

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

Loss of Propulsion (04OCT2023): A U.S. flagged container vessel experienced a loss of propulsion while maneuvering into Oakland Inner Harbor. While the vessel was approaching the Schnitzer Steel Turning Basin, an order of dead slow astern was made from the bridge when a start air failure occurred. The vessel made temporary repairs to the remote air actuator valve. Class attended the vessel and witnessed satisfactory operation of the remote air actuator valve. Case closed.

Equipment Failure (05OCT2023): A foreign flagged tank vessel experienced an equipment failure while in transit from Port of Hueneme, CA. The vessel was able to control the engine from the main engine room, but not from the bridge. Class attended the vessel and verified satisfactory repairs were conducted. Case closed.

Loss of Propulsion (07OCT2023): A U.S. flagged small passenger vessel experienced a loss of propulsion while transiting to Pier 33. The vessel was in transit returning from Alcatraz with passengers onboard. Coast Guard attended the vessel and conducted successful sea trial. Case closed.

Passenger Injury (08OCT2023): A foreign flagged passenger vessel reported a passenger injury while transiting 60NM off of Morro Bay, CA. The passenger fractured the middle finger of their right hand while utilizing the gym onboard the vessel. Passenger is to get further treatment after the vessel arrives in San Francisco. Case closed.

Crewmember Injury (10OCT2023): A U.S. flagged small passenger vessel reported a crewmember injury while the vessel was moored at Larkspur Ferry Terminal. The crewmember tripped and fractured their right foot while fueling the vessel. Crewmember to get further treatment at a local hospital. Case closed.

Loss of Propulsion (10OCT2023): A U.S. flagged small passenger vessel experienced a loss of propulsion while transiting through the Richmond Channel. The port main engine had a clogged filter and a worn sensor that was replaced. Coast Guard attended the vessel and witnessed satisfactory sea trial. Case closed.

Loss of Propulsion (11OCT2023): A U.S. flagged small passenger vessel experienced a loss of propulsion while transiting in the vicinity of Pier 33. The vessel replaced the starboard generator module. Coast Guard attended the vessel and witnessed satisfactory sea trial. Case closed.

Equipment Failure (13OCT2023): A foreign flagged general cargo vessel experienced a starboard engine failure while departing Anchorage 9. Vessel's starboard engine failure was due to a ruptured gasket within the main propulsion engine. Vessel returned to Anchorage 9 and conducted adequate repairs. Coast Guard attended the vessel and allowed outbound transit with a tug escort and the vessel did not report any further problems. Case closed.

Equipment Failure (21OCT2023): A foreign flagged bulk freight vessel experienced a failure of the #1 ballast pump resulting in uncontrollable water leakage into the vessel's bilge. Vessel conducted adequate repairs and class surveyor witnessed satisfactory operation of the pump. Case closed.

Loss of Propulsion (26OCT2023): A U.S. flagged small passenger vessel experienced a loss of propulsion while departing the SF Ferry Building. Vessel repaired valve connectors and sensors associated with turbocharger on port main engine. Coast Guard witnessed satisfactory operation of the vessel's port main engine. Case closed.

VESSEL SAFETY CONDITIONS

Operational Control (02OCT2023): A U.S. flagged small passenger vessel was issued an operational control (code 701, prior to carriage of passengers) for failing to undergo a drydock inspection within the allotted time frame. Case pends.

Operational Control (04OCT2023): A U.S. flagged container vessel was issued an operational control (Code 60, prior to movement) for failure of main engine automatic actuator valve. Class inspector witnessed satisfactory temporary repairs and operational control was lifted. Case closed.

Operational Control (04OCT2023): A U.S. flagged general cargo vessel was issued an operational control (Code 60, prior to movement) due to severe wastage on the side shell of the vessel below the deepest loaded waterline. Case pends.

Operational Control (7OCT2023): A U.S. flagged small passenger vessel was issued an operational control (Code 60, prior to movement) due to a failure of port electric motor drive. Vessel repaired its port electric motor drive and conducted sea trial in the presence of a Coast Guard Marine Inspector. Case closed.

Operational Control (10OCT2023): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) for a port main engine failure. Vessel repaired port engine by replacing clogged filter and worn sensor for the engine. Coast Guard witnessed sea trial and cleared deficiency. Case closed.

Operational Control (11OCT2023): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due to the failure of both main engines while underway. Vessel repaired both main engines. Coast Guard witnessed the corrected deficiencies and removed operational control. Case closed.

Operational Control (12OCT2023): A U.S. flagged inspected towing vessel was issued an operational control (Code 60, prior to movement) due to multiple expired hydraulic release units on the vessel's EPIRB and liferaft. Case pends.

Operational Control (17OCT2023): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due to failing to schedule an annual inspection in the allotted time frame. Case pends.

Operational Control (17OCT2023): A U.S. flagged inspected towing vessel was issued an operational control (Code 30, ship detained) due to the vessel operating in substantial noncompliance with applicable requirements of the regulation. The vessel cleared multiple serious deficiencies and was inspected again in the presence of a Coast Guard Inspector and the detention was lifted. Case closed.

Operational Control (21OCT2023): A foreign flagged bulk freight vessel was issued an operational control (Code 17, prior to departure) due to a leak in the vessel's ballast pump. The vessel repaired the ballast pump. Class surveyor witnessed the repaired ballast pump, operational control cleared. Case closed.

Operational Control (24OCT2023): A U.S. flagged inspected towing vessel was issued an operational control (Code 60, prior to movement) due to failing to undergo annual fire servicing inspection and an inoperable bilge suction valve reach rod. Case pends.

Operational Control (24OCT2023): A U.S. flagged small passenger was issued an operational control (Code 17, prior to departure) due to missing distress signals onboard the vessel. Case pends.

Operational Control (25OCT2023): A U.S. flagged vehicle carrier was issued an operational control (Code 17, prior to carriage of cargo) for inadequate operation of fire pump and failure to maintain compliance with the Alternative Compliance Program. Case pends.

Operational Control (26OCT2023): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due to experiencing a reduction in propulsion. Vessel conducted adequate repairs. Coast Guard witnessed successful dock trials and the operational control was cleared. Case closed.

Operational Control (28OCT2023): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to the carriage of passengers) due to a reported failure of one of two generators onboard. Case pends.

Operational Control (31OCT2023): A U.S. flagged inspected towing vessel was issued an operational control (Code 705, prior to commercial operations) due to failing to undergo required Coast Guard Inspection within the allotted time frame. Case

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inoperable Anchor (13OCT2023): A U.S. flag Ro-Ro vessel was issued an outbound LOD for a faulty anchor windlass. Case pends.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Federalized Pollution Case: MAZAPETA ongoing since 04SEP23. Vessel remains sunk and actively discharging in Little Potato Slough. A United Command consisting of USCG, CAL-OSPR, and San Joaquin County Sheriffs was established to manage the incident. Sorbent boom, hard boom, and rubberized boom have been placed and are effectively containing all discharged products. Boom maintenance and clean-up is conducted once a week. Final pollution removal and salvage operations are pending due to weather, tides, tug/barge availability, and plan approval from UC and SERT. No responsible party has been named to date, but a Notice of Federal Interest has been provided to a known operator.

Letter of Warning (20OCT2023): IMD received notification from a marina in Monterey, CA of a discharge of approx. 01 gallon of fuel into the Monterey Bay. Reporting party stated that a vessel was fueling and attempted to disengage the nozzle and it failed. The marina immediately activated the emergency shut off valve and wiped down all surfaces. The sheen dissipated quickly. IMD issued a Notice of Federal Interest and a Letter of Warning. Case Closed.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
October 2023			
PORT SAFETY CATEGORIES*	Oct-2023	Oct-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:	3	2	3.31
Navigation Safety (2), Port Safety & Security (1), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	10	8	6.89
Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (5), Personnel (2), Other (3), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	1	2	2.17
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	1	0.08
Significant Waterway events/Navigation related Cases:	0	0	0.00
Total Port Safety (PS) Cases opened	14	13	12.53
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Oct-2023	Oct-2022	**3yr Avg
U.S. Commercial Vessels	2	0	0.50
Foreign Freight Vessels	0	0	0.14
Public Vessels	0	2	0.92
Commercial Fishing Vessels	2	0	0.72
Recreational Vessels	2	12	6.89
Pollution Discharge Sources (Facilities)	Oct-2023	Oct-2022	**3yr Avg
Regulated Waterfront Facilities	0	1	0.28
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.06
Other Land Sources	15	5	3.61
Mystery Spills - Unknown Sources	4	5	4.97
Number of Pollution Incidents (By Spill Size)	Oct-2023	Oct-2022	**3yr Avg
Spills < 10 gallons	9	20	9.42
Spills 10 - 100 gallons	4	2	1.78
Spills 100 - 1000 gallons	1	0	0.33
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	11	3	6.08
Total Pollution Incidents	25	25	17.61
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Oct-2023	Oct-2022	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	105.00	0.00	5.72
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.28
Estimated spill amount from Public Vessels	0.00	2.00	8.14
Estimated spill amount from Commercial Fishing Vessels	unk	0.00	10.99
Estimated spill amount from Recreational Vessels	unk	12.00	75.53
Estimated spill amount from Regulated Waterfront Facilities	0.00	5.00	22.56
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.06
Estimated spill amount from Other Land Sources	127.00	37.00	56.51
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	232.00	56.00	179.79
Penalty Actions	Oct-2023	Oct-2022	**3yr Avg
Civil Penalty Cases	0	0	0.03
Notice of Violations	0	1	0.47
Letters of Warning	1	4	5.00
Total Penalty Actions	1	5	5.50
* 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.			