



## SIGNIFICANT MARINE OCCURRENCES

**16 Nov 2022 – 15 Jan 2023**

### MARINE OCCURRENCES

*(Events requiring Coast Guard intervention, i.e., VTS Measure, COTP Order, Op-control)*

**17DEC22:**

- A U.S. flagged containership had to shut down their main engine while enroute to berth in Puget Sound due to a damaged drain valve on the main engine cooling system, which could not be repaired while the engine was online. Vessel's master and pilot coordinated for the vessel to anchor at Elliot Bay West to effect repairs.
- Case currently under investigation.

**27-28DEC22:**

- A Bahamian flagged Ro-Ro dragged anchor in Port Angeles Harbor due to high winds. The master engaged the main engine to maintain position and VTC coordinated an assist tug with pilot onboard to aid in the anchor's reset. However, the vessel was unable to lift the anchor due to an inoperable windlass.
- COTP Order issued requiring vessel to obtain a tug of sufficient size to maintain positive control of the vessel while anchored until sustained winds dropped below 20kts. Windlass was repaired and the anchor was retrieved.

**25DEC22 – 02JAN23:**

- USCG Sector Puget Sound worked closely with Transport Canada and Vessel Traffic Centers for Victoria and Prince Rupert while addressing steering casualties for two foreign-flagged vessels (Bahamian Bulk Carrier and Liberian Containership) inbound to Canada.
- Both casualties occurred in Canadian waters and required numerous coordination calls and COTP orders to ensure safe transits through the Strait of Juan de Fuca to Victoria, BC to await repairs.

**14JAN23:**

- A U.S. flagged commercial fishing vessel sustained a loss of propulsion while departing Puget Sound due to a failed cylinder piston liner, which caused the engine to shut down. The vessel activated its VRP and hired commercial salvage to tow it back to port to effect repairs.
- Case currently under investigation.

### VESSEL SAFETY CONDITIONS

*(Serious safety conditions that resulted in a Port State or Flag State Detention)*

- Nothing Significant to Report

### WATERWAYS IMPACTS AND CLOSURES

**19DEC22:**

- Tug and barge allided with the Snohomish River Railroad Bridge, damaging the bridge's operating mechanism, which left the bridge in the open position. The two tugs were reported to be undamaged.
- BNSF was notified and repairs were made to bring the bridge back to full operation.
- Case currently under investigation.

**27DEC22:**

- Spokane Street Swing Bridge was closed to vehicular traffic for 2 weeks after experiencing a hydraulic cylinder failure following a power outage caused by December's ice storm.
- SDOT removed the damaged cylinder on 11 JAN 2023 and will complete installation of the new cylinder 14-15 FEB 2023.
- During the repair period, vessels will be able to pass through the west span of the bridge.

**5JAN23:**

- University Bridge was stuck in the closed position due to an electrical issue impacting marine traffic.
- An SDOT electrician troubleshot the issue, and the bridge was fully operational 4 hours later.

### INFORMATON & ANNOUNCEMENTS

- 2017 PAWSA Report released and posted to Sector Puget Sound Homeport, USCG NAVCEN, and PSHSC websites.

**For more information regarding occurrences, please email [EFOIA@uscg.mil](mailto:EFOIA@uscg.mil)**



## SIGNIFICANT MARINE OCCURRENCES 15 Sep - 15 Nov 2022

### MARINE OCCURRENCES

*(Near miss or Required CG intervention: VTS Measure, COTP Order, Op-control, or resulted in a reportable casualty)*

**01OCT22:** SPS received a report from a Pilot on board a Container Ship that the vessel had experienced a non-disabling leak in their 20in raw water intake valve. The vessel had left Tacoma and was located off of Alki Point at the time of the casualty. The pilot immediately commenced forward planning with VTS and was sent to anchor off of Rustin while awaiting availability to return to SSA Terminal to affect repairs. The vessel returned to SSA Terminal under their own power, moored safely, and affected proper repairs.

**01OCT22:** SPS received a report from VTS that a CFV experienced a casualty on their only working engine resulting in a complete loss of propulsion 5NM NW of Port Angeles. After approx. 5 minutes, the vessel was able to regain propulsion. Another CFV was able to provide immediate assistance and remain alongside the vessel for the duration of its transit to Lake Union Shipyard. There was no pollution or injuries associated with this incident. Command Center confirmed the vessel arrived at Lake Union Shipyard safely.

**03OCT22:** SPS received notification from MFPU that during a boarding of a CFV near Port Gamble, the boarding officer noted that the vessel had multiple safety violations and therefore recommended commercial termination. COTP authorized termination of the voyage. SPS issued a COTP Order for safety violations. This case is still under investigation.

**26OCT22:** SPS received notification from an Italian flagged Ro-Ro of a reduction in propulsion while transiting inbound in the Straits of Juan De Fuca. The reporting source stated they received an overheat alarm on the main engine which restricted their transit speed to 10 knots. The vessel continued to their original destination of Tacoma, WA where they moored safely. A COTP Order issued requiring tug(s) of sufficient size and horsepower to assist the vessel while transiting or maneuvering in U.S. waters, within the Sector Puget Sound Captain of the Port Zone as well as a Class report detailing the root cause of the failure and confirming repairs. A survey report was submitted attesting to satisfactory repairs and tests, including the replacement of 02 fuel injectors, and the COTP Order was thereby cancelled.

**07NOV22:** SPS received a report that a US Flagged Passenger Vessel had a loss of raw water pressure alarm for their port engine while unloading passengers at Seattle dock. The vessel returned to Bremerton with no passengers to troubleshoot issue. Vessel crew troubleshooted the alarm and determined that the raw water pump needed replacement. Repairs were made and the deficiency was cleared.

**08NOV22:** SPS was notified by VTS that a South Korean Flagged Ro-Ro had experienced an exhaust valve failure while departing Commencement Bay. The vessel had tugs alongside and had already re-anchored to affect repairs. Repairs were conducted and the vessel was allowed to depart the AOR.

**09NOV22:** SPS issued a COTP Order to a Bahamian Flag Container Ship as a result of a loss of propulsion. The Loss of Propulsion occurred due to a loosened governor linkage coupling, wherefore the main engine fuel pump index stayed at zero position. A technician made repairs and tested satisfactorily. Vessel's class attended vessel and submitted a Survey Report attesting to satisfactory repairs and tests, and the COTP Order was rescinded.

**09NOV22:** SPS received notification that a WSF had a leak on a saltwater cooling pipe. The vessel was taken out of service to affect repairs. Permanent repairs were made and confirmed by a CG Marine Inspector, and the vessel was cleared to return to service.

### VESSEL SAFETY CONDITIONS

*(Serious safety conditions that resulted in a Port State or Flag State Detention)*

NSTR

### VTS MEASURES

NSTR

### WATERWAYS IMPACTS AND CLOSURES

NSTR

### INFORMATION & ANNOUNCEMENTS

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