

SIGNIFICANT PORT SAFETY AND SECURITY CASES (SEPTEMBER 2024)
MARINE CASUALTIES
Equipment Failure (01SEP2024): A U.S. flag passenger vessel found a leak on their fire main piping while conducting a fire drill. The leak was pin hole-sized and produced a steady stream of water when it was energized. On 05SEP2024, satisfactory operation of fire main was witnessed. Case closed.
Loss of Power (06SEP2024): A U.S. flag passenger vessel reported loss of power to starboard main engine on approach to dock at the Ferry Building. Vessel was able to safely moor and get engine back online. The vessel intended to transit to Larkspur for repairs. On 07SEP2024, vessel was attended at Larkspur Ferry Terminal to witness sea trials. Operational test and visual inspection of machinery all satisfactory. Deficiency cleared. Case closed.
Equipment Failure (08SEP2024): A U.S. flag passenger vessel had a reported fuel rail failure, restricting charging of batteries. On 11SEP2024, vessel was visited in order to witness operational tests of propulsion system, no alarms or faults were detected in propulsion system. Inspected fuel cells; loss of propulsion was found to be a faulty re-circulation pump on fuel cell #2, rack #3. Received tech report attesting to satisfactory repairs. Case closed.
Equipment Failure (10SEP2024): A foreign flag vehicle carrier reported the Main Engine Governor as inoperable. Vessel was issued a COTP Order requiring one (1) tug during transit. Repairs would be conducted at Anchorage 9 before proceeding to Benicia, CA. Received tech report on 16SEP2024, Class survey and email from vessel master stated that governor was replaced. Engine order tests were completed satisfactorily from bridge and Engine Control Room. COTP Order lifted.
Equipment Failure (10SEP2024): A foreign flag tank vessel reported that one of their generators had an air cooler minor leak and could only take partial load. The other two generators were fully operational, and vessel confirmed that one generator was capable of taking load for navigation/maneuvering. Satisfactory repairs completed. Case closed.
Equipment Failure (11SEP2024): A foreign tanker reported an inoperable emergency generator. Vessel received new batteries for emergency generator on 12SEP2024. Received report from Class on 14SEP2024 attesting to satisfactory working condition of emergency generator. Case closed.
Collision (19SEP2024): A U.S. flag passenger vessel hit an unknown object causing the steering motor shaft to break. On 20SEP2024, CG attended and observed satisfactory repair of steering motor shaft. Conducted satisfactory propulsion test transiting underway. Case closed.
Allision (26SEP2024): A foreign flag bulk carrier vessel experienced an allision at the Port of Stockton. No recorded damage to vessel. Port State Control duty received class report attesting to no damages found to the internal or external components/structural condition of the vessel. Case closed.
Hull Damage (24SEP2024): A foreign flag passenger ship reported water entering the engine room through day tank into the compartment and adjacent void space. Vessel estimated to have pumped out 70 to 90 cubic meters of water from flooding spaces. The vessel used a wooden wedge with rubber to stop the ingress of water. On 25SEP2024, divers applied epoxy compound on outside of hull and a doubler plate was installed inside void space with strongback supports. On 26SEP2024, Port State Control personnel attended vessel to conduct satisfactory examination. Port State Control required more permanent repairs by next port, scheduled to be Los Angeles, CA. Vessel noted to have not made permanent repairs in Los Angeles where the vessel departed and was last reported to be in Mexico with temporary repairs. Case closed.
Equipment Failure (30SEP2024): A foreign flag bulk carrier vessel had anchor that would not properly deploy during anchoring evolution, as reported by pilot. When pilot returned onboard vessel, they conducted an operational test of both the port and starboard anchors, which was satisfactory. Vessel provided satisfactory Class report, both port and starboard anchors were found to be in good working order. Case closed.

VESSEL SAFETY CONDITIONS

Operational Control (01SEP2024): A U.S. flag passenger vessel received an operational control, prior to carriage of passengers (Code 701). The vessel found a leak on their fire main piping while conducting a fire drill. The leak was pin hole-sized and produced a steady stream of water when it was energized. On 05SEP2024, satisfactory operation of fire main was witnessed. Operational control cleared. Case closed.

Operational Control (06SEP2024): A U.S. flag passenger vessel received an operational control, prior to carriage of passengers (Code 701). Vessel reported loss of power to starboard main engine on approach to dock at the Ferry Building. Vessel was able to safely moor and get engine back online. The vessel intended to transit to Larkspur for repairs. On 07SEP2024, vessel was attended at Larkspur Ferry Terminal to witness sea trials. Operational test and visual inspection of machinery all satisfactory. Operational control cleared. Case closed.

Operational Control (08SEP2024): A U.S. flag passenger vessel received an operational control, prior to carriage of passengers (Code 17). Vessel reported a fuel rail failure, restricting charging of batteries. On 11SEP2024, vessel was visited in order to witness operational tests of propulsion system, no alarms or faults were detected in propulsion system. Inspected fuel cells; loss of propulsion was found to be a faulty re-circulation pump on fuel cell #2, rack #3. Received tech report attesting to satisfactory repairs. Operational control cleared. Case closed.

Operational Control (10SEP2024): A foreign flag vehicle carrier received a COTP Order requiring assist tug during transit. Vessel reported the Main Engine Governor as inoperable. Repairs conducted at Anchorage 9 on 16SEP2024, class survey and email from vessel master stated that governor was replaced. Engine order tests were completed satisfactorily from bridge and Engine Control Room. COTP Order lifted.

Operational Control (10SEP2024): A U.S. flag passenger vessel received an operational control, prior to carriage of passengers (Code 701). Vessel did not have its IBA onboard. Case pends.

Operational Control (11SEP2024): A foreign flag tank vessel received an operations control, prior to departure (Code 17). Vessel reported an inoperable emergency generator. Vessel received new batteries for emergency generator on 12SEP2024. Received report from class on 14SEP2024 attesting to satisfactory working condition of emergency generator. Operational control cleared. Case closed.

Operational Control (11SEP2024): A U.S. flag towing vessel received an operational control, prior to carriage of cargo (Code 701). Vessel reported starboard rudder was missing, which resulted in limited maneuverability during towing operations. Upon closer examination, a diver stated no obvious collision damage was visible, port rudder appeared intact, and starboard rudder was missing. Vessel was authorized to transit to Richmond while awaiting repairs, and to BSY in Alameda for unscheduled dry dock. On 19SEP2024, vessel starboard side prop was noted to have possible hairline fractures. On 30SEP2024, vessel was attended for air test on starboard rudder; leaks were identified and corrected on the spot. On 02OCT2024, vessel was attended to inspect starboard rudder installation. Visual inspection of rudder assembly and internal of stern void showed no issues. Re-floating and sea trials satisfactory on 03OCT2024. Case closed.

Operational Control (17SEP2024): A U.S. flag passenger vessel received an operational control, prior to carriage of passengers (Code 701). The vessel's drug and alcohol program was not compliant with regulations. Vessel was found to be missing testing, training, and company program. On 18SEP2024, proof was provided to Coast Guard of completed training with a certificate of enrollment and crew enrollment list. On 27SEP2024, outstanding documents needed to demonstrate program compliance were received from vessel rep. Completed DAPI audit. Operational control cleared. Case closed.

Operational Control (19SEP2024): A U.S. flag passenger vessel received an operational control, prior to movement (Code 60). Vessel reported striking an unknown object causing the steering motor shaft to break. On 20SEP2024, CG attended and observed satisfactory repairs to steering motor shaft. Conducted satisfactory propulsion test. Operational control cleared. Case closed.

Operational Control (26SEP2024): A U.S. flag towing vessel received an operational control, prior to departure (Code 17). Vessel encountered a malfunction in the #2 steering pump when switching to non-follow up during pre-arrival checks, causing the rudder to go hard over. Primary steering pump stated to be in good working order. Tug assist required, in addition to Class report. On 28SEP2024, class attended the vessel and found that the PLC memory card had backed out of the steering control panel. Tech pushed the memory card back into the slot and non-follow up steering returned to normal. Spare parts were left on the vessel for safe measure against a repeat incident. Operational control cleared. Case closed.

Operational Control (27SEP2024): A U.S. flag passenger ship received an operational control, prior to carriage of passengers (Code 701). Vessel had not completed a drydock exam within the required time frame. Vessel representative had confirmed that they were still in process of scheduling a drydock exam and will remove the vessel from service officially until drydock exam is completed. Case pends.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inoperable X-Band Radar (09SEP2024): A foreign flag bulk carrier was issued an inbound LOD for an inoperable X-Band Radar. LOD was lifted and cleared on 13SEP2024. Case closed.

Letter of Deviation (LOD), Inoperable S-Band Radar (11SEP2024): A foreign flag tank vessel was issued an inbound LOD for an inoperable S-Band Radar. LOD was lifted and cleared on 17SEP2024. Case closed.

Letter of Deviation (LOD), Inop X-Band Radar (27SEP2024): A foreign flag bulk carrier was issued an inbound LOD for an inoperable X-Band Radar. LOD was lifted and cleared on 30SEP2024. Case closed.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (LOW) 07SEP2024: IMD received a report of a vessel that discharged approximately 1 gallon of diesel into Monterey Bay. Reporting party stated that a strong odor of diesel and rainbow sheen was present on the water's surface. This was traced to a boat with diesel in its bilge. The vessel had recently pumped its bilge and contained the spill. The IMD duty team also contacted the vessel owner, who admitted that they had spilled diesel onto the water. The responsible party conducted cleanup using boom to contain the spill and absorbent pads to remove the oil. IMD issued a Notice of Federal Interest and a Letter of Warning to the owner/responsible party. Case CLOSED.

Federal Case 27SEP2024: IMD received a report that a waste oil container was dumped into Smith Canal in Stockton, CA with a maximum potential of 280 gallons. IMD could not identify a responsible party, opened the OSTLF fund, and assumed responsibility for cleanup efforts. Contractor hired to contain the pollution within Smith Canal and conduct pollution removal. On 05OCT, USCG transitioned the role of Federal On-Scene Coordinator to EPA to assess and remove the threat of discharge on the soil. Investigations continue to identify a responsible party. Case PENDING.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
September 2024			
PORT SAFETY CATEGORIES*	Sep-2024	Sep-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:	1	2	2.78
Navigation Safety (1), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	8	8	6.47
Allision (4), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (1), Propulsion (0), Personnel (1), Other (2), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	3	0	1.83
Radar (3), 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	12	10	11.19
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Sep-2024	Sep-2023	**3yr Avg
U.S. Commercial Vessels	1	1	0.72
Foreign Freight Vessels	0	1	0.19
Public Vessels	1	3	1.00
Commercial Fishing Vessels	0	2	0.78
Recreational Vessels	8	9	7.25
Pollution Discharge Sources (Facilities)	Sep-2024	Sep-2023	**3yr Avg
Regulated Waterfront Facilities	0	0	0.25
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.22
Other Land Sources	5	9	4.31
Mystery Spills - Unknown Sources	9	11	6.03
Number of Pollution Incidents (By Spill Size)	Sep-2024	Sep-2023	**3yr Avg
Spills < 10 gallons	14	13	10.72
Spills 10 - 100 gallons	1	3	1.83
Spills 100 - 1000 gallons	0	0	0.22
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	10	20	7.19
Total Pollution Incidents	25	36	19.97
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Sep-2024	Sep-2023	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	1.00	1.00	6.38
Estimated spill amount from Foreign Freight Vessels	0.00	1.00	0.42
Estimated spill amount from Public Vessels	1.00	45.10	17.89
Estimated spill amount from Commercial Fishing Vessels	0.00	1.00	2.63
Estimated spill amount from Recreational Vessels	17.00	56.50	30.20
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	2.00	14.20	44.95
Estimated spill amount from Unknown Sources (Mystery Sheens)	6.00	11.00	5.78
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	27.00	129.80	110.12
Penalty Actions	Sep-2024	Sep-2023	**3yr Avg
Civil Penalty Cases	1	0	0.06
Notice of Violations	0	0	0.11
Letters of Warning	5	3	3.78
Total Penalty Actions	6	3	3.94
* 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.			