

SIGNIFICANT PORT SAFETY AND SECURITY CASES (MARCH 2025)	
MARINE CASUALTIES	
Loss of Steering (04MAR25): A U.S. flagged ferry experienced 3 consecutive losses of steering while transiting from San Francisco to Treasure Island. The vessel moored safely at Treasure Island and determined the incident was due to a failure of the vessel's port side rudder stock and ram. USCG authorized a one-time transit from Treasure Island to Pier 9, San Francisco and issued an operational control, rectify prior to departure (Code 60). USCG attended the vessel to witness repairs and sea trials, all satisfactory. Operational control changed from Code 60 to Code 701 (prior to carriage of passengers) at operators request to allow for internal sea trials. Case pends.	
Loss of Propulsion (11MAR25): A U.S. flagged commercial fishing vessel experienced a loss of propulsion while operating near Monterey, CA. The vessel was towed to Moss Landing by a good Samaritan vessel. The loss of propulsion occurred after an oil line on the vessel's engine failed. USCG did not attend the vessel or issue an operational control. Case closed.	
Loss of Propulsion (16MAR25): A foreign flagged container vessel experienced a reduction in propulsion while transiting outbound San Francisco Bay in the vicinity of Alcatraz Island. The pilot on board reported the vessel was only able to make half-ahead speed. The vessel was towed to anchorage 9, and USCG issued an operational control, rectify deficiencies prior to movement (Code 60). The reduction in propulsion was attributed to a failure of the main diesel engine's #6 fuel injector actuator valve. The vessel's class society attended the vessel to witness repairs, all found satisfactory, and issued a report of findings to the USCG. Operational control cleared. Case closed.	
Grounding (20MAR25): A U.S. flagged barge being pushed ahead by a U.S. flagged towing vessel grounded when transiting through the Mayberry Slough near Antioch, CA. The barge was drafting 8 feet and the charted depth of the slough was 9 feet with the tide at +1. The barge was able to get free with the assistance of another vessel and the rising tide with no damage reported to the vessel. USCG did not attend the vessel and no operational control was issued. Case pends.	
Collision (20MAR25): A U.S. flagged commercial fishing vessel and a U.S. flagged sailing vessel collided while both were transiting in Monterey Bay. Both vessels sustained minor damage and were able to transit back to port without assistance. USCG did not attend the vessels or issue operational controls. Case pends.	
Loss of Steering (24MAR25): A U.S. flagged ferry experienced a loss of steering after departing its berth in Alameda, CA. The vessel experienced a loss of steering due to electrical failure, both generators were online and operational, but no power was being supplied to the hydraulic steering pumps. The vessel was able to return to the berth without further incident. The vessel found two 4D batteries were below optimal charge and replaced in kind with satisfactory system test. No operational control issued. Case pends.	
Grounding (26MAR25): A U.S. flagged recreational vessel grounded after being beset by weather while anchored to a mooring ball near Pebble Beach, CA. The vessel was moored to a mooring ball and sinker that came loose in the prevailing conditions. The vessel was declared a total loss and wreck removal operations are underway. USCG pollution responders attended the vessel. Case pends.	
Loss of Propulsion (31MAR25): A U.S. flagged towing vessel experienced a loss of propulsion while pushing a loaded scow barge south of the Evergreen Terminal. The vessel reported losing propulsion on their port main diesel engine and another vessel took the loaded scow. The vessel transited back to Berth 67, Oakland, to conduct troubleshooting. USCG issued operational control, rectify deficiencies prior to movement (Code 60). USCG issued one time transit to Vallejo for repairs at request of the operator. Case pends.	
VESSEL SAFETY CONDITIONS	
Operational Control (08MAR2025): A foreign flag vehicle carrier reported that their main engine can only operate from local control and their INMARSAT-C cannot operate under battery power. USCG issued the vessel a COTP Order, allowing for transit through the Sector San Francisco COTP Zone with a minimum 1 tug assist. USCG received a satisfactory survey report on repairs from class society and lifted COTP order. Case closed.	
Operational Control (18MAR25): A foreign flag container vessel experienced a reduction of propulsion due to a malfunctioning deaerator valve. USCG issued the vessel a COTP Order, allowing for transit through the Sector San Francisco COTP zone with a minimum 2 tug assist. USCG received a satisfactory survey report on repairs from class society and lifted COTP order. Case closed.	

NAVIGATIONAL SAFETY
<p>Letter of Deviation (LOD) (22MAR2025): A foreign flag vehicle carrier was issued an inbound LOD for an inoperable X-band radar. The vessel arranged for a technician to attend the vessel and conduct repairs. USCG received satisfactory service report attesting to X-band radar repair. LOD lifted. Case closed.</p>
SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES
<p>Suspected Pollution Incident (15MAR2025): USCG IMD received an NRC report of a mystery sheen along the coast of Stinson Beach, CA. Stinson Fire Dept sent over photos of what resembled black blotches beneath the surface of the water. IMD duty team responded and found jellyfish blooms along the seashore. IMD also reached out to NOAA SSC, and Cal OSPR who concurred the mystery sheen to be biological in nature (jellyfish blooms). Through the process of the preliminary investigation, IMD was unable to identify a known source, therefore the case remains erroneous. No further action taken.</p>
<p>Suspected Pollution Incident (28MAR2025): USCG IMD received NRC report of dark blotches approximately 100 yards in length off the coast in Jenner CA, just south of Walsh Landing. IMD determined that there were no vessels in the area at the time of incident and no oil pipelines or shipping lanes near area of interest. IMD referenced NRC report occurring on 15MAR25 at Stinson Beach CA, where dark blotches were determined to be jellyfish blooms, correlating with rising sea surface temperatures. IMD consulted Cal OSPR on the images, who believed that the dark spots were due to the lack of dispersion and the dark shadow color. Through the process of the preliminary investigation, IMD was unable to identify a discharge, therefore, the case remains proven erroneous - no response actions taken. No further action taken.</p>
<p>Suspected Pollution Incident (26MAR2025): USCG IMD received NRC report of a vessel on a mooring ball that ran aground with an estimated 1000 gal of diesel on board, at Stillwater Cove in Pebble Beach, CA. Cal Fire responded for SAR and removed people on board and were unable to remove vessel. USCG determined that the vessel was against the rocks with potential port side damage. A Unified Command was established to manage the incident (USCG, NOAA, OSPR, Pebble Beach Director, RP). A total of 1,300 gal of diesel and oily water was removed from the scene utilizing the Oil Spill Liability Trust Fund (OSLTF). Salvage operations failed due to severe hull damage and operations transitioned to wreck removal. The incident was categorized as a major marine casualty. USCG issued a Notice of Federal Interest (NOFI), Administrative Order, and Partial Notice of Federal Assumption (NOFA) to the suspected responsible party. The source of pollution for this incident was secured via pollution removal and no discharges or visible sheen had occurred. USCG concluded that no further environmental threat exists.</p>

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
March 2025			
PORT SAFETY CATEGORIES*	Mar-2025	Mar-2024	**3yr Avg
<b>Total Number of Port State Control Detentions:</b>	0	1	0.03
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
<b>Total Number of COTP Orders:</b>	2	1	2.42
Navigation Safety (2), Port Safety & Security (0), ANOA (0)			
<b>Marine Casualties (reportable CG 2692) within SF Bay:</b>	9	7	7.00
Allision (0), Collision (1), Fire (0), Capsize (0), Grounding (2), Sinking (0)			
Steering (2), Propulsion (3), Personnel (0), Other (1), Power (0)			
<b>Total Number of (routine) Navigation Safety issues/Letters of Deviation:</b>	1	2	1.75
Radar (1), Gyro (0), Steering (0), Echo Sounder (0), AIS (0)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
<b>Reported or Verified "Rule 9" or other Navigational Rule Violations:</b>	0	0	0.08
<b>Significant Waterway events/Navigation related Cases:</b>	0	0	0.00
<b>Total Port Safety (PS) Cases opened</b>	12	11	11.28
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Mar-2025	Mar-2024	**3yr Avg
U.S. Commercial Vessels	1	2	0.83
Foreign Freight Vessels	0	0	0.19
Public Vessels	1	2	0.97
Commercial Fishing Vessels	1	4	0.72
Recreational Vessels	4	13	7.53
Pollution Discharge Sources (Facilities)	Mar-2025	Mar-2024	**3yr Avg
Regulated Waterfront Facilities	2	0	0.36
Regulated Waterfront Facilities - Fuel Transfer	2	1	0.36
Other Land Sources	2	5	4.58
Mystery Spills - Unknown Sources	8	8	6.44
Number of Pollution Incidents (By Spill Size)	Mar-2025	Mar-2024	**3yr Avg
Spills < 10 gallons	4	22	11.28
Spills 10 - 100 gallons	0	1	1.75
Spills 100 - 1000 gallons	0	2	0.22
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	17	10	7.75
<b>Total Pollution Incidents</b>	21	35	21.00
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Mar-2025	Mar-2024	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	10.00	2.00	6.71
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.89
Estimated spill amount from Public Vessels	1.00	505.00	16.89
Estimated spill amount from Commercial Fishing Vessels	2.00	5.00	2.60
Estimated spill amount from Recreational Vessels	0.00	18.00	24.87
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	1.90
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	11.00	4.50	1.65
Estimated spill amount from Other Land Sources	0.00	102.00	44.51
Estimated spill amount from Unknown Sources (Mystery Sheens)	0.00	8.00	5.28
<b>Total Oil Discharge and/or Hazardous Materials Release (Gallons)</b>	24.00	644.50	105.29
Penalty Actions	Mar-2025	Mar-2024	**3yr Avg
Civil Penalty Cases	0	1	0.06
Notice of Violations	0	0	0.08
Letters of Warning	4	1	3.36
<b>Total Penalty Actions</b>	4	2	3.50
* 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.			