

| SIGNIFICANT PORT SAFETY AND SECURITY CASES (JANUARY 2025)   |  |
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| MARINE CASUALTIES   |  |
| Allision (07JAN2025): A U.S. flag passenger vessel reported striking a submerged object in the San Francisco Bay and began to take on water. Coast Guard issued an Operational Control, rectify Prior to Movement (Code 60). On 08JAN2025, Coast Guard authorized one-time transit from vessel's home facility to shipyard to affect permanent repairs. Coast Guard attended the vessel and observed damage to the vessel. Vessel completed satisfactory repairs and non-destructive testing. Operational Control Cleared. Case Pends.  |  |
| Loss of Steering (19JAN2025): A U.S. flag towing vessel reported a loss of steering. The port azimuth thruster locked in place at the 180 degree position while underway. The vessel returned to Pier 17 in San Francisco and moored safely. Vessel captain stated that the azimuth thruster freed itself enroute to the pier and worked properly during mooring. Coast Guard issued an operational control, rectify Prior to Carriage of Cargo (Code 701). On 24JAN2025, class reported replacement and recalibration of a potentiometer in the port azimuth thruster. Class reported successful sea trials. Operational Control Cleared. Case Closed. |  |
| Loss of Steering (20JAN2025): A U.S. flag towing vessel experienced a loss of steering while assisting a tank vessel docking in Richmond, CA. Crew closed a tripped breaker restoring steering. Coast Guard issued an operational control, rectify Prior to Carriage of Cargo (Code 701). Operator provided class findings report and repairs summary. Vessel replaced the electrical breaker of the starboard thruster inboard motor and conducted satisfactory sea trials. Operational Control Cleared. Case Pends.   |  |
| Loss of Power (23JAN2025): A U.S. flag passenger vessel reported an injector alarm in their starboard main engine. Coast Guard issued an operational control, rectify Prior to Carriage of Passengers (Code 701). Engineers removed and replaced the faulty injector harness and the individual injector. Dockside testing and satisfactory sea trials verified no further alarms, and the system operated within specifications. Operational Control Cleared. Case Pends.  |  |
| Loss of Propulsion (25JAN2025): A foreign bulk freight vessel experienced two separate reductions in propulsion during transit from Anchorage to Sacramento, CA. Vessel had two reductions in RPM. Vessel Traffic Service instructed the vessel to drop anchor and await further instructions. Pilot onboard and vessel master concluded that reductions of propulsion occurred from activation of the engine limiting device during rapid engine order changes. Pilot onboard communicated to VTS their comfort in the vessel continuing transit, Coast Guard granted permission for the vessel to continue. Case Pends.                               |  |

| VESSEL SAFETY CONDITIONS   |  |
|--|--|
| Operational Control (01JAN25): A U.S. flag passenger vessel received an operational control, rectify prior to carriage of passenger (Code 701). Vessel did not complete drydock examination within the required timeframe. Vessel successfully completed drydock examination. Operation Control Cleared. Case Pends.   |  |
| Operational Control (03JAN2025): A U.S. flag passenger vessel received an operational control, rectify Prior to Carriage of Passengers (Code 701). Vessel experienced a ruptured cooling pipe on the starboard main engine. Vessel received permission for a one-time transit to facility for repairs. On 04JAN2025, vessel satisfactorily replaced the failed cooling pipe. Operational Control Cleared. Case Pends.  |  |
| Operational Control (05JAN2025): A U.S. flag passenger vessel received an operational control, rectify Prior to Carriage of Passengers (Code 701). Vessel did not complete annual inspection within required timeframe. Annual inspection scheduled for 27JAN2025. Case Pends.   |  |
| Operational Control (07JAN2025): A U.S. flag passenger vessel reported striking a submerged object in the San Francisco Bay and began to take on water. Coast Guard issued an Operational Control, rectify Prior to Movement (Code 60). On 08JAN2025, Coast Guard authorized one-time transit from vessel's home facility to shipyard to affect permanent repairs. Coast Guard attended the vessel and observed damage to the vessel. Vessel completed satisfactory repairs and non-destructive testing. Operational Control Cleared. Case Pends.  |  |
| Operational Control (08JAN2025): A U.S. flag passenger vessel received an operational control, rectify Prior to Movement (Code 60). Vessel crew discovered excessive water in the bilge from a pin hole leak found in the starboard stern tube and placed a temporary patch for transit to shipyard. On 15JAN2025, Coast Guard inspected the vessel and identified additional wastage on hull plating extending approximately 16 inches on both sides of the identified leak. Vessel repairs satisfactory. Operational Control Cleared. Case Pends.  |  |
| Operational Control (19JAN2025): A U.S. flag towing vessel reported a loss of steering. The port azimuth thruster locked in place at the 180 degree position while underway. The vessel returned to Pier 17 in San Francisco and moored safely. Vessel captain stated that the azimuth thruster freed itself enroute to the pier and worked properly during mooring. Coast Guard issued an operational control, rectify Prior to Carriage of Cargo (Code 701). On 24JAN2025, class reported replacement and recalibration of a potentiometer in the port azimuth thruster. Class reported successful sea trials. Operational Control Cleared. Case Closed. |  |
| Operational Control (19JAN2025): A U.S. flag passenger vessel received an operational control, rectify Prior to Carriage of Passengers (Code 701). Vessel reported a failure with the transmission oil cooling system and a leak through the engine exhaust system. Vessel crew identified a sheen in the water and immediately secured engine to cease any discharge and check the engine room. On 24JAN2025, Coast Guard confirmed replacement of the oil cooler and witnessed satisfactory sea trials. Operational Control Cleared. Case Closed.  |  |
| Operational Control (20JAN2025): A U.S. flag towing vessel experienced a loss of steering while assisting a tank vessel docking in Richmond, CA. Crew closed a tripped breaker restoring steering. Coast Guard issued an operational control, rectify Prior to Carriage of Cargo (Code 701). Operator provided class findings report and repairs summary. Vessel replaced the electrical breaker of the starboard thruster inboard motor and conducted satisfactory sea trials. Operational Control Cleared. Case Pends.   |  |
| Operational Control (23JAN2025): A U.S. flag passenger vessel reported an injector alarm in their starboard main engine. Coast Guard issued an operational control, rectify Prior to Carriage of Passengers (Code 701). Engineers removed and replaced the faulty injector harness and the individual injector. Dockside testing and satisfactory sea trials verified no further alarms, and the system operated within specifications. Operational Control Cleared. Case Pends.   |  |
| Operational Control (24JAN2025): A U.S. flag passenger vessel received an operational control, rectify Prior to Carriage of Passengers (Code 701). During an inspection, Coast Guard identified a two-inch hole in the port side aft corner of the engine room overhead caused from heavy chafing from engine supports. Additionally, vessel life ring found to be in unserviceable condition. Case Pends.   |  |
| Operational Control (30JAN2025): A U.S. flag passenger vessel received an operational control, rectify Prior to Carriage of passengers (Code 701). Vessel experienced a failure of reduction gear box cooler, causing oil to mix with raw water and discharge overboard. Repairs and sea trials completed satisfactorily. Operational Control Cleared. Case Pends.   |  |
| NAVIGATIONAL SAFETY  |  |
| Inoperable X-Band Radar (09JAN2025): A foreign vehicle carrier received an inbound LOD due to an inoperable X-band Radar. Vessel received flag dispensation letter and arranged spare parts and technician. Technician attended the vessel and rectified the issue with replacement parts. Class survey attested to full functionality of X-band Radar. LOD lifted. Case Closed.   |  |
| SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES   |  |
| Letter of Warning (07JAN2025): A vessel owned by South Beach Harbor discharged approx. 5 gal of diesel into the San Francisco Bay. Incident Management Division (IMD) received an NRC report of a submerged vessel discharging in the South Beach Harbor Marina. Marina representatives confirmed ownership of the vessel and deployment of boom to mitigate the spill. Vessel later demolished. Letter of Warning issued to South Beach Harbor pursuant to 33 U.S.C. 1321(b)(3).  |  |

| PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS   |          |          |           |
|--|----------|----------|-----------|
| January 2025   |          |          |           |
| PORT SAFETY CATEGORIES*  | Jan-2025 | Jan-2024 | **3yr Avg |
| <b>Total Number of Port State Control Detentions:</b>  | 0        | 0        | 0.00      |
| SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)   |          |          |           |
| <b>Total Number of COTP Orders:</b>  | 0        | 1        | 2.47      |
| Navigation Safety (0), Port Safety & Security (0), ANOA (0)  |          |          |           |
| <b>Marine Casualties (reportable CG 2692) within SF Bay:</b>   | 5        | 7        | 6.97      |
| Allision (1), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)   |          |          |           |
| Steering (2), Propulsion (1), Personnel (0), Other (0), Power (1)  |          |          |           |
| <b>Total Number of (routine) Navigation Safety issues/Letters of Deviation:</b>  | 1        | 1        | 1.78      |
| 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>   | 6        | 9        | 11.31     |
| MARINE POLLUTION RESPONSE  |          |          |           |
| Pollution Discharge Sources (Vessels)  | Jan-2025 | Jan-2024 | **3yr Avg |
| U.S. Commercial Vessels  | 2        | 1        | 0.81      |
| Foreign Freight Vessels  | 0        | 1        | 0.19      |
| Public Vessels   | 1        | 2        | 0.92      |
| Commercial Fishing Vessels   | 0        | 0        | 0.75      |
| Recreational Vessels   | 6        | 6        | 7.69      |
| Pollution Discharge Sources (Facilities)   | Jan-2025 | Jan-2024 | **3yr Avg |
| Regulated Waterfront Facilities  | 2        | 0        | 0.31      |
| Regulated Waterfront Facilities - Fuel Transfer  | 0        | 0        | 0.25      |
| Other Land Sources   | 0        | 10       | 4.53      |
| Mystery Spills - Unknown Sources   | 1        | 16       | 6.25      |
| Number of Pollution Incidents (By Spill Size)  | Jan-2025 | Jan-2024 | **3yr Avg |
| Spills < 10 gallons  | 9        | 14       | 11.44     |
| Spills 10 - 100 gallons  | 0        | 3        | 1.72      |
| Spills 100 - 1000 gallons  | 0        | 0        | 0.22      |
| Spills > 1000 gallons  | 0        | 0        | 0.00      |
| Spills - Unknown Size  | 3        | 19       | 7.31      |
| <b>Total Pollution Incidents</b>   | 12       | 36       | 20.69     |
| Oil Discharge/Hazardous Materials Release Volumes by Spill Size  | Jan-2025 | Jan-2024 | **3yr Avg |
| Estimated spill amount from U.S. Commercial Vessels  | 2.00     | 15.00    | 6.43      |
| Estimated spill amount from Foreign Freight Vessels  | 0.00     | 1.00     | 0.42      |
| Estimated spill amount from Public Vessels   | 1.00     | 1.00     | 16.17     |
| Estimated spill amount from Commercial Fishing Vessels   | 2.00     | 0.00     | 2.63      |
| Estimated spill amount from Recreational Vessels   | 0.00     | 26.00    | 25.84     |
| Estimated spill amount from Regulated Waterfront Facilities  | 7.00     | 0.00     | 1.90      |
| Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer  | 0.00     | 0.00     | 1.35      |
| Estimated spill amount from Other Land Sources   | 0.00     | 34.50    | 44.53     |
| Estimated spill amount from Unknown Sources (Mystery Sheens)   | 0.00     | 16.00    | 5.42      |
| <b>Total Oil Discharge and/or Hazardous Materials Release (Gallons)</b>  | 12.00    | 93.50    | 104.68    |
| Penalty Actions  | Jan-2025 | Jan-2024 | **3yr Avg |
| Civil Penalty Cases  | 0        | 0        | 0.06      |
| Notice of Violations   | 0        | 0        | 0.08      |
| Letters of Warning   | 4        | 2        | 3.53      |
| <b>Total Penalty Actions</b>   | 4        | 2        | 3.67      |
| * 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.                       |          |          |           |