, Chief Engineer, CMP Wyman Station

ADDITIONAL COMMENTS:
OIL SPILL INCIDENT DATA SHEET

INCIDENT: ___________________________ DATE: April 19, 1959

LOCATION: Belfast - Maplewood Poultry Company

PRODUCT SPILLED: Bunker C ESTIMATED QUANTITY unknown

CIRCUMSTANCES: A buried tank leaked which covered 350 yards of shore in front of plant. Estimates show spill may be a month old.

RATE AND NATURE OF CONTAMINATION: Boat dealer complained of heavy coatings of oil on CHUBS in his floating car. Similar complaints from worm diggers, lobster fishermen, and boat owners.

METEOROLOGIC CONDITIONS:

SPILL MOVEMENT:

DURATION:

ADDITIONAL INVESTIGATIONS:

SOURCE OF INFORMATION: Maine Department of Sea and Shore Fisheries

ADDITIONAL COMMENTS:

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OIL SPILL INCIDENT DATA SHEET

INCIDENT: __________________________________________ DATE: April 15, 1960

LOCATION: Nonsuch River, Scarborough

PRODUCT SPILLED: re-refined crank  ESTIMATED QUANTITY unknown case oil

CIRCUMSTANCES: Leakage from storage tank at Beech-Ridge Road

RATE AND NATURE OF CONTAMINATION: __________________________________________

METEOROLOGIC CONDITIONS: __________________________________________

SPILL MOVEMENT: __________________________________________

DURATION: __________________________________________

ADDITIONAL INVESTIGATIONS: Probably related to dumping of oil in gravel pit etc., since controlled by law enforcement.

SOURCE OF INFORMATION: Maine Department of Sea and Shore Fisheries

ADDITIONAL COMMENTS: __________________________________________
OIL SPILL INCIDENT DATA SHEET

INCIDENT: ___________________________ DATE: Sept. 30, 1961

LOCATION: Upper Penobscot Area

PRODUCT SPILLED: unknown ESTIMATED QUANTITY: unknown

CIRCUMSTANCES: During an overflight a large number of oil slicks between Sears Island and Stockton Springs Harbor. Greatest concentration was around Northern Chemical Company.

RATE AND NATURE OF CONTAMINATION: Chart of observation on file at Sea and Shore Fisheries

METEOROLOGIC CONDITIONS: Light southerly; visibility good

SPILL MOVEMENT: ___________________________

DURATION: ___________________________

ADDITIONAL INVESTIGATIONS: Similar flight on October 11 - with numerous slick observations - some possibly attributed to various plants, repeat flight April 12 - oil coming from Jarka Docks, Searsport.

SOURCE OF INFORMATION: Maine Department of Sea and Shore Fisheries

ADDITIONAL COMMENTS: ___________________________

__________________________

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OIL SPILL INCIDENT DATA SHEET

INCIDENT: ______________________________________ DATE: April 12, 1962

LOCATION: Penobscot area

PRODUCT SPILLED: ___________________ ESTIMATED QUANTITY ___________________

CIRCUMSTANCES: Air flight over area observed slicks from Jarka Docks, Searsport. There was two ships - one oil tanker, one freighter at docks.

RATE AND NATURE OF CONTAMINATION: ____________________________________________

________________________________________

METEOROLOGIC CONDITIONS: ______________________________________________________

SPILL MOVEMENT: _________________________________________________________________

DURATION: __________________________________________________________

ADDITIONAL INVESTIGATIONS: ______________________________________________________

SOURCE OF INFORMATION: Maine Department of Sea and Shore Fisheries

ADDITIONAL COMMENTS: ____________________________________________________________

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OIL SPILL INCIDENT DATA SHEET

INCIDENT: Northern Gulf (Liberian) Gulf Oil

DATE: Nov. 25, 1963

LOCATION: West Cod Ledge, Casco Bay

PRODUCT SPILLED: Iranian crude (Agha-Jari)

ESTIMATED QUANTITY 20 - 25,000 bbls

5,000 metric tons

CIRCUMSTANCES: Tanker ran aground, much oil rafted out the bay into the ocean.


RATE AND NATURE OF CONTAMINATION: Stranded oil covered 1.6 km² of beach between high and low tides. Five tidal storage lobster pounds of 750,000 capacity with 647,000 lobsters contaminated as well as soft clam areas. Continued on separate page.

METEOROLOGIC CONDITIONS: Clear; NW wind 17.6 km 1 hr; gusts 31.9 km

SPILL MOVEMENT: Much oil rafted out of Casco Bay by strong winds and caught by a small clockwise eddy to Penobscot Bay where a SE gale on Nov 30. drove oil ashore in Friendship-Bristol-Brennan and on to Long Isl.

DURATION:

ADDITIONAL INVESTIGATIONS: On separate page

SOURCE OF INFORMATION: Maine Department of Sea and Shore Fisheries

ADDITIONAL COMMENTS:
All lobster and clams contaminated. Immediate loss of 28,800 lobsters weighing 15.2 m tons in three pounds. Oil trapped in sediment affected clams for over two years and 122 m tons lost. Sampling continued through 1972 showing visible and measurable entrapped residue with strong oily odors when samples of sediment of soft clams examined (JUL 20, 1972). The sample area of Long Island lobster impound is normally isolated from spill effects.

The cost to clean up 412 acres (about 42 miles) of contaminated shoreline was estimated at $3 million not including lobster loss, clam or other shellfish. Total cost including marine life was estimated at $4-7 million.

*Clams tasted of oil for over 2 years as a result of oil in sediments. (Dr. J. Trefethen)

Sampling continues in Simonds' pound area. A reading of 6800 ppm obtained from gas chromatograph in Spring of 1973. Tarry residue still evident on rocks above high water. A visible sheen is present in sediments. (Oil is still evident in the cove north of the pound.)
OIL SPILL INCIDENT DATA SHEET

INCIDENT: S.S. Good Hope (American Oil) DATE: APR 24, 1964

LOCATION: Birch Point, Wiscasset

PRODUCT SPILLED: Unknown ESTIMATED QUANTITY: at least 100 bbls

CIRCUMSTANCES: tanker reportedly was patched with cement and leaking.
Subsequently sailed to Japan with a cargo but was lost at sea with all hands in the Pacific.

RATE AND NATURE OF CONTAMINATION:

METEOROLOGIC CONDITIONS:

SPILL MOVEMENT:

DURATION:

ADDITIONAL INVESTIGATIONS:

SOURCE OF INFORMATION: Mr. Frank Hammond, Wiscasset
letter on file at Maine Department of Sea & Shore Fisheries.

ADDITIONAL COMMENTS:
OIL SPILL INCIDENT DATA SHEET

INCIDENT: ___________________________ DATE: APR 1964

LOCATION: Fort Point, Stockton Springs

PRODUCT SPILLED: Oil & Alum ESTIMATED QUANTITY

CIRCUMSTANCES: persistent overflow of oil from oil pit spilling over the bank into bay.

RATE AND NATURE OF CONTAMINATION: Flats covered in areas of clam production

METEOROLOGIC CONDITIONS: ____________________________

SPILL MOVEMENT: ____________________________

DURATION: ____________________________

ADDITIONAL INVESTIGATIONS: Letter from Mr. Taylor to Mr. MacDonald (EIC), Discontinuing use of oil pit and using a 15,000 gallon tank to reclaim waste oil. Memo Sept. 16, 1964 Dr. Harriman to R. L. Dow.

SOURCE OF INFORMATION: Maine Department of Sea and Shore Fisheries.

ADDITIONAL COMMENTS: ____________________________
OIL SPILL INCIDENT DATA SHEET

INCIDENT: ____________________________ DATE: MAR 1965

LOCATION: Piscataqua River - Portsmouth/Kittery

PRODUCT SPILLED: Crude Oil ESTIMATED QUANTITY 1,000's of gal.

CIRCUMSTANCES: Spill due to improper connection of tanker to fuel dock also barge reportedly spilled oil.

RATE AND NATURE OF CONTAMINATION:

METEOROLOGIC CONDITIONS:

SPILL MOVEMENT:

DURATION:

ADDITIONAL INVESTIGATIONS:

SOURCE OF INFORMATION: Donald Moreau, Portsmouth, New Hampshire

ADDITIONAL COMMENTS:
OIL SPILL INCIDENT DATA SHEET

INCIDENT: ________________________________ DATE: FEB 16, 1966

LOCATION: South Portland

PRODUCT SPILLED: Crude Oil ESTIMATED QUANTITY Unknown

CIRCUMSTANCES: A small amount of oil spilled from an undetermined source, spread to Maine State Pier, a cove between CMP plant and South Portland Bridge, and an area on Fore River.

RATE AND NATURE OF CONTAMINATION:

METEOROLOGIC CONDITIONS:

SPILL MOVEMENT:

DURATION:

ADDITIONAL INVESTIGATIONS:

SOURCE OF INFORMATION: Maine Department of Sea and Shore Fisheries

ADDITIONAL COMMENTS:
OIL SPILL INCIDENT DATA SHEET

INCIDENT: ___________________________________________ DATE: MAY 18, 1966

LOCATION: Curtis Cove, Harpswell, below Navy Fuel Depot

PRODUCT SPILLED: Light fuel ESTIMATED QUANTITY

CIRCUMSTANCES: Upon complaint of Bruce Booker, Sea and Shore Fisheries investigated. Either from a tanker cleaning bilges (APR 19 last tanker) or cleaning activities at depot.

RATE AND NATURE OF CONTAMINATION: Area had oily smell; seaweed at high tide mark had an oily smell, clams by taste test had oily taste.

METEOROLOGIC CONDITIONS:

SPILL MOVEMENT:

DURATION:

ADDITIONAL INVESTIGATIONS:

SOURCE OF INFORMATION: Maine Department of Sea and Shore Fisheries

ADDITIONAL COMMENTS:
OIL SPILL INCIDENT DATA SHEET

INCIDENT: ____________________________________________________________________________

DATE: APR 5, 1967

4:30 p.m.

LOCATION: Marsh River Frankfort

PRODUCT SPILLED: Bunker C ESTIMATED QUANTITY 25 to 3,000 gal.

CIRCUMSTANCES: 10 tank cars of 10,000 gal each were de-railed

RATE AND NATURE OF CONTAMINATION: 500 to 1000 gallons lost before an earth dam was erected.

METEOROLOGIC CONDITIONS: ____________________________________________________________________

SPILL MOVEMENT: ____________________________________________________________________

DURATION: ____________________________________________________________________

ADDITIONAL INVESTIGATIONS: ____________________________________________________________________

SOURCE OF INFORMATION: Maine Department of Sea and Shore Fisheries

ADDITIONAL COMMENTS: ____________________________________________________________________

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OIL SPILL INCIDENT DATA SHEET

INCIDENT: ____________________________________________ DATE: MAY 1, 1967

LOCATION: Rockland Harbor near Marine Colloids

PRODUCT SPILLED: __________________ ESTIMATED QUANTITY: ________________

CIRCUMSTANCES: ____________________________________________

Rate and nature of contamination: Unknown - no discharge but slick persists as water washes ashore.

Meteorologic conditions: ____________________________________________

Spill movement: ____________________________________________

Duration: Oil slick continued for several weeks

Additional investigations: ____________________________________________

Source of information: Maine Environmental Improvement Commission

Additional comments: ____________________________________________
OIL SPILL INCIDENT DATA SHEET

INCIDENT:  Intercontinental (Liberian)  DATE: OCT 15, 1967

LOCATION:  Portland Pier #2

PRODUCT SPILLED:  Venezuelan Crude  ESTIMATED QUANTITY: 30 bbls.

CIRCUMSTANCES:  Emulsifier used to clean up

RATE AND NATURE OF CONTAMINATION:

METEOROLOGIC CONDITIONS:

SPILL MOVEMENT:

DURATION:

ADDITIONAL INVESTIGATIONS:

SOURCE OF INFORMATION:  Portland Press Herald OCT 17, 1967

ADDITIONAL COMMENTS:
OIL SPILL INCIDENT DATA SHEET

INCIDENT:  Eagle Courier - Chevron  
DATE:  DEC 18, 1967

LOCATION:  Portland Harbor, Chevron Oil Pier

PRODUCT SPILLED:  
ESTIMATED QUANTITY  60 bbls

CIRCUMSTANCES:  Leak in hull - gigantic slick

RATE AND NATURE OF CONTAMINATION:  2 miles long - ½ mile width, covered much of Portland Harbor.

METEOROLOGIC CONDITIONS:

SPILL MOVEMENT:

DURATION:

ADDITIONAL INVESTIGATIONS:


ADDITIONAL COMMENTS:
OIL SPILL INCIDENT DATA SHEET

INCIDENT: Dorothy (Liberia)  DATE: APR 9, 1968

LOCATION: Cousins Island (CMP)

PRODUCT SPILLED:  ESTIMATED QUANTITY 4 bbls.

CIRCUMSTANCES: Opened wrong valve

RATE AND NATURE OF CONTAMINATION:

METEOROLOGIC CONDITIONS:

SPILL MOVEMENT:

DURATION:

ADDITIONAL INVESTIGATIONS:

SOURCE OF INFORMATION: U.S. Coast Guard - U.S. Army Corps of Engineers

ADDITIONAL COMMENTS:
OIL SPILL INCIDENT DATA SHEET

INCIDENT: Santa Lucia
LOCATION: Boothbay Harbor

PRODUCT SPILLED: Bilge ESTIMATED QUANTITY 200 gal.

CIRCUMSTANCES: Heavy oil slick noted around vessel and Juliana Dock. Vessel was changing oil and dumping overboard. Second offence in same location. $500 fine.

RATE AND NATURE OF CONTAMINATION: Oil contaminated lobster at Fisherman's co-op. Mr. Brown lost $2000 worth of lobster in storage cars.

METEOROLOGIC CONDITIONS:

SPILL MOVEMENT:

DURATION:

ADDITIONAL INVESTIGATIONS:

SOURCE OF INFORMATION: U. S. Coast Guard

ADDITIONAL COMMENTS:
OIL SPILL INCIDENT DATA SHEET

INCIDENT: ________________________________ DATE: JAN 26, 1969

LOCATION: Back Bay, Portland

PRODUCT SPILLED: Fuel oil  ESTIMATED QUANTITY Approx. 600 gal.

CIRCUMSTANCES: Failure of valve at Forest Park Apartments causing overflow

RATE AND NATURE OF CONTAMINATION: No apparent damage

METEOROLOGIC CONDITIONS:

SPILL MOVEMENT:

DURATION:

ADDITIONAL INVESTIGATIONS: Mr. Roger Fogg reported 600 gal. not 200 gal.

SOURCE OF INFORMATION: Portland Press Herald; report of Jerry Sander
U. S. Coast Guard

ADDITIONAL COMMENTS:
OIL SPILL INCIDENT DATA SHEET

INCIDENT: ________________________________ DATE: AUG 9, 1969

LOCATION: Little Diamond Island, Portland

PRODUCT SPILLED: Bunker C ESTIMATED QUANTITY 210 to 840 gal.

CIRCUMSTANCES: Oil tanker spilled oil of which a portion went ashore on Little Diamond. About 5220 gallons of emulsifiers and dispersants were used over a several day period.

RATE AND NATURE OF CONTAMINATION: Mortalities of shellfish (mussels, periwinkles, soft clams) along an intertidal strip 200 yards long were blamed on chemicals not oil.

METEOROLOGIC CONDITIONS: ________________________________

SPILL MOVEMENT: ________________________________

DURATION: ________________________________


SOURCE OF INFORMATION: Maine Department of Sea and Shore Fisheries

ADDITIONAL COMMENTS: ________________________________

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INCIDENT: Gulf Dane
DATE: JAN 25, 1970

LOCATION: Portland Pipeline #2, Portland

PRODUCT SPILLED: Crude ESTIMATED QUANTITY 15 Gal.

CIRCUMSTANCES: O/B discharge valve

RATE AND NATURE OF CONTAMINATION:

METEOROLOGIC CONDITIONS: Visibility clear, 8 miles, Temperature 31, wind NWr, sea calm, JAN 26 clear, Visibility 8 temp. 30 NW-10

SPILL MOVEMENT:

DURATION:

ADDITIONAL INVESTIGATIONS:

SOURCE OF INFORMATION: U.S. Coast Guard

ADDITIONAL COMMENTS:
OIL SPILL INCIDENT DATA SHEET

INCIDENT: ______________________________ DATE: MAR 24, 1970

LOCATION: Upper Cousins River, Freeport

PRODUCT SPILLED: #2 fuel ESTIMATED QUANTITY 7-7500 gal.

CIRCUMSTANCES: Oil truck dumped fuel accidentally into a gully that drains into a tidal stream.

RATE AND NATURE OF CONTAMINATION: Observed dead fish, clams, worms - polluted a well in Freeport. Killed all finfish, shellfish, and marine plants.

METEOROLOGIC CONDITIONS: ____________________________________________

SPILL MOVEMENT: _______________________________________________________

DURATION: _____________________________________________________________

ADDITIONAL INVESTIGATIONS: After six months the area was still devoid of any plant or animal life - AUG 1970.

SOURCE OF INFORMATION: Maine Department of SEA and Shore Fisheries

ADDITIONAL COMMENTS: ________________________________________________

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OIL SPILL INCIDENT DATA SHEET

INCIDENT: Bernstein & Jacobsen Barge          DATE: JUN 4, 1970

LOCATION: Portland Harbor, Texaco Dock

PRODUCT SPILLED:            ESTIMATED QUANTITY approx. 1 bbl

CIRCUMSTANCES: Oil spilled when 5 bbls were forced under pack
                   pressure through deck valves (hatches) of barges

RATE AND NATURE OF CONTAMINATION: Sorbent type C used

METEOROLOGIC CONDITIONS:

SPILL MOVEMENT:

DURATION:

ADDITIONAL INVESTIGATIONS:

SOURCE OF INFORMATION: Maine Department of Sea and Shore Fisheries,
                       U. S. Coast Guard.

ADDITIONAL COMMENTS:
OIL SPILL INCIDENT DATA SHEET

INCIDENT:__________________________________________ DATE: OCT 25, 1970

LOCATION:________ Long Island, Casco Bay________

PRODUCT SPILLED:________ Light oil (diesel), ESTIMATED QUANTITY 10-20 bbls________

CIRCUMSTANCES:________ King Resources Terminal - Pier - Suspected spills ________

on 20-24 October________

RATE AND NATURE OF CONTAMINATION:________ Slick in Hussey Sound from pier ________

out past overset Island and into Hussey. Slick 150 feet wide________

METEOROLOGIC CONDITIONS:________ Overcast visibility 8 miles, temp. 51, ________

sea calm, wind N-03________

SPILL MOVEMENT:________

DURATION:________

ADDITIONAL INVESTIGATIONS:________

SOURCE OF INFORMATION:________ U. S. Coast Guard________

ADDITIONAL COMMENTS:________

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OIL SPILL INCIDENT DATA SHEET

INCIDENT: ___________________________ DATE: JAN 4, 1971

LOCATION: Harpswell

PRODUCT SPILLED: JP-5 ESTIMATED QUANTITY 15-25 bbls

CIRCUMSTANCES: Faulty valve in dike

RATE AND NATURE OF CONTAMINATION:

METEOROLOGIC CONDITIONS:

SPILL MOVEMENT:

DURATION:

ADDITIONAL INVESTIGATIONS: U. S. Coast Guard cites 3 bbls. in report.

SOURCE OF INFORMATION: Maine Department of Environmental Protection.

ADDITIONAL COMMENTS:
OIL SPILL INCIDENT DATA SHEET

INCIDENT: ______________________________________ DATE: JAN 7, 1971

LOCATION: Hancock - H. R. Joy Company

PRODUCT SPILLED: Gasoline ESTIMATED QUANTITY 9374 gal

CIRCUMSTANCES: Snowmobile broke off storage tank pipe

RATE AND NATURE OF CONTAMINATION: Small amount spilled into Bay

gone in two days.

METEOROLOGIC CONDITIONS:

SPILL MOVEMENT:

DURATION:

ADDITIONAL INVESTIGATIONS:

SOURCE OF INFORMATION: Maine Department of Environmental Protection and
Department of Sea & Shore Fisheries by Mac Richards.

ADDITIONAL COMMENTS:
OIL SPILL INCIDENT DATA SHEET

INCIDENT:_________________________________________ DATE: FEB 15, 1971

LOCATION: Topsham (USN facility)

PRODUCT SPILLED: Lubricating oil ESTIMATED QUANTITY 5 bbls

CIRCUMSTANCES: Escaped from sump. Clean up by Lt. Tom Cooney in Cathance River.

RATE AND NATURE OF CONTAMINATION:

METEOROLOGIC CONDITIONS:

SPILL MOVEMENT:

DURATION:

ADDITIONAL INVESTIGATIONS:

SOURCE OF INFORMATION: Maine Department of Environmental Protection and Department of Sea & Shore Fisheries by Dick Nelson

ADDITIONAL COMMENTS:
OIL SPILL INCIDENT DATA SHEET

INCIDENT: ___________________________________________ DATE: FEB 22, 1971

LOCATION: Bar Harbor - Hall Cove; (Frenchman's Bay Motel)

PRODUCT SPILLED: Fuel oil ESTIMATED QUANTITY 200 gal

CIRCUMSTANCES: Leaked from 10,000 gal storage tanks at Bar Harbor Motel

RATE AND NATURE OF CONTAMINATION: Oil spread for 2.5 miles along Frenchman's Bay. No apparent damage

METEOROLOGIC CONDITIONS: Wind and current dissipated slick

SPILL MOVEMENT: ________________________________

DURATION: ________________________________

ADDITIONAL INVESTIGATIONS: 2/23 Biologist from Sea and Shore Fisheries unable to find visible signs of fuel oil.

SOURCE OF INFORMATION: Portland Press Herald - Department of Environmental Protection Report and Department of Sea & Shore Fisheries by Mac Richards

ADDITIONAL COMMENTS: ________________________________

_______________________________________
_______________________________________
_______________________________________
_______________________________________

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OIL SPILL INCIDENT DATA SHEET

INCIDENT:________________________________________ DATE: MAR 16, 1971

LOCATION: Long Cove, Searsport

PRODUCT SPILLED: JP 5 & No.2 fuel  ESTIMATED QUANTITY ___ 1.5 bbls.
over 5000 gal. were recovered by MAR 22, only part of spill. Other
reports indicate 10,000 gal #2 recovered.
CIRCUMSTANCES: All samples examined in both survey areas - all marine
animals and plants collected contained detectable quantities of petro-
leum hydrocarbons. Analysis indicated continuing spills since MAR 1971
RATE AND NATURE OF CONTAMINATION: Bay MAR 30- 30% of clams in Long Cove
were dead - a loss of $24,000 wholesale value.

METEOROLOGIC CONDITIONS:________________________________________

SPILL MOVEMENT: Oil traced to Sears Island, Browns Head Northport.

Little River (5 miles across Penobscot Bay). Photos showing most of
the slick location taken by Republican Journal.
DURATION: Seeps from culverts continued several months or longer.

ADDITIONAL INVESTIGATIONS: S&SF given study contract by USAF, 23,000 bushe.
standing crop before spill. By AUG 1972 a mortality of 12,000 bushels
reported. Oil was present in 23% of 130 intertidal samples from 1972
survey. Environmental damage continues. Loss of $150,000/year to digger
will continue. 8% residual surviving clams had developed cancerous tumors
in connective tissue gills and gonads.
SOURCE OF INFORMATION: Sea and Shore Fisheries files; U. S. Coast Guard.

ADDITIONAL COMMENTS:________________________________________


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OIL SPILL INCIDENT DATA SHEET

INCIDENT: ___________________________ DATE: APR 21, 1971

LOCATION: Islesboro

PRODUCT SPILLED: Bunker C ESTIMATED QUANTITY ___________________________

CIRCUMSTANCES: Mystery oil spill

RATE AND NATURE OF CONTAMINATION: Covered ½ mile of beach

METEOROLOGIC CONDITIONS: ___________________________

SPILL MOVEMENT: ___________________________

DURATION: ___________________________

ADDITIONAL INVESTIGATIONS: ___________________________


ADDITIONAL COMMENTS: ___________________________
OIL SPILL INCIDENT DATA SHEET

INCIDENT: ___________________________ DATE: MAY 11, 1971

LOCATION: York (Roger F. Young Company, Inc.)

PRODUCT SPILLED: #2 ESTIMATED QUANTITY 100 gal.

CIRCUMSTANCES: Overflow of tank truck

RATE AND NATURE OF CONTAMINATION: "Mystery Spill"

METEOROLOGIC CONDITIONS:

SPILL MOVEMENT:

DURATION:

ADDITIONAL INVESTIGATIONS:

SOURCE OF INFORMATION: Maine Department of Environmental Protection.

ADDITIONAL COMMENTS:

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OIL SPILL INCIDENT DATA SHEET

INCIDENT: Unknown
DATE: MAY 27, 1971

LOCATION: Long Sand Beach in York

PRODUCT SPILLED: Weathered
ESTIMATED QUANTITY: 10 bbls

CIRCUMSTANCES: 

RATE AND NATURE OF CONTAMINATION: Coated area 3-5 feet wide for 2 miles of beach at high tide. More 1½ miles north toward Cape Neddick

METEOROLOGIC CONDITIONS: 

SPILL MOVEMENT: 

DURATION: 

ADDITIONAL INVESTIGATIONS:

SOURCE OF INFORMATION: Portland Press Herald - U. S. Coast Guard.

ADDITIONAL COMMENTS: 

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OIL SPILL INCIDENT DATA SHEET

INCIDENT: Tiberius (Norway) Boston Fuel Co.  DATE: June 6, 1971

LOCATION: Portland

PRODUCT SPILLED: Bunker C  ESTIMATED QUANTITY 10-15 bbls

CIRCUMSTANCES: Operator negligence at pump; "Carelessness"

RATE AND NATURE OF CONTAMINATION: Covered Cushing Island, Willard Beach South Portland, an extensive area of channel and Portland Harbor to Fish point near East End Beach.

METEOROLOGIC CONDITIONS:

SPILL MOVEMENT:

DURATION:

ADDITIONAL INVESTIGATIONS: Inspection DEC 16, 1971 to Cushing Island. All beaches cleaned up - no oil to a depth of 1 foot in Sand. Seaweed growing back 8" long now. Little white shells on rock growing back. Degraded Bunker C seen on larger rocks - hard and weathered.

SOURCE OF INFORMATION:
Maine Department of Environmental Protection, Portland Press Herald, U. S. Coast Guard.

ADDITIONAL COMMENTS:
OIL SPILL INCIDENT DATA SHEET

INCIDENT:__________________________________________ DATE: JUN 28, 1971

LOCATION: Vinal Haven, James C. Calderwood, Inc.

PRODUCT SPILLED: Gasoline ESTIMATED QUANTITY 20-25 gal

CIRCUMSTANCES: Loading hose from truck ruptured

RATE AND NATURE OF CONTAMINATION: Gasoline readily evaporated

METEOROLOGIC CONDITIONS:

SPILL MOVEMENT:

DURATION:

ADDITIONAL INVESTIGATIONS:

SOURCE OF INFORMATION: Maine Department of Environmental Protection.

ADDITIONAL COMMENTS:

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OIL SPILL INCIDENT DATA SHEET

INCIDENT: _______________________________ DATE: AUG 21, 1971

LOCATION: Prospect Harbor

PRODUCT SPILLED: Gasoline ESTIMATED QUANTITY 6000 gal

CIRCUMSTANCES: Spilled by a truck

RATE AND NATURE OF CONTAMINATION:

METEOROLOGIC CONDITIONS:

SPILL MOVEMENT:

DURATION:

ADDITIONAL INVESTIGATIONS:

SOURCE OF INFORMATION: Portland Press Herald and Maine Department of Sea & Shore Fisheries by Mac Richards.

ADDITIONAL COMMENTS:
OIL SPILL INCIDENT DATA SHEET

INCIDENT: ___________________________________________ DATE: SEP 4, 1971

LOCATION: Red Beach, St. Croix River

PRODUCT SPILLED: Diesel ESTIMATED QUANTITY 20 gal.

CIRCUMSTANCES: Mystery Spill

RATE AND NATURE OF CONTAMINATION:

METEOROLOGIC CONDITIONS:

SPILL MOVEMENT:

DURATION:

ADDITIONAL INVESTIGATIONS:

SOURCE OF INFORMATION: Maine Department of Environmental Protection.

ADDITIONAL COMMENTS:
OIL SPILL INCIDENT DATA SHEET

INCIDENT: Francis S. Bushey  DATE: SEP 20, 1971

LOCATION: Odom Ledge, Brooksville

PRODUCT SPILLED: Oily ballast water  ESTIMATED QUANTITY: Unknown

CIRCUMSTANCES: Vessel grounded, tore open bottom, refloated after pumped out. 11 Tanks ruptured.

RATE AND NATURE OF CONTAMINATION: Mill Cove covered with light film on beach

METEOROLOGIC CONDITIONS:

SPILL MOVEMENT:

DURATION:

ADDITIONAL INVESTIGATIONS: USCG reported that up to 6000 bbis of raw water with ballast discharged at grounding. Thin film of JP found 3/4 of a mile from ledge. At least 500 gal JP-2 lost. No contamination in Morse Cove on Mill Cove.

SOURCE OF INFORMATION: Maine Department of Environmental Protection/U. S. Coast Guard

ADDITIONAL COMMENTS:

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OIL SPILL INCIDENT DATA SHEET

INCIDENT: CG Cowslip

DATE: SEP 23, 1971

LOCATION: Halfway Rock

PRODUCT SPILLED: #2 Diesel

ESTIMATED QUANTITY 113 gal

CIRCUMSTANCES: Hose ruptured

RATE AND NATURE OF CONTAMINATION:

METEOROLOGIC CONDITIONS:

SPILL MOVEMENT:

DURATION:

ADDITIONAL INVESTIGATIONS:

SOURCE OF INFORMATION: Maine Department of Environmental Protection and U. S. Coast Guard.

ADDITIONAL COMMENTS:
OIL SPILL INCIDENT DATA SHEET

INCIDENT: MT Canto                                      DATE: SEP 30, 1971

LOCATION: Portland PPL #2

PRODUCT SPILLED: Fuel oil                                ESTIMATED QUANTITY ½ bbls

CIRCUMSTANCES: Pump lost suction; on OCT 1, same vessel spilled spilled crude 3 bbls due to a leak in O/B discharge

RATE AND NATURE OF CONTAMINATION:

METEOROLOGIC CONDITIONS:

SPILL MOVEMENT:

DURATION:

ADDITIONAL INVESTIGATIONS:

SOURCE OF INFORMATION: Maine Department of Environmental Protection.

ADDITIONAL COMMENTS:
OIL SPILL INCIDENT DATA SHEET

INCIDENT: ____________________________ DATE: OCT 1, 1971

LOCATION: Rockport

PRODUCT SPILLED: #6 fuel ESTIMATED QUANTITY 8000 gal

CIRCUMSTANCES: Tank truck spilled contents but a dam prevented any from getting into harbor

RATE AND NATURE OF CONTAMINATION:

METEOROLOGIC CONDITIONS:

SPILL MOVEMENT:

DURATION:

ADDITIONAL INVESTIGATIONS:


ADDITIONAL COMMENTS:
OIL SPILL INCIDENT DATA SHEET

INCIDENT: ____________________________ DATE: OCT 15, 1971

LOCATION: Eastport Harbor, Holmes Packing Plant

PRODUCT SPILLED: Bunker C ESTIMATED QUANTITY 50 gal

CIRCUMSTANCES: Leaked from the boiler room of the plant. DEP records state "Suspect sabotage to boiler" USCG states furnace nozzle removed and approx. 35 gal/hour sprayed through night of OCT 15.

RATE AND NATURE OF CONTAMINATION: Beach covered. Sea Coast Service esti. 150 gallons on rocks alone.

METEOROLOGIC CONDITIONS:

SPILL MOVEMENT: Oil reached breakwater OCT 17.

DURATION: Continued into OCT 16 and OCT 17

ADDITIONAL INVESTIGATIONS:


ADDITIONAL COMMENTS:
OIL SPILL INCIDENT DATA SHEET

INCIDENT: ________________________________ DATE: OCT 18-19, 1971

LOCATION: Searsport USAF (Pol)

PRODUCT SPILLED: JP-4 ESTIMATED QUANTITY Unknown

CIRCUMSTANCES: Malfunctioning of gaskets in chicks and boom while off loading vessel

RATE AND NATURE OF CONTAMINATION: ________________________________

METEOROLOGIC CONDITIONS: ________________________________

SPILL MOVEMENT: ________________________________

DURATION: Two days

ADDITIONAL INVESTIGATIONS: ________________________________

SOURCE OF INFORMATION: Maine Department of Environmental Protection

ADDITIONAL COMMENTS: ________________________________

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OIL SPILL INCIDENT DATA SHEET

INCIDENT: ____________________________ DATE: OCT 28, 1971

LOCATION: Rockland Harbor, Town Sewer

PRODUCT SPILLED: Oil ESTIMATED QUANTITY 2 gals

CIRCUMSTANCES:

__________________________________________

__________________________________________

RATE AND NATURE OF CONTAMINATION:

__________________________________________

__________________________________________

METEOROLOGIC CONDITIONS:

__________________________________________

SPILL MOVEMENT:

__________________________________________

DURATION:

__________________________________________

ADDITIONAL INVESTIGATIONS:

__________________________________________

SOURCE OF INFORMATION: Maine Department of Environmental Protection

ADDITIONAL COMMENTS:

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OIL SPILL INCIDENT DATA SHEET

INCIDENT: ________________________________ DATE: NOV 22, 1971

LOCATION: Bath area

PRODUCT SPILLED: #2 ESTIMATED QUANTITY 4770 gal

CIRCUMSTANCES: Tank truck overturned on I-95 (NOV 16, 1971) spill

found way into Kennebec River.

RATE AND NATURE OF CONTAMINATION:

METEOROLOGIC CONDITIONS:

SPILL MOVEMENT:

DURATION:

ADDITIONAL INVESTIGATIONS:

SOURCE OF INFORMATION: Maine Department of Environmental Protection.

ADDITIONAL COMMENTS:

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OIL SPILL INCIDENT DATA SHEET

INCIDENT: ______________________________ DATE: DEC 16, 1971

LOCATION: St. Regis Paper Company

PRODUCT SPILLED: #6 ESTIMATED QUANTITY 15-20 gal

CIRCUMSTANCES: Human error - boomed and absorbed

RATE AND NATURE OF CONTAMINATION: ______________________________

METEOROLOGIC CONDITIONS: ______________________________

SPILL MOVEMENT: ______________________________

DURATION: ______________________________

ADDITIONAL INVESTIGATIONS: ______________________________

SOURCE OF INFORMATION: Maine Department of Environmental Protection

ADDITIONAL COMMENTS: ______________________________
OIL SPILL INCIDENT DATA SHEET

INCIDENT: ________________________________ DATE: JAN 2, 1972

LOCATION: Rockland Harbor

PRODUCT SPILLED: Unknown ESTIMATED QUANTITY Unknown

CIRCUMSTANCES: Mystery reported by CG

RATE AND NATURE OF CONTAMINATION: Spill went out with tide

METEOROLOGIC CONDITIONS: ________________________________

SPILL MOVEMENT: ________________________________

DURATION: ________________________________

ADDITIONAL INVESTIGATIONS: ________________________________

SOURCE OF INFORMATION: Maine Department of Environmental Protection.

ADDITIONAL COMMENTS: ________________________________

- 115 -
OIL SPILL INCIDENT DATA SHEET

INCIDENT:___________________________________________DATE: JAN 4, 1972

LOCATION: South Portland (Cities Service Oil Company)

PRODUCT SPILLED: Gasoline ESTIMATED QUANTITY: CG 100 gal DEP 2000 gal

CIRCUMSTANCES: Underground flange and seal broke, reported at 1545.

RATE AND NATURE OF CONTAMINATION: No booming. Gasoline moved out of harbor. Estimated 100 gal was on the water at 1600. By 1800 most of spill was gone.

METEOROLOGIC CONDITIONS:

SPILL MOVEMENT: Spill dispersed out of harbor by wind and tide

DURATION:

ADDITIONAL INVESTIGATIONS:

SOURCE OF INFORMATION: Maine Department of Environmental Protection

ADDITIONAL COMMENTS:

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OIL SPILL INCIDENT DATA SHEET

INCIDENT: ___________________________ DATE: JAN 13, 1972

LOCATION: Mackworth Island, Portland

PRODUCT SPILLED: Unknown ESTIMATED QUANTITY ½ bbl

CIRCUMSTANCES: Mystery spill

RATE AND NATURE OF CONTAMINATION:

METEOROLOGIC CONDITIONS:

SPILL MOVEMENT: Oil spread thinly over a great area of island.

DURATION:

ADDITIONAL INVESTIGATIONS:

SOURCE OF INFORMATION: Maine Department of Environmental Protection

ADDITIONAL COMMENTS:
OIL SPILL INCIDENT DATA SHEET

INCIDENT: JUDY ANN

DATE: JAN 24, 1972

LOCATION: Bailey Island, MacKerel Cove

PRODUCT SPILLED: Diesel oil

ESTIMATED QUANTITY: 50 gal

CIRCUMSTANCES: Overflow by pumping from Merrill tank to US/CTK Judy Ann.

RATE AND NATURE OF CONTAMINATION:

METEOROLOGIC CONDITIONS:

SPILL MOVEMENT:

DURATION:

ADDITIONAL INVESTIGATIONS:

SOURCE OF INFORMATION: U. S. Coast Guard/ Maine Department of Sea & Shore Fisheries, "Attorney general would not prosecute since vessel had no record of previous spills."

ADDITIONAL COMMENTS:
OIL SPILL INCIDENT DATA SHEET

INCIDENT: Coastal tanker Captain Sam (Texaco)  DATE: FEB 1, 1972

LOCATION: Portland harbor

PRODUCT SPILLED: #2 & Bunker C  ESTIMATED QUANTITY 4500 gal

CIRCUMSTANCES: Pumping negligence in shifting from tanks. Deck hand relieved of duties.

RATE AND NATURE OF CONTAMINATION: Threat to surface feeding ducks; large flocks noted off Ram Island. At least 3500 gal ran out into Fore River. Pump rate 1600 qpm. Over 5 miles of shore covered.

METEOROLOGIC CONDITIONS: Temp 16°, visibility 10 miles; winds N 5-10 sea calm.

SPILL MOVEMENT: "Oil had settled in the ice making clean-up impossible. However, USCG reported 1000 to 1500 gal cleaned up. Remaining oil dispersed with wind/tide - some remained in ice.

DURATION:

ADDITIONAL INVESTIGATIONS: Largest spill since OCT 70, 30-40 k gal*

SOURCE OF INFORMATION: Portland Press Herald, 2/2/72; Maine Department of Environmental Protection.

ADDITIONAL COMMENTS:

*Average spill has been 5-10 bbls. Penalty $2000.00
OIL SPILL INCIDENT DATA SHEET

INCIDENT: ____________________________________________ DATE: FEB 2, 1972

LOCATION: Texaco spill area of FEB 1, South Portland

PRODUCT SPILLED: #6 ESTIMATED QUANTITY CG 10-20 bbls DEP +20 bbls

CIRCUMSTANCES: Mystery spill. Area covered previous day by #2, was thick with #6

RATE AND NATURE OF CONTAMINATION: Heavy pockets along shore. Sorbant C used. S.O.S. picked up 6,000 gal of slop oil. Part is from Texaco spill FEB 1 - 50% is water.

METEOROLOGIC CONDITIONS: __________________________________________

SPILL MOVEMENT: __________________________________________

DURATION: __________________________________________

ADDITIONAL INVESTIGATIONS: __________________________________________

SOURCE OF INFORMATION: Maine Department of Environmental Protection

ADDITIONAL COMMENTS: __________________________________________

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OIL SPILL INCIDENT DATA SHEET

INCIDENT: _______________________________ DATE: FEB 11, 1972

LOCATION: Ellsworth Union River

PRODUCT SPILLED: #2 ESTIMATED QUANTITY 360 gal

CIRCUMSTANCES: Underground tank ruptured

RATE AND NATURE OF CONTAMINATION: Clean-up moderately successful

METEOROLOGIC CONDITIONS: ________________________________

SPILL MOVEMENT: ______________________________________

DURATION: ________________________________

ADDITIONAL INVESTIGATIONS: ________________________________

SOURCE OF INFORMATION: Maine Department of Environmental Protection

ADDITIONAL COMMENTS: ________________________________

- 121 -
OIL SPILL INCIDENT DATA SHEET

INCIDENT: ___________________________ DATE: FEB 19, 1972

LOCATION: Mantinicius

PRODUCT SPILLED: Diesel ESTIMATED QUANTITY 50 gal

CIRCUMSTANCES: Storm tore dock lines

RATE AND NATURE OF CONTAMINATION:

METEOROLOGIC CONDITIONS:

SPILL MOVEMENT:

DURATION:

ADDITIONAL INVESTIGATIONS:

SOURCE OF INFORMATION: Maine Department of Environmental Protection, U. S. Coast Guard

ADDITIONAL COMMENTS:

- 122 -
OIL SPILL INCIDENT DATA SHEET

INCIDENT: ______________________ DATE: FEB 23, 1972

LOCATION: Topsham Pejepscot Paper Company

PRODUCT SPILLED: #6 ESTIMATED QUANTITY 5000gal

CIRCUMSTANCES: The hose broke while loading tank cars

RATE AND NATURE OF CONTAMINATION:

METEOROLOGIC CONDITIONS:

SPILL MOVEMENT:

DURATION:

ADDITIONAL INVESTIGATIONS:

SOURCE OF INFORMATION: Maine Department of Environmental Protection

ADDITIONAL COMMENTS:
OIL SPILL INCIDENT DATA SHEET

INCIDENT: _______________________________ DATE: APR 19, 1972

LOCATION: Damariscotta Weeks - Waltz Motors Inn

PRODUCT SPILLED: Waste oil ESTIMATED QUANTITY Unknown

CIRCUMSTANCES: Dumping waste oil on Damariscotta River bank

RATE AND NATURE OF CONTAMINATION: _______________________________

METEOROLOGIC CONDITIONS: _______________________________

SPILL MOVEMENT: _______________________________

DURATION: _______________________________

ADDITIONAL INVESTIGATIONS: _______________________________

SOURCE OF INFORMATION: Maine Department of Environmental Protection

ADDITIONAL COMMENTS: _______________________________
OIL SPILL INCIDENT DATA SHEET

INCIDENT: Overseas Adventurer
DATE: APR 24, 1972

LOCATION: Searsport (C.H. Sprague)

PRODUCT SPILLED: #6
ESTIMATED QUANTITY: Unknown

CIRCUMSTANCES:

RATE AND NATURE OF CONTAMINATION: Beach removed

METEOROLOGIC CONDITIONS:

SPILL MOVEMENT:

DURATION:

ADDITIONAL INVESTIGATIONS:

SOURCE OF INFORMATION: Maine Department of Environmental Protection

ADDITIONAL COMMENTS:

- 125 -
OIL SPILL INCIDENT DATA SHEET

INCIDENT: __________________________ DATE: MAY 5, 1972

LOCATION: Bath, Berts Oil Service

PRODUCT SPILLED: #2 ESTIMATED QUANTITY Unknown

CIRCUMSTANCES: Overflowing tanks

RATE AND NATURE OF CONTAMINATION: Gravel removed from stream bank

METEOROLOGIC CONDITIONS: __________________________

SPILL MOVEMENT: __________________________

DURATION: __________________________

ADDITIONAL INVESTIGATIONS: __________________________

SOURCE OF INFORMATION: Maine Department of Environmental Protection

ADDITIONAL COMMENTS: __________________________
OIL SPILL INCIDENT DATA SHEET

INCIDENT: _____________________________ DATE: MAY 9, 1972

LOCATION: Camden

PRODUCT SPILLED: Oil slick fuel  ESTIMATED QUANTITY  Unknown

CIRCUMSTANCES: Oil slick reported - but no source found

RATE AND NATURE OF CONTAMINATION:

METEOROLOGIC CONDITIONS:

SPILL MOVEMENT:

DURATION:

ADDITIONAL INVESTIGATIONS:

SOURCE OF INFORMATION: Maine Department of Environmental Protection

ADDITIONAL COMMENTS:
OIL SPILL INCIDENT DATA SHEET

INCIDENT: ________________________________ DATE: MAY 26, 1972

LOCATION: Old Town (Penobscot Company)

PRODUCT SPILLED: __________________________ ESTIMATED QUANTITY

CIRCUMSTANCES: Pumping out sump into drain culvert that empties into river.

RATE AND NATURE OF CONTAMINATION:

METEOROLOGIC CONDITIONS:

SPILL MOVEMENT:

DURATION:

ADDITIONAL INVESTIGATIONS:

SOURCE OF INFORMATION: Maine Department of Environmental Protection

ADDITIONAL COMMENTS:
OIL SPILL INCIDENT DATA SHEET

INCIDENT: _______________________________ DATE: MAY 31, 1972

LOCATION: Swans Island, Mertic Morrison

PRODUCT SPILLED: Kerosene ESTIMATED QUANTITY Unknown

CIRCUMSTANCES: ________________________________________________

______________________________________________________________

RATE AND NATURE OF CONTAMINATION: Beach removed and oil burned off rocks

______________________________________________________________

METEOROLOGIC CONDITIONS: _____________________________________

______________________________________________________________

SPILL MOVEMENT: ______________________________________________

______________________________________________________________

DURATION: _____________________________________________________

______________________________________________________________

ADDITIONAL INVESTIGATIONS:_____________________________________

______________________________________________________________

SOURCE OF INFORMATION: Maine Department of Environmental Protection

______________________________________________________________

ADDITIONAL COMMENTS: _________________________________________

______________________________________________________________

______________________________________________________________

______________________________________________________________

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OIL SPILL INCIDENT DATA SHEET

INCIDENT: ________________________________ DATE: JUN 29, 1972

LOCATION: Machias, Mawhinee Ford Company

PRODUCT SPILLED: Waste oil ESTIMATED QUANTITY Unknown

CIRCUMSTANCES: Dumping waste lube oil on river bank

RATE AND NATURE OF CONTAMINATION: Action: River bank cleaned and new gravel replaced.

METEOROLOGIC CONDITIONS:

SPILL MOVEMENT:

DURATION:

ADDITIONAL INVESTIGATIONS:

SOURCE OF INFORMATION: Maine Department of Environmental Protection

ADDITIONAL COMMENTS:
OIL SPILL INCIDENT DATA SHEET

INCIDENT: __________________________ DATE: 4/28 to 8/7/72

LOCATION: Camden Harbor

PRODUCT SPILLED: #2 ESTIMATED QUANTITY Unknown

CIRCUMSTANCES: Unknown mystery spill – under investigation

RATE AND NATURE OF CONTAMINATION:

METEOROLOGIC CONDITIONS:

SPILL MOVEMENT:

DURATION:

ADDITIONAL INVESTIGATIONS:

SOURCE OF INFORMATION: Maine Department of Environmental Protection

ADDITIONAL COMMENTS:
OIL SPILL INCIDENT DATA SHEET

INCIDENT: TAMANO (Norway) Texaco

DATE: JUL 22, 1972

LOCATION: Portland Harbor

PRODUCT SPILLED: #6 oil  ESTIMATED QUANTITY 100,000 gal to as high as 578,000 gal

CIRCUMSTANCES:

RATE AND NATURE OF CONTAMINATION: 46 miles of coast affected - 18 island investigated. Inter-tidal zone affected by smothering and toxicity

METEOROLOGIC CONDITIONS:

SPILL MOVEMENT:

DURATION:

ADDITIONAL INVESTIGATIONS: (All official records restricted due to litigative

Later estimates of volume suggest that the tank ripped by grounding may have discharged entire contents of 13,000 bbls (578,000 gallons)

SOURCE OF INFORMATION: Portland Press Herald; Maine Department of Sea & Shore Fisheries; U. S. Coast Guard.

ADDITIONAL COMMENTS:

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OIL SPILL INCIDENT DATA SHEET

INCIDENT: Aquario (Liberian) American oil
DATE: AUG 12, 1972

LOCATION:

PRODUCT SPILLED: #6 and #2 ESTIMATED QUANTITY 3000 to 5000 gal (1500 recovered)

CIRCUMSTANCES: Illegal discharge of bilge - discharge on deck during ballast

RATE AND NATURE OF CONTAMINATION: small patches of oil on hourse on Chebeague Island, some fresh oil on Cousins, Diamond, Long, and Little Diamond Islands. Little Diamond was hit worse.

METEOROLOGIC CONDITIONS: OVE, VSB 6, wind 5-10 sea 5. Wind south 2 knots

SPILL MOVEMENT: Two oil slicks off South of Little Diamond and House Island moving toward Peakes Island; SW&N side of Long Island into Chandler Cove; long slick Anchorage A to Clapboard Island,

DURATION: Clean-up lasted until AUG 16 - estimated at $17,500

ADDITIONAL INVESTIGATIONS: Slick movement on AUG 13 - the worst contaminated area was Little Diamond Island

SOURCE OF INFORMATION: Portland Press Herald August 15/ Maine Department of Environmental Protection and Maine Department of Sea and Shore Fisheries.

ADDITIONAL COMMENTS:

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OIL SPILL INCIDENT DATA SHEET

INCIDENT: Mearl Corporation

DATE: AUG 16, 1972

LOCATION: Eastport Maine, Broad Cove

PRODUCT SPILLED: Bunker C

ESTIMATED QUANTITY: 40 to 150 gal

CIRCUMSTANCES: Leaking from plant boiler room. Plant manager states situation lasted 5 years.

RATE AND NATURE OF CONTAMINATION: 20 X 20 foot area of shoreline saturated. AUG 17 portions of beach covered.

METEOROLOGIC CONDITIONS: Unknown

SPILL MOVEMENT:

DURATION: AUG 17 blanket of shore continued

ADDITIONAL INVESTIGATIONS: three pollution reports

SOURCE OF INFORMATION: U. S. Coast Guard

ADDITIONAL COMMENTS:
OIL SPILL INCIDENT DATA SHEET

INCIDENT: _______________________________ DATE: AUG 17, 1972

LOCATION: Eastport (Mearl Cannery)

PRODUCT SPILLED: #6 ESTIMATED QUANTITY Unknown

CIRCUMSTANCES: Overflowing tank

RATE AND NATURE OF CONTAMINATION: Fresh oil cleaned with straw; weathered clean with Bacto-zine

METEOROLOGIC CONDITIONS: _______________________________

SPILL MOVEMENT: _______________________________

DURATION: Spill was the result of many overflows

ADDITIONAL INVESTIGATIONS: _______________________________

SOURCE OF INFORMATION: Maine Department of Environmental Protection

ADDITIONAL COMMENTS: _______________________________
OIL SPILL INCIDENT DATA SHEET

INCIDENT: ___________________________ DATE: SEP 12, 1972

LOCATION: Lermand Cove, Rockland

PRODUCT SPILLED: Bunker C ESTIMATED QUANTITY 250 gal

CIRCUMSTANCES: A leak from the heating system of a school

RATE AND NATURE OF CONTAMINATION: Absorbed with straw

METEOROLOGIC CONDITIONS: ___________________________

SPILL MOVEMENT: ___________________________

DURATION: ___________________________

ADDITIONAL INVESTIGATIONS: ___________________________


ADDITIONAL COMMENTS: ___________________________
OIL SPILL INCIDENT DATA SHEET

INCIDENT: CGC Cowslip

LOCATION: Southwest Harbor

PRODUCT SPILLED: #2 ESTIMATED QUANTITY 20 gal.

CIRCUMSTANCES: Overflowing tank while refueling

RATE AND NATURE OF CONTAMINATION: Unable to contain on the ebbing tide

METEOROLOGIC CONDITIONS:

SPILL MOVEMENT:

DURATION:

ADDITIONAL INVESTIGATIONS:

SOURCE OF INFORMATION: Maine Department of Environmental Protection

ADDITIONAL COMMENTS:
OIL SPILL INCIDENT DATA SHEET

INCIDENT: ___________________________________________ DATE: OCT 26, 1972

LOCATION: Searsport, Moose Point State Park

PRODUCT SPILLED: #6 ESTIMATED QUANTITY less 15 gals

CIRCUMSTANCES: Mystery oil spill deposited at high water mark - over 100 yards - spotty - to scattered to clean up

RATE AND NATURE OF CONTAMINATION: Liberty Importer in vicinity

METEOROLOGIC CONDITIONS: ______________________________________

SPILL MOVEMENT: ____________________________________________

DURATION: ____________________________________________________

ADDITIONAL INVESTIGATIONS: __________________________________

SOURCE OF INFORMATION: Maine Department of Environmental Protection

ADDITIONAL COMMENTS: ________________________________________

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OIL SPILL INCIDENT DATA SHEET

INCIDENT: Texaco Maine
LOCATION: PPL #2 Portland
PRODUCT SPILLED: Bunker C
ESTIMATED QUANTITY: 10 bbls recovered
CIRCUMSTANCES: Leak due to ruptured discharge line 13' below water.
RATE AND NATURE OF CONTAMINATION: 1-2 bbls in water. 2nd spill due
to negligence of watch personnel. Estimated 3 gal.
METEOROLOGIC CONDITIONS: Rain, VSB 2, temp. 42, WD 15 sea moderate
SPILL MOVEMENT:
DURATION: Leak continued, is contained, total spill 5 bbls
ADDITIONAL INVESTIGATIONS:
SOURCE OF INFORMATION: U.S. Coast Guard, Fine $500.
ADDITIONAL COMMENTS:
OIL SPILL INCIDENT DATA SHEET

INCIDENT: _______________________________ DATE: NOV 4, 1972

LOCATION: CAMDEN - Harbor side west

PRODUCT SPILLED: Gasoline ESTIMATED QUANTITY 3 gal

CIRCUMSTANCES: Leak in tank

RATE AND NATURE OF CONTAMINATION:

METEOROLOGIC CONDITIONS:

SPILL MOVEMENT:

DURATION:

ADDITIONAL INVESTIGATIONS:

SOURCE OF INFORMATION: Maine Department of Environmental Protection

ADDITIONAL COMMENTS:
OIL SPILL INCIDENT DATA SHEET

INCIDENT: __________________________________________ DATE: NOV 25, 1972

LOCATION: Rockland - McLoon Oil Company - storage tank

PRODUCT SPILLED: Diesel fuel ESTIMATED QUANTITY 500 gal

CIRCUMSTANCES: Check safety values removed allowing oil to spill

__________________________

RATE AND NATURE OF CONTAMINATION:

__________________________

METEOROLOGIC CONDITIONS: Wind moved spill

__________________________

SPILL MOVEMENT: reached 2/3 of way to breakwater - estimated 400 yards wide - USCG tried to move it out of harbor

DURATION:

__________________________

ADDITIONAL INVESTIGATIONS:

__________________________

SOURCE OF INFORMATION: Portland Press Herald

__________________________

ADDITIONAL COMMENTS:

__________________________

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OIL SPILL INCIDENT DATA SHEET

INCIDENT: ALTON A  DATE: DEC 6, 1972

LOCATION: Cape Elizabeth, Trundy Point

PRODUCT SPILLED: Diesel  ESTIMATED QUANTITY Unknown

CIRCUMSTANCES: Dragger went ashore in high seas - no clean-up possible or deemed necessary.

RATE AND NATURE OF CONTAMINATION: 

METEOROLOGIC CONDITIONS: 

SPILL MOVEMENT: 

DURATION: 

ADDITIONAL INVESTIGATIONS: 

SOURCE OF INFORMATION: Maine Department of Environmental Protection

ADDITIONAL COMMENTS: 
OIL SPILL INCIDENT DATA SHEET


LOCATION: Brewer

PRODUCT SPILLED: #1 and #2 ESTIMATED QUANTITY 600 gal
Est. Skipper: 200-300 gal
Est. USCG: 1000-1500 gal

CIRCUMSTANCES: River flow at 7 knots and ice pack forced slip
ice 3 inches 30% cover

RATE AND NATURE OF CONTAMINATION: No oil on beaches sufficient to sample

METEOROLOGIC CONDITIONS: Temp. 35°F

SPILL MOVEMENT: Dissipated by flow. Sheen visible from Brewer to
Winterport.

DURATION:

ADDITIONAL INVESTIGATIONS:

SOURCE OF INFORMATION: U. S. Coast Guard

ADDITIONAL COMMENTS:
OIL SPILL INCIDENT DATA SHEET

INCIDENT: Tanker ESSO EDINBURGH (UK)  DATE: January 9, 1973

LOCATION: Portland Harbor

PRODUCT SPILLED: Crude  ESTIMATED QUANTITY 15-20 gal.

CIRCUMSTANCES:

RATE AND NATURE OF CONTAMINATION:

METEOROLOGIC CONDITIONS: Clear, visib. 5, wind - calm, temperature - 10°F

SPILL MOVEMENT:

DURATION:

ADDITIONAL INVESTIGATIONS:

SOURCE OF INFORMATION: U. S. Coast Guard

ADDITIONAL COMMENTS:
OIL SPILL INCIDENT DATA SHEET

INCIDENT: Mystery spill

DATE: January 17, 1973

LOCATION: Portland

PRODUCT SPILLED: bilge oil
ESTIMATED QUANTITY: 300 gal.

CIRCUMSTANCES: unknown

RATE AND NATURE OF CONTAMINATION:

METEOROLOGIC CONDITIONS: clear - visib. 5-10 miles, temperature 43°
sea calm.

SPILL MOVEMENT:
oil dispersed by tide

DURATION:

ADDITIONAL INVESTIGATIONS: 6 samples forwarded to Mr. Coulon of Environmental Protection Agency, Boston.

SOURCE OF INFORMATION: U.S. Coast Guard

ADDITIONAL COMMENTS:
OIL SPILL INCIDENT DATA SHEET

INCIDENT: OLYMPIC GARLAND

LOCATION: 

PRODUCT SPILLED: 

ESTIMATED QUANTITY: 

CIRCUMSTANCES: U. S. Coast Guard sighting of oil discharge within 50 mile limit by vessel. 4247N 6945W - slick 10 mi. x 100 yds. trailing - no pictures.

RATE AND NATURE OF CONTAMINATION: 

METEOROLOGIC CONDITIONS: 

SPILL MOVEMENT: 

DURATION: 

ADDITIONAL INVESTIGATIONS: 

SOURCE OF INFORMATION: U. S. Coast Guard

ADDITIONAL COMMENTS: 

- 146 -
OIL SPILL INCIDENT DATA SHEET

INCIDENT: Tanker EFPLIA (LT)      DATE: Feb. 8, 1973

LOCATION: Portland Pipe Line #2 Portland

PRODUCT SPILLED: Crude  ESTIMATED QUANTITY 2 gal.

CIRCUMSTANCES: Deck spill run off through scuppers

RATE AND NATURE OF CONTAMINATION:

METEOROLOGIC CONDITIONS: Rain, visib 1, temperature 32°, wind calm, sea calm.

SPILL MOVEMENT: minor - no clean-up

DURATION:

ADDITIONAL INVESTIGATIONS:

SOURCE OF INFORMATION: U. S. Coast Guard

ADDITIONAL COMMENTS:

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OIL SPILL INCIDENT DATA SHEET

INCIDENT: OVERSEAS VIVIAN (US)   DATE: Feb. 20, 1973

LOCATION: Chevron Oil Dock, South Portland

PRODUCT SPILLED: #2  ESTIMATED QUANTITY 1,000 gal.

CIRCUMSTANCES: Suspect leaking tank, ship to offload all oil on Hussey Sound

RATE AND NATURE OF CONTAMINATION: 5 gal. per minute for 3 hours - 0945 to 1245.

METEOROLOGIC CONDITIONS: Clear, visibility 1-5 miles, temperature 42°F, wind 0°, sea calm.

SPILL MOVEMENT:

DURATION:

ADDITIONAL INVESTIGATIONS:

SOURCE OF INFORMATION: U.S. Coast Guard

ADDITIONAL COMMENTS:
OIL SPILL INCIDENT DATA SHEET

INCIDENT: Tanker GIMBLEVANG (NO) 

DATE: Feb. 27, 1973

LOCATION: Portland Pipe Line #2, South Portland

PRODUCT SPILLED: #6 ESTIMATED QUANTITY 21 gal.

CIRCUMSTANCES: Overfill of the day tank

RATE AND NATURE OF CONTAMINATION:

METEOROLOGIC CONDITIONS: clear, visibility 10 miles, wind N. 10, sea moderate, temperature 02 °

SPILL MOVEMENT:

DURATION:

ADDITIONAL INVESTIGATIONS:

SOURCE OF INFORMATION: U. S. Coast Guard

ADDITIONAL COMMENTS:
INCIDENT: Unknown - fishing dragger          DATE: March 4, 1973

LOCATION: Boothbay Harbor (innerharbor) at Blakes Marine

PRODUCT SPILLED: Bilge oil          ESTIMATED QUANTITY

CIRCUMSTANCES: vessel pumped out in harbor; reporting person refused to give name or vessel name. U.S. Coast Guard found a thin film of oil. Sample taken.

RATE AND NATURE OF CONTAMINATION:

METEOROLOGIC CONDITIONS:

SPILL MOVEMENT:

DURATION:

ADDITIONAL INVESTIGATIONS:

SOURCE OF INFORMATION: U.S. Coast Guard

ADDITIONAL COMMENTS:
OIL SPILL INCIDENT DATA SHEET

INCIDENT: Knowlton Machine Company

DATE: March 8, 1973

LOCATION: Westbrook

PRODUCT SPILLED: #2

ESTIMATED QUANTITY: 500 gal.

CIRCUMSTANCES: overflow of tank during transfer

RATE AND NATURE OF CONTAMINATION: 300 gallons flowed into Presumpscot River

METEOROLOGIC CONDITIONS: Rain, fog, visibility 1 mile, temperature 50°F

SPILL MOVEMENT:

DURATION:

ADDITIONAL INVESTIGATIONS:

SOURCE OF INFORMATION: U. S. Coast Guard

ADDITIONAL COMMENTS:
OIL SPILL INCIDENT DATA SHEET

INCIDENT:  Tanker PHILIPPA (LT)  DATE:  March 8, 1973

LOCATION:  Portland Pipe Line #2, South Portland

PRODUCT SPILLED:  ESTIMATED QUANTITY:  sheen

CIRCUMSTANCES:

RAMP AND NATURE OF CONTAMINATION:  "few drops per second from rivets"

METEOROLOGIC CONDITIONS:  clear, visibility 10 miles, wind calm, sea calm, 45°

SPILL MOVEMENT:

DURATION:

ADDITIONAL INVESTIGATIONS:  "Ship had previous oil spill in Portland October 10, 1972".

SOURCE OF INFORMATION:  U. S. Coast Guard

ADDITIONAL COMMENTS:
OIL SPILL INCIDENT DATA SHEET

INCIDENT: Tanker TASMANSEA (LI)  DATR: March 10, 1973

LOCATION: Pier # 2

PRODUCT SPILLED: crude  ESTIMATED QUANTITY 10 gal.

CIRCUMSTANCES: leak from overboard discharge

RATE AND NATURE OF CONTAMINATION:

METEOROLOGIC CONDITIONS: clear, visibility 2 miles, wind calm, sea-calm, temperature 38°

SPILL MOVEMENT:

DURATION:

ADDITIONAL INVESTIGATIONS:

SOURCE OF INFORMATION: U. S. Coast Guard

ADDITIONAL COMMENTS:
OIL SPILL INCIDENT DATA SHEET

INCIDENT: Tanker TEXACO NEW MEXICO (PN)  DATE: March 10, 1973

LOCATION: Texaco Dock, South Portland

PRODUCT SPILLED: Bunker C  ESTIMATED QUANTITY: 10 gal.

CIRCUMSTANCES: leaked from improperly slung hose

RATE AND NATURE OF CONTAMINATION:

METEOROLOGIC CONDITIONS: same March 10, 1973

SPILL MOVEMENT:

DURATION:

ADDITIONAL INVESTIGATIONS:

SOURCE OF INFORMATION: U. S. Coast Guard

ADDITIONAL COMMENTS:
OIL SPILL INCIDENT DATA SHEET

INCIDENT: Merrill Transport Truck

DATE: March 13, 1973
1002

LOCATION: Back Cove, Portland

PRODUCT SPILLED: Bunker C
ESTIMATED QUANTITY: 4,200 gal.

CIRCUMSTANCES: Truck discharge hose leaked spilling oil into Back Cove.

RATE AND NATURE OF CONTAMINATION: 500 to 750 gallons escaped into cove through sewer

METEOROLOGIC CONDITIONS: Clear, temperature 58, wind N-10

SPILL MOVEMENT: Oil sighted in Harbor from channel north to next inlet. March 14 - 2 miles of Back Cove and coast area covered.

Clear, wind calm, temperature 53.

DURATION:

ADDITIONAL INVESTIGATIONS: Maine Department of Sea & Shore Fisheries on scene March 14 (4 political representatives). Sand used on March 15 for clean-up.

SOURCE OF INFORMATION: U. S. Coast Guard

ADDITIONAL COMMENTS:

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OIL SPILL INCIDENT DATA SHEET

INCIDENT: Texaco Oil Company (bulk plant)  DATE: March 21, 1973

LOCATION: (Bangor) Hampden, Penobscot River  20,000 gal. spilled on

PRODUCT SPILLED: # 2 fuel  ESTIMATED QUANTITY: ground, "medium spill"

CIRCUMSTANCES: overflow at plant

RATE AND NATURE OF CONTAMINATION: 20 to 30 gallons per minute seeping
into Penobscot River - under dike. Amount finally in Penobscot
estimated as "small".

METEOROLOGIC CONDITIONS: clear, wind 0 - temperature 35°

SPILL MOVEMENT: Boomed and pumped into truck. Traces of oil five miles
down river March 23.

DURATION:

ADDITIONAL INVESTIGATIONS: 6 political representatives

SOURCE OF INFORMATION: U. S. Coast Guard

ADDITIONAL COMMENTS:
OIL SPILL INCIDENT DATA SHEET

INCIDENT: Tanker ATLANTIC PRINCE (Liberia)  DATE: March 21, 1973 0120

LOCATION: Portland Pipe Line #2, South Portland

PRODUCT SPILLED: Largo Trico Crude ESTIMATED QUANTITY 20 - 25 bbls.

CIRCUMSTANCES: wing tank overflow

RATE AND NATURE OF CONTAMINATION: Oil hit south end of Willard Beach

METEOROLOGIC CONDITIONS: clear, visibility 5-10 miles, temperature 31°
wind 10-15 NE, sea moderate

SPILL MOVEMENT:

DURATION:

ADDITIONAL INVESTIGATIONS: 22 U. S. Coast Guard survey - Beach at Bay Road. No residue on beach; insignificant on seaweed, Willard Beach:

minor staining, contaminated seaweed & absorbent above high tide.
Spring Point no contamination. Weather prevents recovery at Graving Dock.

SOURCE OF INFORMATION: March 23, seacoast found no further evidence on beach.

U. S. Coast Guard

ADDITIONAL COMMENTS:
OIL SPILL INCIDENT DATA SHEET

INCIDENT: FRIEDLAND (Somali Republic) DATE: April 3, 1973

LOCATION: Portland Pipe Line

PRODUCT SPILLED: Bunker C ESTIMATED QUANTITY 3 gal.

CIRCUMSTANCES: unknown

RATE AND NATURE OF CONTAMINATION:

METEOROLOGIC CONDITIONS: visibility 1 mile, wind 35 NE, temperature 38°, seas rough

SPILL MOVEMENT:

DURATION:

ADDITIONAL INVESTIGATIONS:

SOURCE OF INFORMATION: U. S. Coast Guard

ADDITIONAL COMMENTS:
OIL SPILL INCIDENT DATA SHEET

INCIDENT: Texaco Terminal

DATE: April 11, 1973

LOCATION: South Portland, Fore River

PRODUCT SPILLED: kerosene

ESTIMATED QUANTITY 5 - 10,000 gallons

CIRCUMSTANCES:


RATE AND NATURE OF CONTAMINATION: Oil covered all shores of river from Gulf Transfer Line Rolling Mills Dock to Million Dollar Bridge.

METEOROLOGIC CONDITIONS: clear, visibility 5 miles, temperature 37°, wind 5-20-25, seas moderate.

SPILL MOVEMENT:

DURATION:

ADDITIONAL INVESTIGATIONS:

SOURCE OF INFORMATION: U.S Coast Guard

ADDITIONAL COMMENTS:

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APPENDIX C

OIL TERMINALS AND FACILITIES IN COASTAL IN MAINE
OIL TERMINALS AND FACILITIES

SOURCES: DEP, USCG PORTLAND AND SOUTHWEST HARBOR

LOCATION

**Kittery to Portland (Area #1)**

1. U. S. Navy Shipyard, Kittery: Bunker C and diesel
   - **TOTAL CAPACITY:** 333,900 bbls (USCG) 334,067 bbls (DEP)

2. Sutton Mills, Sanford: Heating oil
   - **TOTAL:** 40,000 gals (952 bbls)

**South Portland to Portland (Area #2)**

3. American Oil Corporation: Gasoline; Heating oil; Kerosene; Bunker C
   - **422,000 bbls**

4. British Petroleum: Gasoline; Fuel oil; Kerosene
   - **218,000 bbls**

5. Central Maine Power Company, Cape Steam Plant: Bunker C
   - **60,000 bbls**

6. Cities Service Oil Company: Gasoline; Fuel oil; Heating oil
   - **201,100 bbls (DEP) 186,100 bbls (USCG)**

7. Central Maine Power, Peaks Island: Diesel
   - **20,000 gals (476 bbls)**

8. Gulf Oil Company, Danforth Street: Gasoline; Heating oil; Kerosene; Diesel
   - **60,000 gals (1,429 bbls)**

9. Gulf Oil Corporation, South Portland: Gasoline; Fuel oil; Kerosene
   - **505,000 bbls**

10. Getty Oil Company: Gasoline; Fuel oil
    - **258,000 bbls (USCG) 298,465 bbls (DEP)**

11. Humble Oil Co.: Gasoline; Heating oil; Motor oil; Diesel; Kerosene
    - **890,747 bbls (DEP) 784,000 bbls (USCG)**

12. Long Island Fuel Farm: #2 and #6
    - **600,000 bbls**

13. Mobil Oil Co.: Gasoline; Kerosene; Fuel oil; Diesel; #6; Asphalt
    - **788,726 bbls (DEP) 622,000 bbls (USCG)**
<table>
<thead>
<tr>
<th>LOCATION</th>
<th>TOTAL CAPACITY</th>
</tr>
</thead>
</table>
| 14. Portland Pipeline Corporation: Crude  
(Oil delivered in 1972: 160,000,000 bbls, USCG) | 3,438,524 bbls (DEP)  
2,560,000 bbls (USCG) |
| 15. Shell Oil Company: Gasoline; Solvent; Spirits; Kerosene; Fuel oil; Asphalt | 405,838 bbls (DEP)  
11,836,000 bbls (USCG) |
| 16. Sun Oil Company: Gasoline; Kerosene; Fuel oil | 85,000 bbls |
| 17. Texaco, Inc.: Gasoline; Kerosene; Heating oil; Diesel; #6 | 628,000 bbls (DEP)  
368,000 bbls (USCG) |
| 18. Chevron Oil Company: Gasoline; Heating oil; Kerosene Portland to Pemaquid (Area #3 and #4) | 784,000 bbls |
| 19. Central Maine Power, Cousins Island, Yarmouth: Bunker C | TOTAL: 9,327,305 (DEP)/19,290,005 (USCG) |
| 20. U.S. Navy, Harpswell: Aviation gas; Jet fuel | 384,000 bbls |
940,000 bbls (USCG) |
| 22. Humble Oil and Refinery Company, Hallowell: Heating oil; Kerosene | 364,000 bbls |
| 23. Mobile Oil Corporation, Hallowell: Gasoline; Kerosene; Diesel | 165,000 bbls |
| 24. Squirrel Island Village Corporation, Boothbay: Heating oil; Gasoline Pemaquid to Searsport (Area #5,#6 and #7) | 4,632,834 gals (110,306 bbls)  
6,500 gals (155 bbls) |
| 25. Monhegan Store: Gasoline; Heating oil; Kerosene | TOTAL: 1,303,461 (DEP)/1,963,461 (USCG) |
| 26. Calderwood Oil Corp., Vinalhaven: Gasoline; Heating oil; Kerosene; Diesel | 7,800 gals (186 bbls) |
| 27. Henry Young and Co., Matinicus: Gasoline; Diesel; Kerosene  
(Oil delivered in 1972: 2,695 bbls, USCG) | 54,000 gals (DEP) (1,286 b)  
3,120 bbls (USCG) |
| 28. Vinalhaven Fuel Company: Diesel; Gasoline; Range oil  
(Oil delivered in 1972: 27,907 bbls, USCG) | 22,050 gals (DEP) (525 bbl)  
450 bbls (USCG) |
| 29. J. P. Brown, North Haven: Gasoline; Diesel; Kerosene  
(Oil delivered in 1972: 2,500 bbls, USCG) | 45,000 bbls (USCG)  
475 bbls (USCG)  
24,000 gals (DEP) (571 bbl) |
<table>
<thead>
<tr>
<th>LOCATION</th>
<th>TOTAL CAPACITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Point Look Out Club, Isle Au Haut: Heating oil, summer delivery only</td>
<td>Unknown</td>
</tr>
<tr>
<td>J. J. Emery &amp; L. E. Rogers, Isleboro: Heating oil, Gasoline; Motor oil (Oil delivered in 1972: 625 bbls, USCG)</td>
<td>8,000 gals (190 bbls)</td>
</tr>
<tr>
<td>A. C. McLoon, Rockland: Gasoline; Kerosene; Fuel oil (Oil delivered in 1972: 75,000 bbls, USCG)</td>
<td>217,000 gals (DEP) (5,167 bbls (USCG))</td>
</tr>
<tr>
<td>Gulf Oil Co., Rockland: Gasoline; Fuel oil; Kerosene; Heating oil</td>
<td>90,000 gals (2,143 bbls)</td>
</tr>
<tr>
<td>Durkee's Oil Service, Islesboro: Gasoline; Diesel; Kerosene (Oil delivered in 1972: 4,500 bbls, USCG)</td>
<td>Unknown (USCG)</td>
</tr>
<tr>
<td>Lamont's Fuel Service, Islesboro: Gasoline; Kerosene; Fuel oil; Heating oil</td>
<td>35,000 gals (DEP) (833 bbl)</td>
</tr>
<tr>
<td>Eaton's Boat Yard, Castine: Gasoline; Diesel; Kerosene (Oil delivered in 1972: 725 bbls, USCG)</td>
<td>23,800 gals (DEP) (567 bbl)</td>
</tr>
<tr>
<td>Searsport</td>
<td>6,500 gals (155 bbls)</td>
</tr>
<tr>
<td>U.S. Air Force POL: Aviation gas; Heating oil; Jet fuel (Oil delivered in 1972: Estimated 1,500,000 bbls, USCG)</td>
<td>TOTAL: 11,623 (DEP)/57,141 (USGC)</td>
</tr>
<tr>
<td>C. H. Sprague &amp; Sons Company: #6 oil (Oil delivered in 1972: 3,221,000 bbls, USCG)</td>
<td>870,000 bbls</td>
</tr>
<tr>
<td>Shell Oil Company: Gasoline; Diesel; Kerosene; Heating oil (Oil delivered in 1972: 800,000 bbls, USCG)</td>
<td>242,000 bbls (USCG)</td>
</tr>
<tr>
<td>Irving Oil Company: #6 oil (Installed JAN 1973)</td>
<td>342,000 bbls (DEP)</td>
</tr>
<tr>
<td>C. H. Sprague &amp; Sons Company: #6 oil (Oil delivered in 1972: 3,100,000 bbls, USCG)</td>
<td>336,000 bbls</td>
</tr>
<tr>
<td>Webber Tanks, Inc.: Gasoline; Fuel oil; Kerosene; Diesel (Oil delivered in 1972: 3,800,000 bbls, USCG)</td>
<td>400,000 bbls</td>
</tr>
<tr>
<td>St. Regis Paper Company: Bunker C</td>
<td>150,000 bbls</td>
</tr>
<tr>
<td></td>
<td>776,000 bbls</td>
</tr>
<tr>
<td></td>
<td>190,000 bbls (DEP)</td>
</tr>
<tr>
<td></td>
<td>72,000 bbls (USCG)</td>
</tr>
</tbody>
</table>
LOCATION

Bangor - Brewer (Area #9)

44. Astroline Petroleum Corporation: Gasoline; Kerosene; Heating
   (Oil delivered in 1972: 850,000 bbls, USCG)
   TOTAL CAPACITY: 33,000 bbls

45. Barrett Paving Materials: Asphalt; Tar
   (Oil delivered in 1972: 140,000, USCG)
   TOTAL CAPACITY: 70,000 bbls (USCG)

46. British Petroleum: Gasoline; Fuel oil
   TOTAL CAPACITY: 48,000 bbls

47. Chevron Oil Company: Gasoline; Heating oil; Kerosene
   (Oil delivered in 1972: 530,000 bbls, USCG)
   TOTAL CAPACITY: 68,000 bbls

48. City Oil Company: Gasoline; Kerosene; Fuel oil
   (Oil delivered in 1972: 553,753 bbls, USCG)
   TOTAL CAPACITY: 85,000 bbls

49. American Oil Company: Gasoline; Fuel oil
   TOTAL CAPACITY: 48,000 bbls (USCG)

50. Gulf Oil Company: Gasoline; Heating oil; Kerosene
    (Oil delivered in 1972: 1,069,918 bbls, USCG)
    TOTAL CAPACITY: 169,000 bbls (USCG)

51. C. H. Sprague & Sons, Co. #: #6 oil
    (Oil delivered in 1972: 840,410,016, USCG)
    TOTAL CAPACITY: 80,000 bbls (USCG)

52. Sun Oil Company: Gasoline
    (Oil delivered in 1972: 350,000 bbls, USCG)
    TOTAL CAPACITY: 140,000 bbls

53. Texaco, Inc.: Gasoline; Heating oil; Diesel
    (Oil delivered in 1972: 600,000 bbls, USCG)
    TOTAL CAPACITY: 25,000 bbls

54. Mobil Oil Corporation: Heating oil; Kerosene
    (Oil delivered in 1972: 345,695 bbls, USCG)
    TOTAL CAPACITY: 82,793 bbls

55. Webber Oil Company: Heating oil; Kerosene; Diesel
    (Oil delivered in 1972: 770,000 bbls, USCG)
    TOTAL CAPACITY: 98,741 bbls

56. Webber Tank (Penobscot Terminaling): Jet fuel
    (Oil delivered in 1972: 700,000 bbls, USCG)
    TOTAL CAPACITY: 124,000 bbls

Stonington to Eastport-Calais (Areas #11-#15)

57. Richard Kent, Swans Island: Gasoline; Kerosene
    TOTAL: 3,840,534 (DEP)/4,698,534 (USCG)

58. Richard Kent, Swans Island: Kerosene
    TOTAL: 11,000 gals (262 bbl)
LOCATION

58. Morris Sprague, Swans Island: Gasoline; Heating oil
   (Oil delivered in 1972: 2,750 bbls, USCG)

59. Mertic Morrison, Swans Island: Gasoline; Fuel oil; Kerosene; Diesel

60. Swan's Island Electric Corporation, Minturn: Diesel

61. Lunt and Lunt, Frenchboro: Gasoline; Heating oil

62. Beal and Barber, Cranberry Island: Gasoline; Heating oil
   (Oil delivered in 1972: 2,500 bbls, USCG)

63. D. H. Look and Sons, South Addison: Gasoline

64. O. L. & R. C. Carver, Beals Island: Kerosene; Heating oil; Gasoline; Diesel

65. Uriah Beal, Beals Island: Gasoline; Diesel
   (Oil delivered in 1972: 587 bbls, USCG)

66. Vernal O. Woodward, Beals Island: Gasoline; Diesel

67. O. W. and B. S. Look Co., Jonesport: Kerosene; Fuel oil
   (Oil delivered in 1972: 138,000 bbls, USCG)

68. Neil Corbot, Cutler: Fuel oil; Gasoline
   (Oil delivered in 1972: 375 bbls, USCG)

69. U. S. Naval Station, Cutler: Heating oil; Diesel

70. Rudolp Johnson, Winter Harbor: Gasoline; Diesel

71. A. C. McLoon, Bucks Harbor: Gasoline

72. L. G. Ham, Inc., Islesboro: Gasoline; Fuel oil
   (Oil delivered in 1972: 1,260 bbls, USCG)

73. Sprague and Look, Bucks Harbor: Gasoline

74. Linwood Workman, Gouldsboro: Gasoline

TOTAL CAPACITY

11,000 gal (DEP) (262 bbl) 375 bbls (USCG)

31,800 gals (757 bbls)

20,000 gals (476 bbls)

Unknown

300 bbls

9,000 gals (214 bbls)

30,500 gals (726 bbls)

8,500 gals (202 bbls)

14,500 gals (345 bbls)

1,005,000 gals (23,929 bbls)

125 bbls

20,000 bbls (DEP)

72,000 bbls (USCG)

8,600 gals (205 bbls)

7,100 gals (169 bbls)

160 bbls

7,000 gals (167 bbls)

2,000 gals (48 bbls)
75. Gulf Oil Co., Pembroke: Gasoline; Diesel; Kerosene  
   (Oil delivered in 1972: 90,000 bbls, USCG)  
   TOTAL CAPACITY: 46,065 bbls (DEP)  
   15,000 bbls (USCG)

76. Mobil Oil Co., Pembroke: Gasoline; Fuel oil; Kerosene; Diesel  
   (Oil delivered in 1972: 75,000 bbls, USCG)  
   1,114,000 gals (DEP) (26,524)  
   788,726 bbls (USCG)  
   15,000 bbls (USCG)

77. Georgia Pacific Corporation, Woodland: Bunker C  
   50,000 bbls

78. Dead River Oil Co., Calais: Gasoline; Kerosene; Heating oil; Diesel  
   4,000,000 gals (DEP) (95,238)  
   24,000 bbls (USCG)

   24,000 bbls

80. Gulf Oil Company, St. Stephen, NB: Gasoline; Fuel oil  
   24,000 bbls

81. Irving Oil Company, St. Stephen, NB: Fuel oil  
   24,000 bbls

TOTAL: 338,174 (DEP)/1,065,186 (USCG)

GRAND TOTAL: 15,156,116 bbls (DEP)  
27,409,179 bbls (USCG)

Difference: 12,253,063 bbls.
APPENDIX D

APPLICABLE REGULATIONS
SUBCHAPTER II-A
OIL DISCHARGE PREVENTION AND POLLUTION CONTROL
(1970, c. 572, § 1)

Sec. 541. Findings; purpose

The Legislature finds and declares that the highest and best uses of the seacoast of the State are as a source of public and private recreation and solace from the pressures of an industrialized society, and as a source of public use and private commerce in fishing, lobstering and gathering other marine life used and useful in food production and other commercial activities.

The Legislature further finds and declares that the preservation of these uses is a matter of the highest urgency and priority and that such uses can only be served effectively by maintaining the coastal waters, estuaries, tidal flats, beaches and public lands adjoining the seacoast in as close to a pristine condition as possible taking into account multiple use accommodations necessary to provide the broadest possible promotion of public and private interests with the least possible conflicts in such diverse uses.

The Legislature further finds and declares that the transfer of oil, petroleum products and their by-products between vessels and vessels and onshore facilities and vessels within the jurisdiction of the State and state waters is a hazardous undertaking; that spills, discharges and escape of oil, petroleum products and their by-products occurring as a result of procedures involved in the transfer and storage of such products pose threats of great danger and damage to the marine, estuarine and adjacent terrestrial environment of the State; to owners and users of shoreline property; to public and private recreation; to citizens of the State and other interests deriving livelihood from marine-related activities; and to the beauty of the Maine coast; that such hazards have frequently occurred in the past, are occurring now and present future threats of potentially catastrophic proportions, all of which are expressly declared to be inimical to the paramount interests of the State as herein set forth and that such state interests outweigh any economic burdens imposed by the Legislature upon those engaged in transferring oil, petroleum products and their by-products and related activities.

The Legislature intends by the enactment of this legislation to exercise the police power of the State through the Environmental Improvement Commission by conferring upon said Commission the exclusive power to deal with the hazards and threats of danger and damage posed by such transfers and related activities; to require the prompt containment and removal of pollution occasioned thereby; to provide procedures whereby persons suffering damage from such occurrences may be promptly made whole; and to establish a fund to provide for the inspection and supervision of such activities and guarantee the prompt payment of reasonable damage claims resulting therefrom.

The Legislature further finds and declares that the preservation of the public uses referred to herein is of grave public interest and concern to the State in promoting its general welfare, preventing disease, promoting health and providing for the public safety, and that the State's interest in such preservation outweighs any burdens of absolute liability imposed by the Legislature upon those engaged in transferring oil, petroleum products and their by-products and related activities.

Sec. 542. Definitions

The following words and phrases as used in this subchapter shall, unless a different meaning is plainly required by the context, have the following meaning:

- 171 -
1. Barrel. "Barrel" shall mean 42 U. S. gallons at 60 degrees Fahrenheit.
2. Board. "Board" shall mean the Board of Arbitration.
4. Discharge. "Discharge" means any spilling, leaking, pumping, pouring, emitting, emptying or dumping.
5. Fund. "Fund" shall mean the Maine Coastal Protection Fund.
6. Oil. "Oil, petroleum products and their by-products" means oil of any kind and in any form including, but not limited to, petroleum, fuel oil, sludge, oil refuse, oil mixed with other wastes, crude oils and all other liquid hydrocarbons regardless of specific gravity.
7. Oil terminal facility. "Oil terminal facility" means any facility of any kind and related appurtenances, located in, on or under the surface of any land or water, including submerged lands, which is used or capable of being used for the purpose of transferring, processing or refining oil, petroleum products and their by-products, or for the purpose of storing the same, but does not include any facility used or capable of being used to store no more than 500 barrels, nor any facility not engaged in the transfer of oil, petroleum products or their by-products to or from tidal waters of the State. A vessel shall be considered an oil terminal facility only in the event of a ship to ship transfer of oil, petroleum products and their by-products, and only that vessel going to or coming from the place of transfer and the oil terminal facility.
8. Operate or operator. "Operate or operator" shall mean any person owning or operating an oil terminal facility whether by lease, contract or any other form of agreement.
9. Person. "Person" shall mean individual, partnership, joint venture, corporation or any group of the foregoing organized or united for a business purpose.
10. Transferred. "Transferred" shall include both unloading and offloading between terminal and vessel and vessel to vessel.
11. Vessel. "Vessel" includes every description of watercraft or other contrivance used, or capable of being used, as a means of transportation on water, whether self-propelled or otherwise and shall include barges and tugs.

Sec. 543. Pollution and corruption of waters and lands of the State prohibited

The discharge of oil, petroleum products or their by-products into or upon any coastal waters, estuaries, tidal flats, beaches and lands adjoining the seacoast of the State, or into any river, stream, sewer, surface water drain or other waters that drain into the coastal waters of the State is prohibited.

Sec. 544. Powers and duties of the Commission

The powers and duties conferred by this subchapter shall be exercised by the Environmental Improvement Commission and shall be deemed to be an essential governmental function in the exercise of the police power of the State.

1. Jurisdiction. The powers and duties of the Commission under this subchapter shall extend to the areas described in section 543 and to a distance of 12 miles from the coastline of the State.

2. Licenses. Licenses required under this subchapter shall be secured from the Commission subject to such terms and conditions as are set forth in this subchapter.
Sec. 545. Operation without license prohibited

No person shall operate or cause to be operated an oil terminal facility as defined in this subchapter without a license.

1. Expiration of licenses. Licenses shall be issued on an annual basis and shall expire on December 31st annually, subject to such terms and conditions as the Commission may determine are necessary to carry out the purposes of this subchapter.

2. Renewal of licenses. As a condition precedent to the issuance or renewal of a license the Commission shall require satisfactory evidence that the applicant has or is in the process of implementing state and federal plans and regulations for control of pollution related to oil, petroleum products and their by-products and the abatement thereof when a discharge occurs.

3. Exemptions. The Legislature finds and declares that the likelihood of significant damage to marine, estuarine and terrestrial environment, due to spills of oil petroleum products and their by-products by the following classes of persons, is remote due to the limited nature of their operations and the small quantities stored, and accordingly exempts the same from the licensing requirements imposed by this section:

A. Marinas. Persons engaged in the business of servicing the fuel requirements of pleasure craft, fishing boats and other commercial vessels, where the purchaser and the consumer are the same entity and the serviced vessel is 75 feet or less in overall length.

4. Certain vessels included. Licenses issued to any terminal facility shall include vessels used to transport oil, petroleum products and their by-products between the facility and vessels within state waters.

Sec. 546. Regulatory powers of Commission

The Commission shall from time to time adopt, amend, repeal and enforce reasonable rules and regulations necessary to carry out the intent of this subchapter.

1. Procedure for adopting rules and regulations. The Commission shall post notice of proposed rules and regulations by publishing an attested copy of such notice in the state paper, and such other daily papers published in the State as it believes will bring the proposals to the attention of all interested parties, at least 7 days prior to holding a public hearing.

A. Such notice shall in addition contain the time, date and place of the public hearing.

B. The Commission may establish reasonable rules and regulations governing the conduct of public hearings under this subchapter including adjournments and continuations thereof.

C. Rules and regulations adopted by the Commission shall become effective 15 days after final adjournment of the public hearing.

D. Rules and regulations of the Commission shall be seasonably printed and made available to interested parties.

2. Emergency rules and regulations without hearing. Upon finding by the Commission that an emergency exists requiring immediate rules, regulations or orders to effectively deal with such emergency, the Commission may without hearing adopt such rules and regulations and issue such orders which shall have the force and effect of law, but any rules, regulations or orders issued under authority of this subsection shall be null and void 30 days thereafter unless sooner adopted in accordance with subsection 1.
3. Enforcement of rules and regulations. Rules, regulations and orders issued by the Commission under this subchapter shall have the force and effect of law.

4. Extent of regulatory powers. The Commission shall have the power to adopt rules and regulations including but not limited to the following matters:
   A. Operating and inspection requirements for facilities, vessels, personnel and other matters relating to licensee operations under this subchapter.
   B. Procedures and methods of reporting discharges and other occurrences prohibited by this subchapter.
   C. Procedures, methods, means and equipment to be used by persons subject to regulations by this subchapter.
   D. Procedures, methods, means and equipment to be used in the removal of oil and petroleum pollutants.
   E. Development and implementation of criteria and plans to meet oil and petroleum pollution occurrences of various degrees and kinds.
   F. The establishment from time to time of control districts comprising sections of the Maine coast and the establishment of rules and regulations to meet the particular requirements of each such district.
   G. Requirements for the safety and operation of vessels, barges, tugs, motor vehicles, motorized equipment and other equipment relating to the use and operation of terminals, facilities and refineries and the approach and departure from terminals, facilities and refineries.
   H. Such other rules and regulations as the exigencies of any condition may require or such as may reasonably be necessary to carry out the intent of this subchapter.

Sec. 547. Emergency proclamation; Governor's powers

Whenever any disaster or catastrophe exists or appears imminent arising from the discharge of oil, petroleum products or their by-products, the Governor shall by proclamation declare the fact and that an emergency exists in any or all sections of the State. If the Governor is temporarily absent from the State or is otherwise unavailable, the next person in the State who would act as Governor if the office of Governor were vacant shall, by proclamation, declare the fact and that an emergency exists in any or all sections of the State. A copy of such proclamation shall be filed with the Secretary of State. The Governor shall have general direction and control of the Environmental Improvement Commission and shall be responsible for carrying out the purposes of this subchapter.

In performing his duties under this subchapter, the Governor is authorized and directed to cooperate with all departments and agencies of the Federal Government, with the offices and agencies of other states and foreign countries, and the political subdivisions thereof, and with private agencies in all matters pertaining to a disaster or catastrophe.

In performing his duties under this subchapter, the Governor is further authorized and empowered:

1. Orders, rules and regulations. To make, amend and rescind the necessary orders, rules and regulations to carry out this subchapter within the limits of the authority conferred upon him and not inconsistent with the rules, regulations and directives of the President of the United States or of any federal department or agency having specifically authorized emergency functions.

2. Delegation of authority. To delegate any authority vested in him under this subchapter, and to provide for the subdelegation of any such authority.

Whenever the Governor is satisfied that an emergency no longer exists, he shall terminate the proclamation by another proclamation affecting the sections of the State covered by the original proclamation, or any part thereof. Said
proclamation shall be published in such newspapers of the State and posted in such places as the Governor, or the person acting in that capacity, deems appropriate.

3. Civil defense. The provisions of Title 25, chapter 61, as they shall apply to eminent domain and compensation, mutual aid, immunity, aid in emergency, right of way, enforcement and compensation shall apply to disasters or catastrophies proclaimed by the Governor under this subchapter.

Sec. 548. Removal of prohibited discharges

Any person discharging oil, petroleum products or their by-products in the manner prohibited by section 543 shall immediately undertake to remove such discharge to the Commission's satisfaction. Notwithstanding the above requirement the Commission may undertake the removal of such discharge and may retain agents and contracts for such purposes who shall operate under the direction of the Commission.

Any unexplained discharge of oil, petroleum products or their by-products within state jurisdiction or discharge of oil, petroleum products or their by-products occurring in waters beyond state jurisdiction that for any reason penetrates within state jurisdiction shall be removed by or under the direction of the Commission. Any expenses involved in the removal of discharges, whether by the person causing the same, the person reporting the same or the Commission by itself or through its agents or contractors shall be paid in the first instance from the Maine Coastal Protection Fund hereinafter provided for and any reimbursements due said fund shall be collected in accordance with the provisions of section 551.

Sec. 549. Personnel and equipment

The Commission shall establish and maintain at such ports within the State, and other places as it shall determine, such employees and equipment as in its judgment may be necessary to carry out the provisions of this subchapter. The commission, subject to the Personnel Law, may employ such personnel as may be necessary to carry out the purposes of this subchapter, and shall prescribe the duties of such employees.

The salaries of such employees and the cost of such equipment shall be paid from the Maine Coastal Protection Fund established by this subchapter. The Commission and the Maine Mining Bureau shall periodically consult with each other relative to procedures for the prevention of oil discharges into the coastal waters of the State from offshore drilling production facilities. Inspection and enforcement employees of the Commission in their line of duty under this subchapter shall have the powers of a constable.

1971, c. 544, § 134.

Sec. 550. Enforcement, penalties

Whenever it appears after investigation that there is a violation of any rule, regulation, order or license issued by the Commission, the Commission shall proceed in accordance with the provisions of section 451, subsection 2.

Whoever violates any provisions of this subchapter or any rule, regulation or order of the Commission made hereunder shall be punished by a fine of not less than $100 nor more than $5000. Each day that any violation shall continue shall constitute a separate offense. The provisions of this section shall not apply to any discharge promptly reported and removed by a licensee in accordance with the rules, regulations and orders of the Commission.
Sec. 451. Subparagraph 2

2. Hearing and order for violation. Whenever it appears to the commission or its authorized employee after investigation that there is a violation of this subchapter, the commission or its authorized employee shall notify the alleged violator in writing of the date, time and place of said hearing and shall set forth in said writing the alleged violation. At such hearing the alleged violator may appear in person or by attorney and answer the allegations of violations, and file a statement of facts, including the methods, practices and procedures, if any, adopted or used by the alleged violator to comply with this subchapter and present such evidence as may be pertinent and relevant to the alleged violation.

The member or authorized employee of the commission presiding at such hearings is authorized to administer oaths and affirmations to witnesses testifying at such hearings. A complete verbatim transcript shall be made of all hearings held under this section.

1971, C. 359, § 1.

After hearing, or in the event of a failure of the alleged violator to appear on the date set for a hearing, the commission shall, as soon thereafter as practicable, make findings of fact based on the record and, if it finds that a violation exists, it shall issue an order aimed at ending the violation.


All orders of the Commission shall be enforced by the Attorney General. If any order of the Commission is not complied with within the time period specified, the Commission shall immediately notify the Attorney General of this fact. Within 21 days thereafter, the Attorney General shall forthwith commence an action in the Superior Court of any county where the violation of the Commission's order has occurred.

1971, C. 359, § 3.

If the Commission finds that the discharge of any materials into any waters of this State constitutes a substantial and immediate danger to the health, safety or general welfare of any person, persons or property, they shall forthwith request the Attorney General to initiate immediate injunction proceedings to prevent such discharge. Said injunction proceedings may be instituted without recourse to the issuance of an order, as provided for in this section.

The presiding member of the Commission is empowered to administer oaths and affirmations to witnesses testifying at such hearings.


Sec. 551. Maine Coastal Protection Fund

The Maine Coastal Protection Fund is established to be used by the Commission as a nonlapsing, revolving fund for carrying out the purposes of this subchapter. The fund shall be limited to the sum of $4,000,000. To this sum shall be credited all license fees, penalties and other fees and charges related to this subchapter, and to this fund shall be charged any and all expenses of the Commission related to this subchapter, including administrative expenses, costs of removal of discharges of pollutants, and third party damages covered by this subchapter.

Moneys in the fund, not needed currently to meet the obligations of the Commission in the exercise of its responsibilities under this subchapter shall be deposited with the Treasurer of State to the credit of the fund, and may be invested in such manner as is provided for by statute. Interest received on such investment shall be credited to the Maine Coastal Protection Fund.
1. Research and development. The Legislature may allocate not more than
$100,000 per annum of the amount then currently in the fund to be devoted to
research and development in the causes, effects and removal of pollution caused
by oil, petroleum products and their by-products on the marine environment.
Such allocations shall be made in accordance with the provisions of section 555.

2. Third party damages. Any person claiming to have suffered damages to
real estate or personal property or loss of income directly or indirectly as a re-
sult of a discharge of oil, petroleum products or their by-products prohibited
by section 543 may apply within 6 months after the occurrence of such dis-
charge to the Commission stating the amount of damage he claims to have
suffered as a result of such discharge. The Commission shall prescribe ap-
propriate forms and details for such applications. The Commission may, upon peti-
tion, and for good cause shown, waive the 6 months limitation for filing damage
claims.

A. If the claimant, the Commission and the person causing the discharge
agree to the damage claim, the Commission shall certify the amount of the
claim and the name of the claimant to the Treasurer of State and the Treas-
er of State shall pay the same from the Maine Coastal Petroleum Fund.

B. If the claimant, the Commission and the person causing the discharge
cannot agree as to the amount of the damage claim, the claim shall forthwith
be transmitted for action to the Board of Arbitration as provided in this sub-
chapter.

C. Third party damage claims shall be stated in their entirety in one applica-
tion. Damages omitted from any claim at the time the award is made shall be
deemed waived.

D. Damage claims arising under the provisions of this subchapter shall be
recoverable only in the manner provided under this subchapter, it being the
intent of the Legislature that the remedies provided in this subchapter are
exclusive.

3. Board of Arbitration. The Board of Arbitration shall consist of 3 persons,
one to be chosen by the person determined in the first instance by the Commis-
sion to have caused the discharge, one to be chosen by the Commission to re-
represent the public interest and one person chosen by the first 2 appointed mem-
bers to serve as a neutral arbitrator. The neutral arbitrator shall serve as chair-
man. If the 2 arbitrators fail to agree upon, select and name the neutral arbi-
trator within 10 days after their appointment then the Commission shall request
the American Arbitration Association to utilize its procedures for the selection of
the neutral arbitrator.

A. No member of the Commission shall serve as an arbitrator.

B. Arbitrators shall be named by their principals within 10 days after the
Commission receives notice of claims arising from a discharge prohibited by
section 543. If either party shall fail to select its arbitrator within the said
10 days the other party shall request the American Arbitration Association to
utilize its procedures for the selection of such arbitrator and the 2 arbitrators
shall proceed to select the neutral arbitrator as provided in this section.

C. One Board of Arbitrators shall be established for and hear and determine
all claims arising from or related to a common single discharge.

D. Hearings before Boards of Arbitrators shall be informal, and the rules of
evidence prevailing in judicial proceedings shall not be binding. The board shall
have the power to administer oaths and to require by subpoena the attendance
and testimony of witnesses, the production of books, records and other evi-
dence relative or pertinent to the issues represented to them for determination.
E. Determinations made by a majority of the board shall be final, and such
determinations may be subject to review by a Justice of the Superior Court
but only as to matters relating to abuse of discretion by the board.

F. Representation on the Board of Arbitration shall not be deemed an ad-
mission of liability for the discharge.

4. Funding.

A. Annual license fees shall be determined on the basis of ½ cent per barrel
of oil, petroleum products or their by-products transferred by the applicant
during the licensing period and shall be paid monthly on the basis of records
certified to the Commission. License fees shall be paid to the Commission and
upon receipt by it credited to the Maine Coastal Protection Fund.

B. Whenever the balance in the fund has reached the limit provided under
this subchapter license fees shall be proportionately reduced to cover only
administrative expenses and sums allocated to research and development.

5. Disbursements from fund. Moneys in the Maine Coastal Protection Fund
shall be disbursed for the following purposes and no others:

A. Administrative expenses, personnel expenses and equipment costs of the
Commission related to the enforcement of this subchapter.

B. All costs involved in the abatement of pollution related to the discharge
of oil, petroleum products and their by-products covered by this subchapter.

C. Sums allocated to research and development in accordance with this sec-
tion.

D. Payment of 3rd party claims awarded in accordance with this section.

E. Payment of costs of arbitration and arbitrators.

F. Payment of costs of insurance by the State to extend or implement the
benefits of the fund.

6. Reimbursements to Maine Coastal Protection Fund. The Commission shall
recover to the use of the fund all sums expended therefrom, including overdrafts,
for the following purposes; provided that recoveries resulting from damage due
to an oil pollution disaster declared by the Governor pursuant to section 547
shall be apportioned between the Maine Coastal Protection Fund and the General
Fund so as to repay the full costs to the General Fund of any bonds issued as
a result of such disaster.

A. Costs incurred by the fund in the abatement of a prohibited discharge
including 3rd party claims when the person permitting the same shall have
failed to promptly report the discharge as required by rules and regulations
of the Commission, and such costs where the person permitting the prohibited
discharge is not a licensee.

B. In the case of a licensee promptly reporting a discharge as required by this
article, costs involved in the abatement of any single prohibited discharge in-
cluding 3rd party claims in excess of $15,000, over and above payments re-
ceived under any federal program.

C. Requests for reimbursement to the fund for the above costs if not paid
within 30 days of demand shall be turned over to the Attorney General for col-
lection.

7. Waiver of reimbursement. Upon petition of the person determined to be
liable for reimbursement to the fund for abatement costs under subsection 6,
the Commission may, after hearing, waive the right to reimbursement to the fund if the Commission finds that the occurrence was the result of any of the following:

A. An act of war.

B. An act of government, either State, Federal or municipal.

C. An act of God, which shall mean an unforeseeable act exclusively occasioned by the violence of nature without the interference of any human agency.

Upon such finding by the Commission immediate credit therefor shall be entered for the party involved. The findings of the Commission shall be conclusive as it is the legislative intent that waiver provided in this subsection is a privilege conferred not a right granted.

Sec. 552. Liabilities of licensees

1. Licensee shall be liable. A licensee shall be liable for all acts and omissions of its servants and agents, and carriers destined for the licensee's facilities from the time such carrier shall enter state waters until such time as the carrier shall leave state waters.

2. State need not plead or prove negligence. Because it is the intent of this subchapter to provide the means for rapid and effective clean-up and to minimize direct damages as well as indirect damages and the proliferation of 3rd party claims, any licensee, agent or servant including carriers destined for or leaving a licensee's facility while within state waters permits or suffers a prohibited discharge or other polluting condition to take place shall be liable to the State of Maine for all costs of clean-up or other damage incurred by the State. In any suit to enforce claims of the State under this section, it shall not be necessary for the State to plead or prove negligence in any form or manner on the part of the licensee, the State need only plead and prove the fact of the prohibited discharge or other polluting condition and that it occurred at facilities under the control of the licensee or was attributable to carriers or others for whom the licensee is responsible as provided in this subchapter.

Sec. 553. Interstate Compact, authority

In accordance with subchapter II the Governor of this State is authorized and directed to execute supplementary agreements with any one or more of the states comprising the New England Interstate Water Pollution Control Commission and the United States for the purpose of implementing and carrying out the provisions, limitations, qualifications and intent of this subchapter.

Sec. 554. Reports to the Legislature

The Commission shall include in its recommendations to each Legislature as required by section 561 specific recommendations relating to the operation of this subchapter, specifically including a license fee formula to reflect individual licensee experience, and fee schedule based upon volatility and toxicity of petroleum products and their by-products.

Sec. 555. Budget approval

The Commission shall submit to each Legislature its budget recommendations for disbursements from the fund in accordance with the provisions of section 551. Upon approval thereof the State Controller shall authorize expenditures therefore as approved by the Commission.
Sec. 556. Municipal ordinances; powers limited

Nothing in this subchapter shall be construed to deny any municipality, by ordinance or by law, from exercising police powers under any general or special act; provided, however, that ordinances and bylaws in furtherance of the intent of this subchapter and promoting the general welfare, public health and public safety shall be valid unless in direct conflict with the provisions of this subchapter or any rule, regulation or order of the Commission adopted under authority of this subchapter.

Sec. 557. Construction

This subchapter, being necessary for the general welfare, the public health and the public safety of the State and its inhabitants, shall be liberally construed to effect the purposes set forth under this subchapter. No rule, regulation or order of the Commission shall be stayed pending appeal under the provisions of this subchapter.

Inland Waters

§ 416. Discharge of oil prohibited

No person, firm, corporation or other legal entity shall discharge, spill or permit to be discharged oil, petroleum products or their by-products, as defined in section 542, subsection 6, into any inland waters of this State. For the purposes of this section, “inland waters of this State” shall mean all waters of this State except those described in section 543.

Whoever discharges oil, petroleum products or their by-products in violation of this section shall immediately report the fact of such discharge to the commission and undertake to remove such discharge to the commission’s satisfaction. Notwithstanding the requirements of the preceding sentence, the commission may undertake to remove such discharge, and may retain agents and contractors for such purpose.

Whoever discharges, spills or permits to be discharged oil, petroleum products or their by-products in violation of this section, and fails to report such discharge, shall be punished by a fine of not less than $500 nor more than $1000.

1771, C. 458, § 1.

Section 361: (In part) Conduct of Hearings

Whenever the commission is required or empowered to conduct a hearing pursuant to any provision of law, such hearings may be held and conducted by the commission, or by any member of the commission or by any qualified employee or representative of the commission, as the commission may determine. If the hearing is conducted by a single commissioner or qualified employee or representative, such commissioner, employee or representative shall report his findings of fact and conclusions to the commission together with a transcript of the hearing and all exhibits. Such findings of fact and conclusions shall become a part of the record. The commission shall not be bound by such findings or conclusions when acting upon such record, but shall take such action, issue such orders and make such decisions as if it had held and conducted the hearing itself.

1971, C. 414.
APPENDIX E

GLOSSARY OF TERMS USED
Glossary of Terms  (from U. S. Coast Guard)

ASPHALTS: Black, solid or semisolid bitumens which occur in nature or are obtained as residues during petroleum refining.

BILGE OIL: Waste oil which accumulates, usually in small quantities, in the lower spaces in a ship, just inside the shell plating. Usually mixed with larger quantities of water.

BUNKER "C" OIL: A general term used to indicate a heavy viscous fuel oil.

BUNKER FUEL: A general term for heavy oils used as fuel on ships and in industry. It often refers to No. 5 and 6 fuel oils.

Conversion Tables:

<table>
<thead>
<tr>
<th>Knowing</th>
<th>Multiply by factor below to obtain</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gallon (U.S.)</td>
<td>Gallon Imperial</td>
</tr>
<tr>
<td>1.000</td>
<td>0.83268</td>
</tr>
<tr>
<td>Barrel (U.S.)</td>
<td>Barrel Imperial</td>
</tr>
<tr>
<td>42.0*</td>
<td>34.9726</td>
</tr>
<tr>
<td>Gallon (Imp.)</td>
<td>Gallon Imperial</td>
</tr>
<tr>
<td>1.2009</td>
<td>1.000</td>
</tr>
<tr>
<td>Cubic Feet</td>
<td>Gallon Imperial</td>
</tr>
<tr>
<td>7.4805</td>
<td>6.2288</td>
</tr>
<tr>
<td>Litres</td>
<td>Gallon Imperial</td>
</tr>
<tr>
<td>0.2641</td>
<td>0.2199</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Pound (Short)</th>
<th>Ton (Long)</th>
<th>Ton (Metric)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pounds</td>
<td>1.00</td>
<td>0.00050</td>
<td>0.000446</td>
</tr>
<tr>
<td>Ton (Short)</td>
<td>2000.0*</td>
<td>1.000</td>
<td>0.89286</td>
</tr>
<tr>
<td>Ton (Long)</td>
<td>2240.0*</td>
<td>1.120</td>
<td>1.000</td>
</tr>
<tr>
<td>Ton (Metric)</td>
<td>2204.6</td>
<td>1.1023</td>
<td>0.98421</td>
</tr>
</tbody>
</table>

One Hectolitre equals 100 Litre.
One Ton (Metric) equal 1000 Kilograms.
Conversions marked (*) are exact by definition.

Approximate Conversions

<table>
<thead>
<tr>
<th>Material</th>
<th>Barrels per Ton (Long)</th>
</tr>
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<tbody>
<tr>
<td>Crude Oils</td>
<td>6.7 - 8.1</td>
</tr>
<tr>
<td>Aviation Gasolines</td>
<td>8.3 - 9.2</td>
</tr>
<tr>
<td>Motor Gasolines</td>
<td>8.2 - 9.1</td>
</tr>
<tr>
<td>Kerosenes</td>
<td>7.7 - 8.3</td>
</tr>
<tr>
<td>Gas Oils</td>
<td>7.2 - 7.9</td>
</tr>
<tr>
<td>Diesel Oils</td>
<td>7.0 - 7.9</td>
</tr>
<tr>
<td>Lubricating Oils</td>
<td>6.8 - 7.6</td>
</tr>
<tr>
<td>Fuel Oils</td>
<td>6.6 - 7.0</td>
</tr>
<tr>
<td>Asphaltic Bitumens</td>
<td>5.9 - 6.5</td>
</tr>
</tbody>
</table>

(As a general rule-of-thumb use 6.5 barrels or 250 gallons per ton of oil).
CRUDE OIL: Petroleum as it is extracted from the earth. There may be several thousands of different substances in crude oil, some of which evaporate quickly while others persist indefinitely. The physical characteristics of crude oils may vary widely. Crude oils are often identified in trade jargon by their regions of origin. This identification may not relate to the apparent physical characteristics of the oil. Commercial gasoline, kerosene, heating oils, diesel oils, lubricating oils, waxes and asphalts are all obtained by refining crude oil.

FUEL OIL GRADE: Numerical ratings ranging from 1 to 6. The lower the grade number, the thinner the oil is and the more easily it evaporates. A high number indicates a relatively thick, heavy oil. No. 1 and 2 fuel oils are usually used in domestic heaters, and the others are used by industry and ships. No. 5 and 6 oils are solids which must be liquified by heating. Kerosene, coal oil, and range oil are all No. 1 oil. No. 3 fuel oil is no longer used as a standard term.

OIL FILMS: A slick thinner than .0001 inch may be classified as follows:

<table>
<thead>
<tr>
<th>STANDARD TERM</th>
<th>GALLONS OF OIL PER SQUARE MILE</th>
<th>APPEARANCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>&quot;barely visible&quot;</td>
<td>25</td>
<td>barely visible under most favorable light conditions</td>
</tr>
<tr>
<td>&quot;silvery&quot;</td>
<td>50</td>
<td>visible as a silvery sheen on surface water</td>
</tr>
<tr>
<td>&quot;slightly colored&quot;</td>
<td>100</td>
<td>first trace of color may be observed</td>
</tr>
<tr>
<td>&quot;brightly colored&quot;</td>
<td>200</td>
<td>bright bands of color are visible</td>
</tr>
<tr>
<td>&quot;dull&quot;</td>
<td>666</td>
<td>color begins to turn dull brown</td>
</tr>
<tr>
<td>&quot;dark&quot;</td>
<td>1332</td>
<td>much darker brown</td>
</tr>
</tbody>
</table>

NOTE: Each one-inch thickness of oil equals 5.61 gallons per square yard or 17,378.709 gallons per square mile.

RESIDUAL OIL: A general term used to indicate a heavy viscous fuel oil.
REFERENCES


Dow, Robert L. Director of Research. Department of Sea and Shore Fisheries. (personal communication).


Sova, Paul. Maine Department of Environmental Protection. (personal communication)


Wong, Edward F.M. (1969 A multiplier for computing the values of shellfish. FWPCA

BIBLIOGRAPHY


APPENDIX G

LIST OF INTERVIEWS AND VISITS
<table>
<thead>
<tr>
<th>Academic</th>
<th>Person(s)</th>
<th>*L/T/V</th>
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<tbody>
<tr>
<td>Bates College</td>
<td>Dr. Harold E. Hackett</td>
<td>T</td>
</tr>
<tr>
<td>Lewiston, Maine</td>
<td>Dept. of Biology</td>
<td></td>
</tr>
<tr>
<td>Bowdoin College</td>
<td>Dr. Dana Mayo</td>
<td>T</td>
</tr>
<tr>
<td>Brunswick, Maine</td>
<td>Dept. of Chemistry</td>
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<table>
<thead>
<tr>
<th>Federal</th>
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<tbody>
<tr>
<td>U. S. Coast Guard</td>
<td>Capt. Donald McCann</td>
<td>T</td>
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<td>Portland, Maine</td>
<td>Group Commander, Portland</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Lt. Michael Rashio</td>
<td>V</td>
</tr>
<tr>
<td>U. S. Coast Guard</td>
<td>Capt. Ronald Frappier</td>
<td>V</td>
</tr>
<tr>
<td>Southwest Harbor, Maine</td>
<td>Group Commander, Southwest Hbr.</td>
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</tr>
<tr>
<td></td>
<td>Lt. Ernest Blanchard</td>
<td>V</td>
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<tr>
<td>U. S. Coast Guard</td>
<td>Commander, District 1</td>
<td>L</td>
</tr>
<tr>
<td>Southwest Harbor, Maine</td>
<td></td>
<td></td>
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<tr>
<td>U. S. Coast Guard</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boston, Massachusetts</td>
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<table>
<thead>
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<th>State</th>
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<tbody>
<tr>
<td>Maine Department of Sea</td>
<td>Mr. Robert L. Dow,</td>
<td>V</td>
</tr>
<tr>
<td>and Shore Fisheries</td>
<td>Director of Research</td>
<td></td>
</tr>
<tr>
<td>Augusta, Maine</td>
<td></td>
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</tr>
<tr>
<td>Maine Department of Environmental</td>
<td>Mr. Paul Sova</td>
<td>V</td>
</tr>
<tr>
<td>Protection</td>
<td>Oil Conveyance</td>
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<tr>
<td>Augusta, Maine</td>
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<tr>
<td>Maine Bureau of Waterways</td>
<td>Mr. Edward Langlois</td>
<td>V</td>
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<tr>
<td>Portland, Maine</td>
<td>Director</td>
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<tr>
<td>Maine Petroleum Association</td>
<td>Mr. Milton Huntington</td>
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</table>

* Means of Communication:  
(L) = Letter  
(T) = Telephone  
(V) = Visit