

SIGNIFICANT PORT SAFETY AND SECURITY CASES (NOVEMBER 2024)	
MARINE CASUALTIES	
Loss of Propulsion (10NOV2024):	A U.S. flag passenger vessel experienced a loss of propulsion on their STBD engine due to loss of propeller while transiting to Richmond. The vessel returned to the pier and offloaded all passengers. Coast Guard issued the vessel an operational control (Code 60, Prior to Movement), with a one-time transit to Alameda for drydock. At drydock damage was found to have occurred to the strut, shaft, rudder, and cutless bearing. On 17NOV2024, Coast Guard attended vessel for sea trials, sea trials conducted satisfactorily. Operational Control Cleared. Case Closed.
Loss of Propulsion (14NOV2024):	A U.S. flag towing vessel experienced a loss of propulsion on the port engine while enroute to Anchorage 8 from LA/LB. Coast Guard issued the vessel an operational control (Code 701, Prior to Carraige of Cargo). Vessel reported loss of propulsion due to water in fuel filter. On 15NOV2024, class attended vessel for successful operational test Main Engines. Additionally, class observed fuel samples showing no sign of water-contaminated fuel. Operational Control Cleared. Case Pends.
Allision (16NOV2024):	A U.S. flag passenger vessel experienced an allision with the pier at USCG Sector San Francisco. Vessel sustained damage along the outward portion of the STBD catamaran hull. On 18NOV2024, vessel operator affected repairs without Coast Guard oversight. Vessel operator provided photographs of the repairs however assessment of full condition could not be completed without in-person attendance. Coast Guard issued the vessel an operational control (Code 701, Prior to Carraige of Passengers) pending marine inspector attendance. On 20NOV2024, the vessel was attended by marine inspector at Pier 50 in SF to assess damage and inspect repairs. Repairs consisting of internal and external clad welding appeared satisfactory. Operational Control Cleared. Case Closed.
Loss of Steering (22NOV2024):	A U.S. flag passenger vessel experienced a loss of steering; vessel operator reported issues with the STBD steering system while underway, with alternate jet propulsion available. Vessel returned to the pier. Coast Guard issued an operational control (Code 701, Prior to Carraige of Passengers). On 24NOV2024, vessel operator submitted tech report attesting to satisfactory repairs. Vessel conducted satisfactory sea trial. Operational Control Cleared. Case Pends.

VESSEL SAFETY CONDITIONS	
Operational Control (02NOV2024): A U.S. flag passenger vessel was issued an Operational Control (Code 70, Prior to Carriage of Passengers). While departing the pier, the vessel lost power from one of two generators, reducing propulsion to approximately 66% power. Vessel safely moored and was issued the operational control. On 03NOV2024, operator notified Coast Guard that the issue had been resolved. Identified a failure of two electrical relays that send the key switch signal to the control system. Both relays were replaced, and sea trials conducted. Coast Guard received satisfactory tech report. Operational Control Cleared. Case Closed.	
Operational Control (05NOV2024): A U.S. flag passenger vessel was issued an operational control (Code 701, Prior to Carriage of Passengers). Vessel operator unable to override shutdown and restart engines during test of pre-engineered firefighting system. On 18NOV2024, Coast Guard conducted follow-up inspection, and the vessel corrected all but one of previous outstanding deficiencies. Operational Control Cleared. Case Pends.	
Operational Control (05NOV2024): A U.S. flag passenger vessel was issued an Operational Control (Code 701, Prior to Carriage of Passengers). Vessel operator reported a small fracture found in void 3 of the vessel during routine inspections. Fracture is well above the waterline and just below the rub rail area. Operator to schedule drydock and submitted repair proposal to Coast Guard. Case Pends.	
Operational Control (10NOV2024): A U.S. flag passenger vessel was issued an Operational Control (Code 60 Prior to Movement). Vessel experienced a loss of propulsion on their STBD engine due to loss of propeller while transiting to Richmond. The vessel returned to the pier and offloaded all passengers. Coast Guard issued the operational control with a one-time transit to Alameda for drydock. At drydock damage was found to have occurred to the strut, shaft, rudder, and cutless bearing. On 17NOV2024, Coast Guard attended vessel for sea trials, sea trials conducted satisfactorily. Operational Control Cleared. Case Closed.	
Operational Control (11NOV2024): A foreign flag oil tanker was issued an Operational Control, (Code 17, Prior to Departure) due to an inoperable S-band radar. The vessel was issued the Operational Control instead of a Letter of Deviation (LOD) as the vessel did not properly and timely report the issue to the Coast Guard prior to entering a U.S. Port. Vessel submitted class and technician reports attesting to satisfactory repairs. Operational Control Cleared. Case Closed.	
Operational Control (14NOV2024): A U.S. flag passenger vessel was issued an Operational Control (Code 701, Prior to Carriage of Passengers). Coast Guard received notification from vessel operator of a 3-inch inboard fracture in the side shell of the starboard lazarette. Operator temporarily patched the crack and arranged dry dock for repairs. Satisfactory final weld inspection completed on 21NOV2024. Operational Control Cleared. Case Pends.	
Operational Control (14NOV2024): A U.S. flag towing vessel was issued an Operational Control (Code 701, Prior to Carriage of Cargo). Vessel experienced a loss of propulsion on the port engine while enroute to Anchorage 8 from LA/LB. Vessel reported loss of propulsion due to water in fuel filter. On 15NOV2024, class attended vessel for successful operational test Main Engines. Additionally, class observed fuel samples showing no sign of water-contaminated fuel. Operational Control Cleared. Case Pends.	
Operational Control (16NOV2024): A U.S. flag passenger vessel was issued an Operational Control (Code 701, Prior to Carriage of Passengers). Vessel reported their AIS unable to broadcast. Vessel operator contacted the Coast Guard to report inoperable AIS after unsuccessful testing. Vessel was issued an Operational Control. On 19NOV2024, vessel operator demonstrated satisfactory repair of AIS through check with VTS. Vessel identified internal GPS antenna as root cause and replaced antenna. Operational Control Cleared. Case Pends.	
Operational Control (16NOV2024): A U.S. flag passenger vessel was issued and Operational Control (Code 701, Prior to Carriage of Passengers). Vessel experienced an allision with the pier at USCG Sector San Francisco. Vessel sustained damage along the outward portion of the STBD catamaran hull. On 18NOV2024, vessel operator affected repairs without Coast Guard oversight. Vessel operator provided photographs of the repairs however assessment of full condition could not be completed without in-person attendance, and Coast Guard issued the operational control pending marine inspector attendance. On 20NOV2024, the vessel was attended by marine inspector at Pier 50 in SF to assess damage and inspect repairs. Repairs consisting of internal and external clad welding appeared satisfactory. Operational Control Cleared. Case Closed.	
Operational Control (19NOV2024): A U.S. flag passenger vessel was issued an Operational Control (Code 701, Prior to Carriage of Passengers). Vessel did not complete Annual Inspection within the required time period. Case pends.	
Operational Control (22NOV2024): A U.S. flag passenger was issued an Operational Control (Code 701, Prior to Carriage of Passengers), vessel reported issues with the STBD steering system while underway with alternate jet propulsion available. Vessel returned to pier. On 24NOV2024, vessel submitted tech report attesting to satisfactory repairs. Vessel conducted satisfactory sea trial. Operational Control Cleared. Case Pends.	
Operational Control (30NOV2024): A foreign flag oil/chemical tanker was issued an Operational Control (Code 17, Prior to Departure). Vessel crew reported to the Coast Guard that their rescue boat engine would not start. Vessel communicated plans to stay at anchorage until January 2025. Case pends.	

NAVIGATIONAL SAFETY	
Inoperable S-Band Radar (11NOV2024):	A foreign flag oil tanker did not properly or timely report an inoperable S-Band Radar to the Coast Guard prior to entering a U.S. Port. Vessel was issued an Operational Control. Vessel subsequently submitted class and technician reports attesting to satisfactory repairs. Operational Control Cleared. Case Closed.
Inoperable AIS (16NOV2024):	A U.S. flag passenger vessel reported their AIS unable to broadcast. Vessel operator contacted the Coast Guard to report inoperable AIS after unsuccessful testing. Vessel was issued an Operational Control. On 19NOV2024, vessel operator demonstrated satisfactory repair of AIS through check with VTS. Vessel identified internal GPS antenna as root cause and replaced antenna. Operational Control Cleared. Case Pends.
SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES	
Letter of Warning (01NOV2024):	A fishing vessel discharged approx. 1 gallon of diesel into Half Moon Bay. Incident Management Division received the report from the Pillar Point Harbormaster who identified the fishing vessel. IMD personnel determined that the vessel's bilge had been discharging diesel into the harbor. The Harbormaster and the vessel owner secured and cleaned the bilge. Vessel owner acknowledged responsibility for the sheen coming from their vessel. IMD personnel also observed residual sheen and recovered cans of diesel from the vessel's bilge. IMD issued a Notice of Federal Interest (NOFI) and Letter of Warning (LOW) to the responsible party, in person aboard the vessel. Case Pends.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
November 2024			
PORT SAFETY CATEGORIES*	Nov-2024	Nov-2023	**3yr Avg
<b>Total Number of Port State Control Detentions:</b>	0	0	0.03
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
<b>Total Number of COTP Orders:</b>	0	1	2.61
Navigation Safety (0), Port Safety & Security (0), ANOA (0)			
<b>Marine Casualties (reportable CG 2692) within SF Bay:</b>	5	7	6.72
Allision (1), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (1), Propulsion (2), Personnel (0), Other (1), Power (0)			
<b>Total Number of (routine) Navigation Safety issues/Letters of Deviation:</b>	1	3	1.86
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>	0	0	0.08
<b>Significant Waterway events/Navigation related Cases:</b>	0	0	0.00
<b>Total Port Safety (PS) Cases opened</b>	6	11	11.31
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Nov-2024	Nov-2023	**3yr Avg
U.S. Commercial Vessels	1	2	0.75
Foreign Freight Vessels	0	0	0.19
Public Vessels	0	0	0.94
Commercial Fishing Vessels	1	1	0.78
Recreational Vessels	10	4	7.28
Pollution Discharge Sources (Facilities)	Nov-2024	Nov-2023	**3yr Avg
Regulated Waterfront Facilities	0	0	0.25
Regulated Waterfront Facilities - Fuel Transfer	1	0	0.25
Other Land Sources	0	1	4.53
Mystery Spills - Unknown Sources	7	8	6.42
Number of Pollution Incidents (By Spill Size)	Nov-2024	Nov-2023	**3yr Avg
Spills < 10 gallons	10	10	11.11
Spills 10 - 100 gallons	2	0	1.78
Spills 100 - 1000 gallons	0	0	0.22
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	8	6	7.28
<b>Total Pollution Incidents</b>	20	16	20.39
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Nov-2024	Nov-2023	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	0.00	3.00	6.38
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.42
Estimated spill amount from Public Vessels	0.00	0.00	17.78
Estimated spill amount from Commercial Fishing Vessels	0.00	2.00	2.60
Estimated spill amount from Recreational Vessels	32.00	0.00	26.78
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	1.70
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	42.00	0.00	1.35
Estimated spill amount from Other Land Sources	0.00	0.00	44.53
Estimated spill amount from Unknown Sources (Mystery Sheens)	0.00	8.00	5.64
<b>Total Oil Discharge and/or Hazardous Materials Release (Gallons)</b>	74.00	13.00	107.18
Penalty Actions	Nov-2024	Nov-2023	**3yr Avg
Civil Penalty Cases	0	0	0.06
Notice of Violations	0	0	0.08
Letters of Warning	1	1	3.42
<b>Total Penalty Actions</b>	1	1	3.56
* 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.			