

SIGNIFICANT PORT SAFETY AND SECURITY CASES (May 2025)	
MARINE CASUALTIES	
Grounding (11MAY2025): A U.S. flagged small passenger vessel grounded, experiencing significant damage, after breaking free of its moorings during heavy wind. USCG inspectors attended the vessel and issued an operational control requiring a full damage survey at dry dock prior to further operation. Case pends.	
Grounding (15MAY2025): A U.S. flagged commercial fishing vessel grounded off Fort Ord Beach in Monterey County, CA. The vessel operator reported falling asleep at the operating station but was able to climb to shore after the vessel grounded. USCG Pollution responders attended the vessel. Case pends.	
Loss of propulsion (27MAY2025): A U.S. flagged articulated tug and barge (ATB) experienced a reduction in propulsion while transiting the Carquinez Strait in the vicinity of the Carquinez Bridge. The vessel's port main diesel engine unexpectedly shut down during the transit; however, the vessel was able to safely maneuver to anchorage and conduct troubleshooting using the starboard main engine alone. Case pends.	
Loss of propulsion (27MAY2025): A Marshall Islands flagged chemical tank vessel experienced a loss of propulsion while transiting inbound towards the Golden Gate Bridge. The pilot onboard noticed that the vessel's rpms were not responding and called for tug assistance before the vessel eventually lost rpms completely. The vessel regained some rpms and transited safely under the bridge and made it to anchorage assisted by a tug to conduct troubleshooting. Case pends.	
VESSEL SAFETY CONDITIONS	
Operational Control (27MAY25): A foreign flag tank vessel experienced a reduction of propulsion due to a malfunctioning fuel oil injector. USCG issued the vessel a COTP Order, which required the vessel to remain at anchorage. USCG received a satisfactory survey report on repairs from Class society and lifted COTP order. Case closed.	
Operational Control (29MAY25): A foreign flag tank vessel experienced another reduction of propulsion due to malfunctioning fuel oil injectors. USCG issued the vessel a COTP Order, which required the vessel to remain at anchorage with a minimum one tug on stand-by. COTP Zone with a minimum 2 tug assist. USCG received a satisfactory survey report on repairs from Class society and lifted COTP order. Case closed.	
NAVIGATIONAL SAFETY	
Letter of Deviation (LOD), Inop Port Anchor (13MAY25): A vehicle carrier was issued an inbound/outbound LOD for a missing Port Side anchor. Repairs are scheduled for the vessel's next foreign port call. Case closed.	
SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES	
On 15MAY2025, a F/V operator fell asleep which caused him to run aground, hitting his head on impact causing a laceration but did not lose consciousness. Sector San Francisco Command Center (SSF CC) contacted Monterey County Comms who dispatched North County Fire Department (North Co FD) to respond landside. The mariner jumped off the boat onto the beach and North Co FD was able to locate him. EMS evaluated him on scene and transported him to a local hospital. SSF CC contacted Incident Management Division (IMD), the duty investigating officer, and the commercial fishing vessel Examiner. With a potential of 800 gallons of diesel, the fund was opened and IMD hired a contractor (Parker). SCC SF verified in accordance with ACP VOL II that the incident is in the vicinity of sensitive site 3-340. IMD duty team issued a Notice of Federal Interest (NOFI) and Letter of Warning (LOW) to the responsible party. IMD pursued enforcement against the responsible party pursuant to 33 U.S.C. 1321(b)(3).	
On 24MAY2025, a pleasure craft discharged approximately less than 5 gallons of Diesel into the San Francisco Bay, creating a 300x50 yard sheen. The vessel discharged the diesel as a result of residual fuel being in the bilge water from a previous leak in the fuel tank that has since been repaired. OSPR was notified and went on scene to investigate. IMD duty team issued a Notice of Federal Interest (NOFI) and Letter of Warning (LOW) via mail. IMD concluded that no further environmental threat exists. IMD pursued enforcement against responsible party pursuant to 33 U.S.C 1321(b)(3).	
On 25MAY2025 a S/V, discharged approximately 5 gallons of Motor Oil into the Alameda Estuary, creating a sheen. Sector San Francisco Incident Management Division (IMD) received an NRC report of the incident. IMD duty team contacted the Responsible Party (RP), who confirmed that the vessel was insured and OSROs were contracted to deploy boom and recover oil. Alameda Fire Department arrived on-scene to cut mooring lines and deploy boom. IMD duty team arrived on-scene to monitor response operations. A verbal Notice of Federal Interest (NOFI) was issued to RP in person. OSROs deployed divers to assess all tanks and found all tanks empty. The sheen was created from a container of motor oil on deck at the time of vessel sinking. IMD concluded that no further environmental threat exists. IMD pursued enforcement against RP pursuant to 33 U.S.C. 1321(b)(3).	
On 29MAY2025, the regulated facility discharged approximately 1 gallon of hydraulic oil into the Oakland Inner Harbor, creating a sheen. Sector San Francisco Incident Management Division (IMD) received an NRC report of an individual working at the facility, who tripped on a barge while carrying a bucket of hydraulic oil, spilling it into the water. IMD duty team interviewed the reporting party, who confirmed the details of the NRC report. IMD issued a Notice of Federal Interest (NOFI) to the responsible party (RP) during the field visit and mailed the regulated facility a Letter of Warning (LOW). The source of the pollution was secured and the facility used sorbent material to clean the oil. IMD concluded that no further environmental threat exists. IMD pursued enforcement against RP pursuant to 33 U.S.C 1321(b)(3).	

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
May 2025			
PORT SAFETY CATEGORIES*	May-2025	May-2024	**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:	2	0	2.39
Navigation Safety (2), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	9	6	7.06
Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (2), Sinking (0)			
Steering (0), Propulsion (2), Personnel (1), Other (4), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	1	2	1.67
Radar (0), Gyro (0), Steering (0), Echo Sounder (0), AIS (0)			
ARPA (0), Speed Log (0), R.C. (0), Other (1)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	0	1	0.11
Significant Waterway events/Navigation related Cases:	0	0	0.00
Total Port Safety (PS) Cases opened	12	9	11.25
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	May-2025	May-2024	**3yr Avg
U.S. Commercial Vessels	2	2	0.86
Foreign Freight Vessels	0	0	0.19
Public Vessels	2	1	0.97
Commercial Fishing Vessels	2	0	0.81
Recreational Vessels	11	5	7.72
Pollution Discharge Sources (Facilities)	May-2025	May-2024	**3yr Avg
Regulated Waterfront Facilities	1	0	0.36
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.36
Other Land Sources	3	3	4.56
Mystery Spills - Unknown Sources	5	8	6.44
Number of Pollution Incidents (By Spill Size)	May-2025	May-2024	**3yr Avg
Spills < 10 gallons	15	8	11.44
Spills 10 - 100 gallons	5	0	1.78
Spills 100 - 1000 gallons	1	0	0.28
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	5	11	7.78
Total Pollution Incidents	26	19	21.28
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	May-2025	May-2024	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	0.00	1.00	5.60
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.89
Estimated spill amount from Public Vessels	115.00	0.00	19.92
Estimated spill amount from Commercial Fishing Vessels	800.00	1.00	24.82
Estimated spill amount from Recreational Vessels	67.00	1.50	31.20
Estimated spill amount from Regulated Waterfront Facilities	10.00	0.00	1.98
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	1.65
Estimated spill amount from Other Land Sources	81.00	5.50	45.17
Estimated spill amount from Unknown Sources (Mystery Sheens)	1.00	7.00	5.17
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	1074.00	16.00	136.40
Penalty Actions	May-2025	May-2024	**3yr Avg
Civil Penalty Cases	0	0	0.06
Notice of Violations	0	0	0.11
Letters of Warning	3	0	3.33
Total Penalty Actions	3	0	3.50
* 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.			