

<b>SIGNIFICANT PORT SAFETY AND SECURITY CASES (JULY 2024)</b>
<b>MARINE CASUALTIES</b>
Loss of Propulsion (15JUL2024): A foreign flag tank vessel experienced a black out and loss of propulsion caused by a clogged seachest. A COTP Order was issued requiring repairs to satisfaction of flag or class surveyor. Class surveyor report received attesting to repairs on 22JUL2024, COTP lifted. Loss of Propulsion not attributed to fuel switching. Case closed.
Equipment Failure (23JUL2024): A foreign flag bulk carrier experienced a loss of main engine control from the pilothouse. The vessel was transiting to San Francisco Bay using engine room control. A COTP Order was issued requiring repairs to satisfaction of flag or class surveyor. Class survey report received attesting to repairs on 20JUL2024, COTP lifted. Case closed.
Equipment Failure (29JUL2024): A U.S. flag vehicle carrier experienced an equipment failure while departing San Francisco Bay. The vessel discovered a steam leak on starboard bulkhead-stop bypass piping. Vessel was issued a Form 835 requiring the deficiency to be rectified prior to departure to satisfaction of class surveyor. Class witnessed satisfactory dye pen and hydro test. Crew reinstalled piping and noted no issues. Following operation of both boilers, crew noted no. 2 boiler gauge line was leaking due to a wasted gasket. Crew replaced gasket with satisfactory operation of no. 2 boiler. Form 835 and operational control were lifted. Case closed.
Allision (31JUL2024): A U.S. flag sailing vessel allided with Blossom Rock buoy on their port bow while sailing through the San Francisco Bay. The vessel operator noted interior damage to fiberglass tabbing and forward plywood bulkhead and notified OCMI. Vessel was issued Form 835 and operational control. Marine inspector attended vessel and conducted damage assessment. Bulkhead repairs were completed the following day, to the satisfaction of the marine inspector. 835 and operational control cleared. Case closed.
<b>VESSEL SAFETY CONDITIONS</b>
Operational Control (15JUL2024): A U.S. flag passenger vessel was issued a Code 701 (Rectify prior to carriage of passengers/cargo) due to vessel's heat exchanger failure, resulting in an accidental oil discharge. Code 701 Operational Control required explanation of the root cause of the issue and repairs to the satisfaction of the USCG. Heat exchanger was replaced, and functionality was verified on 15JUL2024. Case closed.
Operational Control (15JUL2024): A foreign flag tank vessel was issued a COTP Order due to a black out and loss of propulsion caused by a clogged seachest. COTP Order was issued requiring repairs to satisfaction of flag or class surveyor. Class surveyor report received attesting to repairs on 22JUL2024, COTP lifted. Case closed.
Operational Control (23JUL2024): A foreign flag bulk carrier was issued a COTP Order due to loss of main engine control from the pilothouse and was transiting to San Francisco Bay using engine room control. COTP Order was issued requiring repairs to satisfaction of flag or class surveyor. Class survey report received attesting to repairs on 20JUL2024, COTP lifted. Case closed.
Operational Control (29JUL2024): A U.S. flag vehicle carrier was issued a Code 17 (rectify prior to departure) due to steam leak on the starboard bulkhead-stop bypass piping. Crew reinstalled piping and reported no issues noted, class surveyor witnessed satisfactory dye pen and hydro test. Crew noted no. 2 boiler gauge line was leaking due to a wasted gasket. Crew replaced gasket with spare on board. Operational control was lifted. Case Closed.
Operational Control (31JUL2024): A U.S. flag sailing vessel was issued a Code 701 (Rectify prior to carriage of passengers) due to allision with Blossom Rock buoy on the port bow. Marine inspector attended vessel moored at Sausalito Shipyard, met with owner, and conducted damage assessment. Bulkhead repairs were completed satisfactorily. Operational control cleared. Case closed.
<b>NAVIGATIONAL SAFETY</b>
Letter of Deviation (LOD), Inop S-Band Radar (03JUL24): A foreign flag chemical tank ship was issued an inbound LOD for inoperable S-Band Radar. Repairs completed, received technician report on 15JUL2024. LOD lifted. Case closed.
Letter of Deviation (LOD), Inop S-Band Radar (11JUL2024): A foreign flag ro-ro ship was issued an inbound LOD for inoperable S-Band Radar. Repairs completed, received technician and class reports attesting to repairs on 16JUL2024. LOD Lifted. Case closed.
<b>SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES</b>
Letter of Warning (LOW) 14JUL2024: IMD received a report of a sunken recreational vessel discharging 7 gal of gasoline and oil into Oyster Point Marina causing a sheen. IMD conducted a preliminary investigation and was notified that the owner hired contractors to deploy boom and conduct salvage operations. IMD issued a Notice of Federal Interest and a Letter of Warning to the vessel owner/responsible party. Case CLOSED.
Federal Case 27JUN2024 - TBD: IMD received a report of an abandoned and submerged vessel that was discharging an unknown amount of oil into the navigable waterway of Little Potato Slough. The City of Stockton maintains a drinking water siphon close to the incident and have subsequently stopped siphoning water from the affected area while pollution removal operations continue. IMD was unable to get a hold of the owner and thus assumed federal responsibility for the vessel. IMD opened the OSTLF fund and hired contractors to deploy boom around the submerged vessel and conduct pollution removal. IMD is awaiting approval of a destruction memo before operations to safely and effectively remove the vessel begin. IMD issued a Notice of Federal Interest and a Letter of Warning to the vessel owner/responsible party. CASE PENDS.

<b>PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS</b>			
<b>July 2024</b>			
<b>PORT SAFETY CATEGORIES*</b>	<b>Jul-2024</b>	<b>Jul-2023</b>	<b>**3yr Avg</b>
<b>Total Number of Port State Control Detentions:</b>	<b>0</b>	<b>0</b>	<b>0.03</b>
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
<b>Total Number of COTP Orders:</b>	<b>2</b>	<b>0</b>	<b>3.28</b>
Navigation Safety (2), Port Safety & Security (0), ANOA (0)			
<b>Marine Casualties (reportable CG 2692) within SF Bay:</b>	<b>10</b>	<b>5</b>	<b>6.56</b>
Allision (1), Collision (0), Fire (1), Capsize (0), Grounding (0), Sinking (1)			
Steering (0), Propulsion (2), Personnel (4), Other (1), Power (0)			
<b>Total Number of (routine) Navigation Safety issues/Letters of Deviation:</b>	<b>2</b>	<b>1</b>	<b>2.08</b>
Radar (2), Gyro (0), Steering (0), Echo Sounder (0), AIS (0)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
<b>Reported or Verified "Rule 9" or other Navigational Rule Violations:</b>	<b>0</b>	<b>0</b>	<b>0.08</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>14</b>	<b>6</b>	<b>12.03</b>
<b>MARINE POLLUTION RESPONSE</b>			
<b>Pollution Discharge Sources (Vessels)</b>	<b>Jul-2024</b>	<b>Jul-2023</b>	<b>**3yr Avg</b>
U.S. Commercial Vessels	1	0	0.64
Foreign Freight Vessels	0	0	0.14
Public Vessels	0	1	0.94
Commercial Fishing Vessels	1	2	0.78
Recreational Vessels	12	16	7.78
<b>Pollution Discharge Sources (Facilities)</b>	<b>Jul-2024</b>	<b>Jul-2023</b>	<b>**3yr Avg</b>
Regulated Waterfront Facilities	0	0	0.22
Regulated Waterfront Facilities - Fuel Transfer	0	1	0.08
Other Land Sources	0	7	4.28
Mystery Spills - Unknown Sources	6	4	6.14
<b>Number of Pollution Incidents (By Spill Size)</b>	<b>Jul-2024</b>	<b>Jul-2023</b>	<b>**3yr Avg</b>
Spills < 10 gallons	20	15	10.94
Spills 10 - 100 gallons	0	6	2.00
Spills 100 - 1000 gallons	0	1	0.31
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	0	9	7.28
<b>Total Pollution Incidents</b>	<b>20</b>	<b>31</b>	<b>20.53</b>
<b>Oil Discharge/Hazardous Materials Release Volumes by Spill Size</b>	<b>Jul-2024</b>	<b>Jul-2023</b>	<b>**3yr Avg</b>
Estimated spill amount from U.S. Commercial Vessels	2.00	0.00	6.21
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.28
Estimated spill amount from Public Vessels	0.00	0.75	17.95
Estimated spill amount from Commercial Fishing Vessels	1.00	3.00	10.96
Estimated spill amount from Recreational Vessels	13.00	150.00	56.01
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	1.70
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	1.00	0.18
Estimated spill amount from Other Land Sources	0.00	160.00	48.92
Estimated spill amount from Unknown Sources (Mystery Sheens)	6.00	4.00	6.06
<b>Total Oil Discharge and/or Hazardous Materials Release (Gallons)</b>	<b>22.00</b>	<b>318.75</b>	<b>148.26</b>
<b>Penalty Actions</b>	<b>Jul-2024</b>	<b>Jul-2023</b>	<b>**3yr Avg</b>
Civil Penalty Cases	0	0	0.03
Notice of Violations	0	0	0.22
Letters of Warning	9	8	4.36
<b>Total Penalty Actions</b>	<b>9</b>	<b>8</b>	<b>4.61</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.			