

SIGNIFICANT PORT SAFETY AND SECURITY CASES (APRIL 2022)**MARINE CASUALTIES**

Passenger Injury (01APR2022): A U.S. flagged small passenger vessel reported a passenger injury onboard the vessel while transiting inbound to port. The passenger sustained a dislocated right patella while dancing on the main deck of the vessel. The passenger was administered first aid and transferred to shore-side EMS and subsequently taken to a local hospital. After interviewing the passenger, it was determined that the injury was due to a pre-existing medical condition with no shipboard causal factors. Case closed.

Loss of propulsion (01APR2022): A U.S. flagged uninspected passenger vessel experienced a loss of propulsion while operating off the coast of Moss Landing, CA. The operator of the vessel contacted a towing service after the engine failed, and the vessel was safely towed into port at Moss Landing without further incident. There was no pollution or passenger injury as a result of the incident. The vessel was not inspected because it was a state registered commercial vessel. Case closed.

Passenger Injury (02APR2022): A U.S. flagged small passenger vessel reported a passenger injury while underway in the San Francisco Bay. The passenger suffered a seizure, and the master of the vessel safely moored the vessel at Pier 41 in San Francisco. The passenger was transferred to waiting shore-side EMS personnel and subsequently transported to a local hospital for treatment. It was determined that the injury was due to a pre-existing medical condition with no shipboard causal factors. Case closed.

Equipment Failure (08APR2022): A foreign flagged containership was transiting north from San Francisco outside of the north outbound traffic separation lane when they experienced intermittent starboard engine shut-off causing the vessel to drift. The vessel anchored but began drifting due to increasing sea and weather conditions. A second anchor was deployed and 03 tugs were sent to prevent vessel from running aground. The vessel was then towed into San Francisco Bay to conduct repairs. Class and Coast Guard attended the vessel and witnessed satisfactory operation of the main engine. Case closed.

Deceased Crewmember (09APR2022): A U.S. flagged small passenger vessel reported a deceased crewmember found on the bow of the vessel with no obvious cause of death. The body was turned over to the Marin County Coroner's office and full autopsy, toxicology evaluation, and report still to be given to USCG. Case pends.

Collision (09APR2022): A U.S. flagged inspected towing vessel collided with a recreation vessel transiting on the Old Sacramento River near Ida Island. The recreational vessel was anchored in the middle of the channel without lights at the time of the incident. Neither vessel received damage that met the criteria for a marine casualty. Case closed.

Passenger Injury (20APR2022): A U.S. flagged small passenger vessel was underway conducting whale watching operations approximately 10nm SW of Monterey when a passenger onboard lost their balance and suffered a minor head injury. The injury was caused from a fall onto a hard bench seat edge. The vessel diverted back to dock and the passenger was seen by medical technicians upon arrival. Case closed.

Reduction in propulsion (20APR2022): A foreign flagged containership experienced a reduction of propulsion while transiting outbound approximately 60 nm from shore. The vessel reported the cause as a jammed injection pump in the main engine cylinder #4. The vessel immediately conducted repairs onboard and began making way towards next port (Sector Puget Sound). Case closed.

Vessel struck object in water (29APR2022): A U.S. flagged towing vessel struck an unknown object in the water in the vicinity of marker 16 in Suisun Bay but did not report any structural damage. However, the starboard Z drive engine was struck and manually shut off for precautionary reasons. The vessel transited back to dock in Alameda, CA for further evaluation. Case pends.

Passenger Injury (30APR2022): A foreign flagged passenger vessel reported a passenger injury while moored to Pier 27 in San Francisco, CA. The passenger reported walking through a doorway when they tripped and fell onto floor, landing on their right arm and causing a fracture. The passenger left the vessel and was taken to a nearby hospital to receive care. Case closed.

VESSEL SAFETY CONDITIONS
Operational Control (04APR2022): A U.S. flagged small passenger vessel was inspected at Pier 39 in San Francisco, CA and issued an operational control (Code 701, prior to carriage of passengers) for hatches in lazarette space not being watertight. The vessel conducted repairs and a Coast Guard inspector witnessed corrected deficiencies. Case closed.
Operational Control (04APR2022): A foreign flagged bulk carrier was inspected in the Port of Stockton, CA and issued two Operational Controls (Code 17, prior to departure). The two deficiencies were for: 1) a large inset on port quarter near the stern of the vessel, and 2) leaking flanges on #1 and #2 coolers for jacket water. Vessel conducted repairs and provided a class survey report. Case closed.
Operational Control (05APR2022): A foreign flagged tankship was inspected in Martinez, CA and issued an Operational Control (Code 17, prior to departure) for fuel oil accumulation around the boiler fuel oil pumps in the purifier room, and soaked lagging in the vicinity of cylinders #3 and #4 on the main engine. Vessel conducted repairs and provided a class survey report. Case closed.
Operational Control (08APR2022): A U.S. flagged small passenger vessel was issued an operational control (Code 17, prior to departure) for not having a valid Certificate of Inspection on board. The vessel was issued a valid certificate of documentation with appropriate endorsements. COI was issued. Case closed.
Operational Control (08APR2022): A foreign flagged container ship experienced a main engine casualty and was issued a Captain of the Port (COTP) order. The vessel was required to remain at anchorage until causative factors were identified and submitted a class report confirming that satisfactory repairs were made. Vessel conducted repairs and provided a class survey report. Case closed.
Operational Control (14APR2022): A U.S. flagged small passenger vessel was inspected in the Berkley Marina and issued an operational control (Code 60, Prior to movement) for the vessel's Fireboy pressure outside of proper operating parameters. The Fireboy was serviced and Coast Guard verified pressure. Case closed.
Operational Control (15APR2022): A U.S. flagged small passenger vessel was inspected at Pier 39 in San Francisco, CA and issued an operational control (Code 701, prior to the carriage of passengers) for damaged rub rail sustained when vessel struck a piling on their starboard quarter. Vessel conducted appropriate repairs and Coast Guard witnessed corrected deficiencies. Case closed.
Operational Control (16APR2022): A foreign flagged tankship was inspected at Anchorage 9 in San Francisco, CA and issued an Operational Control (Code 17, prior to departure) for a jacket water leak on main engine cylinder #3. Vessel conducted repairs and provided a class survey report. Case closed.
Operational Control (15APR2022): A U.S. flagged small passenger vessel was issued an operational control (Code 17, prior to departure) for an expired (7 months) Certificate of Inspection. The vessel completed a successful annual inspection. Case closed.
Operational Control (19APR2022): A U.S. flagged small passenger vessel was inspected in San Francisco and issued an operational control (Code 701, prior to the carriage of passengers) for the fire pump outlet not reaching the minimum psi pressure. Case pends.
Operational Control (21APR2022): A U.S. flagged small passenger vessel reported loss of main engine twin screws while transiting in the San Francisco Bay with 13 passengers onboard. An alternative engine was used and the vessel experienced no loss of propulsion. The vessel was issued an operational control (Code 701, prior to the carriage of passengers). Repairs were conducted and a Coast Guard inspector witnessed corrected deficiencies. Case closed.
Operational Control (24APR2022): A U.S. flagged small passenger vessel reported their port engine reduction gear lube oil cooler was found leaking internally after noticing sheen coming out of exhaust while transiting through San Francisco Bay. The vessel was issued an operational control (Code 701, prior to the carriage of passengers) until repairs were made and tested. The vessel conducted repairs and a Coast Guard inspector witnessed the corrected deficiency. Case closed.
Operational Control (27APR2022): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to departure) for failing to complete an annual inspection for their Certificate of Inspection. The vessel completed a successful annual inspection. Case closed.
NAVIGATIONAL SAFETY
Letter of Deviation (LOD), Crack on Port Windlass Clutch (12APR2022): A foreign flagged tankship was issued an inbound LOD for a crack in port windlass clutch mechanism. The vessel is required to have one standby tug during transit and make appropriate repairs before departure. Case pends.
SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES
Letter of Warning (03APR2022): IMD received notification that a recreational vessel discharged approx. 1 gal of synthetic oil in the Monterey Bay in the vicinity of Monterey, CA. IMD personnel determined that the owner unintentionally discharged synthetic oil from their bilge. The harbor master deployed boom and sorbent while the owner immediately removed 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 (08APR2022): IMD received notification that a recreational vessel discharged approx. 10 gal of Diesel into the Sacramento River in the vicinity of Courtland, CA. IMD contacted the local fire department who arrived on-scene and stated that it was unknown why the vessel caught on fire. The vessel eventually sank and discharged diesel into the waterway. The owner contacted insurance and had local contractors plug and successfully remove the vessel. The source of pollution was secured with no further discharge. A NOFI and LOW were issued. Case Closed.
Letter of Warning (08APR2022): IMD received notification that a public utilities company had discharged approx. 55 gal of hydraulic oil into Mission Bay in the vicinity of San Francisco. IMD contacted the responsible party who stated the discharge was due to failure of an old hydraulic line. The responsible party secured the source and contacted other agencies for clean-up assistance. Boom was deployed and the oil was recovered. The failed hose was successfully replaced. 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			
April 2022			
PORT SAFETY CATEGORIES*	Apr-2022	Apr-2021	**3yr Avg
Total Number of Port State Control Detentions:	0	0	0.08
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:	9	10	7.14
Allision (0), Collision (2), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (3), Personnel (4), Other (0), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	1	3	2.22
Radar (0), Gyro (0), Steering (0), Echo Sounder (0), AIS (0)			
ARPA (0), Speed Log (0), R.C. (0), Other (1)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	0	0	0.44
Significant Waterway events/Navigation related Cases:	0	0	0.03
Total Port Safety (PS) Cases opened	11	16	13.17
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Apr-2022	Apr-2021	**3yr Avg
U.S. Commercial Vessels	1	0	0.64
Foreign Freight Vessels	0	0	0.19
Public Vessels	2	0	0.61
Commercial Fishing Vessels	0	1	0.72
Recreational Vessels	5	5	6.03
Pollution Discharge Sources (Facilities)	Apr-2022	Apr-2021	**3yr Avg
Regulated Waterfront Facilities	0	1	0.17
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.03
Other Land Sources	3	0	2.28
Mystery Spills - Unknown Sources	4	4	4.67
Number of Pollution Incidents (By Spill Size)	Apr-2022	Apr-2021	**3yr Avg
Spills < 10 gallons	7	7	9.58
Spills 10 - 100 gallons	4	0	1.11
Spills 100 - 1000 gallons	0	0	0.36
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	4	4	4.28
Total Pollution Incidents	15	11	15.33
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Apr-2022	Apr-2021	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	40.00	0.00	3.22
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.50
Estimated spill amount from Public Vessels	6.00	0.00	6.97
Estimated spill amount from Commercial Fishing Vessels	0.00	1.00	29.67
Estimated spill amount from Recreational Vessels	32.00	29.00	86.96
Estimated spill amount from Regulated Waterfront Facilities	0.00	1.00	21.25
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.06
Estimated spill amount from Other Land Sources	56.00	0.00	29.69
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	134.00	31.00	178.32
Penalty Actions	Apr-2022	Apr-2021	**3yr Avg
Civil Penalty Cases	0	0	0.11
Notice of Violations	0	0	0.75
Letters of Warning	3	6	5.36
Total Penalty Actions	3	6	6.22
* 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.			