

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
April 2020			
PORT SAFETY CATEGORIES*	Apr-2020	Apr-2019	**3yr Avg
Total Number of Port State Control Detentions:	0	0	0.22
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
Total Number of COTP Orders:	2	11	4.11
Navigation Safety (0), Port Safety & Security (2), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	7	11	9.00
Allision (1), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (1), Propulsion (2), Personnel (2), Other (1), Power (0)			
Total Number of (routine) Navigation Safety Issues/Letters of Deviation:	3	2	1.72
Radar (1), Gyro (0), Steering (1), Echo Sounder (0), AIS (1)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	1	1	0.67
Significant Waterway events/Navigation related Cases:	0	0	0.19
Total Port Safety (PS) Cases opened	13	25	15.92
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Apr-2020	Apr-2019	**3yr Avg
U.S. Commercial Vessels	0	2	0.86
Foreign Freight Vessels	1	0	0.19
Public Vessels	0	1	0.64
Commercial Fishing Vessels	1	1	0.72
Recreational Vessels	6	5	5.08
Pollution Discharge Sources (Facilities)			
Regulated Waterfront Facilities	1	2	0.42
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.06
Other Land Sources	2	7	3.39
Mystery Spills - Unknown Sources	3	7	4.58
Number of Pollution Incidents within San Francisco Bay			
Spills < 10 gallons	10	15	7.81
Spills 10 - 100 gallons	2	1	1.08
Spills 100 - 1000 gallons	0	0	0.19
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	2	9	6.86
Total Pollution Incidents	14	25	15.94
Oil Discharge/Hazardous Materials Release Volumes by Spill Size			
Estimated spill amount from U.S. Commercial Vessels	0.00	2.13	12.01
Estimated spill amount from Foreign Freight Vessels	1.00	0.00	0.36
Estimated spill amount from Public Vessels	0.00	5.00	2.47
Estimated spill amount from Commercial Fishing Vessels	5.00	1.00	24.24
Estimated spill amount from Recreational Vessels	113.00	4.00	28.55
Estimated spill amount from Regulated Waterfront Facilities	2.00	5.00	2.03
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.11
Estimated spill amount from Other Land Sources	2.00	12.25	19.12
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	123.00	29.38	88.88
Penalty Actions			
Civil Penalty Cases	1	0	0.06
Notice of Violations	3	1	0.53
Letters of Warning	4	4	3.36
Total Penalty Actions	8	5	3.94
* 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.			

SIGNIFICANT PORT SAFETY AND SECURITY CASES (APRIL 2020)
MARINE CASUALTIES
Loss of propulsion (22APR20): A U.S. flag bulk freight vessel experienced a loss of propulsion while mooring at the Port of Oakland. Vessel lost propulsion due to problems with the air start system. Repairs were conducted to the air start system. Class attended the vessel and witnessed satisfactory operation of the air start system and main diesel engines. Case closed.
VESSEL SAFETY CONDITIONS
Operational Control (15APR20): A U.S. flag ferry vessel experienced a loss of steering due to a failure of the steering pump. An operational control (code 17) was issued. Case pends.
Operational Control (20APR20): A U.S. flag ferry vessel was inspected at the Tiburon Ferry Terminal and received an operational control (code 17) due to an inoperable visual and audible high level bilge alarm on the bride, and a watertight hatch not meeting watertight requirements. Case pends.
Operational Control (21APR20): A U.S. flag small passenger vessel was inspected in Berkeley, CA and received an operational control (code 17) due to invalid communications documentation, and multiple firefighting and prevention infractions. Case pends.
Operational Control (28APR20): A foreign flag container vessel was found to have members of the crew that were in the Schengen Area within the past 14 days, which presents a risk of spreading the 2019 Novel Coronavirus. A COTP Order was issued, requiring all crew members to remain on board the vessel while in the Port of San Francisco. Case pends.
Operational Control (26APR20): A foreign flag bulk freight vessel was found to have members of the crew that have a history of absconding. A COTP Order was issued, requiring the vessel to provide additional security measures to keep crewmembers on board the vessel. Case pends.
GENERAL SAFETY CASES (SIO/CID/MWM)
Rule 9 Violation (18APR20): A sailing vessel tacked back and forth across the bow of a tank vessel as they departed Stockton, CA causing the tanker to change course/speed to avoid the sailing vessel by approximately 100 feet. Case pends.
NAVIGATIONAL SAFETY (CID)
Letter of Deviation (07APR20): A vessel was issued an inbound LOD due to an inoperable rudder angle indicator. Case closed.
Letter of Deviation (14APR20): A vessel was issued an inbound LOD due to an inoperable S-band radar. Case closed.
Letter of Deviation (24APR20): A vessel was issued an inbound LOD due to an inoperable AIS heading reading. Case closed.
SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES
Letter of Warning (LOW), (02APR20): A sailing vessel in Alameda, CA experienced a bilge pump malfunction which resulted in a discharge of one gallon of unrecoverable oily water mixture into the waterway. A NOFI and LOW were issued. Case closed.
Letter of Warning (LOW), (06APR20): A commercial fishing vessel in Moss Landing, CA experienced an equipment failure which resulted in a discharge of five gallons of diesel into the waterway. Cleanups were completed by the responsible party. A NOFI and LOW were issued. Case closed.
Letter of Warning (LOW), (14APR20): A pump dock in Oakland, CA experienced an equipment failure which resulted in a discharge of one gallon of jet fuel into the waterway. Boom was in place for pumping operations and cleanup was completed immediately by the responsible party. A NOFI and LOW were issued. Case closed.
Letter of Warning (LOW), (24APR20): A recreational vessel sank at a pier in San Francisco, CA which resulted in a discharge of five gallons of gasoline into the waterway. Local contractors were hired by the vessel owner for cleanup and removal of the vessel. A NOFI and LOW were issued. Case closed.
Notice of Violation (NOV), (12APR20): A fishing vessel in Rio Vista, CA sank at the dock of a commercial entity which resulted in a discharge of 100 gallons of diesel into the waterway. The owner of the property utilized their own crane to remove the vessel and hired local contractors who conducted cleanups. A NOFI and NOV were issued. Case closed.
Notice of Violation (NOV), (17APR20): A regulated waterfront facility in Oakland, CA experienced a mishap in which a tractor trailer collided with a crane causing the crane to fall in to the waterway. The crane subsequently discharged two gallons of transmission oil into the waterway as a result of the mishap. The facility conducted cleanups. A NOFI and NOV were issued. Case closed.
Notice of Violation (NOV), (20APR20): A recreational vessel in Berkeley, CA partially sunk at its dock which resulted in a discharge of five gallons of gasoline into the waterway. The owner was contacted and assumed cleanup responsibilities. A NOFI and NOV were issued. Case closed.
Civil Penalty (13APR20): A commercial land source in Concord, CA experienced a hydraulic line malfunction on a piece of their construction equipment stored on a barge which resulted in a discharge of one gallon of hydraulic oil into the waterway. The responsible party completed containment and conducted cleanups. A NOFI was issued and a Civil Penalty has been administered due to multiple discharges from the same responsible party within a year. Case closed.