

SIGNIFICANT PORT SAFETY AND SECURITY CASES (FEBRUARY 2025)	
MARINE CASUALTIES	
Loss of propulsion (03FEB25): A U.S. flagged ferry experienced a loss of propulsion on its port main engine while underway from Vallejo to San Francisco. The vessel was able to moor with the starboard main engine and the USCG granted a one-time transit to central bay facility in Alameda for repairs. An operational control, rectify prior to carriage of passengers (Code 701), was issued. The faulty oil pressure sensor that had caused the automatic engine shutdown was replaced and satisfactory sea trials were conducted. Operational control lifted. Case closed.	
Allision (06FEB25): A U.S. flagged ferry allided with a dead head while approaching Raccoon Strait in the San Francisco Bay. The vessel was pulled from the water after mooring in Larkspur, and damage to the starboard propeller was discovered. An operational control, rectify prior to carriage of passengers (Code 701), was issued and the vessel was granted a one-time transit from Larkspur to Alameda for repairs. USCG attended the vessel upon completion of propeller repairs. Operational control lifted. Case closed.	
Loss of propulsion (11FEB25): A U.S. flagged towing vessel experienced a reduction in propulsion when the port main engine failed to respond to helm commands while the vessel was towing an empty fuel barge near the Martinez Refinery. The vessel identified the cause of the casualty to be debris in the air line, which the vessel was able to clear. USCG granted one-time transit to Richmond for repairs. An operational control, rectify prior to carriage of cargo (Code 701), was issued. USCG received satisfactory report from the vessel's Third-Party Organization, operational control lifted. Case closed.	
Loss of propulsion (19FEB25): A U.S. flagged passenger vessel experienced a reduction in propulsion while transiting from San Francisco to Alameda with passengers on board. The vessel's starboard main engine lost thrust with no alarms present. The vessel moored in Alameda with the port main engine. An operational control, rectify prior to the carriage of passengers (Code 701), was issued. A faulty coupling that had caused the reduction in propulsion was replaced and satisfactory sea trials were conducted. Operational control lifted. Case closed.	
Loss of propulsion (21FEB25): A U.S. flagged fishing vessel experienced a loss of propulsion while operating in Bodega Bay. The vessel was towed in by USCG STA Bodega Bay, followed by a post-search and rescue boarding with deficiencies noted. USCG attended the vessel on 24FEB25 and 27FEB25 for dockside renewal exam. Case pends.	
VESSEL SAFETY CONDITIONS	
Vessel Detention (11FEB2025): A foreign flag tank vessel was inspected at Anchorage 9 and detained due to untreated water, leaking toilet, and multiple patches on inert gas lines. Deficiencies provided objective evidence of a serious failure of the implementation of ISM Code; Coast Guard required that the Administration or RO conduct a safety management audit. Class and Coast Guard witnessed fixed toilet and inert gas lines, clean water coming out of sinks, and proof of safety management audit and the detention was lifted. Case closed.	
NAVIGATIONAL SAFETY	
Letter of Deviation (LOD), Inoperable X-Band Radar (03FEB2025): A foreign flag vehicle carrier was issued an outbound LOD for their inoperable X-band radar. Repairs pending; required parts are not available in the U.S. Must be corrected before returning to U.S. after sailing foreign. Case pends.	
Letter of Deviation (LOD), Inoperable S-Band Radar, (17FEB2025): A foreign flag container ship was issued an inbound LOD for their inoperable S-band radar. Repairs were conducted and the equipment is working properly. Case closed.	
SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES	
Letter of Warning (06FEB25): USCG IMD received reports of a 30ft recreational vessel partially submerged in the Oakland-Alameda Estuary discharging gasoline and creating a sheen. IMD duty team contacted Reporting Parties, who verified that the vessel was discharging gasoline and sent photos of the sheen. The vessel's discharge potential was 150 gal. of gasoline. USCG IMD contacted the owner and issued a Notice of Federal Interest (NOFI), verbal Letter of Warning (LOW), and Notice of Federal Assumption (NOFA). The source of pollution secured with a deployment of containment hard boom and absorbent boom. IMD concluded that no further environmental threat exists. IMD pursued enforcement against vessel owner pursuant to 33 U.S.C. 1321(b)(3).	
Letter of Warning (19FEB25): USCG NRC report stated a mystery rainbow sheen discovered in the Sacramento Marina. CA Fish & Wildlife Warden identified suspected pollution source from a vessel in the marina. The vessel had oily bilge water diesel product and created a sheen when moving in the slip. The marina applied boom around the vessel to contain the rest of the sheen. USCG IMD later contacted the owner of the vessel. Source of pollution contained, and remaining product dissipated in the waterway. LOW pursued against vessel owner pursuant to the 33 U.S.C. 1321(b)(3).	

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
February 2025			
PORT SAFETY CATEGORIES*	Feb-2025	Feb-2024	**3yr Avg
Total Number of Port State Control Detentions:	1	0	0.03
SOLAS (0), STCW (0), MARPOL (0), ISM (1), ISPS (0)			
Total Number of COTP Orders:	1	0	2.36
Navigation Safety (1), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	7	5	6.75
Allision (1), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (4), Personnel (2), Other (0), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	2	1	1.69
Radar (2), 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	11	6	10.92
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Feb-2025	Feb-2024	**3yr Avg
U.S. Commercial Vessels	0	4	0.81
Foreign Freight Vessels	1	1	0.19
Public Vessels	2	0	0.94
Commercial Fishing Vessels	0	1	0.69
Recreational Vessels	4	12	7.42
Pollution Discharge Sources (Facilities)	Feb-2025	Feb-2024	**3yr Avg
Regulated Waterfront Facilities	0	0	0.31
Regulated Waterfront Facilities - Fuel Transfer	2	0	0.31
Other Land Sources	1	8	4.53
Mystery Spills - Unknown Sources	7	6	6.22
Number of Pollution Incidents (By Spill Size)	Feb-2025	Feb-2024	**3yr Avg
Spills < 10 gallons	9	10	11.17
Spills 10 - 100 gallons	2	3	1.75
Spills 100 - 1000 gallons	0	2	0.22
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	6	17	7.28
Total Pollution Incidents	17	32	20.42
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Feb-2025	Feb-2024	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	0.00	10.50	6.43
Estimated spill amount from Foreign Freight Vessels	25.00	0.00	0.89
Estimated spill amount from Public Vessels	26.00	0.00	16.86
Estimated spill amount from Commercial Fishing Vessels	0.00	0.00	2.54
Estimated spill amount from Recreational Vessels	2.00	0.00	24.87
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	1.90
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	1.35
Estimated spill amount from Other Land Sources	0.00	60.00	44.51
Estimated spill amount from Unknown Sources (Mystery Sheens)	3.00	6.00	5.28
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	56.00	76.50	104.62
Penalty Actions	Feb-2025	Feb-2024	**3yr Avg
Civil Penalty Cases	0	0	0.06
Notice of Violations	0	0	0.08
Letters of Warning	4	6	3.25
Total Penalty Actions	4	6	3.39
* NOTE: Values represent all cases within the HSC jurisdiction during the period. Significant cases are detailed in the narrative e.			
** NOTE: Values represent an average month over a 36 month period for the specified category of information.			