

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
July 2020			
PORT SAFETY CATEGORIES*	Jul-2020	Jul-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:	6	2	4.06
Navigation Safety (0), Port Safety & Security (6), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	8	6	9.08
Allision (0), Collision (1), Fire (0), Capsize (0), Grounding (0), Sinking (1)			
Steering (0), Propulsion (5), Personnel (1), Other (0), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	1	0	1.78
Radar (0), Gyro (0), Steering (0), 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:	0	1	0.69
Significant Waterway events/Navigation related Cases:	0	0	0.17
Total Port Safety (PS) Cases opened	15	9	16.00
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Jul-2020	Jul-2019	**3yr Avg
U.S. Commercial Vessels	1	1	0.89
Foreign Freight Vessels	0	0	0.19
Public Vessels	0	0	0.64
Commercial Fishing Vessels	1	0	0.83
Recreational Vessels	7	6	5.39
Pollution Discharge Sources (Facilities)			
Regulated Waterfront Facilities	0	0	0.42
Regulated Waterfront Facilities - Fuel Transfer	0	1	0.06
Other Land Sources	4	2	3.69
Mystery Spills - Unknown Sources	7	4	5.19
Number of Pollution Incidents within San Francisco Bay			
Spills < 10 gallons	12	11	8.56
Spills 10 - 100 gallons	1	1	1.08
Spills 100 - 1000 gallons	0	0	0.22
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	7	2	7.44
Total Pollution Incidents	20	14	17.31
Oil Discharge/Hazardous Materials Release Volumes by Spill Size			
Estimated spill amount from U.S. Commercial Vessels	15.00	0.50	12.43
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.36
Estimated spill amount from Public Vessels	0.00	0.00	2.47
Estimated spill amount from Commercial Fishing Vessels	1.00	0.00	27.71
Estimated spill amount from Recreational Vessels	15.00	104.00	32.41
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	2.03
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	2.00	0.11
Estimated spill amount from Other Land Sources	10.00	1.00	19.42
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	41.00	107.50	96.94
Penalty Actions			
Civil Penalty Cases	1	0	0.08
Notice of Violations	1	0	0.56
Letters of Warning	5	8	3.58
Total Penalty Actions	7	8	4.22
* 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 (JULY 2020)	
MARINE CASUALTIES	
Loss of Propulsion (01JUL20): A U.S. flag freight ship experienced a loss of propulsion approximately 230 NM west of San Francisco. Vessel lost propulsion when the #2 ship service diesel generator (SSDG) tripped offline due to low lube oil pressure caused by restricted flow at the lube oil filters. The filters were replaced and the ship was able to resume her voyage without further assistance. Case closed.	
Crewmember Death (03JUL20): A crewmember death was reported aboard a foreign flag container ship. Case pends.	
Crewmember Injury (09JUL20): A U.S. flag commercial fishing vessel reported a crewmember injury after a crewmember's fingers were crushed in between the horn and seiner net. Case closed.	
Loss of Propulsion (11JUL20): A foreign flag bulk freight vessel experienced a loss of propulsion and anchored in the San Joaquin River in the vicinity of Hog Island. Vessel lost propulsion due to a malfunction with the fuel pump. Repairs were conducted. Class attended the vessel and witnessed satisfactory operation. Case closed.	
Loss of Propulsion (18JUL20): A U.S. flag commercial fishing vessel experienced a loss of propulsion approximately 19 miles off the coast of Bodega Head. The vessel lost propulsion due to a fuel pump malfunction. Case pends.	
Equipment Failure (29JUL20): A U.S. flag commercial fishing vessel experienced a blown transmission approximately 1NM off of Point Arena. Station Noyo River assisted the vessel. MSD Humboldt is conducting the preliminary investigation. Case pends.	
VESSEL SAFETY CONDITIONS	
Operational Control (02JUL20): A U.S. flag Ro-Ro cargo ship was issued a COTP Order because two crewmembers tested positive for COVID-19. Vessel conducted COVID testing multiple times throughout their time in San Francisco and the vessel was cleared to depart on 18JUL2020. Case closed.	
Operational Controls (08JUL20, 15JUL20, 29JUL20): Four foreign flag container ships were issued COTP Orders because crewmember(s) presented a risk of spreading the 2019 novel coronavirus. Cases closed.	
Operational Control (12JUL20): A U.S. flag inspected towing vessel was issued an operational control (code 60) because the vessel was not made available for a Coast Guard COI inspection within 90 days. Case pends.	
Operational Control (12JUL20): A foreign flag bulk freight vessel was issued an operational control (code 60) because the local start for the main engine was inoperable. Class attended the vessel and witnessed satisfactory operation. Case closed.	
Operational Control (12JUL20): A U.S. flag small passenger vessel was issued an operational control (code 17) because the operator failed to acquire a valid Certificate of Documentation upon purchasing the vessel. Case pends.	
Operational Control (14JUL20): A U.S. flag small passenger vessel was inspected at Berkeley Marina, CA. An operational control (code 17) was issued to the vessel because the vessel's fire pump was not able to achieve the required pressure at the pump outlet and the vessel did not have a valid Certificate of Documentation onboard. Case pends.	
Operational Control (17JUL20): A U.S. flag small passenger vessel was inspected at Zephyr Cove, NV. An operational control (code 60) was issued to the vessel because there was no bilge strainer on the suction line in the aft compartment. Case pends.	
Operational Controls (21JUL20): Two U.S. flag small passenger vessels were issued an operational control (code 60) because the vessels failed to schedule a drydock and internal structural examination within two years of the last drydock. Cases pend.	
NAVIGATIONAL SAFETY	
Letter of Deviation (22JUL20): Vessel was issued an inbound and outbound LOD due to an inoperable automatic identification system (AIS). Case closed.	
SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES	
Letter of Warning (LOW), (12JUL20): A generator from a land-based commercial enterprise in the Port of Oakland discharged five gallons of diesel into the San Francisco Bay after experiencing an equipment malfunction. A NOFI and LOW were issued. Case closed.	
Letter of Warning (LOW), (19JUL20): A recreational vessel in Monterey, CA discharged one gallon of gasoline into Monterey Bay after inadvertently removing their bilge plug while on the launch ramp. The source was immediately secured once they realized what had happened and the sheen dissipated naturally. A NOFI and LOW were issued. Case closed.	
Letter of Warning (LOW), (20JUL20): A commercial vessel in Stockton, CA sank at its berth on the San Joaquin River which resulted in a discharge of fifteen gallons of diesel into the waterway. No sheen was evident at the time of the report and the product was determined unrecoverable. A NOFI and LOW were issued. Case closed.	
Letter of Warning (LOW), (29JUL20): A recreational vessel in Bodega Bay, CA sank at its dock in the harbor which resulted in a discharge of five gallons of diesel into the waterway. Cleanups were conducted by the responsible party and harbor master, and the owner personally salvaged the vessel. A NOFI and LOW were issued. Case closed.	
Letter of Warning (LOW), (30JUL20): A recreational vessel in Monterey, CA discharged one gallon of gasoline into Monterey Bay after an outboard motor equipment failure while on the marina launch ramp. Cleanups were conducted by the responsible party and harbor master. A NOFI and LOW were issued. Case closed.	
Notice of Violation (NOV), (08JUL20): A recreational vessel in San Francisco, CA sank at its berth resulting in a discharge of five gallons of diesel. A local contractor was hired for cleanups and to salvage the vessel. A NOFI and NOV were issued as a result of being the second offense. Case closed.	
Civil Penalty (31JUL20): A commercial fishing vessel in San Francisco, CA was discovered to have a large quantity of oily waste in their bilge during a pollution investigation. The following day there was a sheen present in the vicinity of the vessel and samples were taken for the investigation. A NOFI was issued and a Civil Penalty is being pursued pending the investigation results. Case pends.	