

**SIGNIFICANT PORT SAFETY AND SECURITY CASES (JULY 2023)****MARINE CASUALTIES**

**Allision (06JUL2023):** A foreign flagged passenger ship allided with the Pier 27 bridge while mooring in San Francisco, CA. The allision caused a large hole in the port quarter just above the water line. The vessel made temporary repairs to the hull utilizing a cofferdam to ensure the watertight envelope was maintained. Class and Coast Guard attended vessel and witnessed the satisfactory repairs. Case closed.

**Loss of Propulsion (07JUL2023):** A U.S. flagged small passenger vessel experienced a loss of propulsion while underway in San Francisco, CA. An onboard auxiliary generator was re-started, and the vessel regained house power and propulsion. The issue was determined to be a loose connection in the motor which was reconnected and successfully tested several times. Coast Guard witnessed satisfactory operation of the motor. Case closed.

**Equipment Failure (09JUL2023):** A U.S. flagged small passenger vessel experienced a fuel leak while underway in Vallejo, CA. The vessel secured the engine and safely returned to berth to offload all passengers. The cause of the leak was determined to be a ruptured high pressure fuel line. The fuel line was wasted and replaced. The vessel successfully conducted sea trials. Coast Guard attended the vessel and witnessed satisfactory operation of the main engine. Case closed.

**Loss of Propulsion (13JUL2023):** A foreign flagged tank vessel experienced a loss of propulsion while transiting inbound to San Francisco in the Main Ship Channel. An assisting tug escorted the vessel to Anchorage 9 while repairs were conducted. The loss of propulsion was due to a hydraulic sensor failure in the No. 6 cylinder of the main engine. A loose cable caused the lube oil supply failure alarm which triggered a main engine shutdown. The cable was reconnected and the engine was satisfactorily tested. Class attended the vessel and witnessed satisfactory operation of the main engine. LOP was not attribute to fuel switching. Case closed.

**Crewmember Injury (19JUL2023):** A foreign flagged tank vessel reported a crewmember injury during tank cleaning while in port. The crewmember was inside the tank performing a tank wash down when their leg became caught, and the protective boot was removed. The crewmember's leg was burnt on the heating coil for the tank. The crewmember was taken to the hospital and treated for 2nd degree burns. Case pends.

**Allision (23JUL2023):** A foreign flagged bulk carrier allided with an Aid To Navigation (ATON) marker while transiting in the San Joaquin River. The vessel suffered superficial damage to the hull, and the ATON was also damaged. Case pends.

**Passenger Injury (23JUL2023):** A foreign flagged passenger ship reported a passenger injury while underway. The passenger was playing in the water park, fell, and suffered a fractured left arm. The passenger was taken to a local hospital for further medical evaluation. Case closed.

**Loss of Propulsion (24JUL2023):** A foreign flagged bulk carrier experienced a loss of propulsion while inbound to San Francisco, CA. Assisting tugs escorted the vessel to berth in Richmond, CA to identify the cause and make effective repairs. A deteriorated spool seal caused air to internally leak, further preventing the engine from starting. The seal was replaced, and the engine was started successfully. Class witnessed the engine operating normally. LOP was not attributed to fuel switching. Case closed.

**Crewmember Injury/Death (24JUL2023):** A U.S. flagged inspected towing vessel reported a crewmember onboard experienced symptoms of a heart attack during transit. The crewmember was transported to the hospital where he was later pronounced deceased. Case pends.

**Loss of Propulsion (27JUL2023):** A foreign flagged containership experienced a loss of propulsion while inbound to San Francisco in the Main Ship Channel. An oil mist detector on the no. 3 generator received an alarm for a density issue, causing the generator to shut down. The resulting shutdown of the generator caused the main engine to lose power due to a single generator being online during the transit. The vessel cleaned and repaired the oil mist detector. Class attended the vessel and witnessed satisfactory operation of the main engine and no.3 generator. LOP was not attributed to fuel switching. Case closed.

### VESSEL SAFETY CONDITIONS

<p>Operational Control (06JUL2023): A foreign flagged passenger ship allided with a pier in San Francisco and was issued an operational control (code 60, prior to movement). The vessel made temporary repairs to the affected areas. Class and Coast Guard witnessed corrected deficiencies and the operational control was cleared. Case closed.</p>
<p>Operational Control (06JUL2023): A U.S. flagged small passenger vessel was issued an operational control (code 701, prior to the carriage of passengers) for failing to undergo an annual inspection. Case pends.</p>
<p>Operational Control (07JUL2023): 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. Case pends.</p>
<p>Operational Control (07JUL2023): A U.S. flagged small passenger vessel received a high exhaust temp alarm on an engine cylinder while underway and was issued an operational control (code 701, prior to the carriage of passengers). The cause was determined to be a failed injector. The head was replaced, and a new cylinder kit installed. Coast Guard witnessed satisfactory operation of the engine and the operational control was cleared. Case closed.</p>
<p>Operational Control (07JUL2023): A U.S. small passenger vessel experienced a loss of propulsion while underway and was issued an operational control (code 701, prior to the carriage of passengers). The cause was determined to be loose connection in the motor. The vessel reconnected the loose wire and performed several operational tests to ensure the issue was secure. Coast Guard witnessed corrected deficiencies and the operational code was cleared. Case closed.</p>
<p>Operational Control (09JUL2023): A U.S. flagged small passenger vessel experienced a fuel oil leak while underway and was issued an operational control (code 701, prior to the carriage of passengers). The cause was determined to be a ruptured high fuel pressure line. The line was replaced, and successful sea trials were conducted. Coast Guard witnessed corrected deficiency and the operational code was cleared. Case closed.</p>
<p>Operational Control (10JUL2023): A U.S. flagged small passenger vessel was inspected in Alameda, CA and was issued an operational control (code 701, prior to the carriage of passengers) due to an inoperable generator. The generator shut down during testing of the fire system and was unable to be restarted. The vessel made necessary repairs and the generator was inspected while operating. Coast Guard witnessed satisfactory operation of the port generator and the operational control was cleared. Case closed.</p>
<p>Operational Control (12JUL2023): A U.S. flagged small passenger vessel inspected in Emeryville, CA and was issued an operational control (code 701, prior to the carriage of passengers) for several insufficient operational items discovered during the inspection to include missing flares and improper wiring. The vessel replaced and repaired all operational items and Coast Guard witnessed all corrected deficiencies. Case closed.</p>
<p>Operational Control (13JUL2023): A foreign flagged tank vessel experienced a loss of propulsion while inbound to San Francisco and was issued a Captain of the Port (COTP) Order. The vessel was escorted by tugs to Anchorage 9 where they conducted repairs. Class witnessed corrected deficiencies and the COTP was lifted. Case closed.</p>
<p>Operational Control (17JUL2023): A U.S. flagged small passenger vessel was issued an operational control (code 60, prior to movement) for an expired Certificate of Inspection. Case pends.</p>
<p>Operational Control (17JUL2023): A U.S. flagged small passenger vessel reported their Starboard engine was smoking during transit and was issued an operational control (code 60, prior to movement). Case pends.</p>
<p>Operational Control (19JUL2023): A U.S. flagged offshore supply vessel was inspected during drydock in Alameda, CA and was issued an operational control (code 17, prior to departure) for a missing life raft. Case pends.</p>
<p>Operational Control (20JUL2023): A foreign flagged Ro-Ro vessel reported a CO2 leak in their No. 1 CO2 tank while inbound to San Francisco and was issued a Captain of the Port (COTP) Order. The vessel was allowed to enter port while maintaining a fire watch to cover the affected area onboard. The COTP was amended to allow the vessel to berth in SF while awaiting CO2 to refill the tank prior to departing. The leak was caused from a damaged valve during routine maintenance that allowed CO2 to leak inside of the tank space. After the No.1 CO2 tank was refilled, class witnessed the tank full, with no other discrepancies. The COTP was lifted. Case closed.</p>
<p>Operational Control (24JUL2023): A foreign flagged bulk carrier experienced a loss of propulsion when inbound to Richmond, CA and was issued a Captain of the Port (COTP) Order. The vessel was required to stay at berth until the cause was identified and repairs were made. A deteriorated spool seal caused air to internally leak causing the engine not to be able to start. Repairs were made and the engine was satisfactorily tested. Class witnessed the corrected deficiencies and the COTP was lifted. Case closed.</p>
<p>Operational Control (24JUL2023): A U.S. flagged small passenger vessel reported a loss of power while tied off to the pier in San Francisco, CA and was issued an operational control (code 701, prior to the carriage of passengers). Case pends.</p>
<p>Operational Control (25JUL2023): A U.S. flagged small passenger vessel was inspected in Sausalito, CA and was issued an operational control (code 701, prior to the carriage of passengers). The Starboard engine had limited propulsion due to a default code on the battery bank that crewmembers were unable to clear. Case pends.</p>
<p>Operational Control (27JUL2023): A foreign flagged containership experienced a loss of propulsion when inbound to San Francisco and was issued a Captain of the Port (COTP) Order. The vessel was escorted to Anchorage 9 by 04 assisting tugs, where it was required to identify the cause of the LOP and make necessary repairs. The cause was identified as the No.3 generator oil mist detector alarm. This alarm caused the No.3 generator to shut down, causing a loss of power to the main engine. The vessel made effective repairs to the oil mist detector. Class witnessed corrected deficiencies and the COTP was lifted. Case closed.</p>
<p>Operational Control (28JUL2023): A U.S. flagged inspected towing vessel was inspected and found not to be fit for service during an annual external survey and was issued an operational control (code 60, prior to movement). Case pends.</p>

**NAVIGATIONAL SAFETY**

Letter of Deviation (LOD), Inoperable Gyro Compass (26JUL2023): A foreign flagged container ship was issued an inbound LOD for an inoperable gyrocompass. Vessel conducted repairs and the LOD was lifted. Case closed.

**SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES**

Letter of Warning (16JUL23): IMD received notification of a vessel discharging diesel through its bilge pump at Tower Park Marina. The marina deployed sorbent boom and pads around vessel. Responsible party stated they had insurance and started a claim. Contractors were hired to remove pollution and product from vessel's bilge. Source of pollution was secured, IMD issued a Notice of Federal Interest and Letter of Warning. Case Closed.

Letter of Warning (22JUL23): IMD received notification of a commercial fishing vessel that sank at its slip in Pillar Point Harbor. The harbor deployed sorbent boom and pads around vessel. Owner did not have the means to pay for the removal of product from his vessel, USCG took over the response from the harbor. Contractors were hired to remove the sunken vessel and pollution. The source of pollution for this incident was secured, IMD issued a Notice of Federal Interest and Letter of Warning. Case Closed.

<b>PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS</b>			
<b>July 2023</b>			
<b>PORT SAFETY CATEGORIES*</b>	<b>Jul-2023</b>	<b>Jul-2022</b>	<b>**3yr Avg</b>
<b>Total Number of Port State Control Detentions:</b>	<b>0</b>	<b>0</b>	<b>0.08</b>
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
<b>Total Number of COTP Orders:</b>	<b>4</b>	<b>4</b>	<b>3.19</b>
Navigation Safety (4), Port Safety & Security (0), ANOA (0)			
<b>Marine Casualties (reportable CG 2692) within SF Bay:</b>	<b>10</b>	<b>8</b>	<b>6.61</b>
Allision (2), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (4), Personnel (3), Other (0), Power (1)			
<b>Total Number of (routine) Navigation Safety issues/Letters of Deviation:</b>	<b>1</b>	<b>2</b>	<b>2.39</b>
Radar (0), Gyro (1), Steering (0), Echo Sounder (0), AIS (0)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
<b>Reported or Verified "Rule 9" or other Navigational Rule Violations:</b>	<b>0</b>	<b>0</b>	<b>0.08</b>
<b>Significant Waterway events/Navigation related Cases:</b>	<b>0</b>	<b>0</b>	<b>0.00</b>
<b>Total Port Safety (PS) Cases opened</b>	<b>15</b>	<b>14</b>	<b>12.36</b>
<b>MARINE POLLUTION RESPONSE</b>			
<b>Pollution Discharge Sources (Vessels)</b>	<b>Jul-2023</b>	<b>Jul-2022</b>	<b>**3yr Avg</b>
U.S. Commercial Vessels	0	1	0.47
Foreign Freight Vessels	0	0	0.08
Public Vessels	1	0	0.83
Commercial Fishing Vessels	2	1	0.56
Recreational Vessels	16	6	6.83
<b>Pollution Discharge Sources (Facilities)</b>	<b>Jul-2023</b>	<b>Jul-2022</b>	<b>**3yr Avg</b>
Regulated Waterfront Facilities	0	2	0.28
Regulated Waterfront Facilities - Fuel Transfer	1	0	0.06
Other Land Sources	7	3	3.08
Mystery Spills - Unknown Sources	4	3	5.08
<b>Number of Pollution Incidents (By Spill Size)</b>	<b>Jul-2023</b>	<b>Jul-2022</b>	<b>**3yr Avg</b>
Spills < 10 gallons	15	14	9.14
Spills 10 - 100 gallons	6	1	1.67
Spills 100 - 1000 gallons	1	0	0.33
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	9	3	5.67
<b>Total Pollution Incidents</b>	<b>31</b>	<b>18</b>	<b>16.81</b>
<b>Oil Discharge/Hazardous Materials Release Volumes by Spill Size</b>	<b>Jul-2023</b>	<b>Jul-2022</b>	<b>**3yr Avg</b>
Estimated spill amount from U.S. Commercial Vessels	0.00	1.00	2.94
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.28
Estimated spill amount from Public Vessels	0.75	0.00	6.94
Estimated spill amount from Commercial Fishing Vessels	3.00	1.00	10.97
Estimated spill amount from Recreational Vessels	150.00	12.00	84.64
Estimated spill amount from Regulated Waterfront Facilities	0.00	2.00	22.56
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	1.00	0.00	0.06
Estimated spill amount from Other Land Sources	160.00	31.00	54.58
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
<b>Total Oil Discharge and/or Hazardous Materials Release (Gallons)</b>	<b>314.75</b>	<b>47.00</b>	<b>182.97</b>
<b>Penalty Actions</b>	<b>Jul-2023</b>	<b>Jul-2022</b>	<b>**3yr Avg</b>
Civil Penalty Cases	0	0	0.03
Notice of Violations	0	0	0.50
Letters of Warning	8	8	5.19
<b>Total Penalty Actions</b>	<b>8</b>	<b>8</b>	<b>5.72</b>
* 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.			