

SIGNIFICANT PORT SAFETY AND SECURITY CASES (JANUARY 2022)**MARINE CASUALTIES**

Equipment Failure (16JAN2022): A foreign flagged bulk carrier reported no pilot house control while preparing to get underway from Oakland, CA. The vessel replaced a spool valve and regained pilot house control. Case closed.

Crewmember Injury (23JAN2022): A U.S. flagged container ship was transiting through the Pacific Ocean in route to Oakland, CA and reported a chronic back injury to a crewmember. The vessel continued to Oakland, CA without issue. Case closed.

Passenger Injury (24JAN2022): A U.S. flagged small passenger vessel reported 02 injured passengers while crossing the brow from the ferry to Pier 43. One passenger was treated on scene and the other was transported to the hospital with a head injury. Case closed.

VESSEL SAFETY CONDITIONS

Operational Control (04JAN2022): A foreign flagged general cargo ship reported multiple crew members with COVID-19 symptoms while at berth in the Port of Oakland, CA. The vessel was issued a Captain of the Port Order that required all COVID-19 positive to be treated and replaced as necessary to meet the minimum safe manning requirements. The vessel satisfied the COTP requirements. Case closed.

Operational Control (05JAN2022): A foreign flagged bulk carrier reported a sheen inside a cargo hold that was filled with ballast water while transiting through San Francisco Bay. A Captain of the Port Order was issued requiring the vessel to remain at berth until the water was discharged appropriately and the cause was identified. The vessel conducted repairs and satisfied the COTP requirements. Case closed.

Operational Control (07JAN2022): A U.S. flagged small passenger vessel was inspected in Napa Valley Marina and issued an operational control (code 17, prior to departure) for expired inflatable buoyant apparatus servicing. Vessel provided servicing receipts of IBAs. Case closed.

Operational Control (10JAN2022): A U.S. flagged small passenger vessel was inspected at Pier 50 in San Francisco, CA and issued an operational control (code 60, prior to movement) for system's pressure switch inability to enable engine and/or generator shutdown. Engine shutdowns were properly connected and tested satisfactorily. Case closed.

Operational Control (10JAN2022): A U.S. flagged small passenger vessel was inspected and issued an operational control (code 17, prior to departure) for emissions sensor providing faulty readings. The vessel provided manufacturers technician report and photographs identifying and correcting repairs made to cylinder and SCR. Case closed.

Operational Control (18JAN2022): A U.S. flagged small passenger vessel was inspected at Mare Island, CA and issued an operational control (code 701, prior to the carriage of passengers). The vessel is undergoing extensive refurbishment of interior spaces and will require future fire load calculations and inclined stability test upon completion. Case pends.

Operational Control (18JAN2022): A foreign flagged bulk carrier experienced a reduction in propulsion when departing the Port of Stockton in route to Anchorage 9. A Captain of the Port Order was issued that required a one tug escort for the vessel to Anchorage 9. While in route the vessel conducted repairs and was able to go from slow ahead to medium ahead, but was unable to make full RPMs. The vessel conducted repairs at Anchorage 9 and satisfied the COTP requirements. Case closed.

Operational Control (19JAN2022): A foreign flagged bulk carrier was inspected at the Port of Richmond, CA and issued a Captain of the Port Order for inoperable CO2 pilot lines and several untethered valve actuators. The vessel was required to conduct hourly rounds on any running machinery in the main machinery room until the fire extinguishing system was serviced. The vessel conducted repairs and satisfied the COTP requirements. Case closed.

Vessel Detention (19JAN2022): A foreign flagged bulk carrier was inspected at the Port of Richmond, CA and detained for IMO related deficiencies. Case Pends.

Operational Control (23JAN2022): A foreign flagged bulk carrier experienced difficulty starting their main engines while preparing to transit from Stockton to Richmond and issued a Captain of the Port Order that required them to remain at berth until the issue was identified and repaired. The COTP report was amended to allow ship to be towed to another berth while awaiting repairs. The vessel conducted repairs and satisfied the COTP requirements. Case closed.

Operational Control (25JAN2022): A U.S. flagged small passenger vessel reported damage sustained while mooring to Pier 43 in San Francisco and issued an operational control (code 701, prior to the carriage of passengers/cargo). Marine inspector conducted damage survey. Case pends.

Operational Control (26JAN2022): A foreign flagged containership experienced difficulty starting their main engines while preparing to transit from Anchorage 9 to Oakland, CA. A Captain of the Port Order as issued that required them to remain at anchorage until the issue was identified and repaired. The vessel conducted repairs and satisfied the COTP requirements. Case closed.

Operational Control (28JAN2022): A U.S. flagged small passenger vessel was inspected in Svedsen's Bay Marine and issued an operational control (Code 60, prior to movement) for fire extinguishing equipment not having been serviced since 2020. Case pends.

Operational Control (31JAN2022): A U.S. flagged small passenger vessel was inspected at Pier 50 in San Francisco, CA and issued an operational control (code 17, prior to departure) for inoperable bilge pumps. The vessel conducted repairs and marine inspector satisfactorily witnessed operation. Case closed.

Operational Control (31JAN2022): A U.S. flagged small passenger vessel was issued an operational control (code 17, prior to carriage of passengers) for failure to schedule drydock and internal structural examinations. Case pends.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inoperable AIS (02JAN22): A foreign flagged containership was issued an inbound LOD for malfunctioning AIS. Repairs were conducted and equipment is working properly. Case closed.

Letter of Deviation (LOD), Inoperable anchor (08JAN22): A foreign flagged containership was issued an inbound and outbound LOD for inoperable anchor. A one tug escort was required for transit while in port. Case closed.

Letter of Deviation (LOD), Inoperable magnetic compass (10JAN22): A foreign flagged containership was issued an inbound LOD for inoperable gyrocompass. Vessel restricted from operating with less than 2NM visibility and East of the Union Pacific Bridge. Repairs were conducted and equipment is working properly. Case closed.

Letter of Deviation (LOD), Inoperable gyrocompass (10JAN22): A foreign flagged car carrier was issued an inbound LOD for inoperable gyrocompass. Vessel restricted from operating with less than 2NM visibility and East of the Union Pacific Bridge. Repairs were conducted and equipment is working properly. Case closed.

Letter of Deviation (LOD), Inoperable magnetic compass (10JAN22): A foreign flagged car carrier was issued an inbound LOD for inoperable magnetic compass. Repairs were conducted and equipment is working properly. Case closed.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (04JAN2022): IMD received notification that a recreational vessel sank at a marina and discharged approximately 49 gallons of diesel into San Rafael Bay. The harbor master and owner immediately deployed boom around the vessel. The owner hired local contractors to remove any remaining pollution before ultimately refloating the vessel. The source of pollution was secured with no further discharge. A NOFI and LOW were issued. Case Closed.

Letter of Warning (07JAN2022): IMD received notification that a recreational vessel sank and discharged approximately 1 gallon of diesel at a marina in Benicia, CA. IMD contacted the owner and local fire department who both stated that the vessel had sank overnight and was quickly refloated by the morning. During the process of refloating, the vessel discharged a small amount of diesel. Sorbent boom was placed around the vessel and at the entrance to the marina. The source of pollution was secured with no further discharge. A NOFI and LOW were issued. Case Closed.

No Enforcement Action (12JAN2022): IMD received notification that a tug was adrift in the San Joaquin Channel. The local Sheriff's Department was on-scene and temporarily anchored the vessel. While on-board, the Sheriff's deputies estimated that 150-300 gallons of diesel was on-board. Due to the pollution potential and hazard to navigation, the USCG assumed the response under the OSLTF after failing to identify an owner. Local contractors were hired to re-anchor the vessel, after it was determined to be drifting, and the USCG began discussing response options with EPA, OSPR, ACOE, State Lands, and Sacramento Sheriff. Contractors returned on 14JAN2022 and removed roughly 2,000 gallons of oily water. Subsequently, ACOE agreed to tow the vessel to a local contractor facility where State Lands Commission assumed control of the destruction of the vessel. The source of pollution was secured with no discharge. Case Closed.

Letter of Warning (26JAN2022): IMD received notification that a commercial fishing vessel had discharged approximately 1 gallon of oily bilge at a marina in Suisun City, CA. IMD concluded that the vessel had a small leak that caused the bilge pump to kick on, discharging residual oil that was in the bilge. The owner implemented corrective measure to prevent future discharges. The source of pollution was secured with no further discharge. A NOFI and LOW were issued. Case Closed.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
January 2022			
PORT SAFETY CATEGORIES*	Jan-2022	Jan-2021	**3yr Avg
Total Number of Port State Control Detentions:	1	0	0.14
SOLAS (1), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
Total Number of COTP Orders:	6	6	3.86
Navigation Safety (5), Port Safety & Security (1), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	3	3	7.44
Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (2), Personnel (1), Other (0), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	5	1	2.28
Radar (0), Gyro (1), Steering (0), Echo Sounder (0), AIS (1)			
ARPA (0), Speed Log (0), R.C. (0), Other (3)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	0	0	0.53
Significant Waterway events/Navigation related Cases:	0	0	0.06
Total Port Safety (PS) Cases opened	15	10	14.31
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Jan-2022	Jan-2021	**3yr Avg
U.S. Commercial Vessels	0	0	0.81
Foreign Freight Vessels	0	0	0.19
Public Vessels	3	0	0.69
Commercial Fishing Vessels	1	1	0.78
Recreational Vessels	2	5	6.22
Pollution Discharge Sources (Facilities)	Jan-2022	Jan-2021	**3yr Avg
Regulated Waterfront Facilities	0	0	0.31
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.06
Other Land Sources	0	1	2.94
Mystery Spills - Unknown Sources	8	3	4.78
Number of Pollution Incidents (By Spill Size)	Jan-2022	Jan-2021	**3yr Avg
Spills < 10 gallons	4	10	10.28
Spills 10 - 100 gallons	2	0	1.14
Spills 100 - 1000 gallons	0	0	0.39
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	8	0	4.97
Total Pollution Incidents	14	10	16.78
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Jan-2022	Jan-2021	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	0.00	0.00	12.25
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.28
Estimated spill amount from Public Vessels	61.00	0.00	7.40
Estimated spill amount from Commercial Fishing Vessels	1.00	1.00	29.83
Estimated spill amount from Recreational Vessels	50.00	13.00	85.96
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	22.53
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.11
Estimated spill amount from Other Land Sources	0.00	1.00	28.76
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	112.00	15.00	187.12
Penalty Actions	Jan-2022	Jan-2021	**3yr Avg
Civil Penalty Cases	0	0	0.11
Notice of Violations	0	2	0.86
Letters of Warning	3	2	5.44
Total Penalty Actions	3	4	6.42
* NOTE: Values represent all cases within the HSC jurisdiction during the period. Significant cases are detailed in the narrative e.			
** NOTE: Values represent an average month over a 36 month period for the specified category of information.			