

a. *M/V Oriental Venus* (Liberian) : While this freight vessel was inbound on 6 September 1967, she grounded at 2113 one mile northwest of the San Juan Harbor entrance. The cause of the casualty was lack of local knowledge on the part of the master. When the master did not see the pilot boat, he decided to anchor. In maneuvering to do so, the vessel grounded.

b. *Rambank*: No record of this casualty. An inquiry will be made to the OCMI, San Juan to ascertain the circumstances.

c. *M/V Guadalupe* (Spanish Registry) : While this passenger vessel was outbound on 28 May 1966, she grounded at 0830 in the vicinity of Lighted Buoy No. 10, Anegado Channel, within the harbor. The cause of the casualty was confusion on the part of the helmsman due to both the master and pilot alternately giving order to the wheel.

d. *M/V Venus II* (Dominican Registry) : While this freight vessel was inbound on 15 December 1965, she grounded at 0925 in the vicinity of Lighted Buoy No. 7, Anegado Channel, within the harbor. The cause of the casualty was steering gear failure and when the master rang up full astern, the engineer on watch answered with full ahead.

e. *SS Loch Garth* (British Registry) : While this freight vessel was inbound on 31 August 1964, she grounded at 0940 in the vicinity of Lighted Buoy No. 8, Anegado Channel, within the harbor. The cause of the casualty was the master's error in identification of the buoy. Because of bird droppings on Lighted Buoy No. 8, the master identified it as Lighted Buoy No. 5. There was no pilot on board the vessel at the time notwithstanding the fact that the vessel was 1,300 yards inside the harbor entrance.

f. *M/V Scandia* (Danish) : While this freight vessel was inbound on 3 June 1964, she grounded at 2317 in the vicinity of Buoy No. 8, Anegado Channel, within the harbor. The cause of the casualty was both the master's inability to locate Buoy No. 8 and the pilot not being on board. The pilots normally board inbound vessels within the harbor and the report indicates that the pilot boat is inadequate to venture outside in any, but the best of conditions.

g. *SS Alcoa Commander*, O. N. 248327 : This casualty took place on 7 March 1964, near the Army Terminal 2.5 miles inside the harbor entrance and the cause was crowding by another vessel.

h. *SS Transcaribbean*, O. N. 247986 : While this freight vessel was inbound on 1 May 1963, she grounded at 0145, 400 yards west of San Juan Harbor Lighted Buoy No. 2 just outside the harbor entrance. The grounding resulted in the total loss of the vessel. The cause of the casualty was the master's failure to fix the position of his vessel while the vessel was being set to the west. There was no pilot on board the vessel notwithstanding her proximity to the harbor entrance.

i. *SS San Juan*, O. N. 242653 : This casualty took place on 11 February 1968, at the intersection of the Graving Dock Channel and the Army Terminal Channel approximately two miles inside the harbor entrance. The cause was restricted maneuvering room due to a dredge occupying a substantial part of the channel coupled with the size of the SS SAN JUAN. The vessel was inbound and there was a pilot on board.

j. *SS Catalina S* (British Registry) : While this vessel was outbound on 15 January 1963, she grounded at 2200 outside San Juan Harbor. The cause of the casualty was loss of the plant due to main and auxiliary feed pump failure. The vessel drifted into shallow water and the master failed to use his anchors. The casualty resulted in total loss of the vessel.

k. Oil Barge : No record of casualty.

It is hoped this information conveys a meaningful review of casualties in the area of San Juan Harbor. If the Coast Guard can provide any further assistance or if you wish to discuss this with me, it is our pleasure to suit your convenience.

M. A. WHALEN,
Rear Admiral, U.S. Coast Guard,
Chief of Staff.

RECOMMENDED ACTION TO COPE WITH THREAT TO SHORELINE AREAS

Mr. POLANCO-ABREU. The shipping traffic in San Juan Harbor is not great compared with major mainland ports. But with this rapid industrialization of Puerto Rico the threat of other "*Ocean Eagles*" also grows. The same is true for the shorelines which pass the "Jumbo" and "Supertankers."