

SIGNIFICANT PORT SAFETY AND SECURITY CASES (NOVEMBER 2023)
MARINE CASUALTIES
Loss of Propulsion (05NOV2023): A foreign flagged tanker vessel experienced a loss of propulsion while departing Martinez for Benicia. The vessel lost propulsion as they attempted to slow down their reverse speed by shifting to forward. The vessel conducted satisfactory repairs and class attended the vessel to oversee satisfactory repairs. Case closed.
Loss of Power (09NOV2023): A foreign flagged container vessel experienced a loss of power while approaching the Bay Bridge. The vessel's loss of power was determined to be due to a clogged filter in the vessel's generator. Class attended the vessel and witnessed satisfactory operation of the vessel's generator. Case closed.
Loss of Propulsion (14NOV2023): A foreign flagged tank chemical tanker vessel experienced a loss of propulsion while mooring at Richmond Chevron Long Wharf. The root cause of the failure was identified as a stuck cam shaft limit switch causing an engine interlock and a failure of the machinery to respond to command. The vessel repaired the shaft limit switch to correct the issue. Class attended the vessel and witnessed satisfactory operation of the main engine. Case closed.
Equipment Failure (18NOV2023): A foreign flagged vehicle carrier experienced a failure of an emergency generator while conducting routine tests of the generator. The vessel's failure in the emergency generator was caused by a faulty spring in the Air Control Breaker bus-tie. The vessel was unable to conduct repairs to the emergency generator while in U.S. Case pends.
Reduction of Propulsion (24NOV2023): A foreign flagged bulk carrier experienced a reduction of propulsion while transiting from Redwood City to Anchorage #9. It was determined that the pneumatic actuator controlling the fuel injection timing in the #2 fuel pump was fractured causing the fuel injectors to deliver fuel in an improper sequence. The actuator was replaced by the crew using the spares onboard. Class attended the vessel and witnessed satisfactory operation of the main engine. Case closed.
Loss of Steering (29NOV2023): A foreign flagged tank vessel experienced a loss of steering while transiting to San Francisco. The cause of the loss of steering has not been identified. Case pends.
VESSEL SAFETY CONDITIONS
Operational Control (01NOV2023): A U.S. flagged Inspected Towing Vessel was issued an operational control (Code 701, prior to carrying cargo) for failing to undergo a drydock inspection within the allotted time frame. Case pends.
Operational Control (03NOV2023): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) for failure to implement the required random drug testing program by the vessel's company. Coast Guard verified successful implementation of the random drug testing procedures. Case closed.
Operational Control (03NOV2023): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) for failure to implement the required random drug testing program by vessel's company. Coast Guard verified a new Designated Employer Representative has been assigned, and a new drug testing process has been put into place. Case closed.
Operational Control (03NOV2023): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) for failure to implement the required random drug testing program by vessel's company. Coast Guard verified a new Designated Employer Representative has been assigned, and a new drug testing process has been put into place. Case closed.
Operational Control (08NOV2023): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) for finding wastage in the vessel's hull plating that is causing water intrusion into lazarette. Coast Guard witnessed satisfactory repairs to the damaged section of the hull. Case closed.
Operational Control (09NOV2023): A U.S. flagged ro-ro vessel was issued an operational control (Code 701, prior to carriage of cargo/passengers) due to faulty emergency fire pump. Case pends.
Operational Control (09NOV2023): A U.S. flagged small passenger vessel was issued an operational control (Code 60, prior to movement) for multiple deficiencies including, but not limited to, inadequate lifesaving equipment, lack of drills for crew, and faulty bilge pump. Case pends.
Operational Control (13NOV2023): A U.S. flagged inspected towing vessel was issued an operational control (Code 701, prior to carriage of cargo) due to failing to undergo an annual inspection. Case pends.
Operational Control (25NOV2023): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due extensive damage to the vessel's railing. Case pends.
Operations Control (30NOV2023): A U.S. flagged ro-ro vessel was issued an operational control (Code 701, prior to carriage of cargo and passengers) due to an inoperable emergency fire pump. Case pends.
NAVIGATIONAL SAFETY
Letter of Deviation (LOD), Inoperable X-band Radar (08NOV2023): A foreign flagged ro-ro vessel was issued an outbound LOD for faulty primary marine radar. Case pends.
Letter of Deviation (LOD), Inoperable Anchor (08NOV2023): A foreign flagged oil/chem tanker was issued an inbound LOD for an inoperable anchor. Proper repairs were conducted, and the equipment is working properly. Case closed.
Letter of Deviation (LOD), Inoperable Echo Depth Sounder (14NOV2023): A foreign flagged bulk carrier was issued an inbound LOD for a faulty echo depth sounder. Case pends.
Letter of Deviation (LOD), Inoperable Gyro Compass (18NOV2023): A foreign flagged ro-ro vessel was issued an inbound LOD for an inoperable gyrocompass. Case pends.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Federal On-going Case (04SEP23) IMD received notification of the U.S.S. Mazapeta, a 96ft retired US Navy tug sunken and actively discharging approximately 1000 gallons of diesel and 600 gallons of oil into the Little Potato Slough. A Unified Command consisting of USCG, CAL-OSPR, and San Joaquin County Sheriffs was established to manage the incident. The Oil Spill Liability Trust Fund was opened, and contractors were hired to conduct boom maintenance and cleanup operations weekly. Plans to lift and stabilize the tug are pending due to availability. Other options are considered, such as hot-tapping and barge winch systems. To date, no responsible party has been designated, however, IMD issued a Notice of Federal Interest to a suspected operator. Case remains open.

Letter of Warning (29NOV2023): IMD received notification that a tug near San Rafael, CA, discharged 02 gallons of fuel into the San Francisco Bay. Reporting party stated that the incident occurred when diesel was transferred between two tanks and discharged onto the vessel's deck. The tug immediately conducted containment strategies on the deck, and the diesel that entered the water dissipated naturally. IMD issued a Notice of Federal Interest and a Letter of Warning. Case Closed.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
November 2023			
PORT SAFETY CATEGORIES*	Nov-2023	Nov-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	3	3.33
Navigation Safety (4), Port Safety & Security (1), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	4	6	6.67
Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (1), Personnel (1), Other (2), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	4	1	2.14
Radar (1), Gyro (1), Steering (0), Echo Sounder (1), 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	13	10	12.31
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Nov-2023	Nov-2022	**3yr Avg
U.S. Commercial Vessels	2	0	0.53
Foreign Freight Vessels	0	0	0.14
Public Vessels	0	0	0.89
Commercial Fishing Vessels	1	1	0.75
Recreational Vessels	4	6	6.78
Pollution Discharge Sources (Facilities)	Nov-2023	Nov-2022	**3yr Avg
Regulated Waterfront Facilities	0	0	0.28
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.06
Other Land Sources	1	3	3.56
Mystery Spills - Unknown Sources	8	6	5.14
Number of Pollution Incidents (By Spill Size)	Nov-2023	Nov-2022	**3yr Avg
Spills < 10 gallons	10	8	9.36
Spills 10 - 100 gallons	0	2	1.78
Spills 100 - 1000 gallons	0	0	0.31
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	6	6	6.19
Total Pollution Incidents	16	16	17.64
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Nov-2023	Nov-2022	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	3.00	0.00	5.78
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.28
Estimated spill amount from Public Vessels	0.00	0.00	8.11
Estimated spill amount from Commercial Fishing Vessels	unk	1.00	10.99
Estimated spill amount from Recreational Vessels	0.00	47.00	70.78
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	22.56
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.06
Estimated spill amount from Other Land Sources	0.00	1.00	56.37
Estimated spill amount from Unknown Sources (Mystery Sheens)	1.00	unk	0.03
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	4.00	49.00	174.95
Penalty Actions	Nov-2023	Nov-2022	**3yr Avg
Civil Penalty Cases	0	0	0.03
Notice of Violations	0	0	0.44
Letters of Warning	1	5	4.83
Total Penalty Actions	1	5	5.31
* 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.			