

Harbor Safety Committee Report

August 2009- September 2009



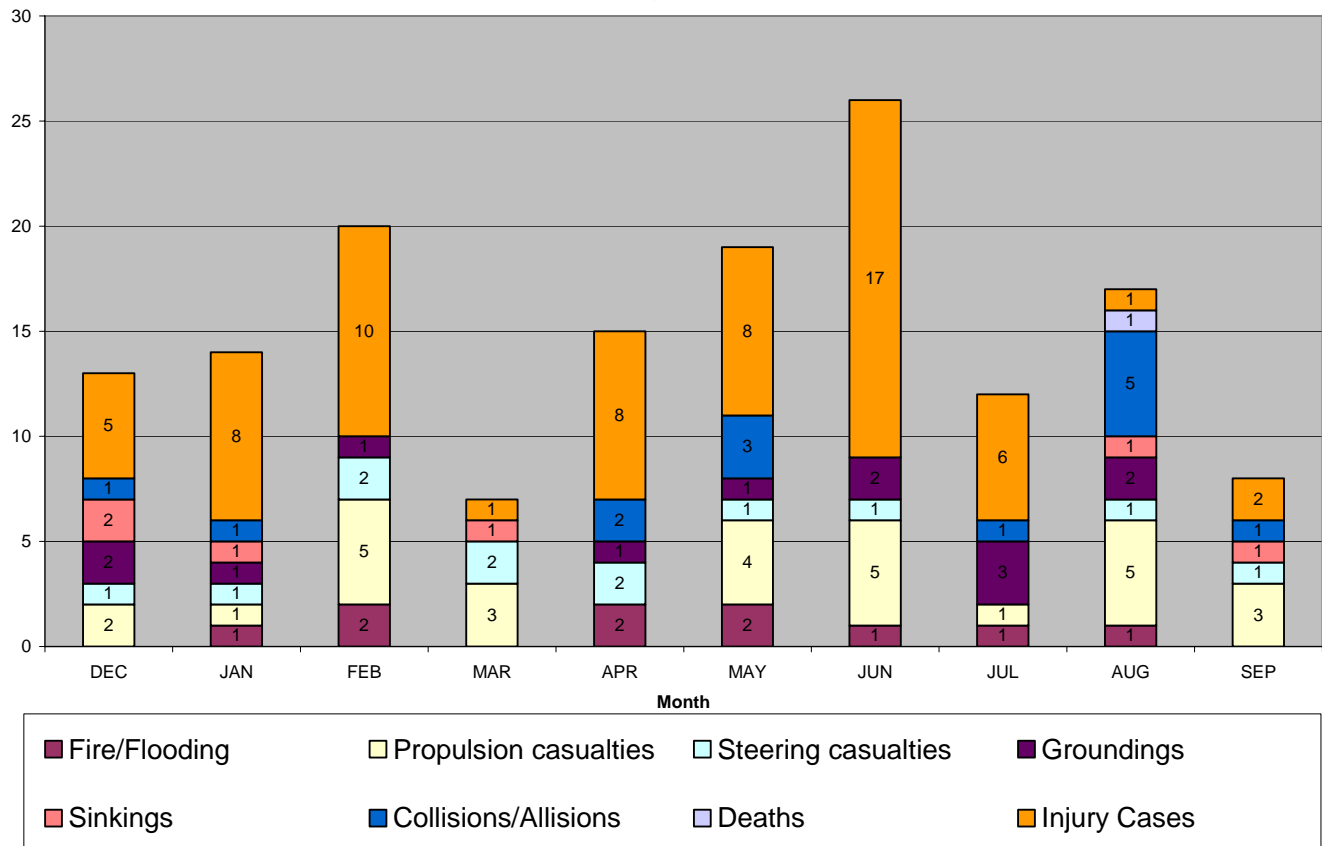
USCG Sector Seattle

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Seattle, WA 98134
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(206) 217-6175

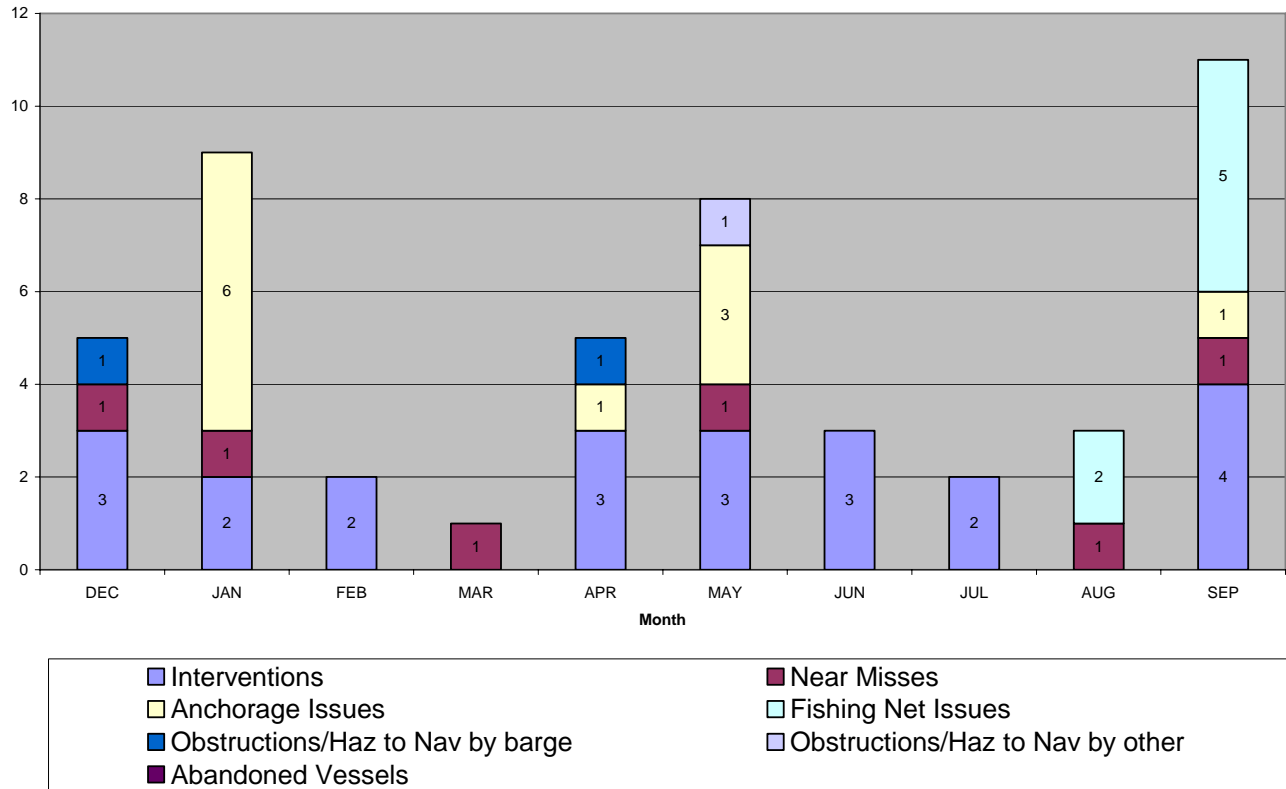


PORT SAFETY: Significant Incidents

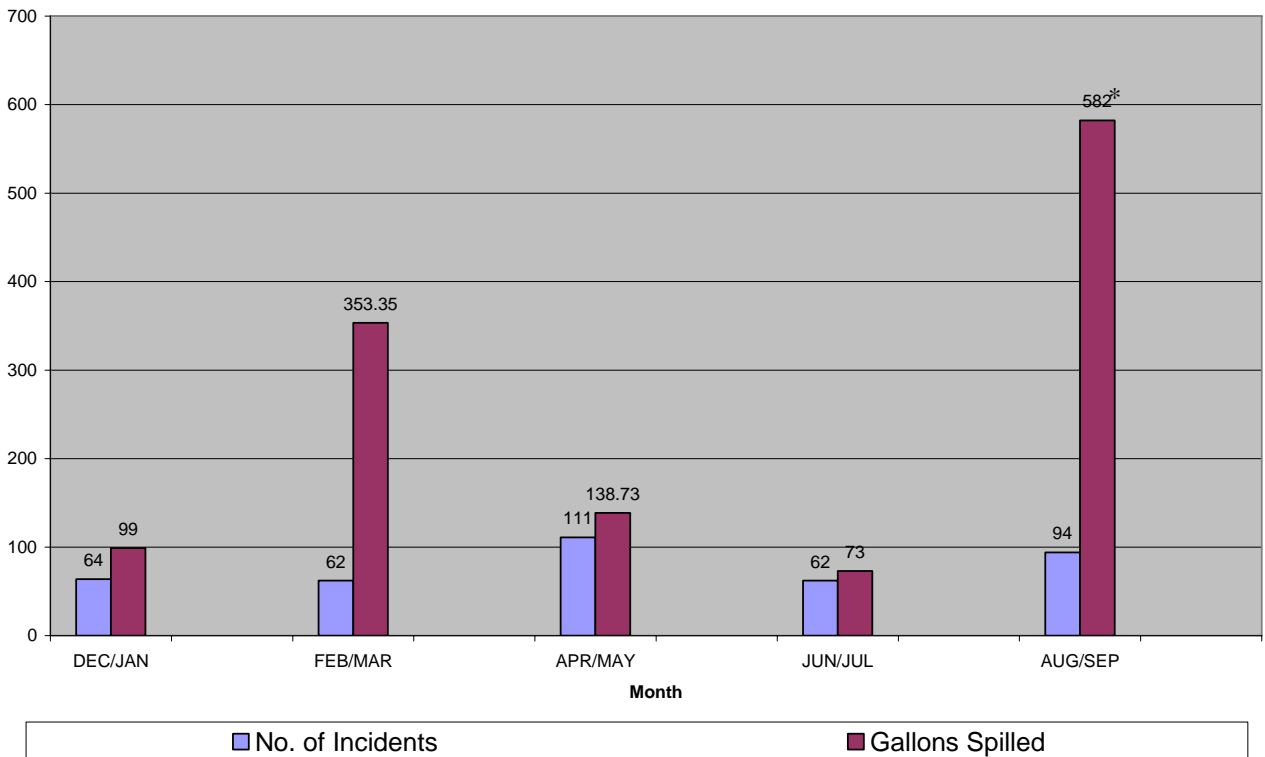
Port Safety Incidents



Vessel Traffic Center Actions



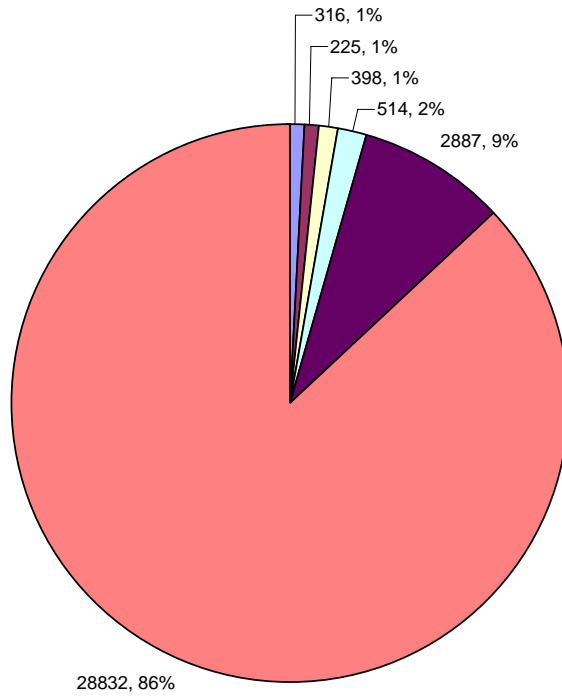
Pollution Incidents



* Total number of gallons based on estimated vessel tank volume in 28 AUG pollution case

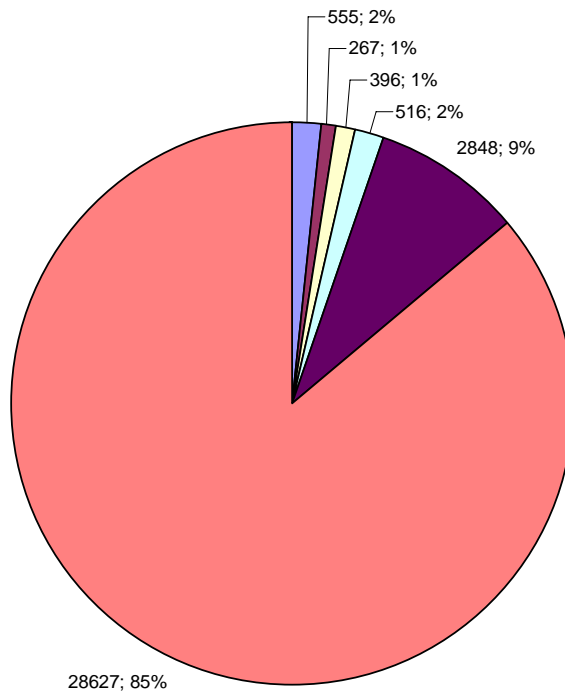
Vessel Transit Statistics

Transits JUN – JUL 2009



Total: 33172

Transits AUG – SEP 2009



- Other
- Public
- Tanker (Includes ITB)
- Freighter
- Tug/Tow (Includes ATBs)
- Ferry/Harbor Excursion

Total: 37859

Safety and Security	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL*	AUG	SEP
Safety/Security Zones	2	3	0	0	2	4	4	44	7	5

* Increased number of safety and security zones for July is typical due to 4th of July firework displays and SEAFAIR/FLEET WEEK activities and is average with past years. There were 45 zones in July 2008.

PORT SAFETY INCIDENTS:

27 August 09

Location: Strait of Georgia

Involved Parties: 233 ft Fishing Vessel

Issue: Death

Actions Taken: On the morning of 27 August, a person was noticed missing. The crew of 115 conducted an onboard search for the person but did not find them. Later that afternoon the ship held a full muster, and the person was still missing. The Canadian Coast Guard was notified and initiated a search for the missing person. The vessel was bound for Tacoma, on 28 August 2009, but remained on scene to conduct search and rescue. The body was recovered the next day by the Canadian Coast Guard.

Further Actions/Comments: Investigation Open

28 August 09

Location: Salmon Bank

Involved Parties: 59 ft Fishing Vessel

Issue: Capsize/Injury

Actions Taken: A commercial fishing vessel was fishing south of San Juan Island in Salmon Bank. The vessel reported taking heavy rolls when it capsized with 6 people on board. Two injured crew members were taken to hospital via helicopter.

Further Actions/Comments: Investigation Open

30 August 09

Location: Elliot Bay

Involved Parties: 460 ft Passenger Vessel

Issue: Allision

Actions Taken: A passenger ferry allided with a pier during foggy conditions. Drug and alcohol testing was conducted. One minor injury was reported involving a passenger who fell and cut their lip, but refused medical attention. Two passenger vehicles sustained minor property damage. The pier suffered extensive damage to its fender system, and the Passenger Vessel sustained damage to the bow approximately ten feet above the water line.

Further Actions/Comments: Investigation Open

11 September 09

Location: Elliot Bay

Involved Parties: 310 ft Passenger Vessel

Issue: Loss of Propulsion

Actions Taken: A passenger ferry experienced an electronic governor failure on both main propulsion generators. The propulsion generators switched to the back up mechanical governors but the generators were unable to share the load on the mechanical governors and the #1 propulsion generator tripped offline, causing a partial loss of propulsion. The ferry was able to return to the pier on its own power. The engineers repaired and tested the governors, and placed the vessel back into service. Less than 24 hours later it was removed again for additional governor issues. The governor actuator was replaced, tested, and put back into service.

Further Actions/Comments: Investigation Open

29 September 09

Location: Salmon Bank

Involved Parties: 42 ft Passenger Vessel

Issue: Flooding

Actions Taken: A passenger vessel was carrying twenty passengers for hire when the high water bilge alarm sounded. The starboard shaft seal broke causing water to flood the space. The crew made a notification on channel 16, and a vessel assist boat came to help pump out the space. Thirteen of the passengers were transferred to a Good Samaritan vessel; seven passengers remained onboard to be taken back to shore. Following repairs and an inspection the vessel returned to service.

Further Actions/Comments: Investigation Open

VESSEL TRAFFIC CENTER:

10 August 09

Location: Strait of Juan de Fuca

Involved Parties: 75ft Fishing Vessel

Issue: Near Miss

Actions Taken: A Canadian fishing vessel, operating south of Sheringham Point, Vancouver Island, within a group of other fishing vessels north of the traffic lanes in the Strait of Juan De Fuca, reported a near miss with a smaller non-participating fishing vessel westbound at night in dense fog. The fishing vessel saw the close aboard situation developing and took several evasive courses, with the smaller vessel turning toward him several times. The larger fishing vessel stated he was too busy avoiding the situation to attempt calling the vessel on the radio. The smaller fishing vessel altered course to port to avoid him. The VTS Sector Operator was unsuccessful in tracking the other smaller fishing vessel and other fishing vessels operating in the area were not able to identify the smaller fishing vessel.

Further Actions/Comments: N/A

02 September 09

Location: Port Angeles Rotary, Strait of Juan de Fuca

Involved Parties: Two Bulk Carriers

Issue: Navigation Difficulty and Traffic Management Concern

Actions Taken: A VTS Operator reported one bulk carrier closely followed by another bulk carrier northbound in the traffic rotary above Port Angeles bound for the Victoria Pilot Station. Both vessels were observed making course changes to the east and out of the traffic lanes without prior notice or permission from Seattle Traffic. The VTS Operator contacted both vessels and asked what their intentions were. Both vessels stated that they were early to the Victoria Pilot Station and that they were departing from the traffic lanes in order to prolong their transit to make the prescribed Victoria Pilot Station time. Both vessels were directed to regain the traffic lane and proceed directly to the Victoria Pilot Station and anchor at Constance Bank in necessary to await their Pilots.

Further Actions/Comments: The CVTS Procedures Committee is reviewing existing policy regarding exercising earlier control of vessels bound for the Victoria Pilot Station to avoid traffic management concerns in the Port Angeles rotary and will be making recommendations for improvements to the CVTS Joint Coordinating Group at the December 2009 meeting.

08 September 09

Location: Puget Sound

Involved Parties: Small Passenger Vessel

Issue: Failure to make Passing Arrangements

Actions Taken: A contracted passenger vessel enroute to Everett received authorization from VTS to pass North of Buoy Tango. The VTS Operator noticed the small passenger vessel getting close to a Washington State Ferry and passing arrangements had not been made by either vessel. The VTS Operator inquired on passing arrangements and the smaller passenger vessel then stated he would pass astern. The VTS Operator closely monitored the situation, verified proper actions were carried out, and observed the small passenger vessel come to port and pass astern as agreed.

Further Actions/Comments: None

17 September 09

Location: San Juan Islands

Involved Parties: 50 ft Sailing vessel and Washington State Ferry.

Issue: Near Miss

Actions Taken: USCG Sector Seattle Operations Unit Controller reported monitoring a radio transmission on channel 16 from a sailing vessel in a fog bank near Hicks Bay, San Juan Islands attempting to hail a Washington State Ferry. While operating in a VTS Area and participating with VTS, the ferry was authorized to monitor only the required VTS frequency and Channel 13. When the ferry did not respond to the sailing vessel's hails, Sector Seattle Command Center responded to the sailing vessel on channel 16 and the VTS facilitated communications between the ferry and the sailing vessel. Safe passing arrangements were made and a close aboard situation was avoided.

Further Actions/Comments: None

19 September 09

Location: San Juan Islands

Involved Parties: Light Tug

Issue: Potential Grounding

Actions Taken: A VTS Operator observed a light tug in Bellingham Channel south of Deepwater Bay on a track which would cause the Vessel to run aground on Cypress Island. After repeated calls on Channels 5A, 13 and 16, the tug finally answered the hail from VTS and immediately altered course to starboard when 300 yards from grounding.

Further Actions/Comments: Investigation Open

27 September 09

Location: Strait of Juan de Fuca

Involved Parties: U. S. Naval Submarine

Issue: Traffic Management Concern

Actions Taken: A U. S. naval submarine operating in the Strait of Juan de Fuca notified VTS that they intended to "conduct operations" in the inbound approach traffic lane to the Port Angeles pilot station. A container ship was astern of the submarine at buoy "VF" bound for the Port Angeles pilot station. The VTS Operator directed the naval submarine to continue eastbound to clear the TSS before conducting operations and the submarine complied.

Further Actions/Comments: None

POLLUTION:

04 August 09

Location: Anacortes, WA

Involved Parties: 38 ft Derelict Vessel

Issue: Spilled 50-100 gallons of waste oil

Actions Taken: Sector Seattle received a report of a 100 x 100 foot rainbow sheen on the waters of Fidalgo Bay in Anacortes, WA. Coast Guard pollution investigation revealed the sheen originated from a derelict vessel which was taking on water and slowly sinking. The Oil Spill Liability Trust Fund was accessed and Global Diving and Salvage was hired to remove the water and pump off the remaining fuel on board. The vessel was dewatered and the fuel was removed.

Further Actions/Comments: CG coordinated with Washington Department of Natural Resources and the vessel was removed from the waterway.

28 August 09

Location: San Juan Island, WA

Involved Parties: 59 ft Fishing Vessel

Issue: 400-550 gallons of diesel fuel

Actions Taken: Sector Seattle received a report of a sunken 59 ft fishing vessel near Eagle Cove on San Juan Island. The vessel was reported/estimated to have spilled 400-550 gallons of diesel fuel as it sank. Sector Seattle hired Islands Oils Spill Association (IOSA) to assist with product recovery. During the course of the response, USCG and IOSA did not find any recoverable product. Three subsequent overflights were conducted with negative sheen or slick sightings and a full survey of the adjacent shoreline was conducted by USCG and DOE with no observed shoreline impacts. Due to the agitated sea conditions along with high winds, it is believed that the discharged product naturally dispersed and or dissipated.

Further Actions/Comments: Issued Notice of Violation to owner for pollution.

POLLUTION RESPONSE:**TOTAL**

Total oil pollution reports from 01 August 2009 through 30 September 2009 in **Sector Seattle**
AOR: 94

• Penalty Action:	
Civil Penalty Action (Marine Violation)	0
Civil Penalty Action, Ticket Issued (Notice of Violation)	5
Letter of Warning	36
No Penalty Action (e.g. public vsl, no RP found, etc.)	50
Case in Progress, Enforcement Pending	3
• Source Identification; Discharges of Oil from:	
Deep Draft Vessels/ Ferries	3
Facilities (includes all non-vessel & unregulated land sources)	8
Military/Public Vessels	4
Commercial Fishing Vessels	10
Other Commercial Vessels	3
Non-Commercial Vessels (e.g. pleasure craft)	23
Unknown Source (Mystery Sheen and Mystery Drum)	43
Tanker/Barge	0
• Cause of Discharge (Initial Report)	
Human Error	27
Equipment Failure	16
Sinking/Fire	5
Weather	1
Auto Accident	2
Container Leak	0
Mystery Sheen/Drum	43
Collision/Grounding	0
• Federally Funded Cleanup Cases (OSLTF/CERCLA):	2
• Hazardous Material Releases:	1
• Cases requiring Pollution Reports (POLREPS):	2
• Spill Volume:	582
Number of Pollution Reports	94
Number of Actual Verified Spills	72
Spills < 1 gallon	56
Spills 2 < 10 gallons	14
Spills 11 < 50 gallons	0
Spills 50 < 100 gallons	1
Spills > 100 gallons	1