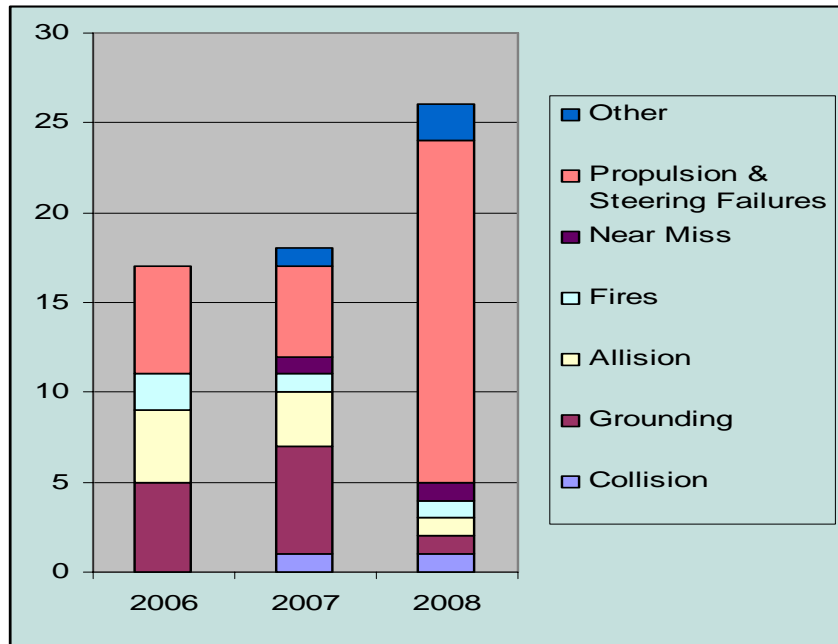


VII. HISTORY OF VESSEL ACCIDENTS, SPILLS, AND NEAR MISSES:

A. VESSEL ACCIDENTS: “Vessel Accidents” include vessel collisions (between two moving vessels), allisions (between a moving vessel and a stationary object, including another vessel), and vessel groundings. The following figure demonstrates the number of vessel accidents in the ports of Los Angeles – Long Beach. These incidents do not reflect commercial fishing vessel or recreational boating casualties.

Collisions, Allisions, and Groundings in the Ports of LA/LB



Note: These commercial vessel accidents meet a reportable level defined in 46 CFR 4.05, but do not include commercial fishing vessel or recreational boating casualties

NOTABLE 2008 MARINE CASUALTIES

Collisions

REBEL II/ISLANDER and Recreational Vessel CF 2138 JU - On October 2nd, 2008, Sector Los Angeles-Long Beach conducted an exhaustive Search and Rescue and casualty investigation related to a collision that occurred within the Regulated Navigation Area. Two fatalities were discovered as a result of an exhaustive multi-agency response to the casualty. The likely cause was determined to be a failure of Navigation Rules knowledge on the part of both vessel operators.

Groundings

M/V PATRICK – On December 3, 2008 at approximately 2300 the off shore supply vessel M/V PATRICK with 5 passengers onboard allided with the west jetty at Huntington Harbor. The cause of the allision was due to the master dozing off at the helm during a transit from Platform Edith to Seal Beach Pier. The master was awaked by the initial contact with the jetty rocks.. Damage was estimated at more than \$250K.

Allisions

CAPT T. LEE - On November 26, 2008, the offshore supply vessel CAPT T. LEE suffered a steering failure that resulted in an allision with LA Light number 4, a fixed navigational marker. Cause of the steering failure was a loose hydraulic hose on the steering pump which leaked all of the hydraulic fluid out of the steering system. The Master tried to reenergize the number two steering pump but was unsuccessful, due to the lack of hydraulic fluid in the steering system. While the Master was in the process of troubleshooting the steering casualty, he allided with the navigation light pier causing more than \$300K damage to the vessel and pier structure. No personnel injuries were reported.

Other (i.e. Near Miss Situations)

M/V LANE VICTORY and C/V SEA ANGLER - On September 20, 2008, the charter vessel SEA-ANGLER with 47 passengers onboard was anchored just off the LA light. They were alerted by a crewmember that the M/V LANE VICTORY with more than 800 passengers was bearing down on them on a collision course. Master then attempted to contact the vessel with no response. He then put the vessel in gear to avoid collision and drove over their anchor line. The vessels passed each other within less than .08 nautical miles.

M/V S. ARCTIC - On July 10th, 2008 Sector LA-LB security boarding team boarded the M/V S. ARCTIC for a random security boarding. After talking with the Master of the vessel, the boarding team observed the master showing signs of intoxication based upon their experience and training. The boarding team initiated a field sobriety test and the Master subsequently registered a Blood Alcohol Concentration of .400. Local CGIS agents subsequently arrested the Master. Further investigation revealed the company knew of the problems with the Master for several weeks, yet allowed vessel to enter US waters. The US Attorney successfully prosecuted a case against the company for allowing vessel to enter with a known hazardous condition. Final penalty assessed was \$150K.

2008 DEEP-DRAFT VESSEL MARINE CASUALTY SUMMARY

- 1) January 5 – OVERSEAS LOS ANGELES
 - a. Vessel's Main Engine shutdown for unknown reason at 1330. Second identical incident happened at 0950 on 07JAN08. Crew later traced the issue back to a redundant over-speed protection system installed on vessel. Once the problem was identified, the company recommended bypassing the redundant over-speed protection system (not a required piece of equipment). The system was bypassed, and the vessel sailed with no further incident.

- b. **Casualty Class - Propulsion**
- 2) January 12 – RJ PFEIFFER
 - a. Crewmember received cut to right thumb, which got caught between the net and the gangway. He was taken to the hospital, where he received stitches, and was sent back to the vessel.
 - b. **Casualty Class - Crew Injury**
- 3) January 14 – HYUNDAI DUKE
 - a. Vessel experienced heavy weather damage during voyage from Pusan, Korea to Los Angeles - Long Beach. First tier of container was damaged, port red navigation light missing, and a cover to the 6 person life-raft was broken.
 - b. **Casualty Class - Heavy Weather & Lifesaving Appliance Damage**
- 4) January 14 – SEA-LAND METEOR
 - a. AB on board vessel claimed intense pain in legs, feet, knee, and hip with no specific injury incident identified. He was then transferred to Little Company of Mary Hospital in San Pedro, CA. via ambulance as a precaution.
 - b. **Casualty Class - Crew Injury**
- 5) January 15 – SEA-LAND LIGHTNING
 - a. Main Engine had high exhaust temperature in cylinder #3. Upon inspection found piston, liner, and exhaust valve damaged beyond use. There was a possible metal failure in liner or exhaust valve.
 - b. **Casualty Class – Propulsion Failure**
- 6) January 15 – MAUNAWILI
 - a. In Honolulu, at 0800 on 15JAN08 the assistant cook lifted two bags containing garbage and recycle bottles, which caused a pain in his lower back. At 0930 the same day, while loading stores the pain felt worse. He continued to work and reported the pain to his supervisor, the Steward, around 1800 on 15 January, after the vessel had sailed for Guam. At 0845 on the 16 January the injury was reported to the Master and Medical Officer.
 - b. **Casualty Class - Crew Injury**
- 7) January 22 – RENUAR
 - a. While vessel was outbound from LA-176, the main engine failed to stay lit after a given command by the pilot. The vessel left LA-176 went to anchorage with tug assist to conduct repairs. Cause narrowed to air trapped in the system following replacement of fuel injectors while in port.
 - b. **Casualty Class - Propulsion Failure**
- 8) January 22 – ANTARES VOYAGER
 - a. While proceeding at normal speed to PAL at 0950 LT, the supply breaker on the main switch board opened, sounding the steering gear unit #1 abnormal alarm on the AMS system. Steering gear annunciator in ECR indicated #1 Motor power

failure, #1 Control power failure, and Automatic Hydraulic Supervision with Pump #1. Bridge was notified to switch to #2 Steering Gear, which functioned properly. Inspection found no damage to the motor. The cause was the servo pressure switch on the hydraulic pump was sticking open. The switch was thoroughly cleaned and reinstalled. All functioned properly with no further problems.

b. **Casualty Class - Electrical & Steering Failure**

9) January 27 - MANUKAI

a. Vessel experienced heavy weather damage to anchor & anchor assembly. Estimated damage exceeded \$25k reporting threshold.

b. **Casualty Class – Heavy Weather Damage**

10) February 1 – MAHI MAHI

a. Both boilers, auxiliary and waste heat found contaminated with heavy fuel oil of source unknown. Contamination suspected to be from tank heating coils.

b. **Casualty Class – Auxiliary Equipment Casualty**

11) February 11 – SS LIHUE

a. During routine steaming conditions, the watch engineer noticed a drop in the water level of the port boiler. The condition was indicative of a leak in the boiler. The port boiler was shut down, and continued progress on the starboard boiler alone.

b. **Casualty Class – Fitness for Service**

12) February 17 – GINGA FALCON

a. Before entering the Port of Long Beach, a test of the vessel's main engine was conducted at 0750. The engine performed satisfactorily forward, but stalled and died immediately when placed in reversed. The engine had given no indication of problems prior to that. The Coast Guard was then notified and the vessel was placed at anchorage.

b. **Casualty Class – Propulsion Failure**

13) February 18 – JUMBO CHALLENGER

a. Vessel was berthed at LA 136, TRAPAC. While conducting offloading of cargo, a cable on the aft ships crane parted, causing the load to be dropped onto the vessel and deck, minimal damage to vessel and pier. Damages exceeded 25k reporting threshold.

b. **Casualty Class**

14) February 19 – LIBRA SANTOS

a. Vessel was underway outbound from Long Beach Pier J235. Proper engine check had been conducted. While outbound, there was a material failure of a connection from the signal air system, which resulted in a loss of propulsion.

b. **Casualty Class – Propulsion Failure**

15) March 9 – ITAL LIBERA

- a. Auxiliary boiler misfired. Once boiler fired again, residual fuel oil in furnace caused explosion (flare back). A secondary flare back occurred once boiler misfired again. Flame flare back in auxiliary boiler caused refractory cracks in furnace floor. ABS surveyor examined damage to furnace and repair work. ABS as flag state representative, Marine Inspector, along with Duty Investigators witnessed boiler firing, witnessed boiler in all modes of light fuel operation. Repair to boiler all in apparent good order. Seven successful boiler starts, including pre and post purge cycles were witnessed.
- b. **Casualty Class – Fitness for Service**

16) March 10 - MILOS

- a. While conducting cargo offloading operations at LA Berth 179, vessel was discharging steel coil cargo when the hoisting wire on ships crane # 1 snapped, causing the load to fall to the main deck. Vessel was attempting to lift three of the coils, which weighed approximately 7 tons each, for a total of approximately 21 tons. The crane being used, crane # 1, was rated at 30 tons, so weight excess was not an issue. No injuries were associated with the incident, and there was minimal damage to the vessel and the cargo. All cargo operations were suspended until load test could be carried out on all the ships cranes and repairs could be made to crane # 1.
- b. **Casualty Class – Cargo Damage**

17) March 11 – RIALTO BRIDGE

- a. Vessel was moored at LB Berth 229. When Pilot came onboard and proceeded to move from berth, the vessel experienced a main engine failure and ultimate loss of propulsion. Captain stated that he was unable to restart the main engine and had no remote control at the bridge and no remote control in the engine control room. The vessel crew had installed a jumper wire to bypass a potentially faulty solenoid, which allows remote operation of the engine. The temporary repair was tested with Class society and representatives were present. The main engine was never started during the test. The ships electrician sent an email to the company asking if the jumper wire needed to be permanent, or should it be removed. After he did not receive a response, he decided to remove the jumper wire by cutting it.
- b. **Casualty Class – Propulsion Failure**

18) March 24 – BRITISH BEECH

- a. While underway, Pumpman discovered crack in butt weld after smelling odor in the air. Vessel's Captain and Chief Engineer were notified. Ship's crew applied epoxy to temporarily seal cracked weld to prevent inert gas from escaping. Crack is approximately 11 inches long located in the tank top of 3P COT between frames 151 and 152. Deck is constructed with High Tensile Steel. Chief Engineer sends email to notify company. Company requests the services of Ocean Wide Ship Repair. 15Apr08 - All Repairs completed and vessel departed port.
- b. **Casualty Class – Fitness for Service**

19) April 1 – TROPICAL MORN

- a. Vessel was outbound in the LA channel when it suffered a low pressure alarm on the start air. Dead slow ahead command was given by Master, and no response was obtained. Several attempts were made, followed by fluctuation of the main engine. Main engine responded satisfactorily, and the vessel was redirected to anchorage for further evaluation. Class society attended the vessel and determined that a connection to the main engine stop solenoid was loose and caused the main engine fuel stop to be kept engaged. The pneumatic stop relay caused a small leak of air, enough for the stop relay not to engage.
- b. **Casualty Class – Propulsion Failure**

20) April 14 – EVER UBERTY

- a. Vessel reported loss of steering. The No. 1 Steering system did not respond to commands from the bridge while departing the Port of Los Angeles. The steering controls were switched to the NO. 2 steering pump; the steering control returned to normal and regained full steering. The vessel was directed to anchorage at G-4, where class society attended the vessel. The vessel's crew troubleshot the steering system and found a loose cable in the control wiring; the cable was tightened and the No. 2 steering system was tested satisfactorily. The vessel created a maintenance plan to check essential steering gear items; the plan was implemented into the vessel's safety management system to prevent future incidents.
- b. **Casualty Class – Steering Failure**

21) April 14 – MAERSK FLORENCE

- a. Vessel suffered loss of main propulsion during inbound transit for approximately 3 minutes due to the Generator auto switch being in the off position due to human error. Class attended vessel, all investigated areas of the vessel's electrical control equipment and power management appeared satisfactory.
- b. **Casualty Class – Propulsion Failures**

22) April 14 – CAPTAIN H. A. DOWNING

- a. Vessel's boiler stack economizer (low pressure) had a leak/hole in the line, was taken off line and repaired (welded patch).
- b. **Casualty Class – Fitness for Service**

23) April 25 - DAM MING HU

- a. Vessel was offloading cargo from the port side slop tanks when slop tank pressure valve burst, causing a leak of product onto the deck and into the water. Estimated 4-5 barrels of product, which was crude oil from the Crude Oil Washdown (COW) procedure was released onto the deck.
- b. **Casualty Class – Fitness for Service**

24) April 25 – APL KOREA

- a. Vessel discovered a small fracture in internal feed water tank, cause unknown. Class society attended vessel in LA.

- b. Casualty Class – Fitness for Service**

- 25) April 29 – SEA-LAUNCH COMMANDER
 - a. While in port, security officer on board injured while patrolling through a water-tight door and was transported to hospital.
 - b. Casualty Class – Crew Injury**

- 26) May 5 – SEA-LAND COMET
 - a. Fracture found in Aft Peak Ballast Tank. This was a new fracture in a previous repair, Dec. 2006. Fracture estimated to be one foot in length and located in the Way of the Rudder Trunk.
 - b. Casualty Class – Fitness for Service**

- 27) May 18 – FAIR SKY
 - a. Investigators attended the vessel after receiving a report of a collision between the subject vessel and a fishing vessel that may have occurred on 4/25/2008 in position 37 23.6N 123 18.0E in the Yellow Sea. Investigating Officers conducted interviews of the entire crew, conducted a sweep for physical evidence, and reviewed ship documents. Each member of the crew, aside from the reporting source, denied any knowledge of any collision. A large black mark was discovered on the starboard bow of the vessel. The mark was sampled for potential testing for paint transfer. The mark is suspicious, but not definitive evidence.
 - b. Casualty Class – Flag State Request for Investigation**

- 28) June 2 – APL THAILAND
 - a. Crewmember injured left hand while attempting to lash a portable ventilator fan above the air trunk access door onboard the vessel.
 - b. Casualty Class – Crew Injury**

- 29) June 3 – RJ PFEIFFER
 - a. While conducting maintenance to the auxiliary boiler the water level transmitter failed and the water level dropped to the point that the vessel lost steam. The main engine was shut down long enough to troubleshoot the problem and get steam back.
 - b. Casualty Class – Fitness for Service**

- 30) June 3 – CARNIVAL PRIDE
 - a. Vessel experienced a fire in the 221 cabin on the 5th deck, minor injuries and minor damage to the vessel occurred. Indications are that the fire may have been caused by a heated metal/glass/fiber object that was placed in a suitcase of a passenger. Combustible material was touching this object causing smoldering, then ignition. Fire spread out of the suitcase to the bulkhead and moved to other fuel sources available in the cabin.
 - b. Casualty Class – Fitness for Service**

31) June 7 – WILLAMSBURG BRIDGE

- a. Vessel was transiting inbound into the port of Long Beach, Berth G 229, when the vessel lost power. While on the bridge, the pilot noticed black smoke coming from the exhaust for the No. 1 generator. The master of the vessel informed the engine control room through the chief engineer about the black exhaust coming from the diesel generator funnel. The chief engineer then went to check the condition of the No. 1, 3, and 4 generators which were running in parallel. The chief engineer found that the No. 1 RPM gauge went over the setting from 720 RPM to 840 RPM and was stuck. The chief engineer then attempted to start the No. 2 generator which was on standby. Prior to getting the No. 2 generator functional the No. 3 and 4 generators were not able to sustain the supply of power and a blackout occurred. The No. 2 generator was started and power was resumed.
- b. **Casualty Class – Electrical Failure, Loss of Steering, Loss of Propulsion**

32) June 8 – HUMBOLDT EXPRESS

- a. Vessel was inbound to Los Angeles (berth LA405) with a Pilot onboard and while transit into the port the vessel's propulsion was stopped due to traffic. The Captain indicated that the vessel continued ahead and the order slow astern was given the vessel. The Captain immediately called to the engine room and gave the order for local (emergency) control of the main engine. The Captain and Pilot confirmed to drop both anchors, this happened without incident. The C/E was able to gain control of the vessel's propulsion from the main engine controls. The vessel continued into port and docked safely with the assistance of a second tug.
- b. **Casualty Class – Loss of Propulsion**

33) June 14 – MOL INNOVATION

- a. Equipment failure while using the Bow Thruster, under pilotage with two tugs, inside L.A. Harbor, generators tripped off line. Emergency generators activated and main generators were restarted.
- b. **Casualty Class – Electrical Failure**

34) June 17 – EAGLE 2

- a. Vessel experienced partial pitch failure while attempting to depart. They vessel found that the cause was failure of the CPP-pump. Parts were ordered and replaced prior to departure.
- b. **Casualty Class – Fitness for Service**

35) June 17 – APL SINGAPORE

- a. Lifeboat contacted grip-hook assembly during launch and recovery. The contact resulted in a bent channel beam. Repair was cropping out, inserting a new piece and welding it in place. The repair was tested and approved.
- b. **Casualty Class – Life Saving Appliance Casualty**

36) June 19 – ALASKAN LEGEND

- a. Equipment failure, false temperature reading on the starboard propulsion motor drive end bearing, which inhibited the starboard half drive #2, while at sea. Vessel unable to reset until temperature went below 170 degrees F. At anchor, in Long Beach, CA. vessel found loose connection, connection was tightened and system operable.
- b. **Casualty Class – Fitness for Service & Propulsion Failure**

37) July 15 – MAERSK DARMSTADT

- a. While in port, T I # 404, the Chief Engineer lost consciousness for approximately five minutes. He was taken to the emergency room, examined and released with no restrictions.
- b. **Casualty Class – Crew Injury**

38) July 28 – MAUNALEI

- a. A Crewmember injured middle finger of his right hand, during a storm at sea when a door to the head closed on his hand. The finger was smashed and lacerated and amputation of the finger tip was recommended by a shore side doctor. The crewmember elected to separate from the vessel to seek a second medical opinion.
- b. **Casualty Class – Crew Injury**

39) August 12 – BRITISH PURPOSE

- a. Vessel attempted to start the main diesel engine in preparation for getting underway. The main diesel engine failed to start and the vessel postponed underway procedures while they started troubleshooting procedures. The Coast Guard was notified and a Coast Guard inspector/investigator visited the vessel. The vessel crew identified the problem; a solenoid valve was stuck which continued to place a pneumatic stop signal on the fuel pumps puncture valve not allowing fuel pressure to build up. The valve was removed and tested satisfactory to the vessel's Flag State Representative
- b. **Casualty Class – Propulsion Failure**

40) August 14– POLYNESIA

- a. Vessel experienced a crack in the rudder post. Vessel's rudder post failed between the steering gear and rudder.
- b. **Casualty Class - Fitness for Service**

41) August 16 - SWEDEN

- a. During transport of OAS bottles from shore to ship using vessel's store cranes, a basket with 5 OAS bottles inside tipped over causing the bottles to fall to the upper deck. The impact caused the bottles to catch on fire. The general alarm was sounded and the vessel crew extinguished the fire.
- b. **Casualty Class – Fitness for Service**

42) August 21 – LURLINE

- a. Crewman onboard the vessel complained of a sore left shoulder. On 08/20/08 he was sent ashore to a medical facility and was declared unfit for duty.
- b. **Casualty Class - Crew Injury**

43) August 22 – HANJIN OTTAWA

- a. Vessel experienced some partial electrical failure of the main engine electrical unit. It was necessary to use the emergency control stand. The remote control for the main engine failed, but the engine was still operating. The remote control unit failed while the vessel was at sea.
- b. **Casualty Class – Electrical Failure & Steering Failure**

44) August 25 – MISSISSIPPI VOYAGER

- a. Vessel while in the process of anchoring at the El Segundo anchorage #1 in the Santa Monica Bay, the vessel lost its anchor and chain from the portside bow.
- b. **Casualty Class – Fitness for Service**

45) August 28 – HYUNDAI INTEGRAL

- a. During vessel's inbound transit to LA Berth 304, vessel contacted VTS stating a problem with the Blower. Vessel confirmed that steering and propulsion were operational and requested to drift south to Northern TSS to make repairs. After repairs were made vessel got underway and proceeded to berth.
- b. **Casualty Class – Fitness for Service**

46) August 29 – CELINE

- a. On Friday August 29, 2008 at 0245 Coast Guard Sector Los Angeles/Long Beach received a report from LA PIER 49 of a 42 gallon heavy fuel oil discharge from the M/V CELINE during bunkering operations with T/B MAX III. The National Response Corporation and Muldoon Marine Services were hired to conduct clean up activities and the Coast Guard pollution response team was dispatched to monitor cleanup of oil pollution in waterways.
- b. **Casualty Class – Fitness for Service**

47) September 19 – TRIESTE

- a. Vessel suffered a loss of main propulsion at approximately 0115 2NM from the whiskey buoy heading outbound. The cause was determined to be due to the diesel oil tank not being filled up in advance, which caused all three generators to trip and the vessel to lose power.
- b. **Casualty Class – Propulsion Failure**

48) September 23 – MAERSK KALMAR

- a. Vessel experienced a failure having problems with the main engine injector. Vessel advised vessel traffic service that they would need to stop and conduct repairs. Chief Engineer fixed the fuel pump that had seized and they conducted repairs after leaving the shipping channel as directed by vessel traffic service.
- b. **Casualty Class – Propulsion Failure & Fitness for Service**

49) September 23 – HORIZON RELIANCE

- a. While cleaning the #1 stbd fuel oil tank, crewman stepped back into an open manhole and fell backwards onto a steel deck. Crewman allegedly bruised his left shoulder after landing on it.
- b. **Casualty Class – Crew Injury**

50) September 27 – MANOA

- a. Crewmember slipped and fell against piping while cleaning the bilges. He lost his footing on the oily surface. He injured his right side between his ribs and hip. Gonzales returned to work on 30 SEP 08. He reported he continued to have pain and muscle spasms in the injured area. A Chemical Drug and Alcohol test report was completed on 30 SEP 08 due to a claim of "Serious" injury, at that time. The crewmember was examined at the Long Beach Maritime Clinic and found unfit for duty for 2 1/2 weeks.
- b. **Casualty Class – Crew Injury**

51) October 4– HORIZON SPIRIT

- a. Able Seaman jumped approximately two to three feet from #10 hatch to an adjacent crane rail and landed on his right foot, apparently bruising his foot. Crewman was kept off working status until his condition improved to the point that he favorably agreed to return to work. No request was made to see a doctor.
- b. **Casualty Class – Crew Injury**

52) October 6 – SEA-LAND CHARGER

- a. The Chief mate during routine annual inspection of ballast tanks the presence of fuel oil was discovered. Approximately 1 gallon of oil was found to be coating the vertical plating and longitudinal due to structural failure and damage.
- b. **Casualty Class – Fitness for Service**

53) October 18 – MSC LUCY

- a. Vessel suffered a casualty with fuel pump suction valves while departing the Port of Long Beach. Cause due to build up of carbon and dirt on valves that caused them to not close.
- b. **Casualty Class – Propulsion Failure**

54) October 22 – EVER UNIFIC

- a. Fitter was injured in a fall while conducting his routine work in the engine room. At 01:30 the fitter injured his left shoulder, lower back and head. He was taken to San Pedro Peninsula hospital via ambulance for a check up at 02:54 on 22OCT and was returned 05:30 the same day.
- b. **Casualty Class – Crew Injury**

55) October 31 – APL SINGAPORE

- a. Assistant cook was carrying a trash bag from the galley to garbage bins located on the aft platform, deck "B" when he apparently tripped over an electrical cable

temporarily strung across the deck. Crewman reported he loss his footing resulting in a fall to the deck, striking his right knee. Right knee observed swollen. Crewman was removed from duty to be examined at next port of call.

b. **Casualty Class – Crew Injury**

56) November 4 – A.P. MOELLER

- a. Vessel lost electrical power while leaving LA Berth 300. The vessel's bow and stern thrusters were ordered to full power when all three on-line main diesel generators tripped off-line simultaneously. The vessel's emergency generator started and provided electrical power emergency loads. The vessel's procedures have been changed to include placing the main fuel feed and booster fuel pumps online during all maneuvering evolutions, including all vessels throughout the company's fleet. This procedure will ensure the proper fuel capacity with a back-up pump on stand-by during all critical maneuvering evolutions in the future.

b. **Casualty Class – Electrical Failure & Steering Failure & Propulsion Failure**

57) November 19 – HORIZON SPIRIT

- a. Electrician was injured while plugging in reefer containers. Electrician was apparently near the top of the ladder when the electrician's lower foot slipped and the ladder fell. Electrician was transported to nearest hospital.

b. **Casualty Class – Crew Injury**

58) November 23 – ARTHUR MAERSK

- a. Vessel lost bridge start control for propulsion. Local control functioned properly. Class issued 30 day requirement to spring air regulating supply valve.

b. **Casualty Class – Fitness for Service**

59) December 26 – OVERSEES LONG BEACH

- a. Vessel lost electrical power from the # 2 generator while shifting from heavy fuel oil to diesel oil prior to entering California State waters. (Approximately 40 miles off of the coast of Santa Barbara). The vessel's emergency generator started and supplied electrical power as designed. The #1 and #3 electrical generators were placed online supplying normal ships electrical power. The Master stated the ship lost propulsion during the generator casualty (loss of power) for approximately 12 minutes. The vessel identified the casualty as a faulty fuel pump; the fuel pump was replaced while in port and tested under load, satisfactory.

b. **Casualty Class – Propulsion Failure**

Calendar Year 2008 casualty class yearly totals;

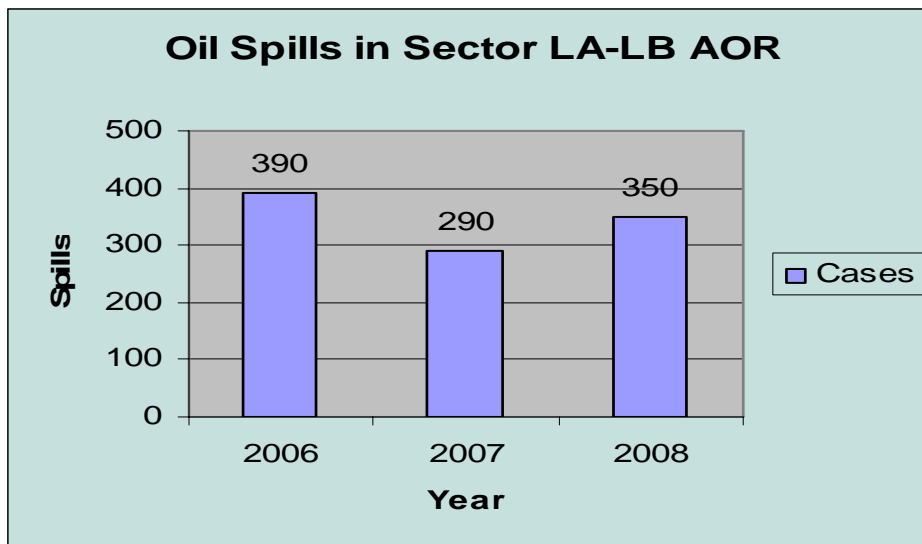
1. Fitness for Service Deficiency - 19
2. Propulsion Failure - 17
3. Crew Injury - 10
4. Steering Failure - 5
5. Electrical Failure - 5
6. Heavy Weather Damage - 2

- 7. Lifesaving Appliance Casualty - 2
- 8. Auxiliary Equipment Casualty - 1
- 9. Cargo Casualty - 1
- 10. Flag State Request for Investigation - 1

Note: Several incidents were classified as multiple casualty types.

B. OIL SPILLS: The following chart displays the number of oil spills. These oil spills range in size from a cup to those over 5,000 gallons. The causes of these spills are extremely varied and include incidents such as: recreational boats pumping oil from their bilge, oil platform and pipeline spills, fuel dock and bunking accidents, and large commercial vessels discharging oil-contaminated ballast water.

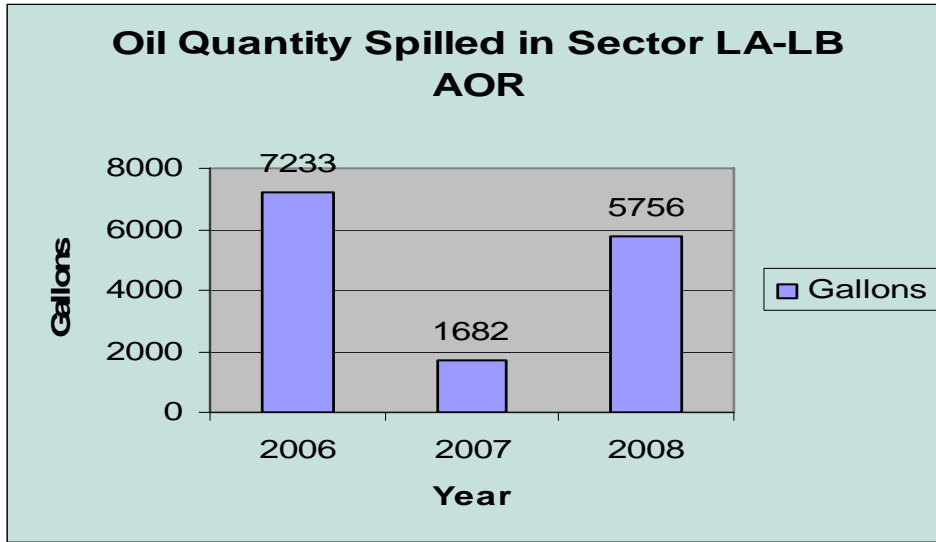
Number of Oil Spills in Sector Los Angeles – Long Beach AOR



An important note on the data: Data is from the entire area of responsibility (AOR) for the Captain of the port including the ports of Los Angeles, Long Beach, Port Hueneme, and the waters extending from the Orange/San Diego County line to the northern limit of San Luis Obispo County.

To understand oil spill significance, the amount spilled during this period is presented on the following page. Note that the volumes provided are for all spills in the Captain of the Port area of responsibility, but the actual amount that affected the water of LA/LB harbor was less than 2000 gallons in 2004.

Quantities of Oil Spilled in Sector Los Angeles – Long Beach AOR



Summary of 2008 Significant Oil Spills in the Ports of LA/LB

AMOUNT SPILLED	ACCIDENT TYPE	ACCIDENT DESCRIPTION
315 Gal	Oil Discharge	THUMS incident in Long Beach November 8th, 2008 underground pipeline rupture discharged approximately 315 gallons of oil into navigable water
546 Gal	Oil Discharge	M/V Celine in LA Harbor. August 26th, 2008 vs1 overfilled fuel tanks while bunkering spilling approximately 8 bbls on deck and 5 bbls in the navigable water.
1134 Gal	Oil Discharge	On 07 DEC 08, MSD Santa Barbara received notification of a crude oil discharge from Platform A, owned by DCOR LLC, into the Santa Barbara Channel, a navigable waterway of the U.S. The discharge was due to a pump failure. The initial estimate from the responsible party of product in the water was 1 bbl. The estimate was later increased to 10 bbl, then again to 27 bbl. CASE #435401113