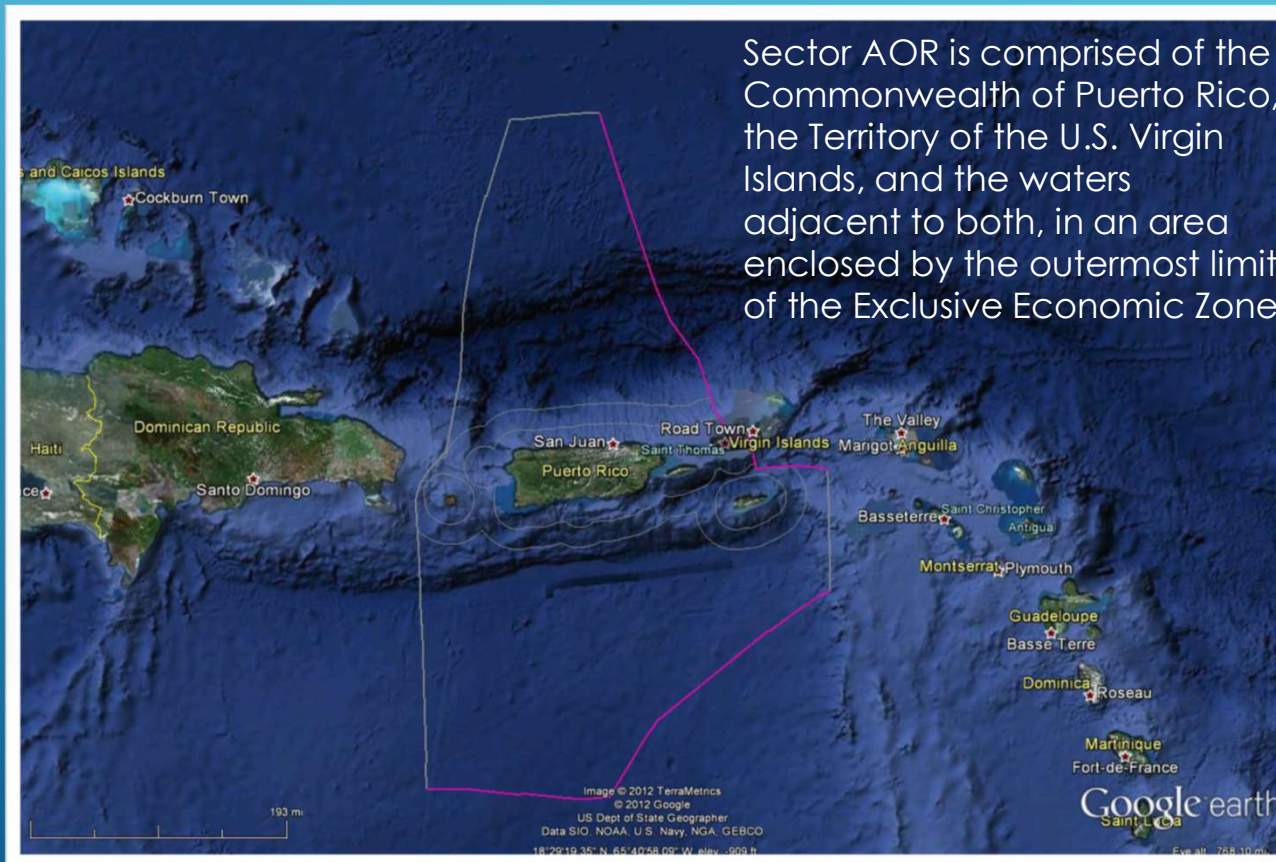


SECTOR SAN JUAN

Incident Management Division



OPERATIONAL RESOURCES



Other Puerto Rico USCG Units/Resources for MER:

- Air Station Borinquen
- Station San Juan
- BFD St. Thomas
- BFD St. Croix
- CG Auxiliary

▶ By the numbers:

- ▶ Sector San Juan Incident Management Division Responded to 341 reports of pollution.
- ▶ 61 actionable reports that resulted in 57 enforcement actions.
- ▶ 10 Federal Projects in which \$1,005,000.00 in Federal funding was accessed.





- ▶ Incident occurred on November 12, 2020.
- ▶ Due to heavy rainfall, the CAPE LOOKOUT sank at it's mooring and began discharging oil into Krause Lagoon. At the same time, the CAPE MAY began listing to port with the CAPE FLATTERY moored alongside.

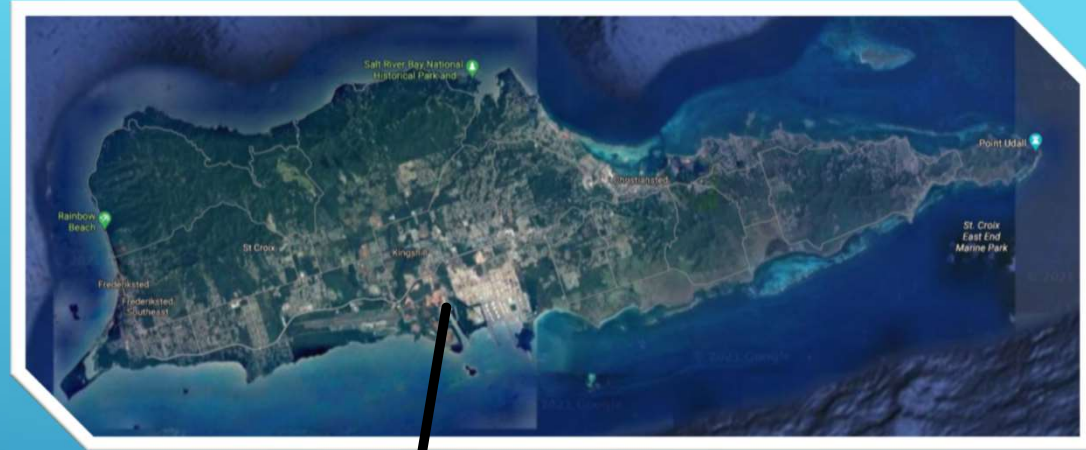
ST. CROIX ABANDONED TUGS

▶ CHALLENGES

- ▶ Limited knowledge of vessel particulars and potential tank capacities.
- ▶ Lack of resources on St. Croix, USVI
- ▶ Limited storage capacity.
- ▶ Decanting.
- ▶ Disposal.
- ▶ 3 simultaneous – FNP's (one for each vessel) utilizing the same contractors.

▶ Results

- ▶ CAPE LOOKOUT (97') ~4,000 Gal (\$518,597.06)
- ▶ CAPE MAY (97') ~ 6,000 gal (\$61,731.43)
- ▶ CAPE Flattery (71') ~ 2,000 GAL (\$16,607.85)
- ▶ With the help of a local company, the vessels were scrapped for recycling.





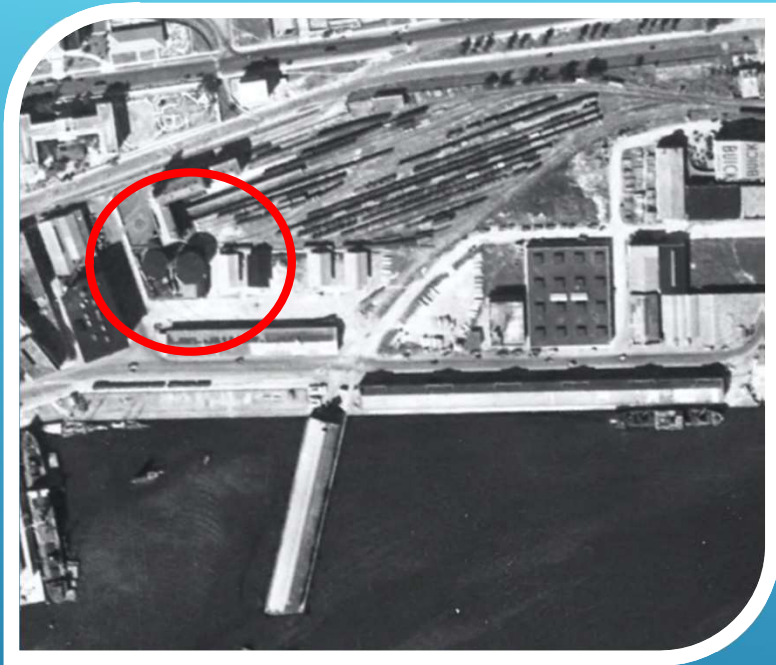
- ▶ On 24 December 2020, the 113-foot vessel sunk in approximately 40 feet of water off the coast of Yabacoa, PR.
- ▶ 1,100 gallons of oil on board.
- ▶ \$3,500 in violations levied.
- ▶ Vessel was completely salvaged in November 2021 after a long planning/resource gathering evolution.

PROASSIST III



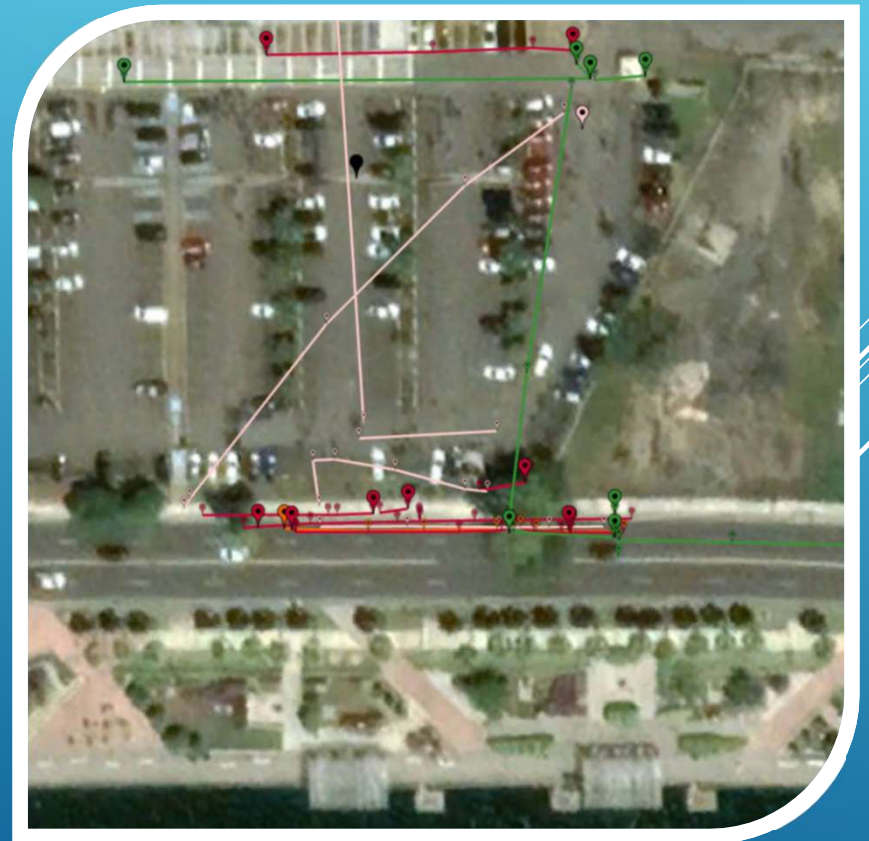
- ▶ On 24 July 2021, Puerto Rico Port Authority observed an oil sheen IVO Pier 4 in Old San Juan.
- ▶ Initial investigation showed no sources.
- ▶ Historical case and file review showed a pattern of similar discharges in the area and evidence of old storage tanks that were deconstructed in the late 60s.
- ▶ Over 6,000 gallons of oily/water removed.
- ▶ No source determined, though belief there is an ongoing underground threat.

PIER 4 MYSTERY SPILL



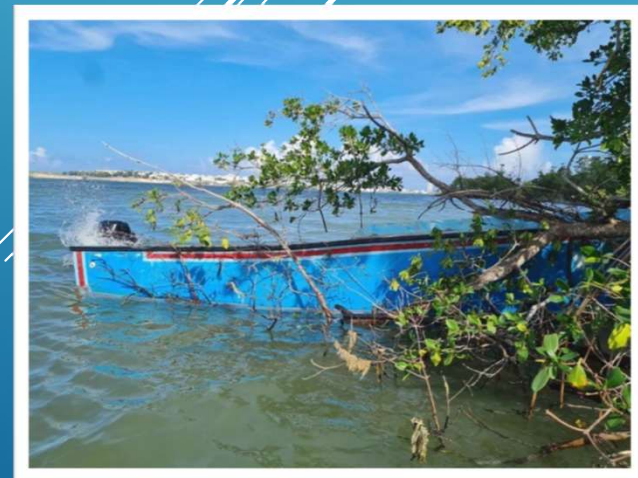
Historical photography indicates that tankages remained installed up until the mid-1960s when the current bus station and 'La Hacienda' was constructed.

A detailed subterranean investigation was conducted by a local subcontractor to map fixed infrastructure including sewer, electrical, communication, storm water and other structures of interest.



CATANO DRUMS

- On 07 December 2021, FURA reported several drums of what appeared to be diesel fuel located on a shoreline in a remote location in Catano, PR.
- The drums were located in close proximity to a small skiff and tucked away in a mangrove area.
- Conducted ESA Section 7 consult for endangered species.
- Utilized OSLTF to remove all drums from location. Approximately 440 of gallons of oil recovered.





- ▶ Emergency Presidential Declaration was issued due to sargassum affecting water and power to 41,000 residents of St. Croix.
- ▶ Sector San Juan IMD personnel assisted FEMA with:
 - ▶ Booming strategies to keep sargassum out of intake
 - ▶ Short- and long-term strategies for keeping sargassum out of the intake and off the beaches
- ▶ Identified equipment that could be used to remove sargassum from both the land and water
- ▶ Coordinated with contractors throughout the Caribbean accounting for availability of resources to help with the response.
- ▶ Coordinated with NOAA in the dangers of decomposing sargassum off gassing H₂S and endangering the responders and public.

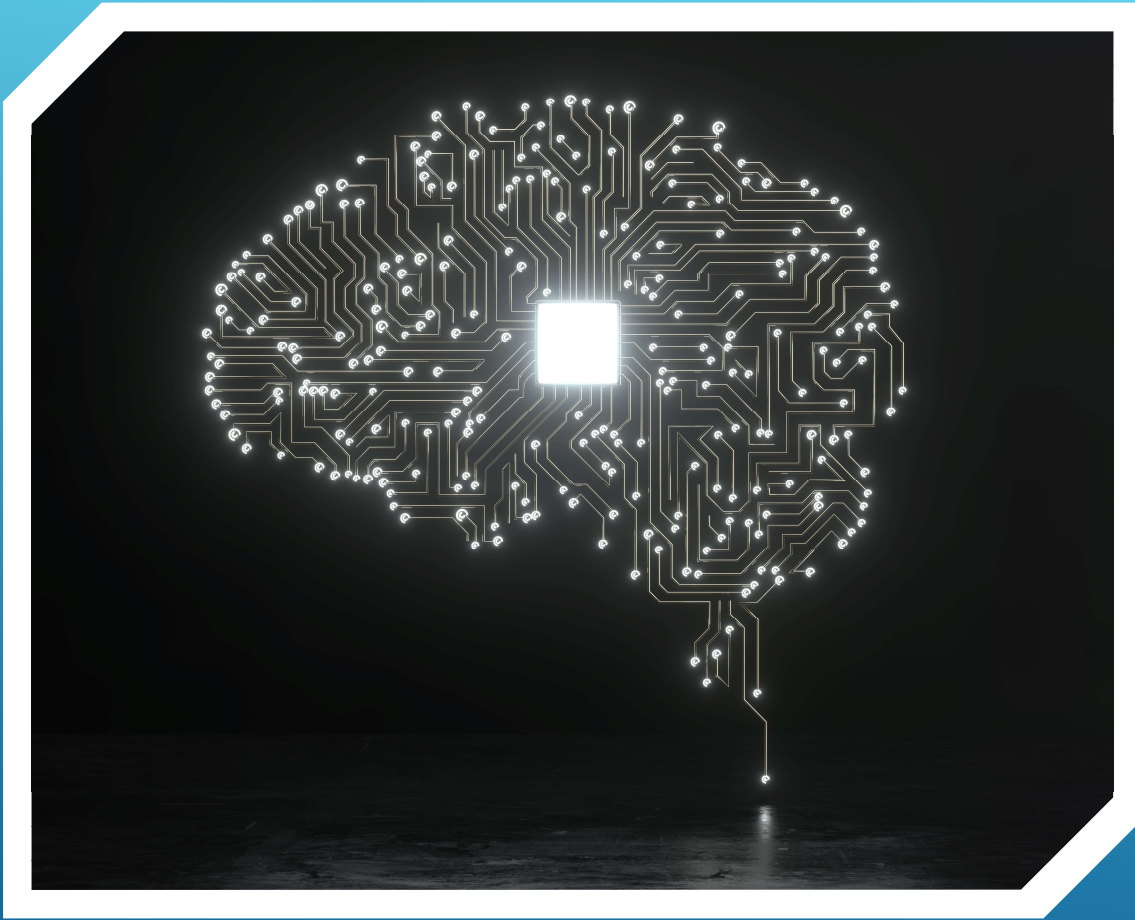
SARGASSUM IN ST. CROIX

HURRICANE FIONA

- ▶ Immediately following Hurricane Fiona's impact, Sector San Juan personnel conducted Post-Storm Port Assessments with the Incident Management Division focusing on marinas, fish camps and anchorage areas.
- ▶ 42 vessels were identified as "displaced" following the heavy weather event, most of which were soft grounded against the shoreline.
- ▶ IMD personnel continued to follow-up with each displaced vessel to ensure proper actions were taken to prevent any discharge or release. Throughout the entire evolution, there were no observations of pollution.
- ▶ IMD utilized port partnerships with DRNA, FURA, Local Municipality Police, USCG Auxiliary and Marine Harbor Masters to ensure a successful post-storm recovery.

DERELICT VESSEL IDENTIFICATION

- ▶ Partnered with DRNA, NOAA, PRPA, and FURA to assist in the identification of derelict vessels on the North and East coasts of Puerto Rico. Identified vessels were queued for removal accordingly after going through the public notification actions required by law.
- ▶ Removed a long-time derelict sailing vessel that had broken anchor several times and was eventually tied off to a mooring ball adjacent to USCG piers. Freeing this mooring ball is vital to the success of ANT Puerto Rico and Station San Juan.



FINAL
THOUGHTS?



QUESTIONS?

