

## SIGNIFICANT PORT SAFETY AND SECURITY CASES

(October 2025)

### MARINE CASUALTIES

**Loss/Reduction of propulsion (14OCT25):** A foreign flag bulk freight vessel was transiting enroute to Stockton when it experienced a reduction in propulsion. The vessel anchored outside the main channel, then was later escorted to Anchorage 9 to conduct troubleshooting and repairs. Class reported satisfactory completion of repairs and attributed the cause to faulty fuel injectors. LOP was not attributed to fuel switching. Case pends.

**Loss of Power (16OCT25):** A U.S.-flagged vessel was disembarking passengers when the vessel suddenly lost power. The vessel had both main generators online at the time. The master switched to the auxiliary generator and battery power. The power loss was attributed to the failure of the house inverter module. USCG inspectors will attend the vessel to witness satisfactory completion of repairs and sea trials. Case pends.

### VESSEL SAFETY CONDITIONS (CID)

**Operational Control (14OCT25):** A foreign flag bulk carrier was issued a Captain of the Port Order after experiencing a reduction of propulsion. USCG received a Class report attesting to satisfactory repairs. Captain of the Port Order lifted. Case closed.

### NAVIGATIONAL SAFETY

**Letter of Deviation (LOD), Inop S-band Radar (03OCT25):** A foreign flag container vessel was issued an inbound LOD and outbound LOD for an inoperable S-Band Radar. The vessel was unable to fix the issue while in the Sector SF COTP Zone. Case Closed.

### SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

**Letter of Warning (01OCT25),** a marina discharged approximately 10 gallons of red dye diesel into the Suisun Slough. The responsible party stated that the marina's fueling system was having mechanical issues and the pipe underneath the dock was the source of the discharge. Boom was deployed to contain the discharge and the fueling system was shut off. The product in the water was cleaned with sorbent material. IMD issued a Letter of Warning (LOW) to the responsible party. IMD concluded that no further environmental threat exists. IMD pursued enforcement against the responsible party pursuant to 33 U.S.C. 1321(b)(3).

**Notice of Violation (08OCT25),** a recreational vessel discharged an unknown amount of diesel into Moss Landing Harbor. The responsible party was unresponsive and unable to take remedial action. IMD opened the Oil Spill Liability Trust Fund (OSLTF) to remove the oil product from the vessel. IMD issued a Letter of Warning and Notice of Violation (NOV) to the responsible party. IMD 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 (22OCT25),** a commercial vessel discharged approximately 1 gallon of lubrication oil in Alameda, CA. The responsible party stated that this discharge may be due to a broken seal on the vessel. Sorbent pads and boom were deployed to contain and clean the product. IMD issued a Letter of Warning (LOW). IMD 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 (23OCT25),** a recreational vessel discharged approximately 1 gallon of gasoline into the Oakland River. The responsible party was initially unidentified, prompting IMD to open the Oil Spill Liability Trust Fund (OSLTF) to remove the pollution threat from the vessel. Once the owner information was found, IMD issued a Letter of Warning (LOW) to the responsible party. IMD concluded that no further environmental threat exists. IMD pursued actions against the responsible party pursuant to U.S.C. 1321(b)(3).

**Letter of Warning (28OCT25),** a recreational vessel discharged approximately 1 gallon of diesel into the Sacramento River. The owner identified the source of the discharge as attributed to a faulty fuel intake and secured the source. The product in the water was unrecoverable. IMD issued a Letter of

**Warning (LOW) to the responsible party. IMD concluded that no further environmental threat exists. IMD pursued actions against the responsible party pursuant to U.S.C. 1321(b)(3).**

(15OCT25), a naval aircraft downed 5 NM SW of Big Sur with 700 gallons of jet fuel on board. The pilot had ejected from the aircraft prior to crashing into the Pacific Ocean. NOAA ran a trajectory that predicted the fuel dissipating within 12 hours. NAS Lemoore declined USCG SAR assistance and recovered the pilot from the water. Responses were halted and no enforcement actions were taken due to it being a military owned aircraft. The case remained outside of USCG jurisdiction.

**PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS**

**October 2025**

<b>PORT SAFETY CATEGORIES*</b>	<b>Oct-2025</b>	<b>Oct-2024</b>	<b>**3yr Avg</b>
<b>Total Number of Port State Control Detentions:</b> SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)	0	0	0.03
<b>Total Number of COTP Orders:</b> Navigation Safety (1), Port Safety & Security (0), ANOA (0)	1	2	1.75
<b>Marine Casualties (reportable CG 2692) within SF Bay:</b> Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0) Steering (0), Propulsion (1), Personnel (0), Other (1), Power (1)	3	8	6.64
<b>Total Number of (routine) Navigation Safety issues/Letters of Deviation:</b> Radar (1), Gyro (0), Steering (0), Echo Sounder (0), AIS (0) ARPA (0), Speed Log (0), R.C. (0), Other (0)	1	0	1.64
<b>Reported or Verified "Rule 9" or other Navigational Rule Violations:</b>	0	1	0.11
<b>Significant Waterway events/Navigation related Cases:</b>	0	0	0.00
<b>Total Port Safety (PS) Cases opened</b>	5	11	10.17

**MARINE POLLUTION RESPONSE**

<b>Pollution Discharge Sources (Vessels)</b>	<b>Oct-2025</b>	<b>Oct-2024</b>	<b>**3yr Avg</b>
U.S. Commercial Vessels	1	0	0.86
Foreign Freight Vessels	0	0	0.22
Public Vessels	0	0	0.89
Commercial Fishing Vessels	1	0	0.78
Recreational Vessels	10	8	8.06
<b>Pollution Discharge Sources (Facilities)</b>	<b>Oct-2025</b>	<b>Oct-2024</b>	<b>**3yr Avg</b>
Regulated Waterfront Facilities	0	0	0.25
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.33
Other Land Sources	6	9	4.33
Mystery Spills - Unknown Sources	2	12	6.39
<b>Number of Pollution Incidents (By Spill Size)</b>	<b>Oct-2025</b>	<b>Oct-2024</b>	<b>**3yr Avg</b>
Spills < 10 gallons	12	20	10.72
Spills 10 - 100 gallons	3	1	1.78
Spills 100 - 1000 gallons	1	0	0.31
Spills > 1000 gallons	0	0	0.00

Spills - Unknown Size	4	4	8.94
<b>Total Pollution Incidents</b>	<b>20</b>	<b>25</b>	<b>21.75</b>

Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Oct-2025	Oct-2024	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	1.00	0.00	5.38
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.83
Estimated spill amount from Public Vessels	0.00	0.00	19.89
Estimated spill amount from Commercial Fishing Vessels	1.00	0.00	23.82
Estimated spill amount from Recreational Vessels	51.00	15.00	33.98
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	752.00	0.00	68.37
Estimated spill amount from Unknown Sources (Mystery Sheens)	2.00	0.00	5.06
<b>Total Oil Discharge and/or Hazardous Materials Release (Gallons)</b>	<b>807.00</b>	<b>15.00</b>	<b>160.66</b>
Penalty Actions	Oct-2025	Oct-2024	**3yr Avg
Civil Penalty Cases	0	0	0.06
Notice of Violations	1	0	0.08
Letters of Warning	6	1	3.25
<b>Total Penalty Actions</b>	<b>7</b>	<b>1</b>	<b>3.39</b>

\* 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.