

SIGNIFICANT PORT SAFETY AND SECURITY CASES (FEBRUARY 2024)
MARINE CASUALTIES
Loss of Cargo (08FEB2024): A U.S. flag container vessel experienced loss of cargo while transiting into the Sector San Francisco COTP Zone. The vessel lost 23 containers while transiting from San Pedro, CA to Oakland, CA. Damage to the vessel was limited to port side handle rails and lashing bridges. Class and Coast Guard attended the vessel and witnessed satisfactory repairs to the vessel. Case closed.
Equipment Failure (13FEB2024): A U.S. flag small passenger vessel experienced an equipment failure during a Coast Guard annual inspection for the vessel's COI. The vessel's main engines were able to restart following a simulated discharge of the vessel's pre-engineered extinguishing system without utilizing the override function. Case pends.
Loss of Propulsion (24FEB2024): A U.S. flagged inspected towing vessel experienced a loss of propulsion while transiting towards Richmond, CA. The vessel's port main engine shutdown due to a faulty cable wire to the emergency push button emergency stop. The vessel replaced the defective wiring, and the port main engine was inspected and tested in the presence of a Class surveyor. Case closed.
Reduction of Propulsion (25FEB2024): A U.S. flagged small passenger vessel experienced a reduction of propulsion while transiting. The vessel's starboard engine driven steering pump is faulty and will be replaced during the vessel's drydocking period. Case pends.
Loss of Propulsion (25FEB2024): A foreign flagged container vessel experienced a loss of propulsion while transiting into Oakland, CA. The vessel's main engine experienced a loss of propulsion due to an eroded drain plug causing fuel pressure to drop. Class surveyor attended the vessel and verified repaired drain plug. Case closed.
VESSEL SAFETY CONDITIONS
Operational Control (01FEB2024): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due to failing to undergo a required drydock inspection. Case pends.
Operational Control (01FEB2024): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due to damaged fire dampers in port and starboard engine rooms not closing fully. Vessel repaired the fire dampers and Coast Guard verified that the fire dampers were in satisfactory condition. Case closed.
Operational Control (01FEB2024): A U.S. flagged tank vessel was issued an operational control (Code 701, prior to carriage of passengers) due to the vessel reporting a discharge of oil from the starboard aft HFO tank. Vessel identified faulty piping and Class witnessed the satisfactory repairs. Case closed.
Operational Control (06FEB2024): A U.S. flagged towing vessel was issued an operational control (Code 701, prior to carriage of passengers) for not conducting an annual inspection in the allotted time frame. Case pends.
Operational Control (06FEB2024): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) for not conducting a COI inspection in the allotted time frame. Coast Guard attended the vessel and conducted the COI inspection. Case closed.
Operational Control (08FEB2024): A U.S. flagged container vessel was issued an operational control (Code 17, prior to departure) due to multiple containers falling overboard while the vessel was in transit. Coast Guard witnessed all necessary corrections for the vessel's deficiencies and the operational control was lifted. Case closed.
Operational Control (08FEB2024): A U.S. flagged towing vessel was issued an operational control (Code 17, prior to departure) due to excessive corrosion on the vessel's steering gear. Case pends.
Operational Control (09FEB2024): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due to failing to undergo a required drydock inspection. Case pends.
Operational Control (13FEB2024): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due to having a faulty engine room pre-engineered firefighting system. Case pends.
Operational Control (20FEB2024): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due to having a faulty port side engine driven steering pump. Case pends.
Operational Control (24FEB2024): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due to having a faulty AIS system. Coast Guard witnessed proper AIS broadcast and the operational control was cleared. Case closed.
Operational Control(24FEB2024): A U.S. flagged inspected towing vessel was issued an operational control (Code 701, prior to carriage of cargo) due to experiencing a loss of propulsion of the vessel's port main engine. Class witnessed corrected problem and the operational control was lifted. Case closed.
Operational Control(27FEB2024): A U.S. flagged inspected towing vessel was issued an operational control (Code 701, prior to carriage of cargo) due to vessel having excessive oil build up in the vessel's bilge. Buildup occurred due to a cracked fuel tank and having multiple faulty dogging devices for the vessel's watertight doors. Case pends.
Operational Control (28FEB2024): A U.S. flagged small passenger vessel was issued an operational control (Code 60, prior to departure) due to having faulty bilge high level alarms, faulty bilge piping, and inoperable pre-engineered firefighting system. Case pends.
Operational Control (28FEB2024): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due to having a faulty starboard exhaust fire damper. Case pends.

NAVIGATIONAL SAFETY	
NSTR	
SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES	
<p>Letter of Warning (01FEB2024): IMD received a notification that a U.S. Commercial Vessel discharged approx. 01 gal of Diesel into the Carquinez Strait during transfer operations. Captain of the vessel stated the incident was caused by equipment failure and isolated the source once a sheen was found. The facility deployed boom and removed pollution. IMD issued a Notice of Federal Interest and a Letter of Warning to the operator. Case CLOSED.</p>	
<p>Federal Case (06FEB2024): IMD received a report of a vessel that ran aground in Richardson Bay and was discharging diesel, creating a sheen. IMD along with OSPR went onboard and sounded the tanks, it was estimated that 200 gallons were onboard. The RP was issued a NOFI and Admin Order requiring boom to be placed and product to be removed. The steps were not completed by the owner and IMD issued a NOFA and federalized the case. IMD hired Republic Services and placed boom around the vessel and removed 200 gallons of oily water mixture. Case CLOSED.</p>	
<p>Federal Case (06FEB2024): IMD Received a report of a sunken vessel in Taylor Slough at Calienta Marina actively discharging diesel fuel and creating a sheen. The owner was issued an admin order and NOFI but was unresponsive. IMD issued a NOFA and federalized the case and hired Parker Diving and Salvage to refloat and remove the fuel. Parker removed roughly 165 gallons of pure product from the vessel. Case CLOSED.</p>	
<p>Federal Case (10FEB2024): IMD received a report of a vessel aground on Bodega Dunes Beach with approx. 1500 gal of diesel onboard. IMD issued a NOFI and Admin Order to the owner requiring a pollution assessment and removal to be completed. IMD responded and witnessed the owner attempt to refloat the vessel twice unsuccessfully, the vessel was damaged and started discharging an unknown amount of diesel following the second attempt. IMD issued a NOFA and hired Parker Diving and Salvage to bring the vessel up onto the beach to allow the vessel to be safely accessed. The pull was unsuccessful due to unforeseen damage to the vessel and the weight of the sand. Operations were then shifted to NOAA for marine debris removal. A total of an estimated 200 gallons of oily water mixture was removed from the vessel. The vessel owner's insurance will cover all operations including the salvage. Case CLOSED.</p>	
<p>Letter of Warning (17Feb2024): IMD received notification of a sinking tug that discharged approx. 10 gal of oil into the San Francisco Bay. IMD contacted the reporting party and was notified that a salvage company was the responsible party. IMD was notified that the salvage company deployed boom, used absorbent pads to remove pollution, and refloated the vessel. IMD issued a Notice of Federal Interest and a Letter of Warning to the responsible party. Case CLOSED.</p>	

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
February 2024			
PORT SAFETY CATEGORIES*	Feb-2024	Feb-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:	2	3	3.36
Navigation Safety (1), Port Safety & Security (1), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	8	5	6.19
Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (6), Personnel (0), Other (2), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	0	3	2.08
Radar (0), Gyro (0), Steering (0), Echo Sounder (0), AIS (0)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
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	10	11	11.81
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Feb-2024	Feb-2023	**3yr Avg
U.S. Commercial Vessels	4	0	0.56
Foreign Freight Vessels	1	0	0.17
Public Vessels	0	0	0.92
Commercial Fishing Vessels	1	1	0.72
Recreational Vessels	12	4	7.08
Pollution Discharge Sources (Facilities)	Feb-2024	Feb-2023	**3yr Avg
Regulated Waterfront Facilities	0	1	0.25
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.06
Other Land Sources	8	2	4.00
Mystery Spills - Unknown Sources	6	3	5.61
Number of Pollution Incidents (By Spill Size)	Feb-2024	Feb-2023	**3yr Avg
Spills < 10 gallons	10	6	9.67
Spills 10 - 100 gallons	3	3	1.86
Spills 100 - 1000 gallons	2	1	0.28
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	17	3	7.08
Total Pollution Incidents	32	13	18.89
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Feb-2024	Feb-2023	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	10.50	0.00	6.13
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.28
Estimated spill amount from Public Vessels	0.00	0.00	3.98
Estimated spill amount from Commercial Fishing Vessels	0.00	10.00	10.82
Estimated spill amount from Recreational Vessels	unk	131.00	49.56
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.25	1.73
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.06
Estimated spill amount from Other Land Sources	unk	15.00	54.23
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	10.50	156.25	126.77
Penalty Actions	Feb-2024	Feb-2023	**3yr Avg
Civil Penalty Cases	0	0	0.00
Notice of Violations	0	0	0.31
Letters of Warning	6	3	4.75
Total Penalty Actions	6	3	5.06
* 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.			