

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

Allision (13DEC2020): A U.S. flagged small passenger vessel experienced an allision with the pier at Ryer Island Ferry East Landing. A very strong current and a mechanical shutdown likely contributed to the casualty. Minimal damage to the pier and no damage to the vessel was reported. Case pends.

Reduction in Propulsion (14DEC2020): A foreign flag container vessel experienced a reduction of propulsion while proceeding from Anchorage 9 to Oakland, CA. A COTP order was issued to the vessel, which required a class survey. A class surveyor attended the vessel and found that the Maine Engine No. 12 cylinder hydraulic control valve malfunctioned. The failed hydraulic control valve was replaced with a spare and satisfactory propulsion checks were conducted from the Bridge, ECR and Locally. COTP order was lifted on 15DEC2020. Case closed.

Loss of Propulsion (16DEC2020): A foreign flag vehicle carrier experienced a loss of propulsion while mooring in Benicia, CA due to emptied starter air tank. The vessel also experienced an electrical failure to the bow thruster while mooring. A Code 17 deficiency was issued to the vessel. Class attended the vessel and witnessed satisfactory repair. Case closed.

Loss of Propulsion (18DEC2020): A U.S. flag commercial fishing vessel experienced a loss of propulsion approx. 8 NM NW of the Noyo River due to entanglement with fishing gear. MSD Humboldt will conduct the preliminary investigation. Case pends.

Allision (18DEC2020): A foreign flag bulk carrier experienced an allision with the pier at the California Redwood Company in Eureka, CA. No damage to the vessel was reported and minor damage to the pier was reported. Both the pier and the vessel remain in service. MSD Humboldt will conduct the preliminary investigation. Case pends.

Loss of Propulsion (25DEC2020): A foreign flagged bulk carrier experienced a loss of propulsion while transiting into the San Francisco Bay near Bonita Point. The cause was deemed to be a loose control wire for the main engine governor. Class attended the vessel and successfully tested the engine ahead and astern. Port State Control reviewed the class report of survey and lifted the COTP order on 27DEC2020. Case closed.

Allision (30DEC2020): A U.S. flag pilot vessel struck the anchor chain of the HONOURABLE HENRY JACKMAN while shifting berths in San Francisco Bay. There was no damage to the HONOURABLE HENRY JACKMAN and the pilot vessel reported that they may have bent their prop. A thorough inspection of the prop will be conducted and reported back. Awaiting incident classification and 2692. Case pends.

**VESSEL SAFETY CONDITIONS**

Operational Control (03DEC2020): A foreign flag bulk carrier was examined at Anchorage 9 and issued an operational control (Code 17) due to the following: (1) the vessel's Safety Management System does not include required Maritime Labor Convention requirements and (2) PSCO observed multiple ISM discrepancies. Coast Guard conducted an ISM expanded exam and discovered that the company and crew failed to fully implement requirements of the ISM Code through their SMS procedures. An external audit was recommended. The deficiencies were rectified to the satisfaction of the Coast Guard on 17DEC2020 and the vessel was cleared to depart the port. Case closed.

Operational Control (03DEC2020): A U.S. flagged small passenger vessel was inspected in San Francisco, CA and issued an operational control (Code 17) due to the following: (1) the current Certificate of Documentation was not onboard the vessel and (2) the annual servicing records for the portable fire extinguishers were not available for inspection. The operational control was lifted on 14DEC2020 after documentation was provided to the Coast Guard. Case closed.

Operational Control (10DEC2020): A foreign flag bulk carrier was examined in Stockton, CA and issued an operational control (Code 17) due to the following: (1) an atomized fuel leak observed on the #2 generator, #2 cylinder and (2) splices observed on 02 mooring lines. The deficiencies were rectified and the operational control was lifted on 18DEC2020. Case closed.

Operational Control (21DEC2020): A foreign flag general cargo ship carrying three gantry cranes as cargo was issued a COTP order because the vessel's stability and operational limitations of lowering and raising the gantry cranes on board posed a threat to the port, crew, and the environment while anchored at Drakes Bay and during transit under the Golden Gate and San Francisco-Oakland Bay bridges. Vessel safely moored in Anchorage 9 on 30DEC2020. COTP order was lifted. Case closed.

Operational Control (22DEC2020): A U.S. flagged small passenger vessel was issued an operational control (Code 17) because the vessel did not complete its annual inspection within the 3 months before or after the COI anniversary date. Case pends.

**NAVIGATIONAL SAFETY**

Letter of Deviation (LOD), Inop speed log (02DEC2020): A foreign flag bulk carrier was issued an outbound LOD for an inoperable speed log. Repairs were not conducted in port and vessel was issued a deficiency to conduct repairs during their next port of call in Long Beach. Case closed.

Letter of Deviation (LOD), Inop echo depth sounder and speed log (02DEC2020): A foreign flag bulk carrier was issued an inbound LOD for an inoperable echo depth sounder and speed log. Repairs were not conducted in port. A flag dispensation letter was received for the inoperable equipment and the vessel was issued an outbound LOD. Case closed.

Letter of Deviation (LOD), Inop primary marine radar (18DEC2020): A foreign flag container vessel was issued an inbound and outbound LOD for an inoperable primary marine radar. Repairs were not made in the San Francisco COTP zone. Case closed.

Letter of Deviation (LOD), Inop secondary marine radar (26DEC2020): A foreign flag bulk carrier was issued an inbound LOD for an inoperable secondary marine radar. Repairs have yet to be conducted. Case pends.

**SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES**

Letter of Warning (LOW) (15DEC2020): A 64 foot recreational vessel overfilled fuel tanks at a marina in Half Moon Bay. Approximately 5 gals were discharged into the water. The harbor master and owner were able to recover most of the product with sorbent pads. No further discharge reported. Case Closed.

Notice of Violation (NOV) (16DEC2020): A 64 foot recreational vessel went aground and sank, while entering the Martinez Marina. The owner was unable to secure salvage and the FOSC authorized the fund to be opened. It was determined that no fuel remained on board, the vessel was turned back over to the owner. Case Closed.

Letter of Warning (LOW) (21DEC2020): A 20 foot recreational vessel caught fire and sank at a marina in Bethel Island. A rainbow sheen approximately 100' by 10' was observed with areas of red dye diesel. The marina hired local salvage and clean up company who boomed the area and removed the debris from the area. Case Closed.

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

**December 2020**

<b>PORT SAFETY CATEGORIES*</b>	<b>Dec-2020</b>	<b>Dec-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>3</b>	<b>4</b>	<b>4.03</b>
Navigation Safety (0), Port Safety & Security (3), ANOA (0)			
<b>Marine Casualties (reportable CG 2692) within SF Bay:</b>	<b>7</b>	<b>8</b>	<b>8.53</b>
Allision (3), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (4), Personnel (0), Other (0), Power (0)			
<b>Total Number of (routine) Navigation Safety issues/Letters of Deviation:</b>	<b>5</b>	<b>2</b>	<b>1.94</b>
Radar (2), Gyro (0), Steering (0), Echo Sounder (1), AIS (0)			
ARPA (0), Speed Log (2), R.C. (0), Other (0)			
<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>15</b>	<b>14</b>	<b>15.53</b>
<b>MARINE POLLUTION RESPONSE</b>			
<b>Pollution Discharge Sources (Vessels)</b>	<b>Dec-2020</b>	<b>Dec-2019</b>	<b>**3yr Avg</b>
U.S. Commercial Vessels	<b>0</b>	<b>4</b>	<b>0.94</b>
Foreign Freight Vessels	<b>0</b>	<b>0</b>	<b>0.19</b>
Public Vessels	<b>1</b>	<b>0</b>	<b>0.64</b>
Commercial Fishing Vessels	<b>0</b>	<b>3</b>	<b>0.83</b>
Recreational Vessels	<b>4</b>	<b>10</b>	<b>5.72</b>
<b>Pollution Discharge Sources (Facilities)</b>	<b>Dec-2020</b>	<b>Dec-2019</b>	<b>**3yr Avg</b>
Regulated Waterfront Facilities	<b>0</b>	<b>0</b>	<b>0.39</b>
Regulated Waterfront Facilities - Fuel Transfer	<b>0</b>	<b>0</b>	<b>0.06</b>
Other Land Sources	<b>0</b>	<b>2</b>	<b>4.03</b>
Mystery Spills - Unknown Sources	<b>3</b>	<b>3</b>	<b>5.31</b>
<b>Number of Pollution Incidents (By Spill Size)</b>	<b>Dec-2020</b>	<b>Dec-2019</b>	<b>**3yr Avg</b>
Spills < 10 gallons	<b>3</b>	<b>19</b>	<b>9.28</b>
Spills 10 - 100 gallons	<b>2</b>	<b>1</b>	<b>1.11</b>
Spills 100 - 1000 gallons	<b>1</b>	<b>1</b>	<b>0.31</b>
Spills > 1000 gallons	<b>0</b>	<b>0</b>	<b>0.00</b>
Spills - Unknown Size	<b>3</b>	<b>1</b>	<b>7.44</b>
<b>Total Pollution Incidents</b>	<b>9</b>	<b>22</b>	<b>18.14</b>
<b>Oil Discharge/Hazardous Materials Release Volumes by Spill Size</b>	<b>Dec-2020</b>	<b>Dec-2019</b>	<b>**3yr Avg</b>
Estimated spill amount from U.S. Commercial Vessels	<b>0.00</b>	<b>8.00</b>	<b>12.62</b>
Estimated spill amount from Foreign Freight Vessels	<b>0.00</b>	<b>0.00</b>	<b>0.36</b>
Estimated spill amount from Public Vessels	<b>150.00</b>	<b>0.00</b>	<b>6.26</b>
Estimated spill amount from Commercial Fishing Vessels	<b>0.00</b>	<b>6.00</b>	<b>27.71</b>
Estimated spill amount from Recreational Vessels	<b>36.00</b>	<b>14.00</b>	<b>43.80</b>
Estimated spill amount from Regulated Waterfront Facilities	<b>0.00</b>	<b>0.00</b>	<b>1.97</b>
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	<b>0.00</b>	<b>0.00</b>	<b>0.11</b>
Estimated spill amount from Other Land Sources	<b>0.00</b>	<b>2.00</b>	<b>21.42</b>
Estimated spill amount from Unknown Sources (Mystery Sheens)	<b>unk</b>	<b>unk</b>	<b>0.00</b>
<b>Total Oil Discharge and/or Hazardous Materials Release (Gallons)</b>	<b>186.00</b>	<b>30.00</b>	<b>114.26</b>
<b>Penalty Actions</b>	<b>Dec-2020</b>	<b>Dec-2019</b>	<b>**3yr Avg</b>
Civil Penalty Cases	<b>0</b>	<b>0</b>	<b>0.08</b>
Notice of Violations	<b>1</b>	<b>3</b>	<b>0.61</b>
Letters of Warning	<b>2</b>	<b>9</b>	<b>4.17</b>
<b>Total Penalty Actions</b>	<b>3</b>	<b>12</b>	<b>4.86</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.			