

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

Loss of Propulsion (02JUN2022): A U.S. flagged small passenger vessel experienced a loss of RPM's on their main port engine while approaching the San Francisco Ferry Building. Passengers were offloaded and the vessel was taken out of service for repair of the main engine fuel pump. Coast Guard witnessed satisfactory sea trial and successful replacement of the port fuel pump. LOP was not attributed to fuel switching. Case closed.

Collision (03JUN2022): A U.S. flagged small passenger vessel experienced a collision with a sailing vessel while underway in the vicinity of Gashouse Cove in San Francisco. The vessel thought the sailing vessel was taking their stern but wound up colliding with the starboard quarter of the small passenger vessel. Both vessels were damaged and the operator of the sailing vessel was transported by local EMS due to injuries. No structural damage to the vessel's water-tight integrity was found during a subsequent inspection. Case closed.

Loss of Propulsion (08JUN2022): A foreign flagged chemical tankship experienced a loss of propulsion while getting underway from Anchorage 9. Vessel reported that they raised anchor and attempted to start the main engine with negative results on multiple tries. Vessel will remain at anchorage to troubleshoot and effect repairs. Case pends.

Loss of Propulsion (11JUN2022): A foreign flagged containership experienced a loss of propulsion while mooring in Oakland, CA. The vessel was unable to immediately respond to an astern bell given by the pilot onboard. Vessel reported that main engine fuel rail pressure dropped, limiting maneuvering while mooring. A technician found that an end flange and lip seal for the intermediate fuel accumulator had corrosion damage. Class and Coast Guard witnessed corrected deficiencies and the operational control was cleared. Case closed.

Allision (14JUN2022): A U.S. flagged tug and barge reported a collision with the Fruitvale Ave. Rail Bridge in Alameda, CA. The vessel sustained no damage, however, a crane onboard the barge allided with the bridge. The vessel anchored to make repairs to the crane. Case closed.

Loss of power (16JUN2022): A U.S. flagged passenger ferry experienced a loss of house power while moored at Alcatraz Island. The No. 1 generator failed while the vessel was offloading passengers and the vessel switched to No. 2 generator in order to transit back to Pier 33. The cause was determined to be a faulty fuel filter sensor, which was immediately replaced. The vessel reported satisfactory operation of the No. 1 generator. No other issues reported. Case closed.

Allision (16JUN2022): A U.S. flagged small passenger vessel experienced an allision with the pier while mooring at Pier 33 in San Francisco, CA. The peak flood and positional angle of the dock past the seawall caused the vessel to allide with the dock. The bow sustained damage just above the waterline but reported no water intrusion. The vessel made temporary repairs and sailed vessel to Richmond for full repair. Coast Guard attended the vessel and witnessed satisfactory repairs made to the hull. Case closed.

Loss of Propulsion (16JUN2022): A U.S. flagged small passenger vessel reported a loss of propulsion from #3 starboard engine while transiting through the Alameda Estuary. Vessel slowed to allow a tug and barge to pass, and the Starboard engine failed to respond while attempting to come back up. The engine was secured and the vessel arrived at berth on the other two engines. No passengers were onboard during the incident. The vessel conducted repairs, replaced the blowers and reported that the vessel is operating normally. Case closed.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inoperable S-Band Radar (03JUN2022): A foreign flagged bulk cargo vessel was issued an inbound LOD for an inoperable S-Band Radar. Repairs were conducted and the equipment is working properly. Case closed.

Letter of Deviation (LOD), Inoperable S-Band Radar (15JUN2022): A U.S. flagged Heavy-Lift ship was issued an inbound LOD for inoperable Rudder Angel Indicator. Repairs were conducted and the equipment is working properly. Case closed.

Letter of Deviation (LOD), Inoperable S-Band Radar (29JUN2022): A foreign flagged containership was issued an inbound LOD for inoperable S-Band Radar. Repairs were conducted and the equipment is working properly. Case closed.

VESSEL SAFETY CONDITIONS

<p>Operational Control (01JUN2022): A U.S. flagged small passenger vessel was issued an operational control (Code 60, prior to movement) for failure to schedule a drydock examination. Case pends.</p>
<p>Operational Control (03JUN2022): A U.S. flagged small passenger vessel was issued an operational control (Code 60, prior to movement) for invalid Certificate of Documentation. Vessel submitted appropriate paperwork and successfully obtained correct endorsements. Operational control cleared. Case closed.</p>
<p>Operational Control (04JUN2022): A U.S. flagged recreational vessel was issued a Captain of the Port (COTP) order for operating as a small passenger vessel, carrying more than 6 passengers, including at least one for hire. The vessel is required to immediately cease operations as a small passenger vessel until documentation is provided and the vessel is inspected by a U.S. Coast Guard inspector. Case pends.</p>
<p>Operational Control (07JUN2022): A foreign flagged Ro-Ro reported a loss of propulsion while transiting inbound to San Francisco and issued a Captain of the Port (COTP). The vessel was instructed to proceed to Anchorage 9 with a tug escort and make necessary repairs. Class and Coast Guard witnessed corrected deficiencies and the COTP order was lifted. Case closed.</p>
<p>Operational Control (09JUN2022): A foreign flagged chemical tank ship reported a loss of propulsion while transiting inbound to San Francisco and was issued a Captain of the Port (COTP) Order. The vessel was instructed to proceed to Anchorage 9 with a tug escort and make necessary repairs. Class and Coast Guard witnessed corrected deficiencies and the COTP order was lifted. Case closed.</p>
<p>Operational Control (11JUN2022): A foreign flagged containership reported a loss of propulsion while mooring in Oakland, CA and was issued an operational control (Code 60, prior to movement). The vessel was unable to immediately respond to an astern bell given by the pilot onboard. Vessel reported that main engine fuel rail pressure dropped, limiting maneuvering while mooring. A technician found that an end flange and lip seal for the intermediate fuel accumulator had corrosion damage. Class and Coast Guard witnessed corrected deficiencies and the operational control was cleared. Case closed.</p>
<p>Operational Control (15JUN2022): A U.S. flagged inspected towing vessel was inspected at Pier 50 in San Francisco and issued an operational control (Code 60, prior to movement) for an inoperable bilge pump. Vessel replaced the inoperable bilge pump and Coast Guard witnessed corrected deficiencies. Operational control was cleared. Case closed.</p>
<p>Operational Control (16JUN2022): A U.S. flagged small passenger vessel was mooring in San Francisco and reported an allision with the pier. An operational control (Code 701, prior to carriage of passengers) was issued due to damage sustained to the hull. Repairs were made and Coast Guard witnessed corrected deficiencies. Operational Control was cleared. Case closed.</p>
<p>Operational Control (16JUN2022): A U.S. flagged small passenger vessel was transiting through Alameda Harbor and issued an operational control (Code 701, prior to the carriage of passengers) for an inoperable engine. Repairs were made and reports were sent to the Coast Guard. Case closed.</p>
<p>Operational Control (20JUN2022): A U.S. flagged inspected towing vessel was transiting outbound from Humboldt Bay, CA and was issued a Captain of the Port (COTP) Order due to a momentary grounding of the barge being towed on the Southern Jetty. The vessel was inspected and no damage was found on the barge. Case closed.</p>
<p>Operational Control (21JUN022): A U.S. flagged small passenger vessel was inspected in Berkeley, CA and was issued an operational control (Code 705, limited to coastwise operations) for an expired hydrostatic release on EPIRB. Case pends.</p>
<p>Operational Control (23JUN2022): A U.S. flagged small passenger vessel reported that the Starboard main propulsion diesel engine raw water cooling pump was leaking, resulting in a high temperature. The vessel was issued an operational control (Code 701, prior to the carriage of passengers). The starboard main engine raw water pump was replaced. Coast Guard witnessed satisfactory repairs and the operational control was cleared. Case closed.</p>
<p>Operational Control (29JUN2022): A foreign flagged containership was inspected in Oakland, CA and issued an operational control (Code 17, prior to departure) for an inoperable rescue boat. The rescue boat engine's fuel filter was clogged, one spark plug did not work, and the fuel hose was cracked and allowing air into the fuel system. The filter was cleaned and the inoperable parts were replaced. Class and Coast Guard witnessed corrected deficiencies. Case closed.</p>

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (03JUN2022): IMD received notification that an inspected towing vessel discharged approx. 5 gal of diesel into the San Francisco Bay in Richmond, CA. IMD personnel investigated and found that the vessel was conducting fueling operations when a valve was left closed instead of open. The diesel leaked from the valve onto the deck and made it to the waterway. Boom and sorbent materials were immediately placed around the vessel. The source of pollution was secured with no further discharge. A NOFI and LOW were issued. Case Closed.

Notice of Violation (20JUN2022): IMD received notification that a regulated waterfront facility discharged approx. 2 gal of diesel into the Carquinez Straits in the vicinity of Rodeo, CA. The facility immediately enacted their facility response plan and launched vessels to deploy boom. The discharge was determined to be due to corrosion on a pipe resulting in a slight drip of product. The facility is currently in the process of replacing the section of pipe. The source of pollution was secured with no further discharge. A NOFI and NOV were issued. Case Closed.

Letter of Warning (22JUN2022): IMD received notification that a recreational vessel discharged approx. 13 gal of diesel into the San Francisco Bay in Brisbane, CA. IMD personnel found that the owner intended to fill his water tank with water, but accidentally put the water hose into his fuel tank. By leaving the hose unattended 13 gal of diesel had overflowed through the vents into the waterway. The Harbormaster deployed sorbent boom and sorbent materials. 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			
June 2022			
PORT SAFETY CATEGORIES*	Jun-2022	Jun-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	2	3.08
Navigation Safety (3), Port Safety & Security (1), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	8	3	6.81
Allision (2), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (4), Personnel (0), Other (1), Power (1)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	3	5	2.25
Radar (3), 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:	1	0	0.39
Significant Waterway events/Navigation related Cases:	0	0	0.03
Total Port Safety (PS) Cases opened	16	10	12.64
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Jun-2022	Jun-2021	**3yr Avg
U.S. Commercial Vessels	1	0	0.58
Foreign Freight Vessels	0	1	0.17
Public Vessels	0	0	0.64
Commercial Fishing Vessels	0	0	0.69
Recreational Vessels	1	6	5.81
Pollution Discharge Sources (Facilities)	Jun-2022	Jun-2021	**3yr Avg
Regulated Waterfront Facilities	1	0	0.19
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.00
Other Land Sources	2	2	2.11
Mystery Spills - Unknown Sources	3	5	4.47
Number of Pollution Incidents (By Spill Size)	Jun-2022	Jun-2021	**3yr Avg
Spills < 10 gallons	3	8	9.03
Spills 10 - 100 gallons	2	0	1.06
Spills 100 - 1000 gallons	0	1	0.36
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	3	5	4.22
Total Pollution Incidents	8	14	14.67
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Jun-2022	Jun-2021	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	5.00	0.00	3.32
Estimated spill amount from Foreign Freight Vessels	0.00	1.00	0.47
Estimated spill amount from Public Vessels	0.00	0.00	7.00
Estimated spill amount from Commercial Fishing Vessels	0.00	0.00	29.39
Estimated spill amount from Recreational Vessels	13.00	6.00	84.18
Estimated spill amount from Regulated Waterfront Facilities	2.00	0.00	21.47
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.00
Estimated spill amount from Other Land Sources	13.00	401.00	28.22
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	33.00	408.00	174.06
Penalty Actions	Jun-2022	Jun-2021	**3yr Avg
Civil Penalty Cases	0	0	0.11
Notice of Violations	1	1	0.75
Letters of Warning	2	8	5.00
Total Penalty Actions	3	9	5.86
* 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.			