

SIGNIFICANT PORT SAFETY AND SECURITY CASES (September 2025)

MARINE CASUALTIES

Loss of Propulsion (08SEP25): A foreign flag tank vessel was unable to engage astern propulsion while transiting to Anchorage 9. USCG received a satisfactory report from Class attesting to repairs and inspectors attended the vessel to witness a satisfactory propulsion test. LOP was not attributed to fuel switching. Case closed.

Loss of Power (09SEP25): A U.S. flag research vessel experienced a loss of power while transiting in the vicinity of Moss Landing. While troubleshooting an issue with the fire pumps, a strainer was incorrectly isolated, allowing water to enter the vessel. In response, the crew closed the raw water intake, resulting in the servicing generators shutting down. Emergency generators kicked on restoring full power within five minutes. Case closed.

Loss of Power (20SEP25): A U.S. flag research vessel experienced a loss of power while transiting in the vicinity of Moss Landing. One of the vessel's generators unexpectedly shutdown. The backup generator failed to take the load, resulting in a loss of power. The vessel was authorized to transit to Moss Landing for troubleshooting and conducting repairs. Case pends.

VESSEL SAFETY CONDITIONS (CID)

Operational Control (23SEP2025): A foreign flag bulk carrier was issued a Captain of the Port Order after experiencing a loss of power. USCG received a Class satisfactory report attesting to repairs and the Captain of the Port Order was lifted. Case closed.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inop Starboard Anchor (06AUG25): A foreign flag container vessel was issued an outbound LOD for an inoperable starboard anchor. Case closed.

Letter of Deviation (LOD), Inop AIS, (17SEP25): A foreign flag container vessel was issued an inbound LOD and outbound LOD for an inoperable AIS. The vessel was unable to fix the issue while in the Sector San Francisco COTP Zone. Case Closed.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (16SEPT2025): A recreational vessel discharged approximately 10-40 gallons of diesel into the Santa Fe Channel. The reporting party stated that a tank overflowed when a switch was accidentally activated during maintenance work. The discharge was secured, and sorbent boom was deployed, however, the amount that entered the water was unrecoverable. IMD issued a Letter of Warning (LOW) and concluded that no further environmental threat exists. IMD pursued enforcement against the responsible party pursuant to 33 U.S.C. 1321(b)(3).

Letter of Warning (17SEPT2025): A recreational vessel discharged approximately 6oz of gasoline into the Sacramento River. The responsible party stated that an issue with the carburetor caused fuel to leak from the exhaust. The system was secured, and a boom was deployed around the vessel. The fuel in the water was unrecoverable and dissipated. IMD issued a Letter of Warning and concluded that no further environmental threat exists. IMD pursued actions against the responsible party pursuant to 33 U.S.C. 1321(b)(3).

Letter of Warning (24SEPT2025): A pleasure craft discharged an unknown quantity of diesel fuel and engine oil into Bodega Bay. The responsible party has not been unidentified, but a reporting source stated that the pleasure craft was in the process of being demolished along with other vessels. A preset boom was deployed. An investigation is still ongoing. IMD will issue a Letter of Warning (LOW) and pursue enforcement actions against the responsible party pursuant to 33 U.S.C. 1321(b)(3).

Letter of Warning (30SEPT2025): A sunken vessel discharged approximately 20 gallons of gasoline into the Sacramento River. The owner's insurance hired a salvage company to remove the vessel and remaining fuel. IMD issued a Letter of Warning (LOW) to the responsible party and concluded that no further environmental threat exists. IMD pursued actions against the responsible party pursuant to 33 U.S.C. 1321(b)(3).

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
September 2025			
PORT SAFETY CATEGORIES*	Sep-2025	Sep - 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:	1	2	1.72
Navigation Safety (1), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	3	8	6.56
Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (1), Personnel (0), Other (0), Power (2)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	2	0	1.58
Radar (0), Gyro (0), Steering (0), Echo Sounder (0), AIS (2)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	1	0	0.11
Significant Waterway events/Navigation related Cases:	0	0	0.00
Total Port Safety (PS) Cases opened	7	10	10.00
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Sep-2025	Sep - 2024	**3yr Avg
U.S. Commercial Vessels	0	1	0.83
Foreign Freight Vessels	0	0	0.22
Public Vessels	2	1	0.89
Commercial Fishing Vessels	0	0	0.75
Recreational Vessels	9	8	7.78
Pollution Discharge Sources (Facilities)	Sep-2025	Sep - 2024	**3yr Avg
Regulated Waterfront Facilities	0	1	0.25
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.33
Other Land Sources	4	5	4.17
Mystery Spills - Unknown Sources	8	9	6.33
Number of Pollution Incidents (By Spill Size)	Sep-2025	Sep - 2024	**3yr Avg
Spills < 10 gallons	10	14	10.39
Spills 10 - 100 gallons	2	1	1.69
Spills 100 - 1000 gallons	0	0	0.28
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	11	10	8.83
Total Pollution Incidents	23	25	21.19

Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Sep-2025	Sep-2024	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	0.00	1.00	5.35
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.83
Estimated spill amount from Public Vessels	0.06	1.00	19.89
Estimated spill amount from Commercial Fishing Vessels	0.00	0.00	23.79
Estimated spill amount from Recreational Vessels	25.00	17.00	32.56
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	1.70
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	1.63
Estimated spill amount from Other Land Sources	77.00	2.00	47.48
Estimated spill amount from Unknown Sources (Mystery Sheens)	6.00	6.00	5.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	108.06	27.00	138.24
Penalty Actions	Sep-2025	Sep-2024	**3yr Avg
Civil Penalty Cases	0	1	0.06
Notice of Violations	0	0	0.06
Letters of Warning	4	5	3.08
Total Penalty Actions	4	6	3.19
* 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.			