

SIGNIFICANT PORT SAFETY AND SECURITY CASES (August 2026)

MARINE CASUALTIES

Loss of Propulsion (01AUG2026): A U.S. flagged passenger vessel experienced a loss of propulsion while approaching the San Francisco Ferry Building. The vessel operator noticed a lack of water movement on the starboard side of the vessel where the propeller should be. USCG attended the vessel and witnessed installation of a new propeller. LOP was not attributed to fuel switching. Case pends.

Loss of Propulsion (01AUG2026): A U.S. flagged towing vessel experienced a loss of propulsion while operating in the vicinity of Richmond Long Wharf. The mounting bolts on the port engine failed, resulting in a subsequent loss of propulsion. USCG attended the vessel and witness satisfactory testing of repairs. LOP was not attributed to fuel switching. Case pends.

Loss of Propulsion (04AUG2026): A U.S. flagged fishing vessel experienced a loss of propulsion while fishing approximately 16 NM offshore San Francisco, CA. The vessel became disabled when its fishing nets became entangled in the propeller. The vessel was towed to shore where the propeller was cleared. LOP was not attributed to fuel switching. Case pends.

Loss of Propulsion (05AUG2026): A U.S. flagged passenger vessel experienced a loss of propulsion while conducting passenger service between Vallejo and San Francisco, CA. The vessel's starboard engine stalled unexpectedly. USCG attended the vessel and witnessed satisfactory installation of new starboard engine gear box. During testing, excessive exhaust filled the space, resulting in a new operational control being issued to the vessel. LOP was not attributed to fuel switching. Case pends.

Equipment Failure (05AUG2026): A U.S. flagged cargo vessel experienced an equipment failure while departing the Port of Oakland. The vessel's fuel line was leaking following failed temporary repairs. The vessel proceeded to anchorage to conduct permanent repairs, which were witnessed by Class. Case closed.

Equipment Failure (07AUG2026): A U.S. flagged passenger vessel experienced an equipment failure while operating in the vicinity of the San Francisco Ferry Building. The vessel received a high bilge alarm after fuel leaked from a failed fuel line on the port main engine. USCG attended the vessel and witnessed satisfactory repairs. Case pends.

Allision (09AUG2026): A U.S. flagged passenger vessel experienced an equipment failure and subsequently allided with a pier while returning from passenger service in San Francisco. A mounting bolt on one of the vessel's outboard motors failed, resulting in the motor falling out of position and snapping the shift linkage, which prevented the vessel from operating astern/slowing speed while approaching pier. USCG attended vessel following incident and issued operational control. Case pends.

Loss of Propulsion (14AUG2026): A foreign flagged container ship experienced a loss of propulsion while mooring in Oakland, CA. The casualty was attributed to failed solenoid valves. Class attended vessel and witnessed satisfactory repairs and testing of equipment. LOP was not attributed to fuel switching. Case closed.

Loss of Propulsion (11AUG2026): A U.S. flagged fishing vessel experienced a loss of propulsion while fishing in Half Moon Bay after their fishing net became fouled in the propeller. The vessel was towed back to Pillar Point Marina where the propeller was cleared. LOP was not attributed to fuel switching. Case pends.

Loss of Power (20AUG2026): A foreign flagged container ship experienced a loss of power while transiting approximately 10 NM off the coast of San Francisco. The vessel reported losing power for about 2 minutes, and the emergency generator did not come online. The casualty was attributed to a faulty automatic voltage regulator on one of the generators. Class attended the vessel and witnessed satisfactory repairs and testing of equipment. Case pends.

Loss of Propulsion (25AUG2026): A foreign flagged bulk carrier experienced a loss of propulsion while getting underway from Stockton, CA. The casualty was attributed to electronic communication failure between engine order telegraph and throttle module in the engine room. USCG attended the vessel and witnessed the satisfactory testing of repairs. LOP was not attributed to fuel switching. Case pends.

Grounding (24AUG2026): A U.S. flagged fishing vessel ran aground while fishing in the vicinity of Point Reyes, CA. Case pends.

VESSEL SAFETY CONDITIONS

Operational Control, (11AUG26): A foreign flag containership was issued a Captain of the Port Order for a casualty to the main air compressor limiting the vessel's engine air starts. The vessel provided a Class Report attesting to satisfactory repairs. The Captain of the Port Order was lifted. Case closed.

Operational Control (11AUG26): A foreign flag containership was issued a Captain of the Port Order for a loss of electrical power. The vessel provided a class report attesting to satisfactory repairs. The Captain of the Port Order was lifted. Case closed.

Operational Control (15AUG26): A foreign flag container ship was issued a Captain of the Port Order for loss of astern propulsion. The vessel provided a class report attesting to satisfactory repairs. The Captain of the Port Order was lifted. Case closed.

Operational Control (21AUG26): A California state registered vessel was issued a Captain of the Port Order for operating as a small passenger vessel without proper certification. Case pends.

Operational Control, (21AUG26): A foreign flag bulk carrier was issued a Captain of a loss of propulsion. Vessel provided Class Report attesting to satisfactory repairs. The Captain of the Port Order was lifted. Case closed.

Operational Control (21AUG26): A foreign flag bulk carrier was issued a Captain of the Port Order for loss of propulsion. The vessel provided a Class Report attesting to satisfactory repairs. The Captain of the Port Order was lifted. Case closed.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inop Port and Starboard Anchors (09AUG26): A foreign flag bulk carrier was issued an inbound and outbound LOD for inoperable port and starboard anchors. Case closed.

Letter of Deviation (LOD), Inop S-band radar (12AUG26): A foreign flag tank vessel was issued an inbound LOD for an inoperable S-band radar. The vessel provided class report attesting to satisfactory repairs. Case closed.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (01AUG2026) It was reported that a vessel discharged approximately 6oz of diesel into Monterey Bay, creating a sheen. The IMD duty team contacted the responsible party who stated that the vessel's discharge was due to overfilling while fueling. Absorbent pads were deployed to mitigate the discharge. The discharge was reported to be dissipating quickly due to the small amount that went into the waterway. The source for this incident was secured and IMD concluded that no further environmental threat exists. The party responsible was issued a Notice of Federal Interest (NOFI) and a Letter of Warning (LOW). USCG pursued enforcement against the responsible party pursuant to 33 USC 1321(b)(3).

Letter of Warning (06AUG2026) It was reported that a vessel discharged approximately one gallon of hydraulic oil into the San Francisco Bay, creating a sheen. The IMD duty team attempted to contact the responsible party who remained unresponsive. IMD responded and confirmed that the vessel was no longer actively sheening and that the discharge was naturally dissipating. IMD issued a Notice of Federal Interest (NOFI) and a Letter of Warning (LOW) to the responsible party. The source of pollution for this incident was secured. IMD concluded that no further environmental threat exists. USCG pursued enforcement against the responsible party pursuant to 33 USC 1321(b)(3).

Letter of Warning (06AUG2026) It was reported that a vessel discharged approximately one gallon of hydraulic oil into Bodega Bay, creating a sheen. The IMD duty team contacted the owner, who reported that while fishing, the vessel was observed to be taking on water. The vessel was towed into Bodega Bay, where the vessel's bilge pump activated and discharged an oily mixture into the waterway. The IMD duty team responded and observed sorbent pads and boom containing the vessel and discharge. The bilge was being pumped into a 50-gallon drum, with absorbent pads surrounding the equipment. Divers were hired to assess the status of the vessel, identified the source of the leak, and patched it. The party responsible was issued a Notice of Federal Interest (NOFI) and a Letter of Warning (LOW). The source of pollution for this incident was secured and no environmental threat existed. USCG pursued enforcement against the responsible party pursuant to 33 USC 1321(b)(3).

Letter of Warning (06AUG2026): It was reported that a vessel discharged 01gal of hydraulic oil into Bodega Bay, creating a sheen. The owner of the vessel reported that while fishing, the vessel was observed to be taking on water. The vessel was then towed to Bodega Bay where the bilge pump activated and discharged an oily-water mixture into the waterway. The IMD duty team went on scene and observed remedial actions being conducted. Sorbent pads and boom were deployed and the vessel's bilge was being pumped out. The owner was issued a Notice of Federal Interest (NOFI) and a Letter of Warning (LOW). The source of pollution for this incident was secured and IMD concluded that no further environmental threat exists. USCG pursued enforcement against the responsible party pursuant to 33 USC 1321(b)(3).

Letter of Warning (10AUG2026): It was reported that a recreational vessel discharged one gallon of gasoline into the Oakland Estuary, creating a sheen. The IMD duty team responded and observed a vessel sinking in its slip. The owner stated that they had awakened aboard the vessel and discovered it taking on water. The cause of the sinking remains unknown. The marina deployed containment boom and sorbent pads, and contractors refloated and dewatered the vessel. The vessel was subsequently removed from the waterway. IMD issued the responsible party a Notice of Federal Interest (NOFI) and a Letter of Warning (LOW). IMD concluded that no further environmental threat exists. USCG pursued enforcement against the responsible party pursuant to 33 USC 1321(b)(3).

Letter of Warning (16AUG2026): It was reported that a submerged vessel discharged approximately 01gal of gasoline into the San Francisco Bay, creating a sheen. The reporting party relayed that the vessel was observed to be discharging a very minimal amount of fuel and oils for the past three days. The vessel had been initially reported to have run aground in Ballena Bay and tied to a log. The IMD duty team went on scene to conduct an assessment and attempted to contact the owner who was unresponsive. IMD issued a Notice of Federal Interest (NOFI) and a Letter of Warning (LOW) to the responsible party. The Oakland and Alameda Police Department tagged the vessel with a Notice to Remove. The source of pollution was secured, and no further environmental threat exists. USCG pursued enforcement against the responsible party pursuant to 33 USC 1321(b)(3).

Letter of Warning (16AUG2026): It was reported that a submerged vessel had discharged approximately one gallon of gasoline into the San Francisco Bay, creating a sheen. The reporting party stated that the vessel had been intermittently discharging small quantities of fuel and oil for the previous three days. The vessel had reportedly run aground in Ballena Bay on 14AUG2026 and was subsequently secured to a log. The IMD duty team responded to the reported location and attempted to contact the vessel owner, who remained unresponsive. IMD issued the owner a Notice of Federal Interest (NOFI) and a Letter of Warning (LOW). The source of pollution was secured, and the Oakland and Alameda Police Departments placed a Notice of Removal tag on the vessel. IMD concluded that no further environmental threat exists. IMD pursued enforcement against the responsible party pursuant to 33 USC 1321(b)(3).

(21AUG2026): It was reported that a commercial fishing vessel had grounded at Point Reyes Beach. The incident was initially managed as a search-and-rescue case, with operations continuing for an extended period. After the SAR nexus was concluded, IMD attempted unsuccessfully to contact vessel's master. The vessel was located near the Greater Farallones National Marine Sanctuary and had a max potential discharge of approximately 2,800 gallons of fuel. The IMD duty responded but observed no discharge; therefore, the pollution report remained unverified. IMD continued monitoring the situation and supported the Unified Command. Participating Federal, State and local agencies continued coordinating removal of the vessel from the area.

Civil Penalty (30AUG2026): It was reported that an abandoned vessel discharged approximately five gallons of gasoline into the Elkhorn Slough, creating a sheen. The reporting party provided the IMD duty team with CCTV footage of the vessel being illegally dumped earlier that morning. IMD federalized the case and hired a contractor to remove the vessel and remaining pollution source from the waterway. Approximately 125 gallons of gasoline were removed from the vessel. IMD issued a Notice of Federal Interest (NOFI) and initiated civil penalty action. The pollution source was secured, and IMD determined that no environmental threat remained. USCG pursued enforcement against the responsible party pursuant to 33 USC 1321(b)(3).

PORT STATE CONTROL TRENDS

Exhaust Gas Recirculation (EGR)/Tier III Compliance: 02 EGR casualties affecting vessel's approved Tier III compliance arrangements. Vessels must comply with MARPOL ANNEX VI's Tier III engine requirements while operating in the North American Emission Control Area.

Operators should promptly engage Class, Flag, and the manufacturer, document repair efforts, and ensure any proposed operation with the EGR unavailable is supported by applicable approvals through the NOx technical files.

It is expected that equipment casualties affecting pollution prevention equipment, navigation equipment, firefighting systems, and propulsion will be rectified prior to departure from the COTP zone.

DOMESTIC INSPECTIONS TRENDS

Marine Casualty Reporting Requirements: Increase in incidents where there is delay in reporting a marine casualty. Per 46 CFR 4.05, immediately after addressing resultant safety concerns, the owner, agent, master, operator, or person in charge, must notify the nearest Coast Guard unit whenever a vessel is involved in a marine casualty. Please refer to 46 CFR 4.05 for a complete list of items that constitute a marine casualty.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

August 2026

PORT SAFETY CATEGORIES*	Aug-2026	Aug-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:	5	2	1.83
Navigation Safety (5), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	16	8	8.08
Allision (2), Collision (0), Fire (0), Capsize (0), Grounding (1), Sinking (0)			
Steering (2), Propulsion (10), Personnel (0), Other (1), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	2	0	1.50
Radar (1), Gyro (0), Steering (0), Echo Sounder (0), AIS (0)			
ARPA (0), Speed Log (0), R.C. (0), Other (1)			
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	23	10	11.56
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Aug-2026	Aug-2025	**3yr Avg
U.S. Commercial Vessels	0	0	0.92
Foreign Freight Vessels	0	1	0.25
Public Vessels	0	1	1.44
Commercial Fishing Vessels	3	1	0.92
Recreational Vessels	13	4	7.64
Pollution Discharge Sources (Facilities)	Aug-2026	Aug-2025	**3yr Avg
Regulated Waterfront Facilities	0	0	0.28
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.33
Other Land Sources	3	1	3.58
Mystery Spills - Unknown Sources	11	8	6.58
Number of Pollution Incidents (By Spill Size)	Aug-2026	Aug-2025	**3yr Avg
Spills < 10 gallons	21	3	11.81
Spills 10 - 100 gallons	0	0	1.50
Spills 100 - 1000 gallons	0	0	0.28
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	9	13	8.22
Total Pollution Incidents	30	16	21.81
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Aug-2026	Aug-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	1.00	0.86
Estimated spill amount from Public Vessels	0.00	5.00	21.90
Estimated spill amount from Commercial Fishing Vessels	2.00	1.00	23.28
Estimated spill amount from Recreational Vessels	9.00	3.00	32.36
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	1.00	47.34
Estimated spill amount from Unknown Sources (Mystery Sheens)	17.00	12.00	5.47
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	28.00	23.00	138.29
Penalty Actions	Aug-2026	Aug-2025	**3yr Avg
Civil Penalty Cases	1	0	0.08
Notice of Violations	0	0	0.08
Letters of Warning	5	2	3.14
Total Penalty Actions	6	2	3.31
* 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.			