

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
October 2020			
PORT SAFETY CATEGORIES*	Oct-2020	Oct-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:	4	1	3.94
Navigation Safety (0), Port Safety & Security (4), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	7	6	8.64
Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (1), Propulsion (3), Personnel (2), Other (1), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	3	3	1.89
Radar (1), Gyro (0), 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:	0	0	0.69
Significant Waterway events/Navigation related Cases:	0	0	0.17
Total Port Safety (PS) Cases opened	14	10	15.56
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Oct-2020	Oct-2019	**3yr Avg
U.S. Commercial Vessels	1	2	0.92
Foreign Freight Vessels	0	0	0.19
Public Vessels	1	0	0.61
Commercial Fishing Vessels	0	1	0.83
Recreational Vessels	4	4	5.58
Pollution Discharge Sources (Facilities)	Oct-2020	Oct-2019	**3yr Avg
Regulated Waterfront Facilities	0	0	0.39
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.06
Other Land Sources	2	1	3.97
Mystery Spills - Unknown Sources	9	5	5.39
Number of Pollution Incidents (By Spill Size)	Oct-2020	Oct-2019	**3yr Avg
Spills < 10 gallons	7	11	9.06
Spills 10 - 100 gallons	1	1	1.11
Spills 100 - 1000 gallons	0	0	0.25
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	9	1	7.53
Total Pollution Incidents	17	13	17.94
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Oct-2020	Oct-2019	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	5.00	23.00	12.59
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.36
Estimated spill amount from Public Vessels	2.00	0.00	2.49
Estimated spill amount from Commercial Fishing Vessels	0.00	1.00	27.71
Estimated spill amount from Recreational Vessels	13.00	3.00	41.52
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	2.00	1.00	21.42
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	22.00	28.00	108.18
Penalty Actions	Oct-2020	Oct-2019	**3yr Avg
Civil Penalty Cases	0	0	0.08
Notice of Violations	1	2	0.58
Letters of Warning	4	2	3.97
Total Penalty Actions	5	4	4.64
* 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 (OCTOBER 2020)**MARINE CASUALTIES**

Equipment Failure (03OCT20): A foreign flag container vessel experienced an equipment failure while transiting in the Oakland Estuary due to a casualty to the Main Engine No. 3 Hydraulic Power System pump. A COTP order was issued directing the vessel to remain at anchor until satisfactory repairs were completed. Class and Coast Guard attended the vessel and witnessed satisfactory repair. COTP order lifted. Case closed.

Equipment Failure (04OCT20): A U.S. flag container ship experienced a minor leak in the lower shaft seal while using the shaft alley fire pump. The fire pump was repaired upon arrival to Oakland to the satisfaction of the vessel's class society. Case closed.

Equipment Failure (12OCT20): A U.S. naval ship reported a malfunctioning AFFF firefighting system while transiting to Mare Island, CA. Repairs are ongoing. Case pends.

Equipment Failure (14OCT20): A foreign flag container ship experienced an equipment failure and reduction in propulsion while transiting offshore due to a damaged fuel oil injector seal ring which caused an oil leak in the Main Engine No. 5 cylinder. A COTP order was issued directing the vessel to remain at anchor until satisfactory repairs were completed. Class attended the vessel and witnessed satisfactory repair. COTP order lifted. Case closed.

Loss of Propulsion (22OCT20): A foreign flag bulk carrier experienced a loss of propulsion while transiting inbound to San Francisco. A COTP order was issued directing the vessel to remain at anchor until satisfactory repairs were completed. Class attended the vessel and witnessed satisfactory repair. COTP order lifted. Case closed.

Loss of Propulsion (27OCT20): A foreign flag container ship experienced a loss of propulsion while at Anchorage 9. A COTP order was issued directing the vessel to remain at anchor until satisfactory repairs were completed. Class attended the vessel and witnessed satisfactory repair. COTP order lifted. Case closed.

VESSEL SAFETY CONDITIONS

Operational Control (01OCT20): A small passenger vessel was inspected in San Francisco, CA and issued an operational control (code 17) because the vessel's bilge pump was inoperable. Attending marine inspectors witnessed satisfactory operation of the vessel's bilge pump. Case closed.

Operational Control (06OCT20): A small passenger vessel was issued an operational control (code 701) because the vessel did not complete its required dry-dock examination within the specified timeframe. Dry-dock was completed. Case closed.

Operational Control (06OCT20): A foreign flag container ship was examined at the Port of Oakland and issued an operational control (code 17) and detained by the vessel's Flag State due to serious deficiencies found throughout the engine room during the Flag State Inspection. Class attended the vessel and witnessed satisfactory repair. Case closed.

Operational Control (07OCT20): A small passenger vessel was inspected in San Francisco, CA and issued an operational control (code 701) because the vessel's forward means of escape was missing a ladder. Case pends.

Operational Control (13OCT20): A foreign flag bulk carrier was examined in Benicia, CA and was issued an operational control (code 17) due to deficiencies noted on the rescue boat. Two deficiencies were repaired to the satisfaction of the Coast Guard. Flag issued a letter of dispensation for the third deficiency. Case closed.

Operational Control (20OCT20): A small passenger vessel was inspected in San Francisco, CA and issued an operational control (code 17) for documentation, lifesaving, firefighting, and dewatering deficiencies. Case pends.

Operational Control (20OCT20): A foreign flag tank vessel was examined at Anchorage 9 and issued an operational control (code 17) for fire prevention deficiencies. Class attended the vessel and witnessed satisfactory repair. Case closed.

Operational Control (21OCT20): A small passenger vessel was inspected in Monterey, CA and issued an operational control (code 701) for structural integrity deficiencies. Case pends.

Operational Control (21OCT20): A foreign flag bulk carrier was examined in Richmond, CA and issued an operational control (code 17) for unauthorized alterations and steering deficiencies. One deficiency was rectified and the other was changed to allow the vessel to depart. Case closed.

Operational Control (23OCT20): Two small passenger vessels were issued an operational control (code 17) because they were past due for their annual USCG inspections. Cases pend.

Operational Control (25OCT20): A foreign flag bulk carrier was issued an operational control (code 60) after the pilot reported the main engine did not respond to an astern bell during propulsion checks conducted in Stockton, CA. Case pends.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inop Secondary Marine Radar (04OCT20): A foreign flag chemical tank ship was issued an inbound LOD for an inoperable secondary marine radar. Repairs were unable to be conducted while in the San Francisco COTP zone. Vessel issued an outbound LOD. Case closed.

Letter of Deviation (LOD), Inop AIS (05OCT20): A foreign flag bulk carrier was issued an inbound LOD for an inoperable AIS. Repairs were conducted and the equipment is working properly. Case closed.

Letter of Deviation (LOD), Inop Starboard Anchor Windlass (24OCT20): A foreign flag bulk carrier was issued an inbound LOD for an inoperable starboard anchor windlass. Repairs were conducted and the equipment is working properly. Case closed.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (LOW), (05OCT20): A recreational vessel in Antioch, CA began taking on water while transiting the San Joaquin River. The owner secured the bow of the vessel to a nearby pier where it sank resulting in a discharge that created a sheen on the river. A NOFI and LOW were issued. Case closed.

Letter of Warning (LOW), (09OCT20): A public vessel in Brisbane, CA discharged two gallons of gasoline after one of their fuel valves failed to properly close following a fueling evolution. The owner promptly noticed the sheen and manually closed the valve securing the discharge. A NOFI and LOW were issued. Case closed.

Letter of Warning (LOW), (17OCT20): A recreational vessel in Oakland, CA discharged approximately one gallon of diesel into the Oakland Estuary after sinking at its berth. A NOFI and LOW were issued. Case closed.

Letter of Warning (LOW), (25OCT20): A recreational vessel in Benicia, CA discharged one gallon of gasoline into the navigable waterway after inadvertently energizing the bilge pumps. A NOFI and LOW were issued. Case closed.

Notice of Violation (NOV), (24OCT20): A utility barge belonging to a commercial dredging company in Stockton, CA sank at its berth. A cause has not been determined and a local contractor has been hired by insurance to salvage the barge. The RP reported 50 gallons of diesel on board, and the contractor has plugged all fuel vents while operations remain underway. A NOFI and NOV were issued. Case pends.