

SIGNIFICANT PORT SAFETY AND SECURITY CASES (March 2026)

MARINE CASUALTIES

Loss of Propulsion (01MAR26): A U.S. flagged towing vessel experienced a loss of propulsion while operating between the Golden Gate Bridge and Harding Rock. The vessel's crew received a low oil pressure alarm on the starboard main diesel engine and the master immediately shut down the engines to investigate. Upon investigation, a lube oil leak was found causing the low oil pressure alarm. The vessel safely navigated back to homeport on one engine where repairs were successfully made. A vessel technical representative attended the vessel and witnessed satisfactory operation of the starboard main engine. Case closed.

Loss of Propulsion (04MAR26): A U.S. flagged passenger vessel experienced a loss of propulsion while underway from Alameda to San Francisco when the port engine's high crankcase pressure alarm activated resulting in a shut down. The circuit breaker for a dampener was found in the "OFF" position which caused the air supply to that engine to be cut off. The crew reset the breaker and the engine tested satisfactorily. USCG confirmed the satisfactory test. Case closed.

Allision (06MAR26): A U.S. flagged passenger vessel experienced an allision while getting underway from San Francisco, CA. As the vessel was preparing to depart, sustained winds of 9 knots pushed the vessel's stern out, and the master decided to bring the vessel back in to readjust. The vessel's port quarter allied with the adjacent pier. The vessel was soon moored back onto its pier and passengers were disembarked safely. The allision resulted in damage to the vessel's port side, above the waterline. USCG approved satisfactory repairs. Case pends.

Equipment Failure (10MAR26): A U.S. flagged passenger vessel experienced an equipment failure while moored in San Francisco, CA. The vessel was preparing to get underway when the port main engine's reduction gear cooling system failed. A sheen was observed on the water alongside the vessel and was reported to NRC. Case pends.

Loss of Propulsion (17MAR26): A U.S. flagged passenger vessel experienced a loss of propulsion while underway near Larkspur, CA when the port engine's jets began to vibrate. Company engineers reported that the vector control system required maintenance. USCG verified satisfactory operation tests. Case closed.

Loss of Propulsion (18MAR26): A U.S. flagged towing vessel experienced a loss of propulsion while underway near Martinez, CA. The port main engine experienced intermittent shutdowns due to a chafed control cable arcing against a metal bracket. This grounding event tripped a breaker, cutting power to the Engine Control Module. Class witnessed satisfactory operation of the port main engine following repairs. Case closed.

Loss of Propulsion (19MAR26): A U.S. flagged towing vessel experienced a loss of propulsion while underway near Collinsville, CA. The starboard propeller shaft broke and fell into the water and vessel began taking on water through the damaged shaft seal. The vessel safely moored and deployed 02 electric submersible pumps to conduct dewatering. The pump's output kept up with the intake flow of water, and a diver was deployed to assess and conduct temporary repairs to seal the shaft tube. Case pends.

Equipment Failure (20MAR26): A U.S. flagged container vessel experienced an equipment failure while underway off the coast of Eureka, CA. The crew investigated a loud noise coming from the main engine room and found a broken stud bolt on the #7-cylinder head cover. The engine was intentionally shutdown for repairs to be conducted using onboard supply parts. Class will be attending the vessel to witness satisfactory operation when the vessel ports in Yokohama, Japan. Class report to USCG pends. Case pends.

Loss of Propulsion (28MAR26): A U.S. flagged passenger vessel experienced a loss of propulsion while moored in San Francisco, CA. The port engine failed to start and was attributed to a faulty starter motor. USCG verified satisfactory repairs and operational tests. Case closed.

Loss of Propulsion (30MAR26): A U.S. flagged passenger vessel experienced a reduction of propulsion while transiting from Alcatraz Island to San Francisco, CA. The master of the vessel noted erratic RPM changes when engaging the starboard main diesel engine. Case pends.

VESSEL SAFETY CONDITIONS

NTR

NAVIGATIONAL SAFETY

NTR

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (05MAR2026): A recreational vessel was reported to have run aground and discharged approximately 1 gallon of gasoline into the San Francisco Bay. The owner contracted a company to successfully secure the fuel tanks and remove the vessel from the water. USCG issued a Notice of Federal Interest (NOFI), a Letter of Warning (LOW) and concluded that no further environmental threat exists. USCG pursued enforcement against the responsible party pursuant to 33 USC 1321(b)(3).

Letter of Warning (13MAR2026): USCG received a report that a strong petroleum odor was emitting from a drainage outlet in Crockett, CA. The odor seemed to originate from a pipeline in EPA's jurisdiction; however, a sheen was observed entering USCG jurisdiction. The owner of a nearby pipeline conducted an excavation and discovered that their pipeline was potentially the source of the odor. The pipeline owner hired an OSRO to deploy boom into the waterway and engaged in repairs to the pipeline. There was an estimated 22 barrels of pollutant to have been discharged from the pipeline, however, an investigation into the cause of damage and source of the discharge into the waterway is still ongoing. USCG issued a Notice of Federal Interest (NOFI) and will be issuing a Letter of Warning (LOW) to the owner once the pipeline is proven to be the source. USCG concluded that no further environmental threat exists. IMD pursued enforcement against the responsible party pursuant to 33 USC 1321(b)(3).

Notice of Violation (13MAR2026): A sunken vessel was reported to have discharged an unknown amount of diesel into the San Francisco Bay. Boom was deployed to contain the discharge, and a contractor was hired by the owner to refloat the vessel and remove the remaining diesel product that was onboard. The vessel had a max potential of 760 gallons of fuel oil onboard. The hired contractor successfully refloated the vessel and removed 40 gallons of diesel. An investigation revealed this vessel as having been guilty of a similar offence that occurred within a 2-year period. USCG issued a Notice of Federal Interest (NOFI) and a Notice of Violation (NOV) to the owner. USCG concluded that no further environmental threat exists. IMD pursued enforcement against the responsible party pursuant 33 USC 1321(b)(3).

Letter of Warning (16MAR2026): A report was received that a vacuum truck discharged approximately 3-4 gallons of a mixed oily product into the San Francisco Bay. The facility reported that a cleaning company was hired to clean pipes but a malfunction on the vac truck caused a pipe to burp an oily mixture onto the dock. Containment boom was already in place. Additional boom and sorbents were deployed for cleanup and containment. USCG issued a Notice of Federal Interest (NOFI), Letter of Warning (LOW) and concluded that no further environmental threat exists. USCG pursued enforcement against the responsible party pursuant to 33 USC 1321(b)(3).

Letter of Warning (23MAR2026): A report was received that a bilge pump emitted approximately 1 gallon of diesel into Emeryville Harbor. The harbor master was contacted and confirmed presence of diesel odor and sheen around the vessel. They also stated that sorbent boom had been deployed. Personnel from the marina were able to secure the discharge and fix the issue with the vessel. USCG issued a Notice of Federal Interest (NOFI) and Letter of Warning (LOW) to the owner of the vessel and concluded that no further environmental threat exists. USCG pursued enforcement against the responsible party pursuant to 33 USC 1321(b)(3).

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

March 2026

PORT SAFETY CATEGORIES*	Mar-2026	Mar-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:	13	8	7.64
Allision (1), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (9), Personnel (0), Other (3), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	0	0	1.53
Radar (0), 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	13	10	11.11

MARINE POLLUTION RESPONSE

Pollution Discharge Sources (Vessels)	Mar-2026	Mar-2025	**3yr Avg
U.S. Commercial Vessels	0	1	0.89
Foreign Freight Vessels	0	0	0.25
Public Vessels	5	1	1.22
Commercial Fishing Vessels	0	1	0.89
Recreational Vessels	3	4	7.58
Pollution Discharge Sources (Facilities)	Mar-2026	Mar-2025	**3yr Avg
Regulated Waterfront Facilities	1	2	0.25
Regulated Waterfront Facilities - Fuel Transfer	0	2	0.36
Other Land Sources	4	2	3.92
Mystery Spills - Unknown Sources	7	8	6.06
Number of Pollution Incidents (By Spill Size)	Mar-2026	Mar-2025	**3yr Avg
Spills < 10 gallons	11	4	11.31
Spills 10 - 100 gallons	0	0	1.64
Spills 100 - 1000 gallons	0	0	0.28
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	9	17	8.03
Total Pollution Incidents	20	21	21.25
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Mar-2026	Mar-2025	**3yr Avg

Estimated spill amount from U.S. Commercial Vessels	0.00	10.00	5.12
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.86
Estimated spill amount from Public Vessels	4.02	1.00	20.12
Estimated spill amount from Commercial Fishing Vessels	0.00	2.00	23.85
Estimated spill amount from Recreational Vessels	3.00	0.00	29.62
Estimated spill amount from Regulated Waterfront Facilities	1.00	0.00	0.64
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	11.00	1.76
Estimated spill amount from Other Land Sources	4.00	0.00	61.23
Estimated spill amount from Unknown Sources (Mystery Sheens)	5.00	12.00	4.75
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	17.02	36.00	147.95
Penalty Actions	Mar-2026	Mar-2025	**3yr Avg
Civil Penalty Cases	0	0	0.06
Notice of Violations	1	0	0.11
Letters of Warning	4	4	3.03
Total Penalty Actions	5	4	3.19
* 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.			