

SIGNIFICANT PORT SAFETY AND SECURITY CASES (OCTOBER 2021)**MARINE CASUALTIES**

Loss of Propulsion, (01OCT21): A foreign flagged container ship experienced a loss of propulsion during its transit from Los Angeles to San Francisco, approximately 52 nautical miles west of Point Conception. The vessel's main propulsion engine suffered a material failure. The vessel performed a dead ship tow into the Port of Oakland and conducted repairs. Case closed.

Allision, (11OCT21): A U.S. flagged towing vessel reported an allision between the barge it was pushing and the Suisun Bay Channel Light 22. No significant damage was reported on the barge, tug or ATON. ATON was observed still operating properly after the allision occurred. Case pends.

Equipment Failure, (16OCT21): A U.S. flagged passenger vessel experienced a raw water pump failure on port side engine while underway with passengers near Treasure Island. The vessel shutdown port engine and returned to the SF ferry building on the starboard engine. The vessel dropped off passengers and returned to maintenance facility to conduct repairs. Case closed.

Allision, (23OCT21): A U.S. flagged passenger vessel reported an allision with a semi-submerged 16ft white vessel while transiting from the Vallejo Ferry Terminal to the San Francisco Ferry Building. The vessel continued its voyage to the SF Ferry Building with no issues. The vessel was assessed for structural integrity and mechanical issues while moored up to the pier. Damage was limited to a 2ft scratch above the waterline on outer starboard side of vessel. PSCO complete an internal structural exam of starboard hull and the vessel was found to be in satisfactory condition. Case closed.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inoperable S-Band Radar (01OCT2021): A U.S. flagged chemical tanker was issued an inbound LOD for inoperable S-Band radar. Repairs were conducted and equipment is working properly. Case closed.

Letter of Deviation (LOD), Inoperable AIS (05OCT2021): A U.S. flagged bulk carrier was issued an inbound LOD for inoperable AIS. Repairs were conducted and equipment is working properly. Case closed.

Letter of Deviation (LOD), Malfunctioning AIS (07OCT2021): A U.S. flagged bulk carrier was issued an inbound LOD for malfunctioning AIS. Case closed.

Letter of Deviation (LOD), Inoperable S-Band Radar (10OCT2021): A U.S. flagged container ship was issued an inbound LOD for inoperable echo depth sounding device. Repairs were conducted and equipment is working properly. Case closed.

Letter of Deviation (LOD), Inoperable S-Band Radar (27OCT2021): A U.S. flagged bulk carrier was issued an inbound and outbound LOD for malfunctioning AIS. Case pends.

VESSEL SAFETY CONDITIONS

Operational Control, (01OCT21): A U.S. flagged small passenger vessel was issued an operational control (Code 701) for having insufficient battery terminals and loose wiring. Battery was replaced and wires were repaired. Case Closed.
Operational Control, (04OCT21): A foreign flagged container ship was inspected at the port of Oakland and issued an operational control (Code 17) for multiple leaks in the rudder cooling system piping. Vessel conducted repairs and both an attending class technician and PSCO certified repairs. Case closed.
Operational Control, (05OCT2021): A foreign flagged container ship was issued a Captain of the Port (COTP) Order due to loss of propulsion and main engine failure. Vessel performed a dead ship tow into the Port of Oakland and conducted repairs. Case Closed.
Operational Control, (06OCT21): A U.S. flagged passenger ferry was issued an operational control (Code 17) due to excessive rotting throughout the entire wheelhouse where lifesaving equipment is stored. Vessel is required to replace the rotted wood prior to movement. Case pends.
Operational Control, (06OCT21): A U.S. flagged towing vessel had two crewmembers onboard their vessel test positive for COVID-19. The vessel was issued a Captain of the Port (COTP) order and ordered to remain at Anchorage 9 until the affected crewmembers were replaced or received negative test results. All crewmembers were replaced and vessel was cleaned. Case closed.
Operational Control, (07OCT21): A foreign flagged chemical tanker was inspected at Anchorage 9 in the San Francisco Bay and issued an operational control (code 17) for failing to have appropriate equipment to perform closed testing of cargo tanks atmosphere as required by their Certificate of Fitness. Vessel was issued a new Certificate of Fitness. Case closed.
Operational Control, (08OCT21): A foreign flagged dry cargo ship experienced a reduction in propulsion while underway and inbound to San Francisco Bay. The vessel was issued a Captain of the Port (COTP) order and instructed to proceed to berth with a tug escort. Repairs were made by the vessel and cleared by both an attending class representative and Port State Control officer. Case closed.
Operational Control, (09OCT21): A U.S. flagged recreational vessel was issued a Captain of the Port (COTP) order for operating an passenger vessel without a valid COI. The vessel was ordered to cease operations until a valid COI was issued, the vessel was operated by a holder of a U.S. Coast Guard Merchant Mariner credential, proof of a chemical drug testing program for employment was in place, and the vessel had proof of a Certificate of Documentation. Case closed.
Operational Control, (12OCT21): A foreign flagged bulk carrier reported a malfunctioning alarm for the 15 PPM oily water separating equipment and issued an operational control (Code 17). Vessel conducted repairs and they were verified by an attending class representative and Port State Control officer. Case closed.
Operational Control, (14OCT21): A foreign flagged chemical tanker was inspected at Anchorage 9 in San Francisco and issued a operational control (Code 17) for a water jacket leak on the #5 main engine cylinder. Repairs were made by the vessel and cleared by both an attending class representative and Port State Control officer. Case closed.
COVID-19 positive passenger, (14OCT21): A passenger ship reported a positive COVID-19 test for a passenger onboard while at berth in San Francisco. Passenger was asymptomatic and immediately isolated within their cabin. The vessel followed all CDC guidance and passenger was removed from vessel. Vessel was permitted to depart after all procedural guidance was followed. Case closed.
Operational Control, (15OCT21): A foreign flagged bulk carrier was inspected at Anchorage 9 in San Francisco and issued an operational control (Code 17) for 02 temporary repairs on the #1 general service fire pump. Repairs were verified by an attending class representative and operational code was cleared. Case closed.
Operational Control, (18OCT21): A U.S. flagged small passenger vessel was inspected at Pier 39 in San Francisco and issued an operational control (Code 17) for a soft patch on the fire main piping system. Vessel conducted repairs and PSCO attested to repairs. Case closed.
Operational Control, (18OCT21): A U.S. flagged towing vessel was issued an operational control for failure to maintain a valid USCG Certificate of Inspection. Annual inspection was conducted and COI was issued. Case closed.
Operational Control, (20OCT21): A foreign flagged bulk carrier experienced a loss of electrical power while underway from Anchorage 9 enroute to Stockton. The vessel was issued a Captain of the Port (COTP) order and instructed to remain at Anchorage 9 until the cause of the loss of power was identified and repairs were made. Vessel conducted repairs and they were cleared by an attending class representative and Port State Control officer. Case closed.
Operational Control, (20OCT21): A foreign flagged container ship was inspected at the Port of Oakland and issued an operational control (code 17) for excess accumulation of fuel oil and oil soaked lagging near the main engine #6 cylinder head. The accumulation of oil was due to a burst fuel line 2 weeks prior. The part was replaced and the area was cleaned of all oil. Case closed.
Operational Control, (21OCT21): A U.S. flagged barge began taking on water while transiting through the San Pablo Bay enroute to Bradford Island and eventually beached itself on the south shore of Mare Island. The vessel was issued a Captain of the Port (COTP) order requiring completion of repairs prior to movement. Case Pends.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (04OCT2021): On 04OCT2021, IMD received notification that a recreational vessel, moored in Potato Slough, sank and discharged approximately 6 gallons of oil. IMD investigated and found that the source of oil was coming from a compressor, on the stern of the vessel, that had residual gear oil in it. The owner deployed sorbent boom, but was unable to contain the sheen or remove the pollution source, therefore, the case was federalized. Contractors were hired to properly deploy boom around the vessel and remove the remaining pollution threat. The source of pollution was secured with no further discharge. A NOFI and LOW were issued. Case Closed.

Letter of Warning (06OCT2021): On 06OCT2021, IMD received notification that a recreational vessel sank at the Hyde Street Pier in San Francisco, discharging approximately 15 gallons of diesel. The local harbormaster was able to deploy sorbent boom and absorbent material quickly, containing most of the discharge. The owner, who had insurance, hired local contractors to refloat and remove the vessel from the waterway. The source of pollution was secured with no further discharge. A NOFI and LOW were issued. Case Closed.

Letter of Warning (20OCT2021): On 20OCT2021, IMD received notification that a recreational vessel was partially submerged IVO Grisley Island, in Suisun, CA, and discharged approximately 10 gallons of Gasoline. IMD determined that the vessel was abandoned with no one on-board. IMD was able to contact the owner who hired local contractors to remove the vessel. The source of pollution was secured with no further discharge. A NOFI and LOW were issued. Case Closed.

Letter of Warning (22OCT2021): On 22OCT2021, IMD received notification that a recreational vessel sank at the Santa Cruz Harbor Marina and discharged approximately 1 gallon of diesel into the waterway. Harbor patrol personnel responded, deployed sorbent boom around the vessel, and hired local contractors to remove the vessel from the water. The source of pollution was secured with no further discharge. A NOFI and LOW were issued. Case Closed.

Letter of Warning (23OCT2021): On 23OCT2021, IMD received notification that a recreational vessel discharged approximately 1 gallon of oil into Richardson Bay. IMD concluded that the owner spilled oil into the bilge while changing the engine oil. Subsequently, the bilge pump discharged the oil into the waterway. The Harbor Master responded by deploying sorbent boom around the vessel and confirmed the source was secured. A NOFI and LOW were issued. Case Closed.

Letter of Warning (26OCT2021): On 26OCT2021, IMD received notification that a recreational vessel sank at the Grand Marina in Oakland, CA, discharging approximately 5 gallons of diesel into the Oakland Estuary. The owner hired local contractors to refloat and remove the vessel from the waterway. The source of pollution was secured with no further discharge. A NOFI and LOW were issued. Case Closed.

Letter of Warning (31OCT2021): On 31OCT2021, IMD received notification that an abandoned recreational vessel was sinking in the Sacramento River and had discharged approximately 1 gallon of gasoline into the waterway. The vessel was towed to a nearby pier where it subsequently sank. Fire department personnel applied sorbent boom around the vessel in order to contain the pollution threat. IMD was unsuccessful in reaching the owner, therefore, the project was federalized and local contractors removed the vessel from the waterway. The source of pollution was secured with no further discharge. A NOFI and LOW were issued. Case Closed.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
October 2021			
PORT SAFETY CATEGORIES*	Oct-2021	Oct-2020	**3yr Avg
Total Number of Port State Control Detentions:	0	0	0.11
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
Total Number of COTP Orders:	4	3	3.67
Navigation Safety (4), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	3	10	7.86
Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (2), Personnel (1), Other (0), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	5	2	2.17
Radar (3), Gyro (0), Steering (0), Echo Sounder (0), AIS (2)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	0	0	0.53
Significant Waterway events/Navigation related Cases:	0	0	0.06
Total Port Safety (PS) Cases opened	12	15	14.39
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Oct-2021	Oct-2020	**3yr Avg
U.S. Commercial Vessels	0	1	0.89
Foreign Freight Vessels	0	0	0.22
Public Vessels	0	1	0.58
Commercial Fishing Vessels	0	0	0.72
Recreational Vessels	8	4	6.42
Pollution Discharge Sources (Facilities)	Oct-2021	Oct-2020	**3yr Avg
Regulated Waterfront Facilities	0	0	0.44
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.06
Other Land Sources	0	2	3.47
Mystery Spills - Unknown Sources	12	9	5.11
Number of Pollution Incidents (By Spill Size)	Oct-2021	Oct-2020	**3yr Avg
Spills < 10 gallons	7	7	10.39
Spills 10 - 100 gallons	1	1	1.06
Spills 100 - 1000 gallons	0	0	0.39
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	12	9	6.08
Total Pollution Incidents	20	17	17.92
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Oct-2021	Oct-2020	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	0.00	5.00	12.30
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.28
Estimated spill amount from Public Vessels	0.00	2.00	5.60
Estimated spill amount from Commercial Fishing Vessels	0.00	0.00	29.78
Estimated spill amount from Recreational Vessels	35.00	13.00	84.49
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	0.00	2.00	29.01
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	35.00	22.00	184.39
Penalty Actions	Oct-2021	Oct-2020	**3yr Avg
Civil Penalty Cases	0	0	0.11
Notice of Violations	0	1	0.89
Letters of Warning	7	4	5.17
Total Penalty Actions	7	5	6.17
* 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.			