

SIGNIFICANT PORT SAFETY AND SECURITY CASES (January 2026)

MARINE CASUALTIES

Equipment Failure (04JAN26): A U.S. flag passenger vessel experienced failure of the hydraulic steering system while moored at Larkspur, CA. During machinery start-up, the crew observed a sheen coming from the starboard inboard jet drive steering hose. Approximately 01 gallon of hydraulic oil was discharged into the water. The leak was secured and the vessel has been removed from service. Case pends.

Loss of Propulsion (15JAN2026): A U.S. flag commercial fishing vessel experienced a loss of propulsion while underway 10NM west of Ocean Beach, CA. The vessel's fuel system was found to be heavily clogged with microalgae throughout pipes and filters. The obstruction produced low fuel pressure which caused the main engine to shut down and subsequently the loss of propulsion. USCG arrived on scene and towed the vessel back to the Port of San Francisco, CA. LOP was attributed to the poor quality of the onboard fuel system. Case closed.

Loss of Propulsion (18JAN2026): A U.S. flag commercial fishing vessel experienced a loss of propulsion while underway in Drakes Bay, CA. A loss of propulsion occurred because the bolts connecting the transmission and main engine sheared, leading to their separation. USCG arrived on scene and towed the vessel back to the port of San Francisco, CA. LOP was not attributed to fuel switching. Case closed.

Loss of Propulsion (22JAN2026): A U.S. flag commercial fishing vessel experienced a loss of propulsion while underway 6NM west of Montara, CA. The vessel lost propulsion when a crab pot line fouled the propeller and shaft. USCG arrived on scene and towed the vessel to Half Moon Bay, CA. LOP was not attributed to fuel switching. Case pends.

Reduction of Propulsion (28JAN2026): A U.S. flag passenger vessel experienced a reduction of propulsion while getting underway from Larkspur, CA. The vessel was departing from the terminal when the port engine failed to respond. The vessel was able to safely re-moor to using the starboard engine. Case pends.

Reduction of Propulsion (30JAN2026): A U.S. flag passenger vessel experienced a reduction of propulsion while getting underway from Emeryville, CA. The vessel was departing from the Emeryville terminal and experienced a shutdown of the starboard engine. The vessel was able to safely moor to the terminal using the port engine. Case pends.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inop X-Band Radar (07JAN2026): A foreign flag tank vessel issued an inbound LOD for an inoperable X-band radar. USCG received a Class report attesting to satisfactory repair. LOD lifted. Case Closed.

Letter of Deviation (LOD), Inop S-Band Radar (08JAN2026): A foreign flag tank vessel had been issued an outbound LOD for an inoperable S-band radar. Case Closed.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (16JAN2026): A vessel discharged an unknown amount of oily-water mixture into the Sacramento Marina. The owner reported the incident upon discovering a sheen emanating from the bilge. The marina took remedial actions and deployed boom while the owner removed the vessel from the water. The IMD duty team issued a Notice of Federal Interest (NOFI) and a Letter of Warning (LOW) to the owner of the vessel. IMD concluded that no further environmental threat exists. IMD pursued enforcement against the responsible party pursuant to 33 USC 1321(b)(3).

Letter of Warning (17JAN2026): A sunken vessel with a max tank capacity of 250 gallons was reported to have been discharging diesel into Suisun Slough. The cause of the vessel sinking remains unknown and the owner was physically unable to take remedial actions. Approximately 10-15 gallons of diesel were emitted into the water from the vessel. IMD federalized the case to remove the pollution onboard and issued a Notice of Federal Interest (NOFI) and Letter of Warning (LOW) to the owner. IMD concluded that no further environmental threat existed. IMD pursued enforcement action against the responsible party pursuant to 33 USC 1321 (b)(3).

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

January 2026

PORT SAFETY CATEGORIES*	Jan-2026	Jan-2025	**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:	0	2	1.81
Navigation Safety (0), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	6	8	7.08
Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (5), Personnel (0), Other (1), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	2	0	1.53
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	0.11
Significant Waterway events/Navigation related Cases:	0	0	0.00
Total Port Safety (PS) Cases opened	9	10	10.56

MARINE POLLUTION RESPONSE

Pollution Discharge Sources (Vessels)	Jan-2026	Jan-2025	**3yr Avg
U.S. Commercial Vessels	2	2	0.92
Foreign Freight Vessels	1	0	0.25
Public Vessels	1	1	1.00
Commercial Fishing Vessels	3	0	0.89
Recreational Vessels	7	6	7.58
Pollution Discharge Sources (Facilities)	Jan-2026	Jan-2025	**3yr Avg
Regulated Waterfront Facilities	0	2	0.25
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.36
Other Land Sources	3	0	4.06
Mystery Spills - Unknown Sources	8	1	6.06
Number of Pollution Incidents (By Spill Size)	Jan-2026	Jan-2025	**3yr Avg
Spills < 10 gallons	12	9	11.14
Spills 10 - 100 gallons	2	0	1.78
Spills 100 - 1000 gallons	1	0	0.33
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	10	3	8.03
Total Pollution Incidents	25	12	21.28

Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Jan-2026	Jan-2025	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	0.90	2.00	5.40
Estimated spill amount from Foreign Freight Vessels	1.00	0.00	0.86
Estimated spill amount from Public Vessels	0.04	1.00	19.98
Estimated spill amount from Commercial Fishing Vessels	0.00	2.00	24.13
Estimated spill amount from Recreational Vessels	16.00	0.00	32.78
Estimated spill amount from Regulated Waterfront Facilities	0.00	7.00	0.62
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	1.76
Estimated spill amount from Other Land Sources	122.00	0.00	69.28
Estimated spill amount from Unknown Sources (Mystery Sheens)	17.00	0.00	4.81
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	156.94	12.00	159.62
Penalty Actions	Jan-2026	Jan-2025	**3yr Avg
Civil Penalty Cases	0	0	0.06
Notice of Violations	0	0	0.08
Letters of Warning	3	4	2.94
Total Penalty Actions	3	4	3.08
* 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.			