

SIGNIFICANT PORT SAFETY AND SECURITY CASES (July 2026)

MARINE CASUALTIES

Equipment Failure (11JUL26): A U.S.-flagged articulated tug and barge experienced an equipment failure on its starboard controllable-pitch propeller while transiting San Pablo Bay. A failed cooling water valve caused a high-temperature reading on the starboard propulsion system, which was subsequently taken offline for troubleshooting and repair. Class attended the vessel and witnessed satisfactory operation of the propulsion system following repairs. The loss of propulsion (LOP) was not attributed to fuel switching. Case closed.

Loss of Power (14JUL26): A U.S.-flagged freight vessel experienced a loss of power while transiting to Oakland, CA from Los Angeles, CA. A high-voltage spike caused the generator to shut down. The casualty was attributed to a loose wire connection in the generator junction box. U.S. Coast Guard attended the vessel and witnessed satisfactory operation of the generators following repairs. Loss of power was not attributed to fuel switching. Case pends.

Loss of Steering (22JUL26): A foreign-flagged vehicle carrier experienced a loss of steering while transiting the Carquinez Strait. The vessel's rudder became stuck hard to port. The casualty was attributed to a failed electrical connection within the steering system. Class attended the vessel and witnessed satisfactory testing of the steering system following repairs. Case pends.

Allision (24JUL26): A U.S.-flagged passenger vessel allided with a floating Aid to Navigation (ATON) while transiting San Francisco Bay near Alcatraz Island. Case pends.

VESSEL SAFETY CONDITIONS

Operational Control (22JUL26): A foreign-flag vehicle carrier was issued a Captain of the Port Order for a loss of steering. The vessel provided a Class Report attesting to satisfactory repairs. The Captain of the Port Order was lifted. Case closed.

Operational Control (26JUL26): A foreign-flag oil tanker was issued a Captain of the Port Order for an inoperable 24V battery system that affected functionality of navigational systems and other critical electrical equipment. 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), In-op Speed Log (14JUN26): A foreign-flag bulk carrier was issued an outbound LOD for an inoperative speed log. Case closed.

Letter of Deviation (LOD), Loss of Anchor (21JUL26): A foreign-flagged tank vessel was issued an inbound and outbound LOD for a missing anchor. Case closed.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (08JUL26): U.S. Coast Guard received a report of an unknown sheen from an unknown source in Richmond, CA. Due to the sheen's proximity to a refinery, the refinery deployed containment boom and a vacuum truck. USCG IMD responded and determined the source was the refinery's gasoline line: during maintenance, the refinery's team was replacing a blind on a gasoline line that had residual gasoline they were unaware of, discharging approximately 21 gallons. The source was secured, and boom and absorbent pads were deployed. The party responsible was issued with a Notice of Federal Interest (NOFI) and a Letter of Warning (LOW). USCG concluded no further environmental threat exists and pursued enforcement against the responsible party pursuant to 33 U.S.C. 1321 (b) (3).

Letter of Warning (15JUL26): U.S. Coast Guard received a report that a 40ft wooden vessel had sunk and discharged approximately 01 gallon of gasoline into the Oakland-Alameda Estuary, creating a sheen. The USCG IMD duty team contacted the harbormaster, who stated that sorbent boom had been deployed around the vessel after it initially began sinking. The vessel owner, who was an employee of the marina, was out of the country and allowed the harbormaster to take charge of any remedial actions. The boat is expected to be lifted and pumped later. The source for this incident was unrecoverable, and IMD concluded that no further environmental threat exists. The owner was issued with a Notice of Federal Interest (NOFI) and a Letter of Warning (LOW). USCG pursued enforcement against the responsible party pursuant to 33 U.S.C. 1321 (b) (3).

Letter of Warning (26JUL2026): U.S. Coast Guard received a report that a vessel had partially sunk in its slip and discharged approximately 01 gallon of gasoline into the Sacramento River, creating a sheen. The cause of the vessel sinking remains unknown. The harbormaster deployed containment and absorbent pads around the vessel. The IMD duty team contacted the vessel owner who had purchased the vessel the day before and was unaware that the vessel had sunk. The owner hired a contractor to float the vessel and to remove it from the marina later. The owner was issued 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 U.S.C. 1321(b) (3).

Letter of Warning (26JUL2026): U.S. Coast Guard received a report that a vessel had partially sunk in its slip and discharged approximately 01 gallon of gasoline into the Sacramento River, creating a sheen. The cause of the vessel sinking remains unknown. The harbormaster deployed containment and absorbent pads around the vessel. The IMD duty team contacted the vessel owner who had purchased the vessel the day before and was unaware that the vessel had sunk. The owner hired a contractor to float the vessel and to remove it from the marina later. The owner was issued 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 U.S.C. 1321(b) (3).

Letter of Warning (28JUL2026): U.S. Coast Guard received a report that a vessel had discharged approximately 03 gallons of hydraulic oil into the San Francisco Bay, creating a sheen near the passenger ramp of a ferry terminal. After a preliminary investigation was conducted, it was determined that the source of the discharge was from a failure of a hydraulic hose on the passenger ramp of a ferry terminal. The IMD duty team contacted the reporting party who stated that the sheen was naturally dissipating and that a clean-up crew was on scene conducting remedial actions. IMD issued a Notice of Federal Interest (NOFI) and will issue a Letter of Warning (LOW) to the party responsible. The source of pollution 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 (31JUL2026): U.S. Coast Guard received a report that a vessel was sinking in its slip and discharging an unknown amount of gasoline into the San Joaquin River, creating a sheen. The cause of the vessel sinking remains unknown. The marina notified the duty team that sorbent pads had been deployed around the vessel. The IMD duty team contacted the vessel owner who stated that the vessel currently had 190 gallons of fuel on board and was hiring a salvage company to refloat and patch the vessel. 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, and clean-up action was taken. IMD 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 July 2026

PORT SAFETY CATEGORIES*	Jul-2026	Jul-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	1.83
Navigation Safety (2), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	6	8	7.86
Allision (1), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (1), Propulsion (1), Personnel (2), Other (0), Power (1)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	2	0	1.44
Radar (0), Gyro (0), Steering (1), 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	10	10	11.28
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Jul-2026	Jul-2025	**3yr Avg
U.S. Commercial Vessels	0	1	0.92
Foreign Freight Vessels	0	0	0.28
Public Vessels	6	1	1.50
Commercial Fishing Vessels	0	1	0.89
Recreational Vessels	7	4	7.50
Pollution Discharge Sources (Facilities)	Jul-2026	Jul-2025	**3yr Avg
Regulated Waterfront Facilities	0	2	0.28
Regulated Waterfront Facilities - Fuel Transfer	0	2	0.33
Other Land Sources	1	2	3.69
Mystery Spills - Unknown Sources	4	8	6.28

Number of Pollution Incidents (By Spill Size)	Jul-2026	Jul-2025	**3yr Avg
Spills < 10 gallons	10	4	11.75
Spills 10 - 100 gallons	2	0	1.50
Spills 100 - 1000 gallons	1	0	0.28
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	5	17	7.97
Total Pollution Incidents	18	21	21.50
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Jul-2026	Jul-2025	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	0.00	1.00	4.71
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.86
Estimated spill amount from Public Vessels	11.00	2.00	21.93
Estimated spill amount from Commercial Fishing Vessels	0.00	0.00	23.24
Estimated spill amount from Recreational Vessels	204.00	4.00	32.42
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	21.00	1.25	47.40
Estimated spill amount from Unknown Sources (Mystery Sheens)	3.00	12.00	5.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	239.00	20.25	137.93
Penalty Actions	Jul-2026	Jul-2025	**3yr Avg
Civil Penalty Cases	0	0	0.06
Notice of Violations	0	0	0.08
Letters of Warning	4	1	3.08
Total Penalty Actions	4	1	3.22
* 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.			