

SIGNIFICANT PORT SAFETY AND SECURITY CASES (DECEMBER 2024)	
MARINE CASUALTIES	
Loss of Steering (05DEC2024): A foreign flag tank vessel experienced inoperable local control of the Main Engine. Crew noted functional control of main engine from vessel bridge and ECR. The vessel received a COTP Order, which allowed for transit through the Sector SF COTP Zone with a minimum 1 tug assist until completion of proper repairs. Coast Guard received a satisfactory survey report attesting to completed repairs. COTP Order lifted. Case Closed.	
Loss of Propulsion (17DEC2024): A U.S. flag passenger vessel experienced a Loss of Propulsion on the port engine. Vessel moored safely at San Francisco Gate B and received permission for a one-time transit from San Francisco to Larkspur for repairs. Coast Guard issued the vessel an Operational Control, rectify Prior to Carriage of Passengers (Code 701). On 07JAN2025, vessel operator reported the root cause of the loss of propulsion as a failed fuel injector. On 21JAN2025, Coast Guard received a report that the vessel propulsion system operated as intended following satisfactory sea trials. Deficiency Cleared. Case pends.	
Loss of Propulsion (18DEC2024): A U.S. flag towing vessel experienced a Loss of Propulsion on the starboard engine. The operator stated that starboard engine experienced a loss in pressure on the clutch transmission after completing tug operations with ship transiting in the San Francisco Bay. Coast Guard issued the vessel an Operational Control, rectify Prior to Carriage of Cargo (Code 701). Vessel crew identified a broken starboard unit input pinion shaft and ordered a replacement shaft. Vessel operators replaced pinion gear shaft bearings and installed new shaft in upper box. Coast Guard received technician and sea trial report. Operational Control cleared. Case Pends.	
Loss of Propulsion (22DEC2024): A U.S. flag towing vessel experienced a temporary loss of propulsion. Coast Guard issued an Operational Control, rectify Prior to Carriage of Passengers (Code 701). On 24DEC2024, the vessel's chief engineer and class representative reported completion of satisfactory repairs and inspection by class. Operational Control Cleared. Case Pends.	
Loss of Propulsion (22DEC2024): A foreign flag crude oil tanker experienced a reduction in propulsion during transit to Benicia, CA. Pilot onboard redirected the vessel to Anchorage 9 for troubleshooting. Class surveyor discovered that a coupling element on the vessel's No. 1 cylinder lubrication pump required replacement. Vessel crew replaced the part, and successfully reached necessary lube oil pressure, and tested ahead & astern propulsion. Case Closed.	
Loss of Propulsion (23DEC2024): A U.S. flag passenger vessel experienced a reduction in propulsion on the starboard engine due to a low fuel oil pressure alarm. Vessel received permission from the Coast Guard for one time transit to Alameda facility to identify root cause, provide tech report, and conduct sea trials. Coast Guard issued an Operational Control, rectify Prior to Carriage of Passengers (Code 701). On 01JAN2025, Coast Guard received an email outlining the root cause of the reduction in propulsion to be from an issue with the ECU connecting to the starboard main engine. Vessel replaced the ECU and completed satisfactory sea trials. Operational Control Cleared. Case Pends.	
Loss of Propulsion (27DEC2024): A U.S. flag passenger vessel experienced an engine stall while transiting in the San Francisco Bay. Vessel returned to Pier 3 in Alameda and determined the engine stall occurred due to a leaky fuel fitting. Vessel crew also found a loose connection at a fuel hardline which caused air intrusion into the fuel system. Coast Guard issued an operational control, rectify Prior to Carriage of Passengers (Code 701). Crew repaired the faulty connection and engine reached full RPM during satisfactory sea trials. Operational Control Cleared. Case Pends.	

VESSEL SAFETY CONDITIONS	
Operational Control (01DEC2024): A foreign flag container vessel received an operational control, rectify Prior to Departure (Code 17). Operational control issued due to the overheating and burnout of a main engine blower, which significantly reduced vessel propulsion. Coast Guard received a satisfactory class report attesting to repairs of the blower. Operational Control Cleared. Case Closed.	
Operational Control (02DEC2024): A U.S. flag towing vessel received an operational control, rectify Prior to Carriage of Cargo (Code 701). Vessel reported loss of starboard generator while transiting inbound to Stockton, CA. On 03DEC2024, Coast Guard received a Third Party Organization report attesting to satisfactory operation of starboard generator. Operational Control Cleared. Case Closed.	
Operational Control (05DEC2024): A foreign flag tank vessel experienced inoperable local control of the Main Engine. Crew noted functional control of main engine from vessel bridge and ECR. The vessel received a COTP Order, which allowed for transit through the Sector SF COTP Zone with a minimum 1 tug assist until completion of proper repairs. Coast Guard received a satisfactory survey report attesting to completed repairs. COTP Order lifted. Case Closed.	
Operational Control (05DEC2024): A U.S. flag passenger vessel's operator reported a hydrogen leak onboard while berthed at Pier 68. Coast Guard issued an operational control, rectify Prior to Bunkering Operations and Carriage of Passengers (Code 703 and 701). On 06DEC2024, operator/technician submitted a report of completed repair of the leaky fitting on the bunkering panel. A pressure test confirmed no remaining leaks. Operational control cleared. On 07DEC2024, vessel operator reported a hydrogen leak at the check valve on the bunkering system line onboard the vessel while berthed at Pier 68. The vessel secured all operations and transited back to Pier 9. Technician attended vessel for diagnosis. Coast Guard issued an operational control, rectify Prior to Bunkering Operations (Code 703). On 17DEC2024, Coast Guard conducted final inspection and witnessed satisfactory pressure test on repairs made to bunkering panel. Operational Control Cleared. Case Closed.	
Operational Control (06DEC2024): A U.S. flag towing vessel received an operational control, rectify Prior to Carriage of Cargo (Code 701). Vessel did not conduct an annual inspection within the required timeframe. Vessel later conducted satisfactory annual inspection. Operational Control Cleared. Case Closed.	
Operational Control (09DEC2024): A U.S. flag passenger ship experienced a loss of gear oil pressure on the port side gear box. Coast Guard issued an operational control, rectify Prior to Carriage of Passengers (Code 701). On 10DEC2024, the operator reported replacement of the ferrule fitting identified as the root cause of the leak from the port gearbox. Sea trials satisfactorily conducted, and no further issues identified in the vessel's propulsion system. Operational Control Cleared. Case Closed.	
Operational Control (18DEC2024): A U.S. flag towing vessel experienced a Loss of Propulsion on the starboard engine. The operator stated that starboard engine experienced a loss in pressure on the clutch transmission after completing tug operations with ship transiting in the San Francisco Bay. Coast Guard issued the vessel an Operational Control, rectify Prior to Carriage of Cargo (Code 701). Vessel crew identified a broken starboard unit input pinion shaft and ordered a replacement shaft. Vessel operators replaced pinion gear shaft bearings and installed new shaft in upper box. Coast Guard received technician and sea trial report. Operational Control cleared. Case Pends.	
Operational Control (22DEC2024): A U.S. flag towing vessel experienced a temporary loss of propulsion. Coast Guard issued an Operational Control, rectify Prior to Carriage of Passengers (Code 701). On 24DEC2024, the vessel's chief engineer and class representative reported completion of satisfactory repairs and inspection by class. Operational Control Cleared. Case Pends.	
Operational Control (23DEC2024): A U.S. flag passenger vessel experienced a reduction in propulsion on the starboard engine due to a low fuel oil pressure alarm. Vessel received permission from the Coast Guard for one time transit to Alameda facility to identify root cause, provide tech report, and conduct sea trials. Coast Guard issued an Operational Control, rectify Prior to Carriage of Passengers (Code 701). On 01JAN2025, Coast Guard received an email outlining the root cause of the reduction in propulsion to be from an issue with the ECU connecting to the starboard main engine. Vessel replaced the ECU and completed satisfactory sea trials. Operational Control Cleared. Case Pends.	
Operational Control (23DEC2024): A U.S. flag passenger vessel received an operational control, rectify Prior to Carriage of Passengers (Code 701). Vessel reported loss of throttle control to port and starboard propulsion drives while mooring at Pier 41. On 26DEC2024, operator submitted a tech report that no abnormalities were found, sea trials conducted satisfactorily, and all systems operational. Operational Control Cleared. On 27DEC2024, during transit, the vessel experienced loss of throttle control to the port and starboard propulsion drives. Vessel moored at Pier 41. Coast Guard issued an operational control, rectify Prior to Carriage of Passengers (Code 701). Vessel received authorization for one-time transit to Pier 9 for maintenance and repairs. On 10JAN2025, the vessel conducted sea trials. While underway the operator completed several propulsion tests, including full ahead followed by full astern. On 14JAN2025, technicians reported that the throttles were calibrated to disable themselves until RPMs reduced below 70 when going from ahead to astern. Vessel installed new throttle controls. Operational control Cleared. Case Closed.	

Operational Control (27DEC2024): A U.S. flag vehicle carrier received an operational control, rectify Prior to Departure (Code 17). Vessel did not complete an annual inspection within the required timeframe. Case Pends.
Operational Control (27DEC2024): A U.S. flag tank vessel reported an alarm on the primary main engine hydraulic pressure service pump when transiting outbound from San Francisco, CA. The alarm indicated a drop in hydraulic pressure, engaging the backup pump. The vessel, while under pilotage, returned to Anchorage 8. Coast Guard issued an Operational Control, rectify Prior to Departure (Code 17), and required root cause analysis and class report. On 27DEC2024, vessel replaced the hydraulic service pump. Class attended vessel for inspection and provided report confirming sufficient pressure supply from the hydraulic service pump to the main engine. Operational Control Cleared. Case Pends.
Operational Control (27DEC2024): A U.S. flag passenger vessel experienced an engine stall while transiting in the San Francisco Bay. Vessel returned to Pier 3 in Alameda and determined the engine stall occurred due to a leaky fuel fitting. Vessel crew also found a loose connection at a fuel hardline which caused air intrusion into the fuel system. Coast Guard issued an operational control, rectify Prior to Carriage of Passengers (Code 701). Crew repaired the faulty connection and engine reached full RPM during satisfactory sea trials. Operational Control Cleared. Case Pends.
NAVIGATIONAL SAFETY
Inoperable S-Band Radar (03DEC2024): A foreign flag bulk freight vessel received an inbound LOD due to an inoperable S-Band Radar. Technician attended the vessel and conducted repairs. On 04DEC2024, vessel provided satisfactory service report attesting to S-Band Radar repair. LOD Lifted. Case Closed.
SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES
Letter of Warning (28DEC24): A vessel discharged approx. 10 gal of diesel into the San Francisco Bay. Incident Management Division received an NRC report of a vessel moored at Pier 45 releasing diesel from the bilge producing a sheen. IMD and harbormaster attempted to contact the suspected responsible party, harbormaster agreed to have the vessel towed. IMD issued a Notice of Federal Interest and a Letter of Warning to vessel owner via postal service. Case Pends.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
December 2024			
PORT SAFETY CATEGORIES*	Dec-2024	Dec-2023	**3yr Avg
Total Number of Port State Control Detentions:	0	0	0.03
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
Total Number of COTP Orders:	1	0	2.64
Navigation Safety (0), Port Safety & Security (1), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	7	5	6.92
Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (1), Propulsion (6), Personnel (0), Other (0), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	1	1	1.89
Radar (1), 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	0.08
Significant Waterway events/Navigation related Cases:	0	0	0.00
Total Port Safety (PS) Cases opened	9	6	11.56
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Dec-2024	Dec-2023	**3yr Avg
U.S. Commercial Vessels	0	0	0.75
Foreign Freight Vessels	0	0	0.19
Public Vessels	1	1	0.97
Commercial Fishing Vessels	0	0	0.78
Recreational Vessels	11	10	7.58
Pollution Discharge Sources (Facilities)	Dec-2024	Dec-2023	**3yr Avg
Regulated Waterfront Facilities	0	0	0.25
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.25
Other Land Sources	0	2	4.53
Mystery Spills - Unknown Sources	1	11	6.44
Number of Pollution Incidents (By Spill Size)	Dec-2024	Dec-2023	**3yr Avg
Spills < 10 gallons	7	15	11.31
Spills 10 - 100 gallons	0	1	1.78
Spills 100 - 1000 gallons	0	0	0.22
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	6	8	7.44
Total Pollution Incidents	13	24	20.75
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Dec-2024	Dec-2023	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	0.00	0.00	6.38
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.42
Estimated spill amount from Public Vessels	2.00	1.00	17.84
Estimated spill amount from Commercial Fishing Vessels	0.00	0.00	2.60
Estimated spill amount from Recreational Vessels	16.00	23.00	27.23
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	1.70
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	1.35
Estimated spill amount from Other Land Sources	0.00	2.00	44.53
Estimated spill amount from Unknown Sources (Mystery Sheens)	0.00	11.00	5.64
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	18.00	37.00	107.68
Penalty Actions	Dec-2024	Dec-2023	**3yr Avg
Civil Penalty Cases	0	0	0.06
Notice of Violations	0	0	0.08
Letters of Warning	3	3	3.50
Total Penalty Actions	3	3	3.64
* 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.			