

SIGNIFICANT PORT SAFETY AND SECURITY CASES (AUGUST 2023)
MARINE CASUALTIES
Passenger Injury (07AUG2023): A foreign flagged passenger ship had a passenger injury onboard the vessel while moored at Pier 27. The passenger fell and suffered femur fracture. Passenger was transferred to local hospital for treatment. Case closed.
Reduction of Propulsion (08AUG2023): A U.S. flagged small passenger vessel experienced a reduction of propulsion while enroute to their homeport in Alameda, CA. The root cause for the vessel's reduction of propulsion was identified as missing electrical cable linking the pilothouse battery bank to port side engine room. Coast Guard attended the vessel, inspected repairs, and witnessed a successful sea trial. Loss of propulsion was not attributed to fuel switching. Case closed.
Crewmember Injury (10AUG2023): A U.S. flagged small passenger vessel reported a crew injury onboard the vessel while moored at Pier #3. The crewmember broke their right foot while descending the stairs. The crewmember was transferred to a local hospital for treatment. The vessel did not have any manning concerns. Case closed.
Loss of Propulsion (10AUG2023): A U.S. flagged inspected towing vessel experienced a loss of propulsion while transiting in the vicinity of Roe Island. The vessel's loss of propulsion was due to a fuel leak from the port main engine during operations from port side engine fuel pump. Coast Guard attended the vessel and witnessed satisfactory operation of the replaced port side engine fuel pump. Loss of propulsion was not attributed to fuel switching. Case closed.
Reduction of Propulsion (13AUG2023): A foreign flagged bulk carrier experienced reduction in propulsion while transiting to Richmond Harbor. The vessel could not reach its' full RPM capabilities and was directed to Anchorage 8. The vessel is to make repairs prior to departure and to the satisfaction of the attending flag representative or attending class society surveyor. Case pends.
Loss of Propulsion (16AUG2023): A U.S. flagged small passenger vessel reported a loss of propulsion at Pier 33. The vessel was able to successfully diagnose the cause of the loss of propulsion, a faulty starboard propulsion inverted module. Vessel performed successful propulsion test to the satisfaction of the attending marine inspector. Case closed.
Loss of Propulsion (18AUG2023): A U.S. flagged inspected towing vessel reported a loss of propulsion while towing two barges in the vicinity of Southampton Shoal Light. The barges were not carrying dangerous cargo and an assist tug was immediately called upon. The vessel refueled, bled all lines, primed fuel filters, and ran engines under load for 20 minutes to the satisfaction of the attending Marine Inspector. Case closed.
Equipment Failure (22AUG2023): A U.S. flagged small passenger vessel reported an equipment failure in the vicinity of Vallejo Ferry Terminal. The vessel reported a leak in the coolant expansion tank for the port main diesel engine. The vessel disembarked passengers in order to conduct immediate repairs. The vessel replaced the existing faulty coolant tank with a new tank. Case closed.
Equipment Failure (23AUG2023): A foreign flagged tank vessel experienced a fire in the emergency generator space while conducting a Port State Control Exam. Crewmembers extinguished the fire utilizing a portable fire extinguisher, with no injuries to the crew. The vessel maintained a crewmember in the vicinity of the emergency generator room as the emergency generator automatic start function was disabled. The vessel was able to conduct adequate repairs to the satisfaction of the attending classification society inspector. Case closed.
Loss of Propulsion (30AUG2023): A U.S. flagged small passenger vessel experienced a loss of propulsion near the vicinity of Pier 33. Vessel reported loss of starboard main engine while underway to Alcatraz Island when the incident occurred. The vessel returned to Pier 33 with passengers onboard. Case pends.

VESSEL SAFETY CONDITIONS

Operational Control (01AUG2023): A U.S. flagged small passenger vessel was issued an operational control (code 701, prior to the carriage of passengers) for failing to undergo a drydock examination within the required time frame, in addition to an inoperable port engine. Case pends.
Operational Control (08AUG2023): A U.S. flagged small passenger vessel was issued an operational control (code 701, prior to the carriage of passengers) for experiencing a reduction in propulsion due to the port engine shutting down while enroute to the vessel's homeport of Alameda, CA. Coast Guard witnessed satisfactory repairs sea trials. Operational control lifted. Case closed.
Operational Control (10AUG2023): A U.S. flagged inspected towing vessel was issued an operational control (code 701, prior to carriage of cargo) for experiencing a fuel leak from the port main engine during operations from port side engine fuel pump. Deficiency corrected by replacing port side engine fuel pump. Operational control lifted. Case closed.
Operational Control (13AUG2023): A foreign flagged bulk carrier was issued an operational control (code 17, prior to departure) after experiencing reduction in propulsion while enroute to Richmond Harbor. The vessel could not reach its' full RPM capabilities and was directed to Anchorage 8. Case pends.
Operational Control (15AUG2023): A U.S. flagged small passenger vessel was issued an operational control (code 701, prior to carriage of passengers) for pinhole leaks discovered in fire main piping. Vessel corrected deficiencies by replacing wasted piping and conducted pressure test. Operational control cleared. Case closed.
Operational Control (16AUG2023): A U.S. flagged small passenger vessel was issued an operational control (code 60, prior to movement) for experiencing a loss of propulsion while at San Francisco Pier 33. The vessel identified a faulty starboard propulsion inverter module and performed a successful propulsion test to the satisfaction of the attending marine inspector. Operational control lifted. Case closed.
Operational Control (17AUG2023): A U.S. flagged inspected towing vessel was issued an operational control (code 701, prior to carriage of cargo) for failing to undergo a drydock examination within the required time frame. Case pends.
Operational Control (17AUG2023): A U.S. flagged inspected towing vessel was issued an operational control (code 701, prior to carriage of cargo) for failing to undergo an annual inspection. Vessel corrected deficiency by conducting an annual inspection. Operational control lifted. Case closed.
Operational Control (17AUG2023): A U.S. flagged inspected towing vessel was issued an operational control (code 60, prior to movement) for a loss of propulsion. Vessel corrected deficiency by refueling, bleeding all lines, priming fuel filters, and running engines under load for 20 minutes to the satisfaction of the Marine Inspector. Operational control lifted. Case closed.
Operational Control (22AUG2023): A U.S. flagged small passenger vessel was issued an operational control (code 701, prior to carriage of passengers) for a pinhole leak on the port main engine expansion tank. Crew replaced the expansion tank and conducted satisfactory dock trials. Operational control lifted. Case closed.
Operational Control (23AUG2023): A foreign flagged chemical tank vessel was issued an operational control (code 17, prior to departure) as the vessel experienced a fire in the emergency generator while conducting a Port State Control Exam. The vessel crewmembers extinguished the fire with a portable fire extinguisher. Class inspector witnessed adequate repairs to the vessel's emergency generator. Operational control lifted. Case closed.
Operational Control (23AUG2023): A U.S. flagged small passenger vessel was issued an operational control (code 701, prior to carriage of passengers) as vessel did not have fire buckets onboard. Vessel promptly obtained fire buckets. Operational control lifted. Case closed.
Operational Control (25AUG2023): A U.S. flagged small passenger vessel was issued an operational control (code 701, prior to carriage of passengers) as the vessel received a high temp alarm for the port engine due to a closed raw water valve. Case pends.
Operational Control (30AUG2023): A U.S. flagged small passenger vessel was issued an operational control (code 701, prior to carriage of passengers) as vessel reported loss of propulsion in the starboard main engine. The vessel returned to Pier 33. Case pends.
Operational Control (31AUG 2023): Vessel was issued an operational control (code 60, prior to movement) for failing to undergo a drydock examination within the required time frame. Case pends.
Operational Control (31AUG2023): A U.S. flagged small passenger vessel was issued an operational control (code 701, prior to carriage of passengers) due to hole in the firemain. Case pends.

NAVIGATIONAL SAFETY

NSTR

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (08AUG2023): Pittsburg Marina notified IMD of a submerged recreational vessel at a private dock causing a sheen to form in the San Joaquin River. IMD team contacted the owner of the vessel and the owner of the private dock. The dock owner offered to pay for contractors to remove the vessel and conduct pollution cleanup. IMD contacted the Pittsburg Police Marine Unit to assist in deploying soft boom and padding around the sunken vessel. Contractors later lifted the vessel and removed pollution. IMD issued a Notice of Federal Interest and a Letter of Warning. Case Closed.

Letter of Warning (25-26AUG23): On 25AUG23 IMD received notification of a commercial fishing vessel hard aground at Zmudowski Beach. IMD met the vessel owner on scene and confirmed no sign of pollution at that time. The owner stated they had the means to remove the vessel and tow it to Moss Landing Boat Works later that evening. The vessel later took on water and capsized while under tow. Once the vessel arrived at the marina, the Harbor Master placed a hard boom and absorbent boom around the vessel. The next day on 26AUG23 the vessel discharged 1 gallon of oil into Elkhorn Slough. Pollution was immediately contained and removed by the Harbor Master. IMD issued a Notice of Federal Interest and a Letter of Warning. Case Closed.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
August 2023			
PORT SAFETY CATEGORIES*	Aug-2023	Aug-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:	5	4	3.31
Navigation Safety (4), Port Safety & Security (1), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	8	10	6.75
Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (1), Sinking (0)			
Steering (0), Propulsion (4), Personnel (0), Other (3), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	0	1	2.28
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	0	0.06
Significant Waterway events/Navigation related Cases:	0	0	0.00
Total Port Safety (PS) Cases opened	13	15	12.47
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Aug-2023	Aug-2022	**3yr Avg
U.S. Commercial Vessels	0	0	0.47
Foreign Freight Vessels	1	0	0.11
Public Vessels	2	4	0.86
Commercial Fishing Vessels	2	1	0.61
Recreational Vessels	8	5	6.89
Pollution Discharge Sources (Facilities)	Aug-2023	Aug-2022	**3yr Avg
Regulated Waterfront Facilities	0	0	0.28
Regulated Waterfront Facilities - Fuel Transfer	0	1	0.06
Other Land Sources	7	9	3.11
Mystery Spills - Unknown Sources	0	16	5.00
Number of Pollution Incidents (By Spill Size)	Aug-2023	Aug-2022	**3yr Avg
Spills < 10 gallons	20	13	9.31
Spills 10 - 100 gallons	0	1	1.61
Spills 100 - 1000 gallons	0	0	0.33
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	0	8	5.67
Total Pollution Incidents	20	22	16.92
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Aug-2023	Aug-2022	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	0.00	0.00	2.94
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.28
Estimated spill amount from Public Vessels	1.25	4.00	6.94
Estimated spill amount from Commercial Fishing Vessels	0.50	15.00	10.99
Estimated spill amount from Recreational Vessels	11.25	2.00	84.40
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	22.56
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	1.00	0.06
Estimated spill amount from Other Land Sources	2.00	2.00	52.97
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	15.00	24.00	181.14
Penalty Actions	Aug-2023	Aug-2022	**3yr Avg
Civil Penalty Cases	0	0	0.03
Notice of Violations	0	0	0.50
Letters of Warning	3	4	5.14
Total Penalty Actions	3	4	5.67
* 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.			