

SIGNIFICANT PORT SAFETY AND SECURITY CASES (SEPTEMBER 2020)	
MARINE CASUALTIES	
Equipment Failure (13SEP20): An inspected towing vessel experienced a steering solenoid failure while underway. The vessel received assistance from another tug and was able to safely return to their homeport in Alameda, CA. Case pends.	
Loss of propulsion (04SEP20): A U.S. flag commercial fishing vessel lost propulsion IVO Point Reyes. Case pends.	
Loss of propulsion (07SEP20): A U.S. flag commercial fishing vessel lost propulsion IVO Bodega Bay due to a failed fuel pump. Case pends.	
Crewmember Injury (15SEP20): A crewmember slipped and fell while working on a winch on a U.S. flag barge IVO Pier 52 in San Francisco. The crewmember was taken to a local hospital for surgery. Case closed.	
Loss of propulsion (17SEP20): A U.S. flag commercial fishing vessel lost propulsion IVO Bolinas Point and was safely towed in by STA Golden Gate. A dive survey later identified a broken tailshaft due to metal fatigue. Case closed.	
VESSEL SAFETY CONDITIONS	
Operational Control (02SEP20): An inspected towing vessel was issued an operational control (code 60) because the vessel had 02 leaks in the port fuel tank due to corrosion. Temporary repairs were conducted and the vessel was subsequently taken to drydock. Case closed.	
Operational Control (11SEP20): A small passenger vessel was issued an operational control (code 17) because the vessel failed to undergo its annual inspection within the required timeframe. Case pends.	
Operational Control (11SEP20): A COTP order was drafted for a foreign flag general cargo vessel upon arrival to San Francisco Bay due to a report that the vessel did not meet the navigation bridge visibility requirements. Case closed.	
Operational Control (16SEP20): A small passenger vessel was inspected in Tiburon, CA and issued an operational control (code 17) for a firefighting deficiency and an inoperable fuel shutoff valve. Coast Guard attended the vessel to clear the 02 deficiencies and found an additional deficiency on the fire main. An operational control (code 17) was issued. Case pends.	
Operational Control (17SEP20): A small passenger vessel was inspected at Pier 33 in San Francisco, CA and issued an operational control (code 60) because the port motor had excessive vibration rendering it unsafe to operate. Case pends.	
Operational Control (29SEP20): A small passenger vessel was inspected at Breakwater Cove Marina in Monterey, CA and issued an operational control (code 60) because the raw water cooling line for the starboard main engine was wasted. Repairs were conducted. Case closed.	
NAVIGATIONAL SAFETY	
Letter of Deviation (LOD), Inop AIS (01SEP20): A foreign flag tank vessel was issued an inbound LOD for a malfunctioning AIS. Repairs were conducted and the equipment is working properly. Case closed.	
Letter of Deviation (LOD), Electronics Blackout (25SEP20): A foreign flag container vessel was issued an inbound LOD after the vessel experienced an electronics blackout causing the following equipment to be inoperable: AIS, AIS pilot plug, Automatic Radar Plotting Aid (ARPA), Echo Depth Sounding Device, Rudder Angle Indicator, Primary Marine Radar and Secondary Marine Radar. Repairs were conducted and the equipment is working properly. Case closed.	
Letter of Deviation (LOD), Inop Speed/Distance Indicator Device (26SEP20): A foreign flag tank vessel was issued an inbound LOD for an inoperable speed/distance indicator device. Case pends.	
SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES	
Letter of Warning (LOW), (03SEP20): A harbor master in Monterey, CA reported a sheen surrounding a recreational vessel. The vessel inadvertently discharged one gallon of diesel into Monterey Bay after the bilge pumps energized. A NOFI and LOW were issued. Case closed.	
Letter of Warning (LOW), (14SEP20): A marina fire occurred in Isleton, CA which resulted in the sinking of three recreational vessels and a discharge of approximately 300 gallons into the San Joaquin River. Insurance for all sunken vessels began a claim immediately and local contractors were hired to conduct clean up and salvage operations of the vessels and site. A NOFI and LOW were issued to each vessel owner. Case closed.	
Letter of Warning (LOW), (16SEP20): A forklift on a barge tipped over during a bridge repair evolution in Paintersville, CA resulting in a discharge of one gallon of oil into the Sacramento River. The construction company righted the forklift and cleaned up the barge site to prevent further discharge. A NOFI and LOW were issued. Case closed.	
Letter of Warning (LOW), (18SEP20): A house boat sank while at anchor in Isleton, CA which resulted in a discharge of one gallon of diesel into the San Joaquin river. The vessel owner hired local contractors to salvage the vessel after negative results with his own dewatering efforts. A NOFI and LOW were issued. Case closed.	
Letter of Warning (LOW), (24SEP20): A commercial tug boat in Martinez, CA inadvertently discharged one gallon of hydraulic oil into the Suisun Bay after an equipment malfunction. The malfunction was remedied and the source of discharge secured immediately. A NOFI and LOW were issued. Case closed.	

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
September 2020			
PORT SAFETY CATEGORIES*	Sep-2020	Sep-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	1	3.83
Navigation Safety (1), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	6	3	8.44
Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (3), Personnel (1), Other (2), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	3	5	1.81
Radar (0), Gyro (0), Steering (0), Echo Sounder (0), AIS (1)			
ARPA (0), Speed Log (1), R.C. (0), Other (1)			
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	10	10	15.17
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Sep-2020	Sep-2019	**3yr Avg
U.S. Commercial Vessels	1	1	0.89
Foreign Freight Vessels	0	0	0.19
Public Vessels	0	2	0.58
Commercial Fishing Vessels	0	0	0.83
Recreational Vessels	7	13	5.47
Pollution Discharge Sources (Facilities)	Sep-2020	Sep-2019	**3yr Avg
Regulated Waterfront Facilities	0	0	0.39
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.06
Other Land Sources	4	8	3.92
Mystery Spills - Unknown Sources	7	5	5.14
Number of Pollution Incidents (By Spill Size)	Sep-2020	Sep-2019	**3yr Avg
Spills < 10 gallons	11	13	8.86
Spills 10 - 100 gallons	0	1	1.08
Spills 100 - 1000 gallons	1	0	0.25
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	7	15	7.28
Total Pollution Incidents	19	29	17.47
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Sep-2020	Sep-2019	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	1.00	0.50	12.45
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.36
Estimated spill amount from Public Vessels	0.00	12.00	2.43
Estimated spill amount from Commercial Fishing Vessels	0.00	0.00	27.71
Estimated spill amount from Recreational Vessels	306.00	8.00	41.16
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	12.00	37.00	21.37
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	319.00	57.50	107.57
Penalty Actions	Sep-2020	Sep-2019	**3yr Avg
Civil Penalty Cases	0	0	0.08
Notice of Violations	0	0	0.56
Letters of Warning	5	6	3.86
Total Penalty Actions	5	6	4.50
* 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.			