

BOPC RECEIVED

7-9-2021

SIGNIFICANT PORT SAFETY AND SECURITY CASES (JUNE 2021)
MARINE CASUALTIES
Reduction of propulsion (06JUN2021): A foreign flag bulk carrier experienced a reduction of propulsion during outbound transit from the Port of Oakland. Vessel crew reported a loss of cylinder operation on the main engine, which resulted in the reduction of propulsion. 02 tugs, alongside the vessel, assisted to Anchorage 9. Vessel crew made repairs and Class Surveyor witnessed satisfactory operation of main engine. Case Closed.
Equipment Failure (15JUN2021): A U.S. flag tug experienced an engine failure, during approach to Chevron Long Wharf in Richmond, CA. Vessel never lost propulsion due to operational second engine. Vessel diverted from intended destination and safely anchored at Anchorage 5. Case Closed.
Operational Control (21JUN2021): A foreign flag general cargo ship, with large gantry crane as cargo, was issued a COTP order for the vessel's reduced stability and operational limitations. The vessel condition with cargo 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 discharged cargo and the COTP order was lifted. Case Closed.
VESSEL SAFETY CONDITIONS
Operational Control (03JUN2021): A U.S. flag small passenger vessel was inspected at pier 40 in San Francisco, CA and issued an operational control (code 701- prior to carrying passengers) due to collision with pier while mooring, which caused exterior and interior damage. Fiberglass repairs were made and deficiency resolved. Case Closed.
Operational Control (04JUN2021): A U.S. flag small passenger vessel was issued an operational control (code 60- prior to movement) due to non-compliance with annual inspection within 3 months of anniversary date. Case Pends.
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Operational Control (04JUN2021): A foreign flag oil tanker was inspected in Richmond, CA and issued an operational control (code 17- prior to departure) due to incorrect information listed regarding vessel's high and low expansion foam reports. Foam reports indicated high expansion foam ratio was substantially below required levels and low expansion foam was tested according to incorrect MSC Circular. Vessel recertified information and confirmed correct expansion foam ratios. Case Closed.
Operational Control (07JUN2021): A U.S. flag small passenger vessel was issued an operational control (code 17- prior to departure) for expired annual servicing of fire extinguishers and fire suppression system. Inflatable life-raft of vessel was also expired. Case Pends.
Operational Control (08JUN2021): A foreign flag container ship was inspected in Oakland, CA and issued two operational controls (code 17- prior to departure) due to main engine lube oil leak and jacket water leak on # 3 generator. Vessel crew repaired leaks and deficiencies were cleared. Case Closed.
Operational Control (28JUN2021): A foreign flag bulk carrier was inspected in Crockett, CA and issued an operational control (code 17- prior to departure) for multiple repairs and gouges to vessel's rescue boat. Case Pends.
Operational Control (29JUN2021): A U.S. flag research ship was issued an operational control (code 17- prior to departure) due to non-compliance with annual inspection requirements. Case Pends.
NAVIGATIONAL SAFETY
Letter of Deviation (LOD), Inoperable AIS (03JUN2021): A foreign flag bulk carrier was issued an inbound LOD for an inoperable AIS. Satisfactory repairs were conducted. Case Closed.
Letter of Deviation (LOD), Inoperable Rudder Angle Indicator (05JUN2021): A foreign flag bulk carrier was issued an outbound LOD for an inoperable Rudder Angle Indicator. Satisfactory repairs were conducted. Case Closed.
Letter of Deviation (LOD), Inoperable AIS (22JUN2021): A foreign flag bulk carrier was issued an inbound LOD for an inoperable AIS. Satisfactory repairs were conducted. Case Closed.
Letter of Deviation (LOD), Inoperable X-Band Radar (25JUN2021): A foreign flag container vessel was issued an inbound LOD for an inoperable X-Band Radar. Satisfactory repairs were conducted. Case Closed.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (01JUN2021): A recreational vessel located at a Vallejo, CA marina sank at berth. The vessel discharged approximately 1 gallon of gasoline. The owner refloated the vessel and recovered debris with the help of Marina personnel. The source of pollution was secured with no further discharge. ANOFI and LOW were issued. Case Closed.

Letter of Warning (05JUN2021): A houseboat sank at berth at a local marina in Walnut Grove, CA and discharged approximately 1 gallon of oily residue into the Sacramento River. The Owner's insurance hired local contractors and the vessel was successfully refloated. The source of the discharge was secured. ANOFI and LOW were issued. Case Closed.

Letter of Warning (10JUN2021): A recreational vessel located at a Oakley, CA marina sank and discharged approximately 1 gallon of gasoline into the San Joaquin River. The owner hired local contractors who removed the vessel from the water. A NOFI and LOW were issued. Case Closed.

Letter of Warning (11JUN2021): A foreign cargo vessel moored at the Port of Stockton discharged approximately 1 gallon of hydraulic oil into the San Joaquin River after suffering a ruptured hydraulic line. Absorbent pads and boom were immediately deployed. The hydraulic line was immediately repaired by the company. ANOFI and LOW were issued. Case Closed.

Letter of Warning (11JUN2021): A recreational vessel in Isleton, CA discharged approximately 1 gallon of diesel into the San Joaquin River. The vessel conducted repairs, when the bilge pump kicked on and inadvertently discharged diesel mixture from the bilge. The source of the discharge was secured. ANOFI and LOW were issued. Case Closed.

Letter of Warning (18JUN2021): A recreational vessel sank at berth in a local marina Santa Cruz, CA and discharged approximately 1 gallon of gasoline. Boom was deployed and the sheen naturally dissipated. The owner hired local contractors who removed the vessel from the water. ANOFI and LOW were issued. Case Closed.

Letter of Warning (22JUN2021): A local ferry at the Golden Gate Ferry Terminal in San Francisco, CA discharged less than 1 gallon of hydraulic oil. The discharge was the result of a ruptured hydraulic line attached to a fixed gangway on the facility. Absorbent pads were deployed and the source was immediately secured. ANOFI and LOW were issued. Case Closed.

Letter of Warning (23JUN2021): A recreational vessel sank at berth in Isleton, CA and discharged approximately 1 gallon of gasoline into the Sacramento River. Absorbent boom was immediately deployed around the vessel. The owner hired local contractors who removed the vessel from the water. ANOFI and LOW were issued. Case Closed.

Notice of Violation (28JUN2021): A marina in Discovery Bay, CA discharged approximately 400 gallons of gasoline into Indian Slough. All fuel lines to the pier were immediately secured. The marina hired local contractors who were able to identify a ruptured supply line leading to the fuel pier. The contractors recovered what they could of the product and majority of the gasoline dissipated throughout the course of the operations. The fuel line has been repaired. ANOFI and NOV were issued. Case Closed.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

June 2021

PORT SAFETY CATEGORIES*	Jun-2021	Jun-2020	**3yr Avg
Total Number of Port State Control Detentions:	0	0	0.14
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
Total Number of COTP Orders:	1	3	3.25
Navigation Safety (1), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	5	9	7.89
Allision (1), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (1), Personnel (1), Other (1), Power (1)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	4	0	2.06
Radar (1), Gyro (0), Steering (0), Echo Sounder (0), AIS (2)			
ARPA (0), Speed Log (0), R.C. (0), Other (1)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	0	0	0.50
Significant Waterway events/Navigation related Cases:	0	0	0.11
Total Port Safety (PS) Cases opened	10	12	13.94
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Jun-2021	Jun-2020	**3yr Avg
U.S. Commercial Vessels	0	0	0.94
Foreign Freight Vessels	1	0	0.22
Public Vessels	0	1	0.56
Commercial Fishing Vessels	0	3	0.75
Recreational Vessels	6	5	5.92
Pollution Discharge Sources (Facilities)	Jun-2021	Jun-2020	**3yr Avg
Regulated Waterfront Facilities	0	0	0.44
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.06
Other Land Sources	2	4	3.47
Mystery Spills - Unknown Sources	5	12	5.08
Number of Pollution Incidents (By Spill Size)	Jun-2021	Jun-2020	**3yr Avg
Spills < 10 gallons	8	13	9.94
Spills 10 - 100 gallons	0	0	0.92
Spills 100 - 1000 gallons	1	0	0.36
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	5	12	6.22
Total Pollution Incidents	14	25	17.44
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Jun-2021	Jun-2020	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	0.00	0.00	12.38
Estimated spill amount from Foreign Freight Vessels	1.00	0.00	0.28
Estimated spill amount from Public Vessels	0.00	1.00	5.57
Estimated spill amount from Commercial Fishing Vessels	0.00	3.00	27.06
Estimated spill amount from Recreational Vessels	6.00	2.00	58.54
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	22.83
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.11
Estimated spill amount from Other Land Sources	401.00	3.00	33.48
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	408.00	9.00	160.25
Penalty Actions	Jun-2021	Jun-2020	**3yr Avg
Civil Penalty Cases	0	0	0.11
Notice of Violations	1	0	0.75
Letters of Warning	8	4	4.58
Total Penalty Actions	9	4	5.44

* NOTE: Values represent all cases within the HSC jurisdiction during the period. Significant cases are detailed in the narrative e.

** NOTE: Values represent an average month over a 36 month period for the specified category of information.