

# BOPC RECEIVED

## 4-10-2024

<b>SIGNIFICANT PORT SAFETY AND SECURITY CASES (MARCH 2024)</b>
<b>MARINE CASUALTIES</b>
Loss of Propulsion (04MAR24): A U.S. flagged small passenger vessel experienced a loss of propulsion while approaching the San Francisco Ferry Terminal. The loss of propulsion originated from a worn washer that allowed combustion gas to escape past the washer into the coolant chamber. All cylinders on the port main engine were serviced and the defective washer was replaced. Coast Guard attended the vessel and witnessed sea trial. Case closed.
Equipment Failure (09MAR24): A U.S. flagged small passenger vessel experienced an equipment failure while the vessel was conducting morning maintenance checklists. The vessel's fire pump was unable to produce any pressure. The vessel operator replaced the fire pump, and the fire pump was able to produce adequate pressure. Case closed.
Loss of Propulsion (18MAR24): A U.S. inspected towing vessel experienced a loss of propulsion while the vessel was pushing an empty scow. The vessel returned to Richmond, CA and replaced the priming filter on the fuel system that was not fully seated. Coast Guard verified the repairs. Case closed.
<b>VESSEL SAFETY CONDITIONS</b>
Operational Control (01MAR24): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) for the vessel failing to schedule required drydock inspection. Vessel underwent required drydock inspection. Case closed.
Operational Control (04MAR24): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due to vessel experiencing a coolant leak on port main engine. Vessel repaired the leak and underwent a successful sea trial in the presence of a marine inspector. Case closed.
Operational Control (04MAR24): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due to vessel failing to complete required repairs from vessel's drydock inspection. Case pends.
Operational Control (09MAR24): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due to a malfunctioning fire pump. The vessel replaced its fire pump and Coast Guard verified that the pump can produce adequate pressure. Case closed.
Operational Control(12MAR24): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due to the vessel's pre-engineered firefighting system malfunctioning. The vessel conducted adequate repairs and conducted a successful operational testing of the vessel's pre-engineered firefighting system. Case closed.
Operational Control (14MAR24): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers), due to vessel experiencing problems with port engine gearbox. Case pends.
Operational Control (18MAR24): A U.S. flagged inspected towing vessel was issued an operational control (Code 701, prior to return to commercial service), as vessel reported loss of propulsion due to shutdown of the starboard main engine. The vessel replaced the priming filter on the fuel system and the vessel conducted successful operational tests of the starboard main engine. Case closed.
Operational Control (18MAR24): A U.S. flagged small passenger vessel was issued an operational control (Code 60, prior to movement) due to inoperable navigational lights and various structural issues. Coast Guard witnessed adequate repairs and the operational control was lifted. Case closed.
Operational Control (21MAR24): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due to an exhaust piping leak in the vessel's lazarette. Case pends.
Operational Control (24MAR24): A U.S. flagged inspected towing vessel was issued an operational control (Code 701, prior to carriage of cargo) due to inoperable AIS. Coast Guard verified rectified AIS and the operational control was lifted. Case closed.
Operational Control (27MAR24): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due to the vessel's pre-engineered fire extinguishing system actuating during the vessel's exhaust emission testing. Case pends.
Operational Control (27MAR24): A U.S. flagged inspected towing vessel was issued an operational control (Code 701, prior to carriage of passengers) due to damage to the vessel's propeller after striking floating wood debris. Case pends.
Operational Control (29MAR24): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due to having inadequate sail rigging procedures. Case pends.
Operational Control (30MAR24): A U.S. flagged small passenger vessel was issued an operational control (Code 60, prior to movement) due to reporting a loss of propulsion and steering. Case pends.

**NAVIGATIONAL SAFETY**

Letter of Deviation (LOD), Inoperable AIS (04MAR24): A foreign flag container vessel was issued an inbound LOD for malfunctioning AIS. Repairs were conducted and the equipment is working properly. Case closed.

**SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES**

Significant Spill 15MAR2024: IMD received a notification that USCGC ALDER discharged approx. 500 gal of Diesel into the Pacific Ocean, 30 NM offshore of Fort Bragg, CA creating a sheen. ALDER conducted remedial actions on the deck of the ship. IMD requested a trajectory of the spill, which indicated that the diesel would not impact any shoreline and will dissipate naturally in a few hours. IMD concluded that no further environmental threat existed. Case CLOSED.

Federal Case 13MAR2024: IMD received a report of an intentionally abandoned vessel that had become partially submerged and discharged approx. 1 gal of oil into White Slough. Reporting party placed absorbent boom around the vessel. IMD was unable to identify the responsible party and determined that the Coast Guard will assume responsibility of pollution removal operations. The source of pollution for this incident was removed by hired contractors. Investigation is ongoing to identify the responsible parties. Case PENDING.

Letter of Warning 12MAR2024: IMD received a notification that a U.S. flagged Commercial Fishing Vessel discharged approx. 3 gal of Diesel into Half Moon Bay during fueling operations. Half Moon Bay Harbor Patrol immediately responded to the spill and contained the vessel and placed absorbents. All product was removed from the waterway. IMD issued a Notice of Federal Interest and a Letter of Warning to the responsible party. Case CLOSED.

<b>PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS</b>			
<b>March 2024</b>			
<b>PORT SAFETY CATEGORIES*</b>	<b>Mar-2024</b>	<b>Mar-2023</b>	<b>**3yr Avg</b>
<b>Total Number of Port State Control Detentions:</b>	<b>0</b>	<b>0</b>	<b>0.08</b>
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
<b>Total Number of COTP Orders:</b>	<b>0</b>	<b>2</b>	<b>3.36</b>
Navigation Safety (0), Port Safety & Security (0), ANOA (0)			
<b>Marine Casualties (reportable CG 2692) within SF Bay:</b>	<b>4</b>	<b>9</b>	<b>6.33</b>
Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (2), Personnel (0), Other (2), Power (0)			
<b>Total Number of (routine) Navigation Safety issues/Letters of Deviation:</b>	<b>1</b>	<b>0</b>	<b>2.08</b>
Radar (0), Gyro (0), Steering (0), Echo Sounder (0), AIS (1)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
<b>Reported or Verified "Rule 9" or other Navigational Rule Violations:</b>	<b>1</b>	<b>0</b>	<b>0.11</b>
<b>Significant Waterway events/Navigation related Cases:</b>	<b>0</b>	<b>0</b>	<b>0.00</b>
<b>Total Port Safety (PS) Cases opened</b>	<b>6</b>	<b>11</b>	<b>11.97</b>
<b>MARINE POLLUTION RESPONSE</b>			
<b>Pollution Discharge Sources (Vessels)</b>	<b>Mar-2024</b>	<b>Mar-2023</b>	<b>**3yr Avg</b>
U.S. Commercial Vessels	2	1	0.61
Foreign Freight Vessels	0	0	0.17
Public Vessels	2	0	0.97
Commercial Fishing Vessels	4	0	0.83
Recreational Vessels	13	6	7.44
<b>Pollution Discharge Sources (Facilities)</b>	<b>Mar-2024</b>	<b>Mar-2023</b>	<b>**3yr Avg</b>
Regulated Waterfront Facilities	0	0	0.25
Regulated Waterfront Facilities - Fuel Transfer	1	0	0.08
Other Land Sources	5	10	4.14
Mystery Spills - Unknown Sources	8	9	5.83
<b>Number of Pollution Incidents (By Spill Size)</b>	<b>Mar-2024</b>	<b>Mar-2023</b>	<b>**3yr Avg</b>
Spills < 10 gallons	22	9	10.28
Spills 10 - 100 gallons	1	3	1.89
Spills 100 - 1000 gallons	2	1	0.33
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	10	13	7.36
<b>Total Pollution Incidents</b>	<b>35</b>	<b>26</b>	<b>19.86</b>
<b>Oil Discharge/Hazardous Materials Release Volumes by Spill Size</b>	<b>Mar-2024</b>	<b>Mar-2023</b>	<b>**3yr Avg</b>
Estimated spill amount from U.S. Commercial Vessels	unk	10.00	6.13
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.28
Estimated spill amount from Public Vessels	505.00	0.00	18.00
Estimated spill amount from Commercial Fishing Vessels	5.00	0.00	10.96
Estimated spill amount from Recreational Vessels	unk	6.00	49.56
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	1.73
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	4.50	0.00	0.18
Estimated spill amount from Other Land Sources	unk	280.00	54.23
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
<b>Total Oil Discharge and/or Hazardous Materials Release (Gallons)</b>	<b>514.50</b>	<b>296.00</b>	<b>141.06</b>
<b>Penalty Actions</b>	<b>Mar-2024</b>	<b>Mar-2023</b>	<b>**3yr Avg</b>
Civil Penalty Cases	1	0	0.03
Notice of Violations	0	0	0.31
Letters of Warning	1	3	4.78
<b>Total Penalty Actions</b>	<b>2</b>	<b>3</b>	<b>5.11</b>
* 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.			