

## VII. HISTORY OF ACCIDENTS

**A. OVERVIEW:** This chapter includes a summary of accidents, near misses, and incidents reported to the Committee during the previous calendar year.

**B. SUMMARY:** The 30\* incidents in 2022 are 4 more than 2021 but there is no trend which would merit HSC action since the incidents were varied and break down as follows:

1. There were 19 issues with propulsion 2022, 2 more than 2021 and 12 more than 2020. The increase in 2021 and 2022 is attributed to the as many as 114 vessels of all types anchored or loitering (drifting) within 25-40 miles of the Ports of Los Angeles and Long Beach during the COVID-19 backup of container ships October 2020 - November 2022. 114 vessels anchored or loitering (drifting) during the backup is almost 100 more than the “normal” level of 17 ships anchored and 0 ships loitering (drifting) in 2018-2019 before the COVID-19 backup.
2. The remaining 11 incidents in 2022 were 1 communications incident, 1 search and rescue case, 2 anchor incidents, 1 pollution incident, and 8 “other” incidents.

<b>Incident Summary</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
<b>Propulsion</b> (lost, lost but regained, limited, loss of pilothouse control)	10	11	8	9	17	19
Electrical	0	0	1	0	0	0
Steering	0	1	1	0	1	0
<b>Subtotal Propulsion</b>	10	12	10	9	17	19
<b>Communications</b>						1
<b>Search and Rescue</b>						1
<b>Anchor</b>						2
<b>Pollution</b>						1
<b>Other</b>	7	6	1	3	8	8
<b>Total</b>	17	18	11	12	26	32*

Comments on 2022:

1. There were 30\* reportable incidents in 2022 but 32\* in the table because 2 incidents had 2 different types of issues at the same time:
  - a. A vessel drifting with a lost propulsion incident also did not answer radio hails and caused a communications incident.

- b. A vessel with a limited propulsion incident also had an inoperative ECDIS (Electronic Chart Display and Information System) incident.
- 2. The 19 Propulsion incidents in 2022 were broken down as follows:
  - a. 5 were lost propulsion that required outside assistance or tugs to resolve,
  - b. 10 were lost propulsion that resolved themselves or were repaired by the ship's crew,
  - c. 2 were limited propulsion but not loss of propulsion such as engine limited to dead slow, and
  - d. 2 were loss of pilot house control but the engine still operated properly from the engine room.
- 3. The 1 Communications incident was a vessel with no propulsion drifting in the fog in the Southern traffic lanes and not answering radio hails.
- 4. The 1 Search and Rescue case was a medical evacuation from a ship by helicopter.
- 5. The 2 Anchor incidents were 1 ship dragging anchor and repositioning, and 1 ship with a failed anchor windlass.
- 6. The 1 Pollution incident was a ship leaking firefighting foam.
- 7. The 8 "Other" incidents were:
  - a. 1 ship whose pilot ladder broke (but the pilot was able to hang on and did not go into the water),
  - b. 1 ship with inoperative ECDIS (Electronic Chart Display and Information system),
  - c. 2 ships with inoperative AIS (Automatic Identification System (AIS)),
  - d. 1 ship with inoperative radar,
  - e. 1 ship at the pier with an open microphone on channel 14,
  - f. 1 jumper on the Vincent Thomas Bridge, and
  - g. 1 ship that headed for the wrong anchorage and had to be corrected by the VTS.