

SIGNIFICANT PORT SAFETY AND SECURITY CASES (FEBRUARY 2021)
MARINE CASUALTIES
Loss of propulsion (02FEB2021): A foreign flag container vessel experienced a loss of propulsion while transiting to San Francisco Bay. The marine casualty was associated with an equipment failure of a generator circuit breaker. A Captain of the Port (COTP) order was issued to the vessel and ABS attended the vessel on 03FEB21 to conduct operational tests of the auxiliary diesel engines. The main engine was tested in ahead and astern modes and found satisfactory. Coast Guard reviewed the survey and cleared the COTP order. Case closed.
Crewmember death (03FEB2021): A foreign flag tank vessel experienced a crewmember death. The chief officer was discovered deceased in the infirmary after complaining of a fever and back pain. Case pends.
Loss of Propulsion (06FEB2021): A U.S. flag commercial fishing vessel experienced a loss of propulsion while transiting in the vicinity of Pt. Bonita in San Francisco Bay. The Master reported the cooling water intake pump belt had parted from the housing and made contact with main engine belt, causing both systems to be inoperable. The vessel crew was able to re-attach the main engine belt. Case closed.
Personnel injury (07FEB2021): The Chief Officer onboard a foreign flag container ship fell and injured his back. The patient was transported to the hospital. Duty Investigating Officer will conduct preliminary investigation. Case pends.
Loss of propulsion (08FEB2021): A foreign flag tank vessel lost propulsion while maneuvering into position at Anchorage 9. The vessel regained propulsion and safely anchored. Class attended the vessel and determined the cause to be faulty electronically controlled main engine cylinder fuel valves, which caused fluctuation of pressure in the hydraulic pressure system and an intermittent loss of system pressure. Coast Guard reviewed the class survey and cleared the vessel to depart. Case closed.
Loss of propulsion (18FEB2021): A foreign flag chemical tanker experienced a loss of propulsion, while conducting mooring operations. Class attended the vessel and provided a class report. Coast Guard reviewed the report and cleared the vessel to depart. Case closed.
Loss of Power (22FEB2021): A foreign flag container ship experienced an equipment failure that led to a loss of power, while shifting from Anchorage 9. Due to a governor motor malfunction, the #2 auxiliary engine experienced an overspeed alarm. The governor was replaced and a satisfactory load test was conducted. Class attended the vessel, verified the repair, and witnessed the operational test of the main generator. The class survey was reviewed and vessel cleared to depart. Case closed.
Loss of propulsion (22FEB2021): A foreign flag tank vessel experienced a loss of propulsion while underway, approximately 100 miles west of Mendocino, CA. The governor control system failed to react to voltage fluctuation, which caused the #1 SSDG to go offline. This event caused a loss of power supply to the electronic control systems for the main propulsion engine and resulted in a loss of main propulsion. Case closed.
Reduction of propulsion (26FEB2021): A foreign flag container ship experienced a reduction of propulsion near the Oakland Estuary and lost propulsion while approaching Pier 56 in Oakland. The cause is likely due to two inoperable exhaust valves. Duty IO will conduct preliminary investigation. Case pends.
VESSEL SAFETY CONDITIONS
Operational Control (01FEB2021): A U.S. flag small passenger vessel was issued an operational control (code 17) because the operator did not make the vessel available for the January 2021 drydock examination. A successful drydock examination was conducted on 09FEB2021. Case closed.
Operational Control (01FEB2021): A U.S. flag small passenger vessel was issued an operational control (code 17) because the operator did not make the vessel available for the January 2021 drydock examination. Case pends.
Operational Control (01FEB2021): A U.S. flag Navy Ship was inspected at Mare Island, CA and issued an operational control (code 17) for the following: (1) the port lifeboat was not capable of being launched and maneuvered due to the flood tide (2) ports and starboard lifeboats had extremely low fuel levels and were deemed not ready for operational use and (3) starboard side vent shaft with 4 drain holes prevented gastight enclosure. Marine inspectors completed a deficiency check. The port lifeboat was successfully launched and recovered, both lifeboats were filled with fuel, and the drain holes were made gas tight.
Operational Control (02FEB2021): A U.S. flag small passenger vessel was issued an operational control (code 17) because the operator did not make the vessel available for the required drydock examination. Case pends.
Operational Control (04FEB2021): A foreign flag chemical tankship was examined at Anchorage 9 and issued an operational control (code 17) because the port lifeboat/rescue boat was damaged on the starboard side. The class report was reviewed by Port State Control and the vessel was cleared to depart on 07FEB2021. Case closed.
Operational Control (10FEB2021): A U.S. flag small passenger vessel was inspected in Oakland, CA and issued an operational control (code 701) because the marine inspector noted penetrations in the #2 void negatively affecting the watertight integrity. Marine inspector received photo verification of temporary repairs to the #2 void bulkhead. Case closed.
Operational Control (10FEB2021): A foreign flag bulk carrier was examined at the Port of Richmond, CA and issued an operational control (code 17) because the PSCO observed an excessive delay when starting the emergency fire pump, exceeding 20 minutes. The cause was determined to be air trapped in the fire main system due to condition of loading. Class
Operational Control (11FEB2021): A U.S. flagged Navy Ship was inspected at Mare Island, CA and issued an operational control (code 17) because the vessel experienced a loss of power to the forward third of the vessel which caused various fire alarm pull boxes and smoke detectors to be inoperable. Preliminary Class Report from ABS surveyor stated temporary repairs were completed and the issue was corrected. Final repairs will be conducted during the next port of call in San Diego. Case closed.
Operational Control (12FEB2021): A U.S. flag small passenger vessel was inspected in Moss Landing, CA and issued an operational control (code 17) because the lazarette hatch was not watertight. Marine inspectors attended the vessel and verified the watertight condition of the deck hatch for the lazarette. Case closed.
Operational Control (15FEB2021): A crewmember onboard a foreign flag bulk carrier experienced signs and symptoms consistent with the novel coronavirus. A COTP order was issued. The crewmember tested negative with a rapid test and a PCR test. The COTP order was rescinded on 16FEB. Case closed.
Operational Control (16FEB2021): A U.S. flag small passenger vessel was inspected in Fisherman's Wharf, CA and issued an operational control (code 17) for the following: (1) the lifesaving rigging needed to be verified by a Marine Inspector and (2) the EPIRB was not arranged float free and activate. Proper lifesaving arrangements and the EPIRB installation were verified by a marine inspector. Operational control cleared. Case closed.
Operational Control (25FEB2021): A U.S. flag small passenger vessel was issued an operational control because the vessel did not complete its annual inspection within the required timeframe. Case pends.
NAVIGATIONAL SAFETY
Nothing Significant to Report
SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES
Letter of Warning (01FEB2021): A research vessel discharged approximately 1 gallon of hydraulic oil from a deck crane into Moss Landing Bay. Absorbents were applied and the sheen dissipated naturally. The source of pollution for this incident was secured. A Notice of Federal Interest (NOFI) and Letter of Warning (LOW) were issued. Case closed.
Letter of Warning (05FEB2021): A ferry discharged approximately 1 gallon of diesel into the Bay. The operator applied diapers and boom and the sheen dissipated naturally. A NOFI and LOW were issued. Case closed.
Letter of Warning (06FEB2021): A foreign flag commercial vessel discharged approximately 1 gallon of hydraulic fluid into the San Joaquin River. The fluid dissipated naturally and a NOFI and LOW were issued. Case closed.
Letter of Warning (08FEB2021): A recreational vessel anchored in Monterey Bay discharged 1 gallon of diesel and bilge water into the bay. The spill dissipated naturally and a NOFI and a LOW were issued. Case closed.
Letter of Warning (09FEB2021): A recreational vessel discharged an unknown amount of oil into the Monterey Harbor due to unknown reasons at the fuel dock. The spill dissipated naturally and a NOFI and LOW were issued. Case closed.
Notice of Violation (09FEB2021): A Regulated Marine Facility discharged mixed oil from a 16-inch marine transfer pipeline in Richmond, CA. The rate of discharge was reported as 5-gallons per minute. Final quantification is being determined by the facility in coordination with OSPR. The facility completed the cleanup and a NOFI was issued, a NOV is pending. Case closed.
Notice of Violation (10FEB2021): A research vessel discharged fuel or oil product from the main engine of the vessel into Monterey Bay. The engines were secured and boom was applied along with cleanup efforts. A NOFI and a NOV were issued. Case closed.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
February 2021			
PORT SAFETY CATEGORIES*	Feb-2021	Feb-2020	**3yr Avg
Total Number of Port State Control Detentions:	0	0	0.17
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
Total Number of COTP Orders:	2	2	3.61
Navigation Safety (0), Port Safety & Security (2), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	9	7	8.00
Allision (1), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (4), Personnel (2), Other (1), Power (2)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	0	4	2.08
Radar (0), Gyro (0), Steering (0), Echo Sounder (0), AIS (0)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	0	1	0.64
Significant Waterway events/Navigation related Cases:	0	0	0.14
Total Port Safety (PS) Cases opened	11	14	14.64
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Feb-2021	Feb-2020	**3yr Avg
U.S. Commercial Vessels	3	0	0.94
Foreign Freight Vessels	1	1	0.19
Public Vessels	0	0	0.64
Commercial Fishing Vessels	0	0	0.83
Recreational Vessels	4	4	5.67
Pollution Discharge Sources (Facilities)	Feb-2021	Feb-2020	**3yr Avg
Regulated Waterfront Facilities	1	1	0.42
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.06
Other Land Sources	1	4	4.08
Mystery Spills - Unknown Sources	8	2	5.06
Number of Pollution Incidents (By Spill Size)	Feb-2021	Feb-2020	**3yr Avg
Spills < 10 gallons	9	9	9.58
Spills 10 - 100 gallons	0	0	0.97
Spills 100 - 1000 gallons	1	1	0.33
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	8	2	7.00
Total Pollution Incidents	18	12	17.89
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Feb-2021	Feb-2020	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	3.00	0.00	12.09
Estimated spill amount from Foreign Freight Vessels	1.00	1.00	0.25
Estimated spill amount from Public Vessels	0.00	0.00	6.26
Estimated spill amount from Commercial Fishing Vessels	0.00	0.00	27.72
Estimated spill amount from Recreational Vessels	4.00	4.00	42.13
Estimated spill amount from Regulated Waterfront Facilities	750.00	1.00	22.81
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.11
Estimated spill amount from Other Land Sources	1.00	153.00	21.42
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	759.00	159.00	132.80
Penalty Actions	Feb-2021	Feb-2020	**3yr Avg
Civil Penalty Cases	0	0	0.08
Notice of Violations	2	1	0.69
Letters of Warning	6	2	4.22
Total Penalty Actions	8	3	5.00
* 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.			