

SIGNIFICANT PORT SAFETY AND SECURITY CASES (SEPTEMBER 2022)

MARINE CASUALTIES

Loss of propulsion (12SEP2022): A foreign flagged bulk carrier experienced a loss of propulsion while transiting from Anchorage 9 to Richmond, CA. Vessel was instructed to remain at berth in Richmond until the issue was identified and resolved. A setting on the Main Engine was not properly changed when switching from LSFO to LSMGO, causing the vessel to lose propulsion during astern propulsion. Class attended vessel to verify the engine was working correctly and witnessed satisfactory operation of the engines. LOP was attributed to fuel switching. Case closed.

Allision and Crewmember Injury (14SEP2022): A U.S. flagged small passenger vessel experienced an allision with the Alameda Ferry Terminal pier pylon while mooring at Alameda Point. A crewmember onboard was injured during the allision and transported to the hospital due to a cut he received to the head. The vessel master onboard reported inadvertently engaging the starboard engine ahead while transitioning to the bridge wing for mooring operations. The forward starboard rub rail allided with the pylon causing damage to the railing, pylon and other equipment onboard the vessel. No structural damage was found during inspection. Coast Guard witnessed satisfactory repairs. Case closed.

Passenger Injury (15SEP2022): A foreign flagged passenger ship reported a passenger injury onboard due to a passenger inadvertently tripping over the door threshold while entering their cabin. The passenger was treated onboard but elected to transport themselves to the hospital where they received further treatment. Case closed.

Crewmember Injury (16SEP2022): A U.S. flagged tank ship reported an illness to the captain of the vessel. The crewmember was transported to the hospital and treated for their illness. The First Officer assumed the duties of the commanding officer but the vessel does not meet manning requirements without another First Officer onboard. Case pends.

Loss of Steering (17SEP2022): A U.S. flagged small passenger vessel reported that their right rudder became stuck to the right and limited the maneuverability of the vessel approximately 2nm from Pier 39 with passengers onboard. Two tugs arrived on scene and assisted the vessel back to berth. All passengers safely disembarked and the vessel was taken out of service for repairs. Case pends.

Loss of Propulsion (23SEP2022): A U.S. flagged commercial fishing vessel experienced a loss of propulsion while engaged in commercial fishing approximately 2 nm West of Crescent City, CA. The vessel was assisted back to berth by another vessel and began troubleshooting the issue. Damaged wires between the starting battery and main propulsion engine starting motor caused the loss of propulsion. LOP was not attributed to fuel switching. Case pends.

Loss of propulsion (27SEP2022): A foreign flagged containership experienced a loss of propulsion while outbound from the Port of Oakland. The vessel immediately moored and began troubleshooting the issue. An outdated software issue was found to be the root cause. After successfully updating the software, the engines were successfully tested. Class attended the vessel and witnessed satisfactory operation of the engines. LOP was not attributed to fuel switching. Case closed.

Reduction of Propulsion (29SEP2022): A U.S. flagged small passenger vessel reported a reduction in propulsion while underway with passengers onboard. The vessel returned to Mare Island and safely offloaded passengers before being taken out of service to diagnose the issue. A faulty connection between the Engine Control Unit and the Main Engine caused the engine to slow down. The vessel replaced the sensors and successfully performed an operational test. Case closed.

NAVIGATIONAL SAFETY

No items reported.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (06SEP2022): IMD received a notification of an unknown sheen from an unknown source at the City of Sacramento Marina. Upon further investigation, the source of the discharged was discovered to be a gallon of motor oil stored within a locker located on the dock. Sorbent pads were applied to the sheen and the Responsible Party was notified of the situation. The source of the pollution for this incident was removed and the remaining sheen dissipated on its own. A NOFI and LOW were issued. Source Secured. Case Closed.

Letter of Warning (19SEP2022): IMD received a notification of an overturned vessel on the rocks on Sand Dollar Beach in Big Sur. Monterey Sheriff Department sent IMD photos from a drone of a visible 100'x100' sheen coming from the vessel. The following morning, Air Station San Francisco conducted an overflight and was unable to locate the vessel. The source of pollution for this incident was unrecoverable and the sheen dissipated on its own. IMD concluded that no further environmental threat exists. A NOFI and LOW were issued. Source Secured. Case Closed.

VESSEL SAFETY CONDITIONS

Operational Control (01SEP2022): A foreign flagged general cargo ship reported their emergency generator unable to come on load, and was issued a Captain of the Port (COTP) order requiring a manned emergency generator watch during transit within the SF Bay. An attending surveyor completed successful tests of the emergency generator and made temporary repairs. Class witnessed successful operation and testing of the emergency generator and the COTP order was lifted. Case closed.

Operational Control (06SEP2022): A U.S. flagged small passenger vessel was issued an operational control (Code 701) for a failure to complete an annual inspection. Vessel scheduled and completed the required inspection. The operational code was lifted. Case closed.

Operational Control (07SEP2022): A U.S. flagged small passenger vessel was issued an operational control (Code 701) due to failure of their bilge monitoring system from the control station. The vessel made effective repairs and Coast Guard witnessed normal operational of the monitoring system. Operational control was lifted. Case closed.

Operational Control (07SEP2022): A U.S. flagged small passenger vessel was inspected in Monterey, CA and issued an operational control (Code 701) for several fire-fighting equipment, and other safety related deficiencies. Case pends.

Operational Control (12SEP2022): A foreign flagged bulk carrier experienced a loss of propulsion while transiting from Anchorage 9 to Richmond, CA and issued a Captain of the Port (COTP) order. Vessel was instructed to remain at berth in Richmond until the issue was identified and resolved. A setting on the Main Engine was not properly changed when switching from LSFO to LSMGO, causing the vessel to lose propulsion during astern propulsion. Class attended vessel to verify the engine was working correctly and witnessed satisfactory operation of the engines. The operational control was lifted. Case closed.

Operational Control (14SEP2022): A U.S. flagged small passenger vessel reported an allision with a pier pylon and issued an operational control (Code 701). The vessel made appropriate repairs to the damaged areas of the vessel. Coast Guard witnessed repairs and the operational control was lifted. Case closed.

Operational Control (17SEP2022): A U.S. flagged small passenger vessel reported that their right rudder became stuck to the right and limited the maneuverability of the vessel approximately 2nm from Pier 39 with passengers onboard. The vessel was issued an operational control (Code 701) and taken out of service. Case pends.

Operational Control (20SEP2022): A U.S. flagged inspected towing vessel reported being hauled out for emergency repairs based on a reported small crack in the bottom plating. The vessel was issued an operational control (Code 60) until a repair proposal was made and reviewed by a Coast Guard Marine Inspector. Coast Guard witnessed repairs and the operational code was cleared. Case pends.

Operational Control (21SEP2022): A U.S. flagged passenger vessel was inspected in San Francisco, CA and issued an operational control (Code 60) due to the fixed carbon dioxide firefighting system not being serviced annually. The vessel provided servicing report and the operational control was cleared. Case closed.

Operational Control (22SEP2022): A U.S. flagged small passenger vessel reported that their wing station controls were inoperable and was issued an operational control (Code 701). The operator replaced the controls and performed a successful operational test of the system. Coast Guard witnessed the corrected deficiency and the operational control was lifted. Case closed.

Operational Control (23SEP2022): A Captain of the Port (COTP) order was issued to a company for not collecting or providing the required negative pre-employment drug tests to all crewmembers working onboard. Case pends.

Operational Control (27SEP2022): A foreign flagged containership experienced a loss of propulsion while transiting outbound from Oakland and was issued a Captain of the Port (COTP) order. Vessel was instructed to remain at berth in Oakland until the issue was identified and resolved. An outdated software issue caused the engine to shut down. The main engine was tested successfully after an update. Class witnessed corrected deficiencies and provided necessary reports the Coast Guard. The operational control was lifted. Case closed.

Operational Control (29SEP2022): A U.S. flagged small passenger vessel reported a reduction in propulsion while underway with passengers onboard and issued an operational control (Code 701). A faulty connection between the Engine Control Unit and the Main Engine caused the engine to slow down. The vessel replaced the sensors and successfully performed an operational test. Coast Guard witnessed corrected deficiencies and the operational control was lifted. Case closed.

Operational Control (30SEP2022): A U.S. flagged inspected towing vessel was issued an operational control (Code 701) for failure to conduct a dry dock examination within the required period of time. Case pends.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
September 2022			
PORT SAFETY CATEGORIES*	Sep-2022	Sep-2021	**3yr Avg
Total Number of Port State Control Detentions:	0	0	0.08
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
Total Number of COTP Orders:	4	10	3.39
Navigation Safety (0), Port Safety & Security (4), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	8	11	6.78
Allision (1), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (1), Propulsion (4), Personnel (2), Other (0), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	0	1	2.22
Radar (0), Gyro (0), Steering (0), Echo Sounder (0), AIS (0)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	0	0	0.25
Significant Waterway events/Navigation related Cases:	0	0	0.00
Total Port Safety (PS) Cases opened	12	22	12.72
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Sep-2022	Sep-2021	**3yr Avg
U.S. Commercial Vessels	1	0	0.56
Foreign Freight Vessels	0	0	0.17
Public Vessels	2	1	0.75
Commercial Fishing Vessels	2	2	0.78
Recreational Vessels	5	9	5.47
Pollution Discharge Sources (Facilities)	Sep-2022	Sep-2021	**3yr Avg
Regulated Waterfront Facilities	1	0	0.28
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.03
Other Land Sources	7	4	2.28
Mystery Spills - Unknown Sources	7	2	4.72
Number of Pollution Incidents (By Spill Size)	Sep-2022	Sep-2021	**3yr Avg
Spills < 10 gallons	19	11	9.08
Spills 10 - 100 gallons	2	4	1.08
Spills 100 - 1000 gallons	0	1	0.36
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	4	2	4.17
Total Pollution Incidents	25	18	14.69
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Sep-2022	Sep-2021	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	1.00	0.00	2.72
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.47
Estimated spill amount from Public Vessels	2.00	5.00	6.83
Estimated spill amount from Commercial Fishing Vessels	24.00	300.00	30.47
Estimated spill amount from Recreational Vessels	4.00	24.00	82.00
Estimated spill amount from Regulated Waterfront Facilities	1.00	0.00	21.56
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.03
Estimated spill amount from Other Land Sources	14.00	70.00	28.47
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	46.00	399.00	172.56
Penalty Actions	Sep-2022	Sep-2021	**3yr Avg
Civil Penalty Cases	0	0	0.11
Notice of Violations	0	3	0.69
Letters of Warning	2	8	5.08
Total Penalty Actions	2	11	5.89
* NOTE: Values represent all cases within the HSC jurisdiction during the period. Significant cases are detailed in the narrative.			
** NOTE: Values represent an average month over a 36 month period for the specified category of information.			