

VII. HISTORY OF ACCIDENTS

A. OVERVIEW: This chapter includes a summary of accidents, near misses, and incidents reported to the Committee during the previous calendar year, and recap of prior years:

Incident Summary	2017	2018	2019	2020	2021	2022	2023	2024	2025
Propulsion (lost, lost but regained/repaired, limited, loss of pilothouse control)	10	11	8	9	17	19	11	12	10
Electrical			1						
Steering		1	1		1		2	1	1
Bow Thruster								1	
Subtotal Propulsion	10	12	10	9	17	19	13	14	11
Communications						1			
Search and rescue						1	1		2
Anchor						2	1		
Pollution						1			
Close Quarters							2		
Collision							2	1	
Other	7	6	1	3	8	8	5	8	7
Total	17	18	11	12	26*	32*	24	23	20

B. SUMMARY 2025: There were 20 incidents in 2025, 3 fewer than in 2024.

1. 11 of the 20 incidents in 2025 were issues with propulsion, which were broken down as follows:
 - i. 10 propulsion issues resolved themselves, were repaired by the ship or tug's crew, or were limited but not loss of propulsion.
 - ii. 1 ship had steering failure but was able to steer with emergency steering.
 - iii. 0 propulsion and steering issues required outside tugs to resolve, but in most cases, assist tugs responded.

2. There were 2 Search and Rescue cases:
 - i. The Long Beach Lifeguards evacuated a crewmember with a medical emergency from a ship.
 - ii. The Los Angeles Fire Department responded to and evacuated a swimmer from Catalina to Palos Verdes who was bitten by a shark

3. There were 7 “Other” incidents:
 - i. 1 ship’s pilot ladder was rigged improperly and was dragging in the water.
 - ii. 1 ship’s AIS (Automatic Identification System) was inoperative.
 - iii. 1 ship had to divert around a fishing vessel improperly using the traffic lanes.
 - iv. 95 containers fell into the harbor from a moored ship.
 - v. The tow wire between a tug and its tow broke.
 - vi. Unexploded ordnance was found during landside construction.
 - vii. There was a major fire aboard moored ship which required moving the ship from its berth to an outside anchorage and return.

4. * The spike to 26 and 32 incidents in 2021 and 2022 was attributed to the many extra ships in our waters above normal during the COVID-19 backup from October 2020 - November 2022, such as when 114 ships of all types were anchored or loitering (drifting) within 25-40 miles of the Ports of Los Angeles and Long Beach on 16 November 2021.