

SIGNIFICANT PORT SAFETY AND SECURITY CASES (JUNE 2023)
MARINE CASUALTIES
Loss of Propulsion (07JUN23): A U.S. flag tankship experienced a loss of propulsion while underway in the San Francisco Traffic Separation Scheme. The crew identified a fuel leak on the main engine and secure the engine to affect repairs. A failure of the Number Three cylinder fuel oil pump shock absorber caused the fuel leak. The vessel conducted repairs at sea and class witnessed satisfactory operation of the main engine. LOP was not attributed to fuel switching. Case closed.
Allision (08JUN23): A U.S. flag inspected towing vessel experienced an allision with an aid to navigation while pushing ahead an un-inspected deck barge underway from Redwood City, CA. A large gust of wind set the vessel towards the marker. The bow cleared the aid but a starboard side quarter fender, approximately 10 feet forward of the stern, made contact with it. No damage was reported to the vessel or barge, however, the light on the marker was completely destroyed. Coast Guard did not attend the vessel. Case closed.
Loss of Propulsion (08JUN23): A U.S. flag Ro-Ro experienced a loss of propulsion while outbound from Oakland, CA. A failure of the main engine lubricator No. 8 caused the loss of propulsion. The vessel was escorted to Anchorage 8 by assisting tugs and conducted repairs. Class attended vessel and witnessed satisfactory operation of the main engine. LOP was not attribute to fuel switching. Case closed.
Equipment Failure (11JUN23): A U.S. flag passenger vessel experienced a bow thruster failure while getting underway from Pier 3 in San Francisco. A major hydraulic leak rendered the bow thruster inoperable, caused by improper installation of the bow thruster's hydraulic tank fill plate. The vessel completed its voyage with a tug alongside and moored safely with tug assist. Vessel to conduct repairs. Case pends.
Reduction in Propulsion (12JUN23): A U.S. flag passenger vessel experienced a reduction of RPMs on the starboard engine while transiting from Vallejo to San Francisco. Vessel safely transited to SF Terminal on the port engine, then to Alameda maintenance terminal to affect repairs. Cause of the reduction in RPMs was a result of a failed fuel injector internal electronics. The system was reset, and an attending technician witnessed satisfactory operation of the starboard engine. Case closed.
Loss of Propulsion (13JUN23): A foreign flag bulk carrier experienced a loss of propulsion while getting underway from Anchorage 9. The vessel immediately dropped anchor and began troubleshooting the problem. The vessel's main engine RPM was fluctuating and exhaust gas temp on the no. 6 cylinder dropped due to the valve being stuck in the open position. The spring air valve was also found to be leaking. The exhaust valve was replaced. Class attended vessel and witnessed satisfactory operation of the main engine. Case closed.
Reduction in Propulsion (18JUN23): A foreign flag containership experienced a loss of propulsion while getting underway from Oakland, CA. The vessel immediately re-moored with tug assist. The starting air stop solenoid valve #84 was found to be defective and the starting control air valve # 28 was found to be slacking. Both valves were replaced. Class attended the vessel and witnessed satisfactory operation of the engines.
Loss of Propulsion (21JUN23): A U.S. flag Ro-Ro experienced a loss of propulsion while getting underway in Richmond, CA. Low oil in the camshaft reservoir that powers ahead and astern timings caused the loss of propulsion. The oil reservoir was refilled by the crew onboard. Class attended the vessel and witnessed the engine operating properly at ahead and astern. Case closed.
Reduction in Propulsion (24JUN23): A U.S. flag small passenger vessel experienced a reduction in propulsion shortly after departing the Vallejo terminal en route to San Francisco. The vessel safely re-moored in Vallejo and all passengers were safely disembarked. A fuel injector malfunction on the B2 cylinder caused a loss of RPMs on the port engine. The injector was replaced, and an attending technician witnessed satisfactory operation of the port engine. Case closed.
Grounding (24JUN23): A U.S. flag commercial fishing vessel ran aground on Surfers Beach, South of Pillar Point Harbor while returning to offload their catch. The captain reportedly fell asleep at the helm and awoke when the vessel ran aground. Several attempts to tow the vessel off the beach were unsuccessful and the vessel was eventually destroyed and hauled away by a local salvage company. Case closed.

VESSEL SAFETY CONDITIONS

<p>Operational Control (04JUN23): A U.S. flag dredging vessel reported an active oil leak from a shaft seal while moored in Richmond, CA and was issued an operational control (Code 60, prior to movement). Coast Guard attended vessel to ensure temporary repairs were made. The vessel was issued a permit to proceed to transit back to homeport in Portland, OR. The operational control remains in effect. Case pends.</p>
<p>Operational Control (05JUN23): A foreign flag Ro-Ro reported a reduction in propulsion due to a faulty turbocharger while transiting from Mexico to Benicia, CA and issued was a Captain of the Port (COTP) Order. The vessel was required to have a 1-tug escort to Anchorage 9 in order to conduct repairs and submit a satisfactory class report attesting to the main engines' capabilities, limitations, and reliability. COTP Order was amended to allow vessel to transit to Benicia with a tug assist to further diagnose the issue. Class attended vessel and witnessed satisfactory operation of the No. 2 turbo. The COTP Order was cleared. Case closed.</p>
<p>Operational Control (07JUN23): A U.S. flag small passenger vessel was inspected in Monterey, CA and was issued an operational control (Code 701, prior to the carriage of passengers) for wastage on the bilge manifold in the engine room. Case pends.</p>
<p>Operational Control (08JUN203): A U.S. flag Ro-Ro was outbound from Oakland, CA and experienced a loss of propulsion due to a failure in the main engine lubricator. An operational control was issued (Code 60, prior to movement). The vessel conducted repairs and class attended to witness the engine operating correctly. The operational code was cleared. Case closed.</p>
<p>Operational Control (09JUN24): A U.S. flag small passenger vessel reported damage to the hull of their vessel due to an allision with the pier while mooring in Berkeley, CA and was issued an operational control (Code 60, prior to movement). Case pends.</p>
<p>Operational Control (11JUN23): A U.S. flag small passenger vessel reported an equipment failure of the bow thruster while getting underway in San Francisco and was issued an operational control (Code 701, prior to the carriage of passengers). The vessel was authorized to get underway with tug assist until effective repairs were made to the bow thruster. The operational control was cleared. Case closed.</p>
<p>Operational Control (11JUN23): A U.S. flag small passenger vessel experienced an automatic discharge of the pre-engineered fire extinguishing system while underway near Monterey, CA and was issued an operational control (Code 60, prior to movement). Damage in the engine room was repaired and the pre-engineered system was replaced. Coast Guard witnessed corrected deficiencies and the operational control was cleared. Case closed.</p>
<p>Operational Control (13JUN23): A foreign flag bulk carrier experienced a loss of propulsion while getting underway from Anchorage 9 and was issued a Captain of the Port (COTP) Order. An exhaust valve was replaced on the no. 6 cylinder. Class witnessed corrected deficiency and the COTP Order was cleared. Case closed.</p>
<p>Operational Control (15JUN23): A U.S. flag small passenger vessel was inspected in San Francisco, CA and was issued an operational control (Code 701, prior to the carriage of passengers) for water coolant and exhaust piping leaks. Case pends.</p>
<p>Operational Control (18JUN23): A foreign flag containership experienced a loss of propulsion while departing from Oakland, CA and was issued a Captain of the Port (COTP) Order requiring them to remain at berth until effective repairs were made to the vessel's main engine. Repairs were made and class witnessed satisfactory operation of the main engine. The COTP Order was cleared. Case closed.</p>
<p>Operational Control (21JUN23): A U.S. flag Ro-Ro reported a loss of propulsion while getting underway in Richmond, CA and was issued an operational control (Code 60, prior to movement). Class attended the vessel and witnessed the engine operating satisfactorily. The operational control was cleared. Case closed.</p>
<p>Operational Control (24JUN24): A U.S. flag small passenger vessel reported a loss of propulsion while underway from Vallejo, CA and was issued an operational control (Code 701, prior to the carriage of passengers). Repairs were made to the fuel injectors. Coast Guard witnessed satisfactory operation of the main engine. Case closed.</p>
<p>Operational Control (25JUN23): A U.S. flag small passenger vessel reported an allision with Aid to Navigation while underway and was issued an operational control (Code 701, prior to carriage of passengers) until a damage survey was conducted by an attending marine inspector. Coast Guard conducted a damage survey, and the operational control was cleared. Case closed.</p>
<p>Operational Control (26JUN23): A foreign flag Ro-Ro was outbound from Benicia, CA and was issued a Captain of the Port (COTP) Order for an inoperable AIS. The vessel was directed to Anchorage 8. Class virtually attended vessel and attested to the satisfactory operation of the AIS system. Case closed.</p>
<p>Operational Control (26JUN23): A U.S. flag small passenger vessel was inspected in Vallejo, CA and was issued an operational control (Code 60, prior to movement) for an inoperable CO2 pull cable inside the engine room. Case pends.</p>
<p>Operational Control (27JUN23): A U.S. flag small passenger vessel was inspected in Berkeley, CA and was issued an operational control (Code 701, prior to the carriage of passengers) for excessive fuel leak, raw water intake leak, and hydraulic leak inside the engine room. Coast Guard witnessed satisfactory repairs and sea trials. The operational control was cleared. Case closed.</p>
<p>Operational Control (27JUN23): A U.S. flag small passenger vessel reported a casualty on the port main engine and was issued an operational control (Code 17, prior to departure). Case pends.</p>

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inoperable Anchor (20JUN2023): A foreign flag container vessel was issued an inbound/outbound LOD for an inoperable anchor. Case pends.
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Letter of Deviation (LOD), Inoperable X-Band Radar (21JUN2023): A foreign flagged tank vessel was issued an outbound LOD for an inoperable X-Band Radar. Repairs were conducted and the equipment is working properly. Case closed.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Nothing significant to report

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
June 2023			
PORT SAFETY CATEGORIES*	Jun-2023	Jun-2022	**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:	4	1	3.25
Navigation Safety (1), Port Safety & Security (3), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	8	2	6.56
Allision (1), Collision (0), Fire (0), Capsize (0), Grounding (1), Sinking (0)			
Steering (0), Propulsion (6), Personnel (0), Other (0), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	2	2	2.36
Radar (1), 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	0.08
Significant Waterway events/Navigation related Cases:	0	0	0.00
Total Port Safety (PS) Cases opened	14	5	12.33
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Jun-2023	Jun-2022	**3yr Avg
U.S. Commercial Vessels	1	1	0.50
Foreign Freight Vessels	0	0	0.08
Public Vessels	1	0	0.81
Commercial Fishing Vessels	0	0	0.53
Recreational Vessels	3	1	6.58
Pollution Discharge Sources (Facilities)	Jun-2023	Jun-2022	**3yr Avg
Regulated Waterfront Facilities	0	1	0.28
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.03
Other Land Sources	2	2	3.00
Mystery Spills - Unknown Sources	5	3	5.17
Number of Pollution Incidents (By Spill Size)	Jun-2023	Jun-2022	**3yr Avg
Spills < 10 gallons	3	3	9.06
Spills 10 - 100 gallons	2	2	1.53
Spills 100 - 1000 gallons	0	0	0.31
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	7	3	5.61
Total Pollution Incidents	12	8	16.50
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Jun-2023	Jun-2022	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	6.00	5.00	3.36
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.28
Estimated spill amount from Public Vessels	1.00	0.00	6.92
Estimated spill amount from Commercial Fishing Vessels	0.00	0.00	10.92
Estimated spill amount from Recreational Vessels	16.00	13.00	80.89
Estimated spill amount from Regulated Waterfront Facilities	0.00	2.00	22.56
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.03
Estimated spill amount from Other Land Sources	400.00	13.00	50.42
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	423.00	33.00	175.37
Penalty Actions	Jun-2023	Jun-2022	**3yr Avg
Civil Penalty Cases	0	0	0.06
Notice of Violations	0	1	0.53
Letters of Warning	2	2	5.11
Total Penalty Actions	2	3	5.69
* 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.			