

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
August 2020			
PORT SAFETY CATEGORIES*	Aug-2020	Aug-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:	1	6	3.97
Navigation Safety (0), Port Safety & Security (1), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	3	8	8.94
Allision (1), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (2), Personnel (0), Other (0), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	5	1	1.75
Radar (1), Gyro (2), Steering (0), Echo Sounder (0), AIS (1)			
ARPA (0), Speed Log (0), R.C. (0), Other (1)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	1	0	0.72
Significant Waterway events/Navigation related Cases:	0	0	0.17
Total Port Safety (PS) Cases opened	10	15	15.78
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Aug-2020	Aug-2019	**3yr Avg
U.S. Commercial Vessels	0	0	0.89
Foreign Freight Vessels	0	0	0.19
Public Vessels	1	0	0.61
Commercial Fishing Vessels	0	0	0.83
Recreational Vessels	6	11	5.50
Pollution Discharge Sources (Facilities)			
Regulated Waterfront Facilities	0	0	0.39
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.06
Other Land Sources	6	4	3.86
Mystery Spills - Unknown Sources	3	7	5.19
Number of Pollution Incidents within San Francisco Bay			
Spills < 10 gallons	14	20	8.81
Spills 10 - 100 gallons	2	1	1.14
Spills 100 - 1000 gallons	0	0	0.22
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	0	1	7.36
Total Pollution Incidents	16	22	17.53
Oil Discharge/Hazardous Materials Release Volumes by Spill Size			
Estimated spill amount from U.S. Commercial Vessels	0.00	0.00	12.43
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.36
Estimated spill amount from Public Vessels	1.00	0.00	2.44
Estimated spill amount from Commercial Fishing Vessels	0.00	0.00	27.71
Estimated spill amount from Recreational Vessels	20.00	85.50	32.91
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	1.97
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.11
Estimated spill amount from Other Land Sources	60.00	0.00	21.09
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	81.00	85.50	99.02
Penalty Actions			
Civil Penalty Cases	0	0	0.08
Notice of Violations	0	0	0.56
Letters of Warning	5	3	3.72
Total Penalty Actions	5	3	4.36
* 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 (AUGUST 2020)
MARINE CASUALTIES
Equipment Failure (24AUG20): A foreign flag bulk freight vessel experienced an engine cooling failure while transiting from China to Panama. The vessel conducted temporary repairs at sea and proceeded to Anchorage 9 in San Francisco, CA to conduct permanent repairs. Class attended the vessel and witnessed satisfactory operation of the main engine. COTP Order was lifted. Case closed.
Personnel Injury (28AUG20): A commercial fishing vessel reported a personnel injury while in the vicinity of Rocky Point, CA. The crewmember experienced stroke-like symptoms. Station Golden Gate escorted the vessel back to the dock and the member was taken to the hospital. Case pends.
Allision (28AUG20): A towing vessel allided with the Sacramento River Deep Water Ship Channel Light 15. The aid was subsequently reported missing. Sector San Francisco investigating officers are conducting preliminary investigations. Case pends.
VESSEL SAFETY CONDITIONS
Operational Control (03AUG20): A small passenger vessel was issued an operational control (code 17) because the vessel is three months past due for its annual inspection. Case pends.
Operational Control (04AUG20): A vessel was inspected in Suisun Bay, CA and issued an operational control (code 60) because fractures were discovered in the reduction bull gear which rendered it unfit for service. Case pends.
Operational Control (12AUG20): A small passenger vessel was issued an operational control (code 60) because the vessel's pre-engineered fixed gas fire extinguishing system failed to automatically shut down the engine during annual servicing of firefighting equipment. Case pends.
Operational Control (14AUG20): A small passenger vessel was issued an operational control (code 60) because the vessel failed to complete their drydock and internal structural exam. Case pends.
Positive COVID Test (15AUG20): A U.S. flag tankship had a crewmember test positive for COVID-19 after embarking the vessel in LA. Once the vessel arrived at Anchorage 9, all crewmembers were tested for COVID-19. All results came back negative. No COTP order was issued, and the vessel was able to depart. Case closed.
Operational Control (17AUG20): A small passenger vessel was issued an operational control (code 17) because the vessel was overdue for inspection. Case pends.
Operational Control (20AUG20): A 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 (25AUG20): A vessel was inspected in Vallejo, CA and issued an operational control (code 60) for firefighting, watertight integrity, and electrical deficiencies. Case pends.
GENERAL SAFETY CASES
Rule 9 Violation (28AUG20): A recreational vessel crossed in front of the bow of a foreign flag chemical tanker in the vicinity of Richmond, CA. A Letter of Warning was issued. Case closed.
NAVIGATIONAL SAFETY
Letter of Deviation (LOD), Inop Gyro Compass (08AUG20): A foreign flag tank vessel was issued an inbound LOD for an inoperable gyro compass. Repairs were conducted and the equipment is working properly. Case closed.
Letter of Deviation (LOD), Inop S-Band Radar (08AUG20): A foreign flag bulk carrier 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), Inop Starboard Anchor (13AUG20): A foreign flag tank vessel was issued an inbound LOD for an inoperable starboard anchor. Repairs were conducted and the equipment is working properly. Case closed.
Letter of Deviation (LOD), Inop AIS (14AUG20): A foreign flag general cargo ship was issued an outbound LOD for an inoperable AIS. Case closed.
Letter of Deviation (LOD), Inop Gyro Compass (27AUG20): A foreign flag bulk carrier was issued an inbound LOD for an inoperable gyro compass. Repairs were conducted and the equipment is working properly. Case closed.
SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES
Letter of Warning (LOW), (02AUG20): A recreational vessel in Monterey, CA discharged one gallon of gasoline into the water when their bilge pump activated. Cleanups were conducted by the harbor master and operator. The operator removed the vessel from the water. A NOFI and LOW were issued. Case closed.
Letter of Warning (LOW), (09AUG20): A recreational vessel in San Francisco, CA discharged 10 gallons of diesel into the bay due to operator error while the operator was changing out fuel tanks. Cleanups were conducted by the harbor master and operator and no further discharge occurred. A NOFI and LOW were issued. Case closed.
Letter of Warning (LOW), (10AUG20): A hydraulic hammer discharged approximately one gallon of vegetable oil into the Sacramento River due to a line hose rupturing during active work. Cleanups were conducted by the company and no further discharge occurred. A NOFI and LOW were issued. Case closed.
Letter of Warning (LOW), (26AUG20): A recreational vessel in San Francisco, CA discharged one gallon of oily mixture into the bay due to a faulty bilge activating. Cleanups were conducted by the harbor master and no further discharge occurred. A NOFI and LOW were issued. Case closed.
Letter of Warning (LOW), (30AUG20): A recreational vessel in San Pablo Bay, CA that was listing due to being on a shallow mud bottom discharged five gallons of diesel into the bay. Sector SF assumed responsibility of the vessel and opened the OSLTF. The threat of pollution was removed from the vessel. A NOFI and LOW were issued. Case closed.