

SIGNIFICANT PORT SAFETY AND SECURITY CASES (MARCH 2021)
MARINE CASUALTIES
Allision (02MAR21): A U.S. flag towing vessel allided with the Blackpoint Railroad Bridge in the Petaluma River. Minimal damage was reported for the bridge. Investing Officer to conduct preliminary investigation. Case pends.
Loss of propulsion (05MAR21): A U.S. flag recreational vessel experienced a loss of propulsion while conducting a dead ship tow offshore of Point Reyes, CA. The cause was due to a tow line entanglement which then required a tow separation as well. A COTP order was issued to the vessel requiring repairs and proof of proper operation of the propulsion and associated systems. Satisfactory information was received and reviewed and the COTP order was lifted on 13MAR21. Case closed.
Crewmember Injury (06MAR21): A U.S. flag tank vessel crewmember experienced a right ankle sprain and was deemed not fit for duty. Investing Officer to conduct preliminary investigation. Case pends.
Equipment failure (08MAR21): A U.S. flag ferry vessel experienced a high temp alarm on their starboard engine while transiting the Mare Island Strait. The issue was found to be a broken shaft on the impeller in the pump. The entire pump was replaced. Engine was tested at the dock and underway with satisfactory results. Vessel was cleared to operate. Case closed.
Hull Cracking (16MAR21): A foreign flag bulk carrier took on water at the Richmond terminal. PSC boarded the vessel and noted that the vessel appeared to have a hole and/or crack in the hull, which allowed for water to enter the bilge tank. Another unknown leak was present in the bilge tank, which allowed water ingress into the main engine room bilge. PSC issued an operational control (code 60) to the vessel. Repair proposal was reviewed by the Coast Guard, Class, and Flag. Repairs were made and the deficiency was cleared. A condition of class was placed on the vessel. Case closed.
Allision (19MAR21): A public vessel conducted operational tests at Bay Ship and Yacht in Alameda, CA when it experienced a casualty to the #2 main diesel engine and was unable to unclutch. The casualty caused the vessel to allide with another moored public vessel. No injuries occurred. The point of contact between the two vessels was the vessel's anchor which experienced minor damage. Case pends.
Equipment failure (22MAR21): A U.S. flag ferry vessel reported an electrical wire alarm, while transiting the Mare Island Straits. The vessel submitted a CG-2692. An operational control (code 17) was issued to the vessel. The cause of the issue was a faulty raw water pump. The vessel replaced the raw water pump in kind and the operational control was cleared. Case closed.
Equipment failure (22MAR21): A U.S. flag ferry vessel experienced an overheated port engine while outbound in the Carquinez Straits. An operational control (code 17) was issued to the vessel. The vessel engineers repaired and replaced the injector internal electronics on the cylinder that had the problem. The operational control was cleared. Case closed.
Equipment failure (23MAR21): A foreign flag container ship experienced an overheated engine as they departed Anchorage 9 in the San Francisco Bay. SF Bar Pilot onboard also reported multiple alarms, extremely delayed response times from the engine, and RPM's less than expectations at different propulsion settings. As a precaution, the vessel changed course and safely anchored in temporary Anchorage 8A. Port State Control issued an operational control (code 60) to the vessel. The defective fuel oil high pressure pipe was replaced by ship crew and the engine was tested DEAD SLOW AHEAD and ASTERN, as well as SLOW AHEAD and ASTERN. The undersigned class surveyor reviewed statements from ship crew, supporting photos, and recorded videos. Coast Guard reviewed the survey report and cleared the vessel to depart. Case closed.
Loss of Propulsion (23MAR21): A U.S. flag container ship lost propulsion after disembarking their pilot, while enroute to Honolulu, HI. The vessel was able to regain propulsion and continue its transit. Causative factors of loss of propulsion is unknown at this time. Investigating Officer will conduct preliminary investigation. Case pends.
Loss of Propulsion (27MAR21): A foreign flag chemical tank vessel experienced a loss of propulsion while the vessel was departing Berth 01 in Stockton, CA. Tugs were alongside and immediately assisted the vessel into Berth 14. The cause was thought to be from a flipped switch on the governor. Port State Control issued an operational control (code 60) until the Class Report was received. Port State Control received and reviewed the class report. The code 60 was lifted and vessel was granted permission to get u/w from Stockton. Case closed.
Loss of Propulsion (27MAR21): A U.S. flag ferry vessel experienced a loss of propulsion while transiting the Corte Madera Channel. The cause was a T-Bearing temperature alarm. The ferry experienced other mechanical issues as well. Case pends.
Hull Fracture (28MAR21): A U.S. flagged Ro-Ro Cargo Ship self-reported a fracture in the side shell plate at the aft part of the vessel. The fracture is 115ft above the water line. A domestic marine inspector attended the vessel on 31MAR21. UT shots were conducted in the surrounding areas of the fracture and there were no other fractures identified. Vessel's class society is requiring a temporary repair prior to departure. The vessel plans to lay up for modification after one 14 day trip to Hawaii then complete modifications and conduct permanent repairs to the fractured box structures. ABS will provide all reports of repairs. The classification of the marine casualty is still under investigation. Case pends.
VESSEL SAFETY CONDITIONS
Operational Control (01MAR21): A U.S. flag small passenger vessel was inspected in Alameda, CA and issued an operational control (code 17) because the port main engine emergency shut off was not operable during the Periodic Safety Test Procedure (PSTP) inspection. CG received video of operable emergency stop and cleared the operational control. Case closed.
Operational Control (02MAR21): A U.S. flag small passenger vessel was issued an operational control (code 17) because the vessel was overdue for the 2021 drydock. The vessel conducted a satisfactory drydock exam on 22MAR2021. Case closed.
Operational Control (05MAR21): A U.S. flag small passenger vessel was inspected in Monterey, CA and issued an operational control (code 701) because the vessel's deck had two soft spots in the vicinity of the lazarette hatch and stbd breezeway. The vessel was required to submit a repair proposal with the provisions to strengthen the deck in the two areas and complete the Operational Control (09MAR21): A U.S. flag small passenger vessel was issued an operational control (code 17) because the vessel was overdue for the 2021 drydock and internal structural exam. Case pends.
Operational Control (09MAR21): A U.S. flag small passenger vessel was inspected in Monterey, CA and issued an operational control (code 17) for the following: (1) the vessel's switchboard covers in the port engine room had open wire and posed a shock hazard to the crew (2) the vessel's 110 volt galley outlet does not have a cover and poses a shock hazard to the crew and (3) the vessel's manual fire dampers for the port and starboard engine rooms do not adequately seal. All three repairs were completed to the satisfaction of the Coast Guard. Case closed.
Operational Control (15MAR21): A U.S. flag small passenger vessel was issued an operational control (code 701) because the operator installed new engines and a new generator without the approval of the OCMI. Case pends.
Operational Control (18MAR21): A U.S. flag small passenger vessel was inspected in Richmond, CA and issued an operational control (code 17) because the vessel had an incomplete generator installation. The distribution panel was never installed and the vessel used a jumper cable to tie into vessel's shore power. Case pends.
Operational Control (18MAR21): A U.S. flag small passenger vessel was inspected in San Francisco, CA and issued an operational control (code 17) for the following: (1) ongoing aft cabin removal conversion and (2) outstanding deficiency for overdue annual inspection. Case pends.
Operational Control (22MAR21): A U.S. flag small passenger vessel was issued an operational control (code 17) because the vessel is overdue for the 2021 COI inspection. Case pends.
NAVIGATIONAL SAFETY
Letter of Deviation (LOD), Inop speed log (03MAR2021): A foreign flag tank vessel was issued an inbound LOD for an inoperable speed log. Satisfactory repairs were conducted. Case closed.
Letter of Deviation (LOD), Inop Gyro Compass (15MAR2021): A foreign flag oil and chemical tanker was issued an inbound LOD for inoperable gyro compass input to radars. Satisfactory repairs were conducted. Case closed.
Letter of Deviation (LOD), Inop secondary marine radar (15MAR21): A foreign flag bulk carrier was issued an inbound LOD for an inoperable secondary marine radar. Satisfactory repairs were conducted. Case closed.
SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES
Letter of Warning (02MAR2021): A US Commercial Vessel discharged approximately 10 gallons of red dye diesel into the San Francisco Bay. The owner hired an environmental response company and the source of the pollution was secured. No further discharge. Case Closed.
Civil Penalty (05MAR2021): A Recreational Vessel grounded off of Dillon Beach and discharged approximately 750 gallons of diesel fuel into Bodega Bay. A Notice of Federal Interest (NOFI) was issued and enforcement pends investigation and pollution assessment results. Case Pends.
Letter of Warning (14MAR2021): A recreational vessel sank at the pier in Pittsburg Marina. Approximately 1 gallon of diesel was discharged into the water. The owner hired a salvage company and had the vessel refloated and towed to a boat yard where it was taken out of the water. No further discharge. Case Closed.
Letter of Warning (18MAR2021): A commercial fishing vessel discharged approximately 5 gallons of diesel into the Old Salinas River. Absorbents and sorbent boom was deployed. The source of the pollution was secured and the boat was moved to a boatyard for repairs. No further discharge. Case Closed.
Letter of Warning (20MAR2021): A recreational vessel sank at the Sausalito Yacht Club. An unknown amount of oil was discharged into the water. Absorbents and sorbent booms were deployed. The owner hired a salvage company and had the vessel refloated. No further discharge. Case Closed.



PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
March 2021			
PORT SAFETY CATEGORIES*	Mar-2021	Mar-2020	**3yr Avg
<b>Total Number of Port State Control Detentions:</b>	<b>0</b>	<b>0</b>	<b>0.17</b>
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
<b>Total Number of COTP Orders:</b>	<b>2</b>	<b>2</b>	<b>3.67</b>
Navigation Safety (0), Port Safety & Security (2), ANOA (0)			
<b>Marine Casualties (reportable CG 2692) within SF Bay:</b>	<b>13</b>	<b>9</b>	<b>8.36</b>
Allision (2), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (4), Personnel (1), Other (6), Power (0)			
<b>Total Number of (routine) Navigation Safety issues/Letters of Deviation:</b>	<b>3</b>	<b>0</b>	<b>2.08</b>
Radar (1), Gyro (1), Steering (0), Echo Sounder (0), AIS (0)			
ARPA (0), Speed Log (1), R.C. (0), Other (0)			
<b>Reported or Verified "Rule 9" or other Navigational Rule Violations:</b>	<b>0</b>	<b>0</b>	<b>0.61</b>
<b>Significant Waterway events/Navigation related Cases:</b>	<b>0</b>	<b>0</b>	<b>0.14</b>
<b>Total Port Safety (PS) Cases opened</b>	<b>18</b>	<b>11</b>	<b>15.03</b>
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Mar-2021	Mar-2020	**3yr Avg
U.S. Commercial Vessels	1	0	0.97
Foreign Freight Vessels	0	1	0.19
Public Vessels	1	1	0.67
Commercial Fishing Vessels	1	2	0.86
Recreational Vessels	5	0	5.81
Pollution Discharge Sources (Facilities)	Mar-2021	Mar-2020	**3yr Avg
Regulated Waterfront Facilities	0	0	0.42
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.06
Other Land Sources	1	3	4.11
Mystery Spills - Unknown Sources	4	8	5.17
Number of Pollution Incidents (By Spill Size)	Mar-2021	Mar-2020	**3yr Avg
Spills < 10 gallons	6	6	9.75
Spills 10 - 100 gallons	3	0	1.06
Spills 100 - 1000 gallons	1	1	0.36
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	3	8	7.08
<b>Total Pollution Incidents</b>	<b>13</b>	<b>15</b>	<b>18.25</b>
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Mar-2021	Mar-2020	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	10.00	0.00	12.36
Estimated spill amount from Foreign Freight Vessels	0.00	5.00	0.25
Estimated spill amount from Public Vessels	1.00	2.00	6.29
Estimated spill amount from Commercial Fishing Vessels	5.00	601.00	27.86
Estimated spill amount from Recreational Vessels	754.00	0.00	63.08
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	22.81
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.11
Estimated spill amount from Other Land Sources	77.00	7.00	23.56
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
<b>Total Oil Discharge and/or Hazardous Materials Release (Gallons)</b>	<b>847.00</b>	<b>615.00</b>	<b>156.32</b>
Penalty Actions	Mar-2021	Mar-2020	**3yr Avg
Civil Penalty Cases	1	1	0.11
Notice of Violations	0	0	0.69
Letters of Warning	4	0	4.33
<b>Total Penalty Actions</b>	<b>5</b>	<b>1</b>	<b>5.14</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.			