

BOPC RECEIVED

2-7-2024

SIGNIFICANT PORT SAFETY AND SECURITY CASES (JANUARY 2024)
MARINE CASUALTIES
Loss of Propulsion (06JAN2024): A U.S. flag small passenger vessel experienced a loss of propulsion while transiting towards San Francisco Ferry Building. The vessel's port main engine shutdown automatically due to experiencing a low exhaust temperature in the cylinder. After initial diagnosis, it was determined that the issue was caused due to a faulty fuel injector. Case pends.
Loss of Steering (07JAN2024): A U.S. flag small passenger vessel experienced a loss of steering while transiting to San Francisco Ferry Building. The vessel's starboard rudder feedback unit had a failed limit switch that caused the vessel to lose steering. The vessel operator has replaced the limit switch and conducted a sea trial with the presence of the Coast Guard. Case closed.
Loss of Steering (16JAN2024): A foreign flag tank vessel experienced a loss of propulsion while transiting to San Francisco Bay. The vessel was unable to control the vessel from the wheelhouse. Class surveyor attended the vessel and conducted adequate repairs and tested the wheelhouse control of the vessel. Case closed.
Equipment Failure (17JAN2024): A U.S. flag small passenger vessel experienced abnormal noises in the starboard gearbox while transiting within the San Francisco Bay. The vessel was able to conduct adequate repairs to the starboard gearbox and conducted satisfactory sea trials with Coast Guard attendance. Case closed.
Loss of Propulsion (31JAN2024): A U.S. flag small passenger vessel experienced a loss of propulsion while transiting in the vicinity of Treasure Island. Investigation for the cause of loss of propulsion pends. Case pends.
VESSEL SAFETY CONDITIONS
Operational Control (06JAN2024): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due to experiencing a loss of propulsion on the port engine due to a safety shutdown of a low temp exhaust in one of the main engine cylinders. Case pends.
Operational Control (08JAN2024): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due to experiencing a loss of steering. Coast Guard witnessed repaired starboard rudder and conducted a sea trial. Case closed.
Operational Control (09JAN2024): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) for failing to undergo an annual inspection. Case pends.
Operational Control (10JAN2024): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) for failing to undergo required drydock inspection. Case pends.
Operational Control (17JAN2024): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) for experiencing problems with the vessel's starboard gearbox while transiting. Coast Guard witnessed satisfactory repairs to the vessel's gearbox and cleared the operational control. Case closed.
Operational Control (19JAN2024): A U.S. flagged inspected towing vessel was issued an operational control (Code 60, prior to movement) due to the vessel's captain unable to produce a valid merchant mariner credential and the vessel missing multiple major documents. Case pends.
Operational Control (19JAN2024): A U.S. flagged inspected towing vessel was issued an operational control (Code 60, prior to movement) due to the vessel not being prepared for a full annual inspection. Case pends.
Operational Control (24JAN2024): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due to failing to undergo an annual inspection. Case pends.
Operational Control (24JAN2024): A U.S. flagged small passenger vessel was issued an operational control (Code 60, prior to movement) due to having multiple deficiencies that have exceeded the time period specified by the OCMI. Case pends.
Operational Control (25JAN2024): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due having an outdated COI. Case pends.
Operational Control (31JAN2024): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due to experiencing a loss of propulsion on the vessel's port main engine. Case pends.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inoperable Anchors (01JAN2024): A U.S. Flagged ro-ro vessel was issued an outbound LOD for not having anchors readily available. Case pends.

Letter of Deviation (LOD), Inoperable X-Band Radar (14JAN2024): A foreign flagged ro-ro vessel was issued an outbound LOD for a faulty X-band radar. Case closed.

Letter of Deviation (LOD), Inoperable X-Band Radar (14JAN2024): A foreign flagged container vessel was issued an inbound LOD for a faulty X-band radar. Case closed.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Federal Case (04Sep23) IMD received notification of the U.S.S. MAZAPETA, a 96ft retired US Navy tug sunken and discharged 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. On 11Jan24, last phase of operations was conducted where contractors lifted and stabilized the tug to complete pollution removal. On 17Jan24, the tug successfully resurfaced and was reviewed for a dead-ship tow. USCG transferred ownership to the City of Stockton to properly salvage. To date, no responsible party has been designated, however, IMD issued a Notice of Federal Interest to a suspected operator. Case closed.

Letter of Warning (05JAN2023): IMD received notification of an oil sheen found in the Sacramento River and reached out to the reporting party, who disclosed that the sheen originated from a dock locker situated at Sacramento Marina. The Marina found a leaking container of oil in the locker and discharged approximately 1 gallon of oil on the dock and into the harbor. The marina removed the container of oil and used absorbents to remove the pollution. IMD issued a Notice of Federal Interest and a Letter of Warning to the owner of the leaking container. Case Closed.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
January 2024			
PORT SAFETY CATEGORIES*	Jan-2024	Jan-2023	**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	5	3.42
Navigation Safety (2), Port Safety & Security (1), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	5	6	6.58
Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (3), Personnel (0), Other (2), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	3	3	2.08
Radar (2), 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	0	0.08
Significant Waterway events/Navigation related Cases:	0	0	0.00
Total Port Safety (PS) Cases opened	11	14	12.25
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Jan-2024	Jan-2023	**3yr Avg
U.S. Commercial Vessels	1	0	0.56
Foreign Freight Vessels	1	0	0.17
Public Vessels	2	0	0.94
Commercial Fishing Vessels	0	0	0.72
Recreational Vessels	6	21	7.00
Pollution Discharge Sources (Facilities)	Jan-2024	Jan-2023	**3yr Avg
Regulated Waterfront Facilities	0	1	0.28
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.06
Other Land Sources	10	11	3.83
Mystery Spills - Unknown Sources	16	11	5.78
Number of Pollution Incidents (By Spill Size)	Jan-2024	Jan-2023	**3yr Avg
Spills < 10 gallons	14	12	9.81
Spills 10 - 100 gallons	3	4	1.86
Spills 100 - 1000 gallons	0	0	0.28
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	19	28	6.92
Total Pollution Incidents	36	44	18.86
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Jan-2024	Jan-2023	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	15.00	0.00	6.19
Estimated spill amount from Foreign Freight Vessels	1.00	0.00	0.31
Estimated spill amount from Public Vessels	1.00	0.00	4.00
Estimated spill amount from Commercial Fishing Vessels	0.00	0.00	10.96
Estimated spill amount from Recreational Vessels	unk	13.00	70.62
Estimated spill amount from Regulated Waterfront Facilities	0.00	44.00	22.56
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.06
Estimated spill amount from Other Land Sources	unk	166.00	56.39
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	17.00	223.00	171.09
Penalty Actions	Jan-2024	Jan-2023	**3yr Avg
Civil Penalty Cases	0	0	0.03
Notice of Violations	0	0	0.36
Letters of Warning	2	10	4.86
Total Penalty Actions	2	10	5.25
* 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.			