

**SIGNIFICANT PORT SAFETY AND SECURITY CASES (NOVEMBER 2020)****MARINE CASUALTIES**

**Loss of Steering (01NOV2020):** A foreign flag vehicle carrier experienced a loss of steering while transiting outbound through the Carquinez Strait. The crew of the vessel was able to successfully switch steering modes from follow up to non-follow up mode without further incident. A COTP Order was Issued and the vessel crew initiated repairs. Repairs were completed in accordance with the Issued COTP order. Case closed.

**Loss of steering (06NOV2020):** A U.S. flag pilot vessel experienced a loss of steering due to a missing cotter pin on the steering ram in the vicinity of the San Francisco Bay sea buoy. Successful repairs were made and the vessel continued its transit. Case closed.

**Loss of propulsion (06NOV2020):** A foreign flag container vessel experienced a loss of propulsion while transiting inbound near the San Francisco Sea Buoy. The cause of the casualty was a starter valve failure. The vessel was issued a COTP order to proceed to anchorage 9 for repairs. The main engine starting air valve and pilot valve for cylinder no. 8 were replaced. Class attended the vessel on 06NOV2020 and witnessed a successful propulsion check from the bridge, ECR and locally. The COTP order was lifted on 06NOV2020. Case closed.

**Loss of propulsion (11NOV2020):** A U.S. flag small passenger vessel experienced a loss of propulsion and allision with Pier 45, while getting underway from Pier 42 in San Francisco. The loss of propulsion was due to operator error and two windows were shattered from the impact. All propulsion systems were checked and working as designed. Windows were replaced with weathertight plywood panels while new windows are enroute delivery. Vessel was cleared to carry passengers. Case closed.

**Loss of propulsion (12NOV2020):** A foreign flag bulk carrier experienced a loss of propulsion due to a failed high pressure fuel pump. The defective high pressure fuel pump was replaced. Class attended the vessel and witnessed a successful propulsion check from the bridge, ECR and locally. Case closed.

**Partial submersion (20NOV2020):** A U.S. flag dredge barge partially separated from its mooring lines and became partially submerged in the navigable channel of the Petaluma River. The position of the barge is impacting approximately 85% of the channel and the barge is not adequately marked or lit. A COTP order was issued requiring the vessel to be adequately marked and lit and for a salvage plan to be submitted NLT 22NOV2020. Salvage operations are ongoing. Case pends.

**VESSEL SAFETY CONDITIONS**

**Operational Control (03NOV2020):** A foreign flag container vessel was issued an operational control (Code 17) after the pilot reported the AIS and AIS Pilot plug worked intermittently. The vessel ordered a technician who replaced the AIS. Newly installed certified AIS and Pilot plug is satisfactory. Case closed.

**Operational Control (13NOV2020):** A U.S. flag small passenger vessel was Issued an operational control (Code 60) because the vessel failed to undergo an annual inspection within the required 3 months before or after the COI anniversary date. Case closed.

**Operational Control (20NOV2020):** A foreign flag bulk carrier was issued an operational control (Code 17) during a PSC B exam conducted in Redwood City, CA due to the following: (1) PSCO observed unapproved temporary repair to the main engine lube oil plate cooling sea water intake pipe and (2) PSCO observed multiple frays on the head and spring mooring lines. Class remotely attended the vessel and Port State Control examiners reviewed the class report. The Code 17 was lifted. Case closed.

**Operational Control (28NOV2020):** A foreign flag bulk carrier was issued a COTP Order because an unsuitable supply of food with questionable nutritional value, quality and variety was discovered during a routine port state control B exam. The vessel is ordered to remain at Anchorage 9 and adhere to the restrictions laid out in COTP Order 21-009. On 15DEC the COTP Order was satisfied and lifted. Case closed.

**NAVIGATIONAL SAFETY**

**Letter of Deviation (LOD), Inop anchor windlass (16NOV2020):** A foreign flag container vessel was issued an inbound LOD for an Inoperable port anchor windlass. Repairs were unable to be completed while in San Francisco Bay. An outbound LOD was issued on 21NOV2020. Case closed.

**Letter of Deviation (LOD), Inop speed log (23NOV2020):** A foreign flagged bulk carrier was issued an Inbound LOD for an Inoperable speed log. Repairs satisfactorily completed. Case closed.

**SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES**

**Letter of Warning (LOW) (08NOV2020):** A 42 foot fishing vessel washed up on the rocks at Marina Park in Emeryville. A rainbow sheen approximately 100' by 10' was observed near the fishing vessel. The owner was unable to complete salvage and the Federal On Scene Coordinator (FOSC) authorized the fund to be opened. A local salvage company conducted a fuel assessment. When it was determined that no fuel remained on board, the vessel was turned over to the city for removal. Case Closed.

**Letter of Warning (LOW) (11NOV2020):** Cargo vapors released from the mast vent of a tanker released to atmosphere and created a small petroleum discharge. The oil was cleaned up and no further action required. Case Closed.

**Letter of Warning (LOW) (11NOV2020):** Incident Management Division (IMD) received a report of a 120' by 30' sheen. The sheen was approximately 6 gallons of bilge slop that contained gasoline; the responsible party was identified and secured the bilge pump. Sorbent pads were used and the owner towed the vessel to a boat yard for repairs. Case Closed.

**Letter of Warning (LOW) (12NOV2020):** 4 gallons of gasoline discharged from a leak in a fuel hose, which occurred during refueling operations in Pillar Point. The fuel pier immediately secured the valve, shutdown the system, deployed boom and sorbent pads, and isolated the area. All cleanup efforts completed. Case Closed.

**Letter of Warning (LOW) (13NOV2020):** Incident Management Division (IMD) received a report that a company spilled some sludge during a clean out of an above ground tank. This caused a 40' by 10' sheen of unknown quantity and unknown substance in the Oakland Estuary. Clean up efforts were completed. Case Closed.

**Letter of Warning (LOW) (14NOV2020):** A 42' pleasure craft discharge of approximately 01 gallons of diesel from their bilge pump into the San Francisco Bay. The source of pollution for this incident was secured. Product was unrecoverable. Case Closed.

**Letter of Warning (LOW) (21NOV2020):** Incident Management Division (IMD) received a notification from STA Monterey of an oily discharge coming from an unmanned vessel in Monterey Harbor. IMD spoke to the owner who stated there was an equipment failure in the engine room that resulted in an approximate 1 oz of oily mixture being released from the bilge into Monterey Harbor. The source was secured and the bilges were cleaned. All other product will dissipate naturally. Case Closed.

**Letter of Warning (LOW) (22NOV2020):** A recreational vessel discharged approximately 3 gallons of oil into the Sacramento River due to a runaway engine. The fire department responded to the incident, due to initially believing the vessel was on fire, and placed boom around the vessel to contain the majority of the pollution. The owner hired an Oil Spill Response Organization (OSRO) to clean up the remaining oil. Case Closed.

**Notice of Violation (NOV) (30NOV2020):** A vessel intentionally discharged diesel fuel into San Francisco Bay. At the time of the discharge, the bilge water contained weathered petroleum products, about 2 inches of water, and a commercial chemical. The marina had boom already deployed at the time of the incident. All products in the water were allowed to naturally dissipate. Case Closed.

**PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS**

**November 2020**

<b>PORT SAFETY CATEGORIES*</b>	<b>Nov-2020</b>	<b>Nov-2019</b>	<b>**3yr Avg</b>
<b>Total Number of Port State Control Detentions:</b>	<b>0</b>	<b>0</b>	<b>0.17</b>
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
<b>Total Number of COTP Orders:</b>	<b>4</b>	<b>4</b>	<b>3.94</b>
Navigation Safety (1), Port Safety & Security (3), ANOA (0)			
<b>Marine Casualties (reportable CG 2692) within SF Bay:</b>	<b>8</b>	<b>7</b>	<b>8.33</b>
Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (2), Propulsion (4), Personnel (1), Other (1), Power (0)			
<b>Total Number of (routine) Navigation Safety issues/Letters of Deviation:</b>	<b>2</b>	<b>3</b>	<b>1.89</b>
Radar (0), Gyro (0), Steering (0), Echo Sounder (0), AIS (0)			
ARPA (0), Speed Log (1), R.C. (0), Other (1)			
<b>Reported or Verified "Rule 9" or other Navigational Rule Violations:</b>	<b>0</b>	<b>0</b>	<b>0.69</b>
<b>Significant Waterway events/Navigation related Cases:</b>	<b>0</b>	<b>0</b>	<b>0.17</b>
<b>Total Port Safety (PS) Cases opened</b>	<b>14</b>	<b>14</b>	<b>15.19</b>

**MARINE POLLUTION RESPONSE**

<b>Pollution Discharge Sources (Vessels)</b>	<b>Nov-2020</b>	<b>Nov-2019</b>	<b>**3yr Avg</b>
U.S. Commercial Vessels	1	1	0.94
Foreign Freight Vessels	0	0	0.19
Public Vessels	1	0	0.61
Commercial Fishing Vessels	0	0	0.83
Recreational Vessels	8	8	5.61
<b>Pollution Discharge Sources (Facilities)</b>	<b>Nov-2020</b>	<b>Nov-2019</b>	<b>**3yr Avg</b>
Regulated Waterfront Facilities	0	1	0.39
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.06
Other Land Sources	3	2	4.03
Mystery Spills - Unknown Sources	2	5	5.22
<b>Number of Pollution Incidents (By Spill Size)</b>	<b>Nov-2020</b>	<b>Nov-2019</b>	<b>**3yr Avg</b>
Spills < 10 gallons	12	11	9.19
Spills 10 - 100 gallons	0	3	1.06
Spills 100 - 1000 gallons	1	0	0.28
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	2	3	7.36
<b>Total Pollution Incidents</b>	<b>15</b>	<b>17</b>	<b>17.89</b>
<b>Oil Discharge/Hazardous Materials Release Volumes by Spill Size</b>	<b>Nov-2020</b>	<b>Nov-2019</b>	<b>**3yr Avg</b>
Estimated spill amount from U.S. Commercial Vessels	1.00	1.00	12.62
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.36
Estimated spill amount from Public Vessels	1.00	0.00	2.10
Estimated spill amount from Commercial Fishing Vessels	0.00	0.00	27.71
Estimated spill amount from Recreational Vessels	171.00	45.00	42.80
Estimated spill amount from Regulated Waterfront Facilities	0.00	10.00	1.97
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.11
Estimated spill amount from Other Land Sources	5.00	1.00	21.42
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
<b>Total Oil Discharge and/or Hazardous Materials Release (Gallons)</b>	<b>178.00</b>	<b>57.00</b>	<b>109.09</b>
<b>Penalty Actions</b>	<b>Nov-2020</b>	<b>Nov-2019</b>	<b>**3yr Avg</b>
Civil Penalty Cases	0	0	0.08
Notice of Violations	1	0	0.58
Letters of Warning	7	9	4.11
<b>Total Penalty Actions</b>	<b>8</b>	<b>9</b>	<b>4.78</b>

\* 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.