

SIGNIFICANT PORT SAFETY AND SECURITY CASES (April 2026)

MARINE CASUALTIES

Crew Member Injury (05APR26): A foreign flagged cruise ship experienced a crewmember injury while on an inbound transit to San Francisco, CA. The injured crewmember slipped and fell on a wet deck, resulting in an injury. The crewmember was scheduled to return to their home country for further care. Case closed.

Loss of Propulsion (10APR26): A U.S. flagged articulated tug & barge experienced a loss of propulsion while underway off the coast of Washington State during a transit to San Francisco, CA. A faulty fuel pump caused a failure of the ship's starboard service generator resulting in a loss of propulsion. The vessel continued course and had parts ordered to effect repairs after arrival to port in San Francisco, CA. Case pends.

Crew Member Injury (11APR26): A U.S. flagged towing vessel experienced a crew member injury while moored. The crew member suffered a hand injury while attempting to put the gangway in place and was transported for care. Case pends.

Equipment Failure (19APR26): A U.S. flagged small passenger vessel experienced an equipment failure while getting underway from the pier. The vessel was unable to shift from astern to ahead propulsion, so the Master continued to astern maneuver into an empty berth, re-moored, and disembarked the passengers. USCG reviewed a report on repairs and witnessed satisfactory operation of the vessel. Case pends.

Loss of Propulsion (23APR26): A foreign flagged container vessel experienced a loss of propulsion while underway 08 nautical miles west of Half Moon Bay, CA enroute to San Francisco, CA. The crew discovered a faulty fuel pressure valve which rendered the vessel unable to maintain RPM. The vessel is currently in Anchorage 9 while troubleshooting the issue. Case pends.

Flooding (23APR26): A U.S. flagged passenger vessel experienced flooding while moored to the pier. The crew found excessive water in the port engine room bilge and located the source of water as a pinhole sized leak on the port shaft flange. A diver applied soft patches to the hull exterior blocking additional water ingress and epoxy was applied to the flange. The vessel has been removed from service and additional roving watches have been introduced until permanent repairs have been made. Case pends.

Loss of Steering (25APR26): A U.S. flagged fishing vessel experienced a loss of steering while underway approximately 04 nautical miles off Ocean Beach in San Francisco, CA. The vessel was towed by USCG to the Port of San Francisco. While in port the crew discovered a broken weld at a u-joint that connected the shaft and rudder. Case pends.

Flooding (25APR26): A U.S. flagged fishing vessel experienced flooding while underway approximately 14 nautical miles off Daly City, CA. The vessel was safely towed by USCG to Port of San Francisco. Case pends.

Crew Member Injury (27APR26): A U.S. flagged passenger vessel experienced a crew member injury while mooring. A crew member rolled an ankle while stepping off the vessel causing significant injury and was transported for care. Case pends.

Loss of Propulsion (29APR26): A foreign flagged bulk freight vessel experienced a loss of propulsion while transiting inbound through the San Bruno Channel to Redwood City, CA. The pilot reported no response to full ahead position and a delayed response to astern propulsion. Case pends.

VESSEL SAFETY CONDITIONS

Operational Control (23APR26): A foreign flag container vessel was issued a Captain of the Port Order for a Loss of Propulsion. A satisfactory class report was received, and the Captain of the Port Order was lifted. Case closed.

Operational Control (29APR26): A foreign flag bulk carrier was issued a Captain of the Port Order for a Reduction of Propulsion. A satisfactory class report was received, and the Captain of the Port Order was lifted. Case closed.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inop S-Band Radar (18APR2026): A foreign flagged tank vessel had been issued an inbound LOD for an inop S-band radar. Repairs were conducted and the equipment is working properly. Case closed.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (02APR26): A recreational vessel was reported to have discharged approximately 1 gallon of diesel fuel into a marina in Brisbane, CA. The vessel's owner arrived at the scene and notified USCG to confirm the report and offered knowledge that a fuel filter had leaked fuel into the bilge and was then discharged into the water when the bilge pump activated. USCG issued a Notice of Federal Interest (NOFI) and a Letter of Warning (LOW) to the owner of the vessel. USCG concluded that no further environmental threat exists. USCG pursued enforcement against the responsible party pursuant to 33 USC 1321(b)(3).

Letter of Warning (08APR2026): A derelict vessel was reported to be discharging an unknown quantity of oil product into the San Francisco Bay, creating a sheen. The vessel had no identifying marks and the party responsible could not be initially identified. The case was federalized and an OSRO was hired to conduct a pollution assessment and deploy boom to contain and clean up the discharge. Upon further investigation, an earlier that involved this vessel was found, and it included the owner's name and information. USCG issued a Notice of Federal Interest (NOFI) and Letter of Warning (LOW) to the owner of the vessel. USCG concluded that no further environmental threat exists. USCG pursued enforcement against the responsible party pursuant to 33 USC 1321(b)(3).

Letter of Warning (22APR2026): A US flagged container vessel was reported to have discharged approximately 40 liters of an unknown substance onto its deck with approximately 10 liters entering the water in Oakland Harbor, creating a sheen. The initial report stated that the discharge was believed to be due to heavy rains causing a leak in one of the containers that was believed to be empty. Upon further investigation with the captain and crew of the vessel, the leaking container was found to be holding undisclosed inoperable vehicles, and the leaking substance was determined to be oil. The product on the ship's deck was cleaned in accordance with the vessel's SOPEP, though the quantity in the water was found to be unrecoverable. USCG issued a Notice of Federal Interest (NOFI) and a Letter of Warning (LOW) to the captain of the vessel. USCG concluded that no further environmental threat exists. USCG pursued enforcement against the responsible party pursuant to 33 USC 1321(b)(3).

Letter of Warning (30APR2026): A fishing vessel was reported to have discharged approximately 1 gallon of oily bilge water into Bodega Bay, creating a sheen. The marina the vessel was moored in reported that the vessel had been secured, boom deployed and clean up actions were underway. USCG issued a Notice of Federal Interest (NOFI) and a Letter of Warning (LOW) to the owner. USCG concluded that no further environmental threat exists. USCG pursued enforcement against the owner pursuant to 33 USC 1321(b)(3).

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

April 2026

PORT SAFETY CATEGORIES*	Apr-2026	Apr-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:	2	2	1.75
Navigation Safety (2), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	6	8	7.53
Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (1), Propulsion (3), Personnel (0), Other (2), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	1	0	1.42
Radar (1), 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	10.83
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Apr-2026	Apr-2025	**3yr Avg
U.S. Commercial Vessels	3	1	0.92
Foreign Freight Vessels	0	0	0.25
Public Vessels	5	1	1.28
Commercial Fishing Vessels	1	1	0.89
Recreational Vessels	8	4	7.47
Pollution Discharge Sources (Facilities)	Apr-2026	Apr-2025	**3yr Avg
Regulated Waterfront Facilities	1	2	0.28
Regulated Waterfront Facilities - Fuel Transfer	0	2	0.36
Other Land Sources	0	2	3.72
Mystery Spills - Unknown Sources	6	8	6.11
Number of Pollution Incidents (By Spill Size)	Apr-2026	Apr-2025	**3yr Avg
Spills < 10 gallons	14	4	11.50
Spills 10 - 100 gallons	2	0	1.53
Spills 100 - 1000 gallons	0	0	0.28
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	8	17	7.81
Total Pollution Incidents	24	21	21.11
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Apr-2026	Apr-2025	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	11.00	0.00	4.84
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.86
Estimated spill amount from Public Vessels	59.00	1.00	21.62
Estimated spill amount from Commercial Fishing Vessels	1.00	0.00	23.24

Estimated spill amount from Recreational Vessels	16.00	200.00	29.34
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	0.64
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	1.76
Estimated spill amount from Other Land Sources	0.00	0.00	59.42
Estimated spill amount from Unknown Sources (Mystery Sheens)	9.00	12.00	4.89
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	96.00	213.00	146.62
Penalty Actions	Apr-2026	Apr-2025	**3yr Avg
Civil Penalty Cases	0	0	0.06
Notice of Violations	0	1	0.08
Letters of Warning	4	2	3.00
Total Penalty Actions	4	3	3.14
* 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.			