

**SIGNIFICANT PORT SAFETY AND SECURITY CASES
(December 2025)**

MARINE CASUALTIES

Loss of Propulsion (05DEC2025): A foreign flagged tank vessel experienced a reduction of propulsion while underway in San Pablo Bay, CA. The pilot reported the vessel could not achieve full-ahead propulsion. Investigation by ship's crew determined the casualty was the material failure of the main engine exhaust valves units 2 and 3. LOP was not attributed to fuel switching. Case pends.

Loss of Steering (07DEC2025): A U.S. flagged small passenger vessel experienced a loss of steering while underway in San Francisco Bay, CA. Upon inspection from ship's crew, identified the cause of the casualty as attributed to the material failure of the electrical connection within steering pump #2's valve junction box. Case pends.

Loss of Propulsion (10DEC2025): A U.S. flagged small passenger vessel experienced a loss of propulsion while attempting to moor at Pier 56 in San Francisco, CA. The incident occurred while the vessel was underway conducting drills with no passengers onboard. The findings of the casualty were the failure of the vessel's raw water-cooling system. The system inadvertently suffered air intrusion into the system due to either propeller cavitation or excessive vessel rolling. LOP was not attributed to fuel switching. Case pends.

Loss of Steering (17DEC2025): A U.S. flagged towing vessel experienced a loss of steering while transiting in the vicinity of the Oakland Estuary near Oakland, CA. The vessel's port rudder became unresponsive, and the vessel was able to safely moor in Alameda, CA. Diver's and mechanics were called to investigate the loss of steering. Case pends.

Loss of Propulsion (17DEC2025): A foreign flagged tank vessel experienced a reduction in propulsion while transiting inbound through the San Francisco Bay enroute to Martinez, CA. The pilot stated the vessel could not produce the appropriate RPM's. LOP was not attributed to fuel switching. Case pends.

VESSEL SAFETY CONDITIONS (CID)

Operational Control (03DEC2025): A foreign flagged chemical tanker vessel was issued a COTP Order Amendment. The vessel experienced a previous reduction of propulsion and was issued a COTP order. After reporting satisfactory repairs, the vessel continued to make less speed than the ordered RPM rated. The vessel reported a possible cause as being marine growth on the hull. The amended COTP Order allowed the vessel to depart the Captain of the Port zone with a tug escort. Case closed.

Operational Control (05DEC2025): A foreign flag chemical tanker was issued a COTP Order after the vessel experienced a reduction of propulsion. USCG received a Class report attesting to satisfactory repair and the COTP Order was lifted. Case closed.

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NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inop Depth Sounder (15DEC2025): A foreign flag tank vessel was issued an outbound LOD for an inoperable Depth Sounder. Case Closed.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (22DEC2025): A regulated waterfront Facility was reported to have discharged approximately 5-10 gallons of an unknown oil-product into the Richmond Channel. The discharge was due to heavy rains causing their Tank Farm to overflow. The discharge occurred within a containment area that had already deployed boom. The party responsible stated that two OSROs were hired to skim the material from the water. IMD issued a Letter of Warning (LOW) and concluded that no further environmental threat existed. IMD pursued enforcement against the responsible party pursuant to 33 USC 1321(b)(3).

Letter of Warning (23DEC2025): A regulated mobile facility was reported to have discharged approximately 100 gallons of red-dye diesel with 5 gallons of red-dye diesel making it into the Santa Cruz Harbor, creating a sheen. This incident occurred during a fuel transfer and operator error resulted in a tank to be overfilled. The discharge had been contained by boom and other remedial actions were taken by the party responsible for removing a majority of the product from the water. IMD issued a Notice of Federal Interest (NOFI), a Letter of Warning (LOW), and concluded that no further environmental threat existed. IMD pursued enforcement action against the responsible party pursuant to 33 USC 1321(b)(3).

Letter of Warning (25DEC2025): A fishing vessel was reported to have sunk and discharged less than 1 gallon of oil into San Francisco Bay. The report stated that the vessel's tanks had been removed but an older photo of the vessel revealed two 55-gallon mystery drums to be on board. IMD federalized the case to remove any product from the vessel, however, the mystery drums were never found, and it was determined that the sheen was from residual hydraulic oil in the vessel. Sorbent boom was deployed to contain and remove any residual oil in the water. IMD issued a Letter of Warning (LOW) to the owner and concluded that no further environmental threat existed. IMD pursued enforcement against the responsible party pursuant to 33 USC 1321(b)(3).

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

December 2025

PORT SAFETY CATEGORIES*	Dec-2025	Dec-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	2	1.81
Navigation Safety (2), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	7	8	6.94
Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (2), Propulsion (3), Personnel (2), Other (0), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	1	0	1.56
Radar (0), Gyro (0), Steering (0), Echo Sounder (1), AIS (0)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	0	0	0.11
Significant Waterway events/Navigation related Cases:	0	0	0.00
Total Port Safety (PS) Cases opened	10	10	10.44
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Dec-2025	Dec-2024	**3yr Avg
U.S. Commercial Vessels	0	0	0.86
Foreign Freight Vessels	0	0	0.22
Public Vessels	0	1	0.97
Commercial Fishing Vessels	3	0	0.89
Recreational Vessels	6	11	7.97
Pollution Discharge Sources (Facilities)	Dec-2025	Dec-2024	**3yr Avg
Regulated Waterfront Facilities	1	0	0.28
Regulated Waterfront Facilities - Fuel Transfer	1	0	0.36
Other Land Sources	5	0	4.28
Mystery Spills - Unknown Sources	5	1	6.14
Number of Pollution Incidents (By Spill Size)	Dec-2025	Dec-2024	**3yr Avg
Spills < 10 gallons	17	7	11.14
Spills 10 - 100 gallons	1	0	1.83
Spills 100 - 1000 gallons	0	0	0.31
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	3	6	8.53
Total Pollution Incidents	21	13	21.81
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Dec-2025	Dec-2024	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	0.00	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	2.00	19.98
Estimated spill amount from Commercial Fishing Vessels	2.00	0.00	24.13
Estimated spill amount from Recreational Vessels	1.00	16.00	32.70
Estimated spill amount from Regulated Waterfront Facilities	5.00	0.00	1.84

Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	5.00	0.00	1.76
Estimated spill amount from Other Land Sources	65.70	0.00	70.51
Estimated spill amount from Unknown Sources (Mystery Sheens)	2.00	0.00	4.64
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	80.70	18.00	161.76
Penalty Actions	Dec-2025	Dec-2024	**3yr Avg
Civil Penalty Cases	0	0	0.06
Notice of Violations	0	0	0.08
Letters of Warning	3	3	3.14
Total Penalty Actions	3	3	3.28
* 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.			