

SIGNIFICANT PORT SAFETY AND SECURITY CASES (AUGUST 2024)
MARINE CASUALTIES
Loss of Steering (03AUG2024): A U.S. flag passenger vessel reported a port side steering failure. Operational control was issued to vessel; root cause and corrections were required prior to carrying passengers. New motor control contactor auxiliary contact block installed, and extensive sea trials conducted. No steering failures noted. Case closed.
Equipment Failure (07AUG2024): A foreign flag bulk freight vessel experienced a loss of pilot house control due to a loose electrical connection. COTP Order was issued requiring repairs to satisfaction of flag or class surveyor. Chief Engineer tightened connection and reset the alarm, which resolved the issue. Class surveyor report attested to repairs and COTP Order lifted. Case closed.
Operational Control (13AUG2024): A U.S. flag passenger vessel reported that its port engine overheated and experienced a reduction of propulsion while transiting to Alcatraz Island. Vessel returned to Pier 33 for troubleshooting. On 14AUG2024, deficiency check was conducted and port engine found in satisfactory condition. Case closed.
Injured Passenger (16AUG2024): A foreign flag passenger vessel experienced a passenger injury while underway, roughly 77 nautical miles offshore west of Crescent City, CA. Passenger suffered a laceration on forehead and was taken to ship's medical facility for treatment. Passenger was permitted to continue the cruise, and the vessel was instructed to submit a CG-2692. Case closed.
Loss of Propulsion (20AUG2024): A foreign flag vehicle carrier experienced a loss of astern propulsion during a propulsion test. Pilot and two tugs diverted the vessel into Anchorage 7. Pilot conducted propulsion test again and astern propulsion was operational, but underpowered. Class attended with tech company that serviced fuel oil system on engine. In addition, class report and tech report were submitted. Coast Guard later confirmed propulsion issues had been cleared. Case closed.
Loss of Propulsion (25AUG2024): A U.S. flag passenger vessel experienced a loss of propulsion. Vessel had reported that the engine gearbox went neutral, and the engine displayed an "electric control module alarm." After losing propulsion, the harbor master had to tow the vessel 0.5 nm into the Pillar Point Harbor. Mechanic explained that two plugs in the solenoid came unplugged. Vessel conducted a 30-minute sea trial without any issues. Operational Control cleared. Case closed.
Equipment Failure (26AUG2024): A U.S. flag training ship reported that while tied to pier, vessel's shore power failed. Vessel proceeded to utilize the EDG. After running for about five hours, EDG had an over speed trip. Vessel operator then restarted vessel, and EDG over speed tripped a second time. Vessel later would conduct a two-hour load test. Case pends.
Reduction of Propulsion (27 AUG 2024): A foreign flag vehicle carrier experienced insufficient RPM for dead slow ahead. Pilot reported that the vessel's bridge control was unable to make proper RPM for dead slow ahead. All other engine orders from the bridge in ahead/astern worked normally, as well as all RPM orders from the engine room. Ship shifted to Anchorage 9 after completion of PSC B exam. Class conducted remote survey and operational control cleared. Case closed.

VESSEL SAFETY CONDITIONS

Operational Control (03AUG2024): A U.S. flag passenger vessel reported a port side steering failure. CG issued an operational control, prior to carrying passengers (Code 701). New motor control contactor auxiliary contact block installed, and extensive sea trials were conducted over span of four days. No issues were found nor were steering failures noted. Operational control cleared. Case closed.

Operational Control (07AUG2024): A foreign flag bulk freight vessel was issued a COTP Order due to loss of pilot house control attributed to a loose electrical connection. COTP Order was issued requiring repairs to the satisfaction of flag or class surveyor. Class surveyor report was received attesting to repairs on 08AUG2024, COTP Lifted. Case closed.

Operational Control (12AUG2024): A U.S. flag towing vessel was issued an operational control, prior to movement (Code 60). Vessel did not have nautical charts on board that conform with Coast Guard standards. On 15AUG2024, operator provided proof of required charts onboard vessel. Operational control was lifted. Case closed.

Operational Control (13AUG2024): A U.S. flag passenger reported that its port engine overheated and experienced a reduction of propulsion while transiting to Alcatraz Island. Vessel returned to Pier 33 for troubleshooting. Vessel was issued an operational control, prior to carriage of passengers (Code 701). On 14AUG2024, deficiency check was conducted and port engine found in satisfactory condition. Operational control cleared. Case closed.

Operational Control (19AUG2024): A U.S. flag passenger vessel was issued operational control, prior to carriage of passengers (Code 701) for invalid stability letter. Stability is under review by the Marine Safety Center following replacement of original aluminum tanks with plastic tanks. Case pends.

Operational Control (20AUG2024): A foreign flag vehicle carrier was issued an operational control, prior to movement (Code 60) after experiencing a loss of astern propulsion during a propulsion test. Class attended with tech company that serviced fuel oil system on engine. Class and tech reports submitted to Coast Guard, who also confirmed propulsion issues had been cleared. Case closed.

Operational Control (24AUG2024): A U.S. flag passenger vessel was issued an operational control, prior to carriage of passengers (Code 701). Vessel reported that both generators overheated and experienced a reduction in propulsion. While approaching Pier 33 the vessel struck pier. Reduction in propulsion was deemed to be operator error as cooling was not turned back on, leading to engines being derated. Operational control cleared. Case closed.

Operational Control (25AUG2024): A U.S. flag passenger vessel was issued an operational Control, prior to carriage of passengers (Code 701) following a loss of propulsion. Vessel had reported that the engine gearbox went neutral, and the engine displayed an "electric control module alarm." Vessel operator emailed tech report outlining work done to the vessel. Mechanic explained that two plugs in the solenoid came unplugged. Vessel completed a 30-minute sea trial without any issues. Operational control cleared. Case closed.

Operational Control (26AUG2024): A U.S. flag training ship was issued an operational control, prior to carriage of passengers (Code 701). Vessel reported that while tied to pier shore power failed. Vessel utilized their emergency diesel generator which ran for five hours before experiencing an over speed trip. Vessel operator then restarted vessel, and the generator over speed tripped a second time. Case pends.

Operational Control (27 AUG 2024): A foreign flag vehicle carrier was issued an operational control, prior to departure (Code 17). Pilot reported that the vessel's bridge control was unable to make proper RPM for dead slow ahead. All other engine orders from the bridge in ahead/astern worked normally, as well as all RPM orders from the engine room. Following remote survey by class operational control cleared.

Vessel Detention (28AUG2024): A U.S. flag passenger vessel received a Flag State Detention (Code 30). CG received an anonymous report that the vessel was operating with starboard engine leaking excess oil and active leak from starboard shaft. During inspection, several gallons of oily water were noted and sorbent pads found in the bilge. Starboard engine had several areas of pooled engine oil and heavily oil-soaked lagging and saturated sorbents. Vessel fire suppression system in the engine room was overdue for annual servicing, in addition to all portable extinguishers. Captain stated he was aware of all the above items for at least a month and had briefed the vessel owner. Deficiencies cleared except oil leak on 30AUG2024 following underway operational test at full RPM, ahead, astern, hard to port and starboard. Additional deficiencies noted during inspection that did not warrant an operational control. Case pends.

Operational Control (29AUG2024): A U.S. flag towing vessel was issued a COTP Order due to its modifications creating an unseaworthy condition posing a threat to human life and the environment. Vessel had previously capsized in the New York Slough in Suisun Bay. Vessel was prohibited from getting underway until an evaluation of the vessel's stability and suitability for service have been conducted by an accredited Marine Surveyor, Licensed Professional Engineer, or by the Coast Guard Marine Safety Center to verify vessel's seaworthiness. Case pends.

NAVIGATIONAL SAFETY

NSTR

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (LOW) (25AUG24): The National Response Center received a report of a vessel that discharged diesel into the Little Potato Slough at the Tower Park Marina in Lodi, CA. IMD duty team contacted the reporting party who stated that product had floated north down the slough. Absorbent boom was deployed. IMD duty team contacted the owner of the vessel who stated the cause of the discharge was due to a fuel filter that spun off due to engine vibrations on a generator. The source was eventually secured, and the product was actively being removed via pumps. IMD issued a Notice of Federal Interest (NOFI) and a Letter of Warning (LOW) to the owner of the vessel.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
August 2024			
PORT SAFETY CATEGORIES*	Aug-2024	Aug-2023	**3yr Avg
Total Number of Port State Control Detentions:	0	0	0.03
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
Total Number of COTP Orders:	2	2	2.94
Navigation Safety (2), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	8	10	6.61
Allision (1), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (1), Propulsion (4), Personnel (1), Other (0), Power (1)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	0	2	2.03
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	14	11.69
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Aug-2024	Aug-2023	**3yr Avg
U.S. Commercial Vessels	2	0	0.69
Foreign Freight Vessels	2	1	0.19
Public Vessels	2	2	1.00
Commercial Fishing Vessels	2	2	0.83
Recreational Vessels	4	8	7.50
Pollution Discharge Sources (Facilities)	Aug-2024	Aug-2023	**3yr Avg
Regulated Waterfront Facilities	1	0	0.25
Regulated Waterfront Facilities - Fuel Transfer	5	0	0.22
Other Land Sources	3	7	4.28
Mystery Spills - Unknown Sources	3	0	6.17
Number of Pollution Incidents (By Spill Size)	Aug-2024	Aug-2023	**3yr Avg
Spills < 10 gallons	6	20	10.83
Spills 10 - 100 gallons	0	0	1.94
Spills 100 - 1000 gallons	0	0	0.25
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	6	0	7.31
Total Pollution Incidents	12	20	20.33
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Aug-2024	Aug-2023	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	5.00	0.00	6.35
Estimated spill amount from Foreign Freight Vessels	5.00	0.00	0.42
Estimated spill amount from Public Vessels	2.00	1.25	18.00
Estimated spill amount from Commercial Fishing Vessels	0.00	0.50	10.96
Estimated spill amount from Recreational Vessels	2.00	11.25	31.37
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	1.70
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.18
Estimated spill amount from Other Land Sources	0.00	2.00	46.84
Estimated spill amount from Unknown Sources (Mystery Sheens)	0.00	0.00	6.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	14.00	15.00	121.81
Penalty Actions	Aug-2024	Aug-2023	**3yr Avg
Civil Penalty Cases	0	0	0.03
Notice of Violations	0	0	0.19
Letters of Warning	1	3	4.06
Total Penalty Actions	1	3	4.28
* 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.			