

SIGNIFICANT PORT SAFETY AND SECURITY CASES (February 2026)

MARINE CASUALTIES

Equipment Failure (01FEB26): A U.S. flag passenger vessel experienced an equipment failure while mooring in San Francisco, CA. The vessel's port main diesel engine failed to respond to helm commands as the master of the vessel was maneuvering alongside the pier. Engineers investigated and found the reduction gear box was low on fluid with no indication of leakage in bilge, cooler, or overboard. The gear on the clutch was worn down, unit to be replaced. Case pends.

Equipment Failure (01FEB26): A foreign flagged container vessel experienced an equipment failure while transiting outbound from the San Francisco Bay area. The vessel experienced a failure of the main engine telegraph response when shifting command from Half Ahead to Full Ahead. Complete inspection and resets of the Diesel Maneuvering System (DMS) were completed with no issues found and could not replicate alarms. Class attended the vessel and witnessed satisfactory operation of the DMS. Case closed.

Capsize (07FEB26): Sixteen ft recreational vessel was underway in Santa Cruz, CA with a family of six onboard when the vessel was hit by a large wave and capsized with all six personnel entering the water. Nearby surfers swam over to assist the family out of the water and were able to safely transport everyone to shore. Case pends.

Loss of Propulsion (10FEB26): A U.S. flag tug experienced a loss of propulsion while transiting from Anchorage 8 to Martinez, CA. While transiting the San Francisco Bay, the port main engine RPM's slowed and master intentionally shutdown engine to troubleshoot. Case pends.

Loss of Propulsion (10FEB26): A U.S. flag container vessel experienced a loss of propulsion while underway 174 nautical miles west from San Francisco Bay enroute to Oakland, CA. The crew had been conducting their pre-arrival checklist when their astern propulsion showed no response. During troubleshooting, the start air system was determined to be involved in the vessel's loss of propulsion control. New gaskets were renewed on the start air pilot valve and the spare turning gear block valve. Class attended the vessel and witnessed satisfactory operation of the start air system. Case pends.

Loss of Propulsion (14FEB26): A U.S. flag commercial fishing vessel experienced a loss of propulsion while underway offshore of Point Reyes, CA. Loss of propulsion occurred due to having a line from a crab pot becoming entangled in their propeller. Case pends.

Equipment Failure (17FEB26): A U.S. flag passenger vessel experienced an equipment failure that caused an intentional shutdown while moored in Sausalito, CA. During morning checks, a fuel leak was discovered from the port engine due to two internal fuel injectors O-ring failures. O-rings were replaced and tested satisfactory. Coast Guard witnessed satisfactory operation of the fuel system. Equipment failure was attributed to the fuel leak. Case pends.

Equipment Failure (18FEB26): A U.S. flag container vessel experienced an equipment failure while getting underway from the Port of Oakland. The main engine stopped unexpectedly while turning dead slow ahead. Investigation concluded that the fuel oil return backpressure valve and the control air valves were malfunctioning causing a restriction in fuel to the engine. All associated valves were renewed. Class attended the vessel and witnessed satisfactory operation of the start air and fuel system tests. Equipment failure was attributed to the start air leak causing the fuel restriction. Case pends.

Loss of Propulsion (20FEB26): A U.S. flag bulk freight vessel experienced a loss of propulsion while underway 80 NM south of the San Francisco Bay Sea Buoy enroute to Port of Oakland, CA. A report of loss of propulsion due to a fuel leak caused by a sheared tubing. A sheared off fuel return line was replaced. Class attended the vessel and witnessed satisfactory operation of the fuel system. LOP was attributed to fuel leak. Case pends.

Loss of Propulsion (22FEB26): A U.S. flag container vessel experienced a loss of propulsion while underway offshore of Portland, OR enroute to Oakland, CA. Vessel experienced pitching in heavy weather and suffered a momentary loss of propulsion due to an overspeed of the main engine. Main engine was restarted after completion of safety inspections of the main engine and auxiliary machinery. LOP was attributed to heavy weather environment. Case pends.

Injury (27FEB26): A U.S. flag tank vessel crewmember experienced an injury while transiting within the San Francisco Bay, CA. While crewmember was using an electrical saw-zaw onboard conducting work, an injury occurred causing a laceration to their forearm. Crewmember was taken to a nearby urgent care facility for stitches. Case pends.

Collision (28FEB26): A U.S. flag commercial fishing vessel collided with a recreational sailboat while underway in Half Moon Bay, CA. CFV was inbound towards Pillar Point around midnight when a sailboat on autopilot, reported to have no navigation lights, crossed paths with CFV. CFV hit port side of sailboat causing fiberglass hull damage and ingress of water. Crew from CFV assisted single mariner on sailboat until STA GG arrived on scene to tow vessel into safe harbor. Case pends.

VESSEL SAFETY CONDITIONS

Operational Control (07FEB26): A foreign flag container vessel was issued a Captain of the Port Order for a main engine failure. Coast Guard received a Class report attesting to satisfactory repair. COTP Order lifted. Case closed.

Operational Control (10FEB26): A U.S. flag container vessel was issued a Captain of the Port Order for a loss of astern propulsion. Coast Guard received a Class report attesting to satisfactory repair. COTP Order lifted. Case closed.

Operational Control (10FEB26): A U.S. flag container vessel was issued a Captain of the Port Order for a loss of astern propulsion. Coast Guard received a Class report attesting to satisfactory repair. COTP Order lifted. Case closed.

Operational Control, (20FEB26): A U.S. flag container vessel was issued a Captain of the Port Order for a loss of propulsion. Coast Guard received a Class report attesting to satisfactory repair. COTP Order lifted. Case closed.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inop AIS (11FEB2026): A foreign flag chemical tanker was issued an inbound LOD for an inoperable AIS. Coast Guard received a Class report attesting to satisfactory repair. LOD lifted. Case Closed.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (10FEB2026): A fishing vessel was reported to have discharged approximately 2 mL of hydraulic oil into the Pacific Ocean due to equipment failure. The suspected responsible party was contacted but stated that no sheen was observed in the water, only on the vessel's deck. The suspected responsible party provided IMD the vessel owner's information, however, the owner was unresponsive. The IMD duty team found no evidence of discharge coming from the fishing vessel but 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).

Pollution Incident (11FEB2026): A sunken vessel in the San Joaquin River was reported to have discharged an unknown amount of product, creating a sheen. The IMD duty team contacted the reporting party and attempted to locate the owner of the vessel, however, the registered owner did not have a known address and could not be located. Due to the discharge coming from the vessel, IMD federalized the case and mitigated 30 gallons of potential discharge. IMD did not issue a Notice of Federal Interest (NOFI) or Letter of Warning (LOW) due to unknown responsible party. No further action was taken.

Letter of Warning (14FEB2026): A recreational vessel was reported to have discharged an unknown amount oily bilge water into the Alameda harbor, creating a sheen. The owner was a new boat owner, and was unaware that the vessel's bilge contains oil and had no knowledge of pertinent vessel regulations. The amount in the water was unrecoverable and the IMD duty team aided in educating the new boat owner of regulations and basic vessel owner items. IMD issued a Notice of Federal Interest (NOFI) and a Letter of Warning (LOW) to the vessel owner. IMD concluded that no further environmental threat exists. IMD pursued enforcement against the owner pursuant to 33 USC 1321(b)(3).

Letter of Warning (16FEB2026): A recreational vessel was reported to have sank and discharged approximately 5 gallons of hydraulic oil into Brisbane Marina, creating a sheen. The harbormaster deployed boom and the IMD duty team issued a Notice of Federal Interest (NOFI) and Admin Order to compel the owner to take remedial action. The owner removed a few containers from the vessel, however, discharge was still being observed and other sources of pollution product was seen on board the vessel. IMD found the owner in violation of the Admin Order and federalized the incident to take over pollution removal actions. Approximately 400 gallons of product was removed from the vessel. IMD issued a Letter of Warning (LOW) to the owner. IMD concluded that no further environmental threat exists. IMD pursued enforcement against the owner pursuant to 33 USC 1321(b)(3).

Letter of Warning (19FEB2026): A trawling vessel was reported to have sank and discharged approximately 1 gallon of diesel into the San Rafael Bay, creating a sheen. The harbormaster and the owner were contacted. The owner was unaware that the vessel had sank and was actively discharging. The owner called their insurance and hired a contractor to contain the product and remove the vessel from the waterway to be demolished. Approximately 50 gallons of product was removed from the vessel. IMD issued a Notice of Federal Interest (NOFI) and Letter of Warning (LOW) to the owner. IMD concluded that no further environmental threat exists. IMD pursued enforcement against the owner pursuant to 33 USC 1321(b)(3).

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

February 2026

PORT SAFETY CATEGORIES*	Feb-2026	Feb-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:	4	2	1.81

Navigation Safety (4), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	14	8	7.28
Allision (0), Collision (1), Fire (0), Capsize (1), Grounding (0), Sinking (0)			
Steering (0), Propulsion (11), Personnel (0), Other (1), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	1	0	1.50
Radar (0), Gyro (0), Steering (0), Echo Sounder (0), AIS (1)			
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	19	10	10.72
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Feb-2026	Feb-2025	**3yr Avg
U.S. Commercial Vessels	0	0	0.89
Foreign Freight Vessels	0	1	0.25
Public Vessels	3	2	1.08
Commercial Fishing Vessels	3	0	0.89
Recreational Vessels	7	4	7.50
Pollution Discharge Sources (Facilities)	Feb-2026	Feb-2025	**3yr Avg
Regulated Waterfront Facilities	0	0	0.22
Regulated Waterfront Facilities - Fuel Transfer	0	2	0.36
Other Land Sources	3	1	3.81
Mystery Spills - Unknown Sources	5	7	5.86
Number of Pollution Incidents (By Spill Size)	Feb-2026	Feb-2025	**3yr Avg
Spills < 10 gallons	10	9	11.00
Spills 10 - 100 gallons	1	2	1.64
Spills 100 - 1000 gallons	0	0	0.28
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	10	6	7.78
Total Pollution Incidents	21	17	20.69
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Feb-2026	Feb-2025	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	0.00	0.00	5.12
Estimated spill amount from Foreign Freight Vessels	0.00	25.00	0.86
Estimated spill amount from Public Vessels	1.06	26.00	20.01
Estimated spill amount from Commercial Fishing Vessels	0.00	0.00	23.85
Estimated spill amount from Recreational Vessels	20.00	2.00	29.53
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	0.61
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	1.76
Estimated spill amount from Other Land Sources	1.00	0.00	61.12
Estimated spill amount from Unknown Sources (Mystery Sheens)	5.00	12.00	4.61
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	27.06	65.00	147.48
Penalty Actions	Feb-2026	Feb-2025	**3yr Avg
Civil Penalty Cases	0	0	0.06

Notice of Violations	0	0	0.08
Letters of Warning	5	4	2.92
Total Penalty Actions	5	4	3.06

* 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.