

<b>SIGNIFICANT PORT SAFETY AND SECURITY CASES (DECEMBER 2023)</b>
<b>MARINE CASUALTIES</b>
Loss of Propulsion (02DEC2023): A foreign flagged container vessel experienced a loss of propulsion while transiting into San Francisco Bay. The vessel underwent trouble shooting and the master was able to fix the issue and able to get back underway. Vessel transited into Anchorage 9 with two assist tugs. Class attended the vessel and provided satisfactory report to the Coast Guard. Case closed.
Equipment Failure (04DEC2023): A foreign flagged container vessel experienced a loss of pilot house main engine control while at Anchorage 9. Vessel was able to conduct adequate repairs and Coast Guard received class survey attesting to the satisfactory main engine control from the pilot house. Case closed.
Loss of Propulsion (06DEC2023): A U.S. flagged small passenger vessel experienced a loss of propulsion while enroute to their homeport of Larkspur, CA. The vessel experienced loss of propulsion on both main engines due to pressure loss within the vessel's fuel system. Satisfactory repairs were conducted, and the Coast Guard witnessed sea trial. Case closed.
Passenger Injury (16DEC2023): A U.S. flagged small passenger vessel experienced a passenger injury onboard the vessel while the vessel was transiting west of the Golden Gate Bridge. The injured passenger fell and sustained a head injury and was subsequently taken to the hospital. Case closed.
Loss of Propulsion (24DEC2023): A U.S. flagged commercial fishing vessel experienced a loss of propulsion while underway in the vicinity of Monterey Bay. The vessel was towed into Moss Landing Harbor. Case pends.
Crewmember Injury (28DEC2023): A foreign flagged general cargo vessel experienced a crewmember injury while transiting from Stockton, CA. The crewmember suffered a finger laceration while rigging the pilot's ladder and was subsequently transferred to a local hospital. Case closed.
<b>VESSEL SAFETY CONDITIONS</b>
Operations Control (06DEC2023): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due to a loss of propulsion and a 2in diameter hole located approximately 3ft above the waterline caused by mooring operations. A port side vacuum pressure loss in the fuel system was identified and the vessel conducted temporary repairs for the hole. Coast Guard witnessed sea trial and temp repair. Operational control lifted. Case closed.
Operations Control (14DEC2023): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due to failing to undergo annual firefighting equipment servicing. Case pends.
Operations Control (27DEC2023): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due to the crew detecting a howling noise coming from vessel's starboard gearbox. Coast Guard went on sea trial with the vessel and the vessel's gearbox could not recreate the same noise that was detected. Case closed.
Operations Control (29DEC2023): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due to vessel's starboard gearbox producing a loud abnormal noise while underway. Additional testing dockside confirmed the subsequent noise. Case pends.
<b>NAVIGATIONAL SAFETY</b>
Letter of Deviation (LOD), Inoperable X-Band Radar (04DEC2023): A foreign flag container vessel was issued an inbound LOD for a faulty X-Band Radar. Case pends.
Letter of Deviation (LOD), Inoperable Echo Depth Sounder (11DEC2023): A foreign flag container vessel was issued an inbound LOD for a faulty echo depth sounder. Case pends.
Letter of Deviation (LOD), Inoperable S-Band Radar (24DEC2023): A foreign flagged tank vessel was issued an outbound LOD for a faulty S-band radar. Case pends.
<b>SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES</b>
Federal On-going Case (04Sep23) IMD received notification of the U.S.S. Mazapeta, a 96ft retired US Navy tug sunken and actively discharging approximately 1000 gallons of diesel and 600 gallons of oil into the Little Potato Slough. A United Command consisting of USCG, CAL-OSPR, and San Joaquin County Sheriffs was established to manage the incident. The Oil Spill Liability Trust Fund was opened, and contractors were hired to conduct boom maintenance and cleanup operations weekly. Plans are to lift and stabilize the tug this month to complete pollution removal and transfer ownership to the city of Stockton to properly salvage. To date, no responsible party has been designated, however, IMD issued a Notice of Federal Interest to a suspected operator. Case remains open, but the pollution and removal salvage plan has been approved by the UC and removal plans have been tentatively scheduled.
Letter of Warning (24DEC2023): IMD received notification of a sheen found in the San Francisco Bay. IMD contacted the reporting party and was notified that the sheen was diesel and was coming from a vessel's bilge within the Brisbane Marina. The marina deployed boom and removed pollution. The owner repaired the issue to stop the bilge from further discharging. IMD issued a Notice of Federal Interest and a Letter of Warning to the owner of the vessel. Case Closed.

<b>PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS</b>			
<b>December 2023</b>			
<b>PORT SAFETY CATEGORIES*</b>	<b>Dec-2023</b>	<b>Dec-2022</b>	<b>**3yr Avg</b>
<b>Total Number of Port State Control Detentions:</b>	<b>0</b>	<b>0</b>	<b>0.08</b>
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
<b>Total Number of COTP Orders:</b>	<b>5</b>	<b>5</b>	<b>3.39</b>
Navigation Safety (4), Port Safety & Security (1), ANOA (0)			
<b>Marine Casualties (reportable CG 2692) within SF Bay:</b>	<b>6</b>	<b>4</b>	<b>6.64</b>
Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (1), Sinking (0)			
Steering (0), Propulsion (3), Personnel (2), Other (0), Power (0)			
<b>Total Number of (routine) Navigation Safety issues/Letters of Deviation:</b>	<b>3</b>	<b>4</b>	<b>2.11</b>
Radar (2), Gyro (0), Steering (0), Echo Sounder (1), AIS (0)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
<b>Reported or Verified "Rule 9" or other Navigational Rule Violations:</b>	<b>0</b>	<b>0</b>	<b>0.08</b>
<b>Significant Waterway events/Navigation related Cases:</b>	<b>0</b>	<b>0</b>	<b>0.00</b>
<b>Total Port Safety (PS) Cases opened</b>	<b>14</b>	<b>13</b>	<b>12.31</b>
<b>MARINE POLLUTION RESPONSE</b>			
<b>Pollution Discharge Sources (Vessels)</b>	<b>Dec-2023</b>	<b>Dec-2022</b>	<b>**3yr Avg</b>
U.S. Commercial Vessels	0	0	0.53
Foreign Freight Vessels	0	0	0.14
Public Vessels	1	0	0.89
Commercial Fishing Vessels	0	0	0.75
Recreational Vessels	10	14	6.97
<b>Pollution Discharge Sources (Facilities)</b>	<b>Dec-2023</b>	<b>Dec-2022</b>	<b>**3yr Avg</b>
Regulated Waterfront Facilities	0	0	0.28
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.06
Other Land Sources	2	8	3.58
Mystery Spills - Unknown Sources	11	13	5.42
<b>Number of Pollution Incidents (By Spill Size)</b>	<b>Dec-2023</b>	<b>Dec-2022</b>	<b>**3yr Avg</b>
Spills < 10 gallons	15	16	9.69
Spills 10 - 100 gallons	1	0	1.78
Spills 100 - 1000 gallons	0	0	0.28
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	8	12	6.39
<b>Total Pollution Incidents</b>	<b>24</b>	<b>28</b>	<b>18.14</b>
<b>Oil Discharge/Hazardous Materials Release Volumes by Spill Size</b>	<b>Dec-2023</b>	<b>Dec-2022</b>	<b>**3yr Avg</b>
Estimated spill amount from U.S. Commercial Vessels	0.00	0.00	5.78
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.28
Estimated spill amount from Public Vessels	1.00	0.00	3.98
Estimated spill amount from Commercial Fishing Vessels	0.00	0.00	10.99
Estimated spill amount from Recreational Vessels	23.00	16.00	70.98
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	22.56
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.06
Estimated spill amount from Other Land Sources	2.00	3.00	56.42
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
<b>Total Oil Discharge and/or Hazardous Materials Release (Gallons)</b>	<b>26.00</b>	<b>19.00</b>	<b>171.04</b>
<b>Penalty Actions</b>	<b>Dec-2023</b>	<b>Dec-2022</b>	<b>**3yr Avg</b>
Civil Penalty Cases	0	0	0.03
Notice of Violations	0	0	0.42
Letters of Warning	3	4	4.86
<b>Total Penalty Actions</b>	<b>3</b>	<b>4</b>	<b>5.31</b>
* 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.			