

SIGNIFICANT PORT SAFETY AND SECURITY CASES (June 2026)

MARINE CASUALTIES

Equipment Failure (11JUN26): A U.S. flag commercial fishing vessel experienced an equipment failure while underway 2.5 NM west of Davenport, CA in the Pacific Ocean. The main engine serpentine belt snapped causing the cooling pump to become inoperable, resulting in the main engine overheating. USCG towed the vessel back to Santa Cruz Harbor. Case closed.

Loss of Propulsion (13JUN26): A U.S. flag commercial fishing vessel experienced an equipment failure while underway in Monterey Harbor, CA. The main engine raw water pump failed causing the engine to overheat subsequently resulting in a loss of propulsion. USCG towed the vessel to Moss Landing, CA. Case pends.

Equipment Failure (15JUN26): A U.S. flag commercial fishing vessel experienced an equipment failure while underway 2 NM northwest of Pigeon Point, CA in the Pacific Ocean. The autopilot device was left activated while the vessel was secured for the evening and caused low voltage to the main batteries. The operator was able to restart the onboard generator to charge the main engine start batteries. The vessel was able restart and make safe passage toward homeport. USCG escorted the vessel back to Pillar Point Harbor and terminated the voyage due to multiple uncorrectable safety violations. The operator's failure to secure non-vital electronic equipment was attributed to the equipment failure. Case closed.

Injury (18JUN26): A U.S. flag inspected towing vessel experienced an injury to a credentialed mariner while underway 12 NM west of San Francisco, CA. The injured crewmember sustained a fingertip amputation when an unsecure watertight door closed on their finger during a roll of the vessel. Case pends.

Equipment Failure (18JUN26): A foreign flag tank vessel experienced an equipment failure while getting underway from Vallejo, CA. The vessel experienced a loss of both their S and X band radars. With both radars down and immediate position fix, the master and pilot opted to anchor the vessel due to limited vessel/ground detection capabilities. Navigation bridge crew conducted a hard reset of bridge systems, and all systems came back online with no further issues. The ship's crew witnessed and attested satisfactory operation of the S and X band radars. Case closed.

Loss of Steering (21JUN26): A foreign flag tank vessel experienced a steering loss while getting underway from Martinez, CA. The pilot reported that the ship shifted to 15 degrees starboard when the ship's steering was ordered to be amidships. The vessel is currently anchored in Anchorage 9 in San Francisco Bay conducting repairs. Case pends.

Equipment Failure (23JUN26): A U.S. flag small passenger vessel experienced an equipment failure while getting underway from San Francisco Bay, CA. While underway prior to carriage of passengers, the bridge crew noticed an odor of burning plastic and found discoloration on a circuit breaker panel cover. Company technicians found damaged components that had vibrated loose causing an increase in temperatures within the panel. Company technicians replaced damaged components, and the vessel is back in service. Case closed.

VESSEL SAFETY CONDITIONS

Operational Control (04JUN26): A Captain of the Port Order was issued to a U.S. flagged sailing vessel to ensure the vessel would not depart a marina until an issued Federal On-scene Coordinator Order related to onboard leaking petroleum drums was fulfilled.

Operational Control (08JUN26): A foreign flag container ship was issued a Captain of the Port Order for an inoperable spring charger for the emergency generator, an inoperable generator, and an inoperable main engine bridge remote control system. The vessel must submit a satisfactory class report prior to the Captain of the Port Order being lifted. Case pends.

Operational Control (10JUN26): A US flag uninspected towing vessel was issued a Captain of the Port Order for unauthorized structural modifications. Prior to re-entering service, the vessel must have its structure and stability evaluated by a qualified professional. Case pends.

Operational Control (23JUN26): A foreign flag tank vessel was issued a Captain of the Port Order for a Loss of Steering. The vessel must submit a satisfactory class report prior to the Captain of the Port Order being lifted. Case pends.

Operational Control (25JUN26): A foreign flag chemical tanker 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.

Operational Control (26JUN26): A foreign flag oil tanker was issued a Captain of the Port Order due to the vessel's inability to provide a satisfactory foam analysis report for the vessel's primary fixed high expansion foam firefighting system protecting the cargo pump room and engine room. The vessel was ordered to cease all cargo operations. A satisfactory class report was received, and the Captain of the Port Order was lifted. Case closed.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), In-op Gyrocompass (14JUN26): A foreign flag tank vessel was issued an inbound LOD for an inoperable gyrocompass. A satisfactory class report was received and the LOD was lifted. Case closed.

Letter of Deviation (LOD), In-op X-band radar and S-band radar, (18JUN26): A foreign flag tank vessel was issued an inbound LOD for an inoperable X-band radar and S-band radar. A satisfactory class report was received and the LOD was lifted. Case closed.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (04JUN26): A 50-60ft sailboat was reported to have discharged 40 gallons of red-dye diesel into the San Francisco Bay, creating a sheen. The vessel was initially involved in a SAR case but was safely towed to the nearest safe haven. During the tow, one out of the fifteen 55-gallon drums had fallen over and punctured, causing the discharge. USCG issued a Federal On-Scene Coordinator (FOSC) order stating the owner must fix the steering and appropriately secure the 55-gallon drums on the deck before departing. A Captain of the Port order was also issued to ensure the vessel would not leave until the tasks in the FOSC order were appropriately met. The owner completed the tasks and was issued a Notice of Federal Interest (NOFI) and a Letter of Warning (LOW). USCG concluded that no further environmental threat exists and pursued enforcement against the responsible party pursuant to 33 USC 1321(b)(3).

Letter of Warning (13JUN26): A recreational fishing vessel was reported to have sunk and discharged approximately 5-10 gallons of red-dye diesel into Monterey Bay, creating a sheen. The duty team responded and observed the mostly submerged vessel and divers on scene attempting to refloat the vessel using lift bags. Boom and sorbent pads were deployed to secure the discharge, however, when USCG arrived on scene, no sheen was observed. The following day, the vessel was successfully lifted and pumped off before being removed from the waterway for destruction. USCG issued a Notice of Federal Interest (NOFI) and will issue a Letter of Warning (LOW) to the owner. USCG concluded that no further environmental threat exists and pursued enforcement against the responsible party pursuant to 33 USC 1321(b)(3).

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

June 2026

PORT SAFETY CATEGORIES*	Jun-2026	Jun-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:	6	2	1.78
Navigation Safety (0), Port Safety & Security (6), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	9	8	7.69
Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (1), Propulsion (4), Personnel (2), Other (2), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	2	0	1.39
Radar (1), Gyro (1), 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	17	10	11.00

MARINE POLLUTION RESPONSE

Pollution Discharge Sources (Vessels)	Jun-2026	Jun-2025	**3yr Avg
U.S. Commercial Vessels	0	1	0.92
Foreign Freight Vessels	0	0	0.28
Public Vessels	3	1	1.33
Commercial Fishing Vessels	0	1	0.89
Recreational Vessels	4	4	7.31
Pollution Discharge Sources (Facilities)	Jun-2026	Jun-2025	**3yr Avg
Regulated Waterfront Facilities	0	2	0.28
Regulated Waterfront Facilities - Fuel Transfer	0	2	0.33
Other Land Sources	3	2	3.67
Mystery Spills - Unknown Sources	4	8	6.17
Number of Pollution Incidents (By Spill Size)	Jun-2026	Jun-2025	**3yr Avg

Spills < 10 gallons	7	4	11.47
Spills 10 - 100 gallons	2	0	1.44
Spills 100 - 1000 gallons	0	0	0.25
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	5	17	7.83
Total Pollution Incidents	14	21	21.00
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Jun-2026	Jun-2025	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	0.00	0.00	4.71
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.86
Estimated spill amount from Public Vessels	1.00	0.00	21.63
Estimated spill amount from Commercial Fishing Vessels	0.00	0.00	23.24
Estimated spill amount from Recreational Vessels	41.00	58.00	26.76
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	1.74
Estimated spill amount from Other Land Sources	0.00	101.00	46.81
Estimated spill amount from Unknown Sources (Mystery Sheens)	3.00	12.00	4.92
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	45.00	171.00	131.29
Penalty Actions	Jun-2026	Jun-2025	**3yr Avg
Civil Penalty Cases	0	0	0.06
Notice of Violations	0	0	0.08
Letters of Warning	2	4	2.97
Total Penalty Actions	2	4	3.11
* 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.			