

SIGNIFICANT PORT SAFETY AND SECURITY CASES (SEPTEMBER 2023)
MARINE CASUALTIES
Loss of Steering (02SEP2023): A foreign flagged tank vessel experienced a loss of steering while attempting to depart Anchorage 9. The vessel's #2 steering pump was fully repaired. Class surveyor attended the vessel and witnessed satisfactory operation of the steering gear. Case closed.
Allision (06SEP2023): A U.S. flagged inspected towing vessel allided with a fixed Aid to Navigation while transiting the Suisun Bay channel. There was no reportable structural damage to the vessel, the is navigation aid completely destroyed. Case closed.
Crewmember Injury (13SEP2023): A crewmember of a U.S. flagged container vessel experienced an injury while onboard the vessel in the vicinity of Oakland, CA. The crewmember lacerated themselves on accident while sharpening their personal knives. Member was taken to a nearby hospital and will require two weeks of recovery time. Case closed.
Loss of Steering (19SEP2023): A foreign flagged bulk carrier experienced a loss of steering while transiting into the Sector San Francisco COTP zone. The vessel reported alarms on their steering gear and with reduced maneuverability of the rudder. The vessel was issued a COTP Order and will require permanent repairs to be conducted within the San Francisco COTP zone. Case pends.
Equipment Failure (25SEP2023): A U.S. flagged container vessel experience an equipment failure while moored at Oakland, CA. The vessel master reported that a fracture was found in the fixed CO2 system piping that protects cargo hold #2. The vessel has made permanent repairs to the affected section of the CO2 piping, with class surveyor witnessing satisfactory operation of the CO2 system. Case closed.
Passenger Injury (26SEP2023): A foreign flagged passenger vessel reported a passenger injury onboard while in international waters transiting inbound to Pier 27. The passenger broke their right ankle while walking around the vessel. Passenger received treatment from the vessel's clinic and disembarked at Pier 27. Case closed.
Loss of Propulsion (27SEP2023): A foreign flagged passenger vessel experienced a loss of propulsion while approaching an anchorage. The pilot reported multiple failed start attempts of their propulsion, and the astern propulsion ultimately started. In addition, the vessel could not reach normal RPMs for full astern. Case pends.
Passenger Injury, M/V SONOMA (29SEP2023): A U.S. flagged ferry vessel reported a passenger injury while moored at the Sausalito ferry terminal. The passenger triped and fell on a bench, suffering llacerations to their face and hands and an internal injury to their leg. The passenger refused transport to the hospital by EMS, but instead had someone else take them to the ER. Case pends.

VESSEL SAFETY CONDITIONS
Operational Control (02SEP2023): A foreign flagged tank vessel was issued an Operational Control (Code 60, Prior to Movement) for experiencing a steering casualty. Class surveyor verified the #2 steering gear motor had been properly repaired and functioned satisfactorily. Operational Control lifted. Case closed.
Operational Control (07SEP2023): A U.S. flagged small passenger vessel was issued an Operational Control (Code 701, Prior to Carriage of Passengers) for failure to complete an annual inspection within the allotted timeframe. Case pends.
Operational Control (12SEP2023): A U.S. flagged small passenger vessel was issued an Operational Control (Code 60, Prior to Movement) for failure to complete required annual firefighting equipment maintenance within the appropriate timeframe. Case pends.
Operational Control (19SEP2023): A U.S. flagged small passenger vessel was issued an Operational Control (Code 701, Prior to Carriage of Passengers) for an 8-inch fracture in the port fore peak void below the waterline, allowing water ingress while underway. Coast Guard witnessed corrected deficiencies; Operational Control lifted. Case closed.
Operational Control (19SEP2023): A foreign flagged tank vessel was issued an Operational Control (Code 17, Prior to Departure) for failure to have 05 inflatable liferafts serviced by qualified personnel. Class surveyor verified liferaft servicing/inspection completed by qualified personnel. Operational Control lifted. Case closed.
Operational Control (20SEP2023): A U.S. flagged small passenger vessel was issued an Operational Control (Code 60, Prior to Movement) for discharge of oil when the crew activated the fixed bilge pump system. Coast Guard witnessed satisfactory operation of cleaned bilge pump system. Operational Control lifted. Case closed.
Operational Control (25SEP2023): A U.S. flagged cargo vessel was issued an Operational Control (Code 60, Prior to Movement) for fractured piping on their CO2 fixed-firefighting system. Class surveyor witnessed satisfactory repairs to the CO2 fixed-firefighting system piping. Operational Control lifted. Case closed.
Operational Control (27SEP2023): A foreign flagged pasenger vessel was issued an Operational Control (Code 60, Prior to Movement) for experiencing a loss of propulsion while transiting through the San Francisco COTP zone. Case pends.
Operational Control (28SEP2023): A U.S flagged articulated tug and barge was issued an Operational Control (Code 705, Prior to Discharge of Ballast Water into U.S. Waters) for taking on untreated ballast water without an installed ballast water treatment system. Case pends.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inoperable AIS (01SEP2023): A foreign flagged container vessel was issued an inbound LOD for inoperable AIS. Repairs were conducted and equipment is working properly. Case closed.
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Letter of Deviation (LOD), Inoperable Speed Log (08SEP2023): A U.S. flagged oil tanker was issued an outbound LOD for inoperable speed log. Vessel conducted repairs and the equipment is working properly. Case closed.
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SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (03SEP2023): IMD received notification of a commercial fishing vessel that discharged an unknown amount of oily bilge water into the Sacramento River. IMD was notified that the vessel's shaft packing was damaged and actively discharging oily bilge water. Sacramento Marina deployed boom around vessel and conducted pollution cleanup. A technician was hired to secure the pollution source. IMD issued a Notice of Federal Interest and a Letter of Warning. Case Closed.
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Ongoing Federal Case (04SEP2023): IMD received notification that a 96' retired Navy tug had partially sunk and was actively discharging into Little Potato Slough, with a potential of 1600 gal of petroleum products onboard. USCG, CAL-OSPR, and San Joaquin County Sheriffs established a Unified Command. The OSLTF is being utilized and an Oil Spill Response Company has been hired to create a pollution removal plan and tend to the boom weekly. The product removal and disposition pend while the final salvage plan is routed for approval from the UC. No responsible party has been designated, but a NOFI has been issued to a known operator. Case remains Open.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
September 2023			
PORT SAFETY CATEGORIES*	Sep-2023	Sep-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:	2	5	3.33
Navigation Safety (2), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	8	8	6.81
Allision (1), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (1), Propulsion (2), Personnel (3), Other (1), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	2	0	2.19
Radar (0), Gyro (0), Steering (0), Echo Sounder (0), AIS (1)			
ARPA (0), Speed Log (1), R.C. (0), Other (0)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	1	0	0.08
Significant Waterway events/Navigation related Cases:	0	0	0.00
Total Port Safety (PS) Cases opened	13	13	12.50
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Sep-2023	Sep-2022	**3yr Avg
U.S. Commercial Vessels	1	1	0.47
Foreign Freight Vessels	1	0	0.14
Public Vessels	3	2	0.94
Commercial Fishing Vessels	2	2	0.67
Recreational Vessels	9	5	6.94
Pollution Discharge Sources (Facilities)	Sep-2023	Sep-2022	**3yr Avg
Regulated Waterfront Facilities	0	1	0.28
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.06
Other Land Sources	9	7	3.25
Mystery Spills - Unknown Sources	11	7	5.11
Number of Pollution Incidents (By Spill Size)	Sep-2023	Sep-2022	**3yr Avg
Spills < 10 gallons	13	19	9.36
Spills 10 - 100 gallons	3	2	1.69
Spills 100 - 1000 gallons	0	0	0.31
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	20	4	6.03
Total Pollution Incidents	36	25	17.39
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Sep-2023	Sep-2022	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	1.00	1.00	2.94
Estimated spill amount from Foreign Freight Vessels	unk	0.00	0.28
Estimated spill amount from Public Vessels	45.10	2.00	8.20
Estimated spill amount from Commercial Fishing Vessels	0.00	24.00	10.99
Estimated spill amount from Recreational Vessels	unk	4.00	75.90
Estimated spill amount from Regulated Waterfront Facilities	0.00	1.00	22.56
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.06
Estimated spill amount from Other Land Sources	14.20	14.00	53.03
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	60.30	46.00	173.95
Penalty Actions	Sep-2023	Sep-2022	**3yr Avg
Civil Penalty Cases	0	0	0.03
Notice of Violations	0	0	0.50
Letters of Warning	3	2	5.08
Total Penalty Actions	3	2	5.61
* 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.			