Cruise Ship Port Call History - Monterey

- Sep 2001 - Terrorist attacks in NY & DC impact domestic cruise ship patterns
- May 2002 - First cruise ship port call to Monterey - STAR PRINCESS
- Feb 2003 - MBNMS SAC recommends MBNMS regulation of CS discharges
- 2003 - Monterey port calls peak with 24 visits by multiple cruise lines
- Trend (2005-2013) - 3-4 visits/year by Celebrity
- Trend (2014-2018) - 7-12 visits/year by multiple cruise lines
- Cruise Lines - Celebrity, Royal Caribbean, Princess, Norwegian, H. America, Quest, Silver Sea, Hapaq Lloyd, Seaborne, Crystal, Oceania
- Length of vessels ranges between 500 and 1000 feet: Average 750 feet
Cruise Ship Discharge Compliance Enforcement

- Oct 2002 - First round-the-hull & anchor inspections by MBNMS & CDFG
- 2002-2005 - MBNMS reviewed cruise ship discharge logs sent to Monterey City
- Sep 2005 - First USCG/MBNMS onboard inspection at Monterey
- Inspection Plan - Random short-notice inspections of visiting cruise ships
- Goal - Raise the bar for environmental compliance within MBNMS
Cruise Ship Inspections

- Unscheduled, random Monterey boardings - several per year
Cruise Ship Inspections

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- Coast Guard port inspection team w/NOAA support
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- Coast Guard port inspection team w/NOAA support
- Inspect for unauthorized discharge of liquids or solids
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- Ship log discrepancies and physical signs of bypass activity
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Paint worn off plate from repeated removal and replacement of bolts.

An illegal “magic pipe” used to bypass pollution prevention equipment.
Waste Streams Inspected With Ship’s Environmental Officer
Engine Spaces Inspected With Ship’s Chief Engineer & Environmental Officer
Waste Streams Inspected

- Oily Waste
- Black Water (sewage)
- Gray Water (sinks & showers)
- Desal & Water Purification
- Pool & Hot Tub Water
- Galley Waste
- Laundry & Dry Cleaning
- Recycled glass/plastics/paper
- Medical Waste
- Garbage
Magic pipe costs Diana $1.1 million

DECEMBER 5, 2013 — Diana Shipping Inc. (NYSE:DS) today announced that its subsidiary, Diana Shipping Services S.A., was sentenced by the United States District Court in Norfolk, Virginia to a fine of $1,100,000 and a period of probation of three years and six months as a result of its conviction earlier this in the Thetis "magic pipe" case.

Diana Shipping Services had faced a maximum fine of $5.5 million and five years of probation.

Diana Shipping Services S.A., a Panamanian corporation headquartered in Greece, Ioannis Prokakis and Antonios Boumpoutelos, both citizens of Greece, were convicted August 8 after a 12-day bench trial on charges related to the illegal discharge of waste oil and oil-contaminated waste water from the M/V Thetis, a cargo vessel operated by Diana Shipping Services.

All the defendants were convicted of conspiracy, knowing failure to fully maintain an oil record book, falsification of records and concealing tangible objects in a federal investigation. In addition, Prokakis was also convicted of obstruction of justice for ordering crew members to lie to U.S. Coast Guard inspectors on board the ship.

According to the U.S. Department of Justice, in September 2012, Diana crew members reported that the vessel was discharging its bilge waste and sludge illegally by various means, including a "magic pipe" that bypassed the oily water separator. Coast Guard inspectors boarded the vessel when it entered port in Norfolk and discovered the "magic pipe" and that the oily water separator was non-functioning. The inspectors were also presented with an oil record book that contained false entries made by the ship's Chief Engineer, Ioannis Prokakis and the Second Engineer Antonios Boumpoutelos. During the inspection, Prokakis lied to inspectors about the "magic pipe" and told other members of the engineering crew to not disclose its existence to the Coast Guard inspectors.
Federal Penalties For Illegal Discharges

Department of Justice
Office of Public Affairs
FOR IMMEDIATE RELEASE
Tuesday, March 15, 2016

German Shipping Companies Sentenced to Pay $1.5 Million for Illegally Discharging Oil into the Ocean

The German shipping companies Briese Schifffahrts GmbH & Co. KG and Briese Schifffahrts GmbH & Co. KG MS “Extum,” who owned and operated the cargo ship M/V BBC Magellan, pleaded guilty today to failure to maintain an accurate oil record book, in violation of the Act to Prevent Pollution from Ships and tampering with witnesses by persuading them to provide false statements to the U.S. Coast Guard concerning a bypass hose on the vessel that was being used to discharge oil into the sea.

The two companies were sentenced to pay a total of $1.25 million in fines and a $250,000 community service payment to the National Fish and Wildlife Foundation to fund projects that enhance coastal habitats of the Gulf of Mexico and bolster priority fish and wildlife populations. In addition, the ship M/V BBC Magellan is banned from doing business in the United States for the next five years.
State and Municipal Authorities

- Lempert-Keene-Seastrand Oil Spill Prevention and Response Act (1990)
- California Clean Coast Act - SB 771 (2005)
- Oil Spill Contingency Plan Requirements for Non-Tank Vessels
  Title 14 CCR, Sections 825.01-827.02
- City of Monterey Contract Requirements
Ship agrees to withhold all discharges within MBNMS, including (but not limited to) gray water, black water, bilge, hazardous waste, solid waste, sludge, and ballast waters. Only exception: engine cooling water.

Ship must certify to the City (by phone), immediately upon leaving the boundaries of MBNMS, whether or not any discharges occurred within MBNMS during the ship's transit to/from Monterey.

In addition to the notice in bullet 2 above, within 14 days of the ship's departure, the ship shall send a written report to the City detailing any discharges that occurred. The report can be submitted by fax or email.

In the event of a discharge, the ship shall immediately report location, date, time, type of material, volume, and circumstances leading to the discharge.
Findings

- Only one MBNMS violation detected in 13 years