

Harbor Safety Committee

of the San Francisco Bay Region

*Mandated by the California Oil Spill
Prevention and Response Act of 1990*

Harbor Safety Committee of the San Francisco Bay Region

Thursday, January 14, 2016

California Maritime Academy, Richmond Maritime Safety & Security Center

756 West Gertrude Street, Richmond, CA

Capt. Lynn Korwatch (M), Marine Exchange of the San Francisco Bay Region (Marine Exchange), Chair of the Harbor Safety Committee (HSC); called the meeting to order at 10:02.

Alan Steinbrugge (A), Marine Exchange, confirmed the presence of a quorum of the HSC.

Committee members (M) and alternates (A) in attendance with a vote: **Jim Anderson** (M), CA Dungeness Crab Task Force; **John Berge** (M), Pacific Merchant Shipping Association; **Margot Brown** (M), National Boating Federation; **Mary Brown** (M), Sea-Logix, LLC; **Capt. Bob Carr** (A), San Francisco Bar Pilots; **Chad Culbertson** (M), Chevron Shipping Company; **Capt. Tom Dougherty** (M), Blue & Gold Fleet; **Jeff Ferguson** (M), NOAA; **Aaron Golbus** (M), Port of San Francisco; **Bob Gregory** (M), Foss Maritime Company; **LTC John Morrow**, (M), US Army Corps of Engineers; **Griffin Patrick** (M), Tesoro Refining and Marketing; **Chris Peterson** (M), Port of Oakland; **Linda Scourtis** (A), Bay Conservation and Development Commission; **Rich Smith** (M), Westar Marine Services; **CDR Jennifer Stockwell** (A), United States Coast Guard.

The meetings are always open to the public.

Approval of the Minutes-

A motion to accept the minutes of the November 12, 2015 meeting was made and seconded. The minutes were approved without dissent.

Comments by Chair- Capt. Lynn Korwatch

Welcomed the committee members and audience.

Coast Guard Report- CDR Jennifer Stockwell

- Advised that USCG planning is underway for Super Bowl 50 taking place on February 7, 2015. Super Bowl City will be located in downtown SF along The Embarcadero. The USCG is primarily involved with waterfront and ferry service security and advises the public to report any suspicious activity. If you see something, say something.
- Advised that the delayed crab fishing season is expected to open soon but the exact time frame pends testing.

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- Announced that the Bay Ferry 4 maritime security exercise will be taking place on January 20, 2016 off Treasure Island. Golden Gate Ferry is hosting the exercise in which mass casualty rescue, active shooter and radiation detection/decontamination drills will be performed.
- Advised that container vessel CMA CGM Benjamin Franklin was recently in port at Oakland and is the largest such ship ever to call the United States. After extensive simulations, the Bar Pilots docked the ship at Oakland outer harbor as the inner harbor turning basin is not large enough to allow such a large vessel to turn around. The feasibility of future docking of the ship at the Oakland inner harbor and then backing it out upon departure is being reviewed. The Bar Pilots plan on testing this maneuver with the vessel CMA CGM Thalassa which is due in port this week and is only slightly smaller than the Ben Franklin.
- Announced that the USCG is hosting Small Passenger Vessel Industry Day on February 3, 2016 at CGI.
- LCDR Don Edmond read from the November- 2015 and December- 2015 Prevention/Response Reports (attached).
- Jim Anderson asked for a report on the recovery of the Matson containers that recently went overboard offshore. The area is used for crab fishing. CDR Stockwell advised that not all of the containers have been recovered from the water and that no recent sightings have been reported. More information will be provided.
- Aaron Golbus asked if the tugs taking on water in Richmond on December 31, 2015 were docked at the time. John Berge asked if they had valid COFRs. CDR Stockwell advised that the tugs were docked at RCH1 and that the vessels didn't have COFRs. These are the same privately owned tugs that were previously anchored in ANC5 for some time.

Army Corps of Engineers Report- Lt.Col. John Morrow

- Advised that the Army Corps is monitoring and planning for issues relating to El Nino. So far southern California has been hit harder than northern California. We have been getting rain but not too much at a time. Tidal currents and shoaling are primary concerns.
- Advised that the Army Corps has been working with the Port of Oakland to potentially widen the inner harbor turning basin in order to allow for larger vessels. This project is still in the initial stages and will not be complete in the short term.
- Rob Lawrence read from the US Army Corps of Engineers, San Francisco District Report (attached). Hopper dredging is planned for several projects in FY 2016. The FY 2016 Work Plan has not been released yet but will determine project funding allocation. The Raccoon is out for maintenance until mid-February, 2016. Increased debris is expected due to the recent rain.

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- Jim McGrath advised that the population health of the longed finned smelt is a major concern for BCDC and the Water Quality Control Board and that hopper dredging could be problematic.

Clearing House Report- Alan Steinbrugge (report attached)

OSPR Report- David Mighetto

- Advised that Rich Smith, HSC member representing barge operators, will be retiring in March, 2016. OSPR would like to thank Rich Smith for his many years of involvement with the HSC. An announcement letter for the open HSC member position representing barge operators was issued today. Completed applications must be received by February 29, 2016.
- Capt. Korwatch thanked Rich Smith for his service.

NOAA Report- Jeff Ferguson

- Advised that the NWS reports that ocean temperatures have peaked and are now lowering but that strong El Nino conditions are still expected throughout the winter. Statewide snowpack is 103% of average so far with state reservoir capacity at 53%.
- Advised that upcoming king tides and large ocean swells could be problematic leading to coastal flooding.
- Advised the maritime community to report any chart issues and shoaling to him.

State Lands Commission Report- (report attached)

Work Group Reports-

Tug Work Group- Bob Gregory advised that there was nothing to report.

Navigation Work Group- Capt. Bob Carr advised that there was nothing to report.

Ferry Operations Work Group- Capt. Tom Dougherty advised that there was nothing to report.

Dredge Issues Work Group- Griffin Patrick advised that Senator Diane Feinstein's office has received and is reviewing the dredge funding appropriations letter sent by the HSC last year.

PORTS Work Group- Chris Peterson advised that there was nothing to report.

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Prevention through People Work Group- Margot Brown advised that there was nothing to report.

PORTS Report- Alan Steinbrugge

- Advised that the Oakland Middle Harbor Park wind bird is offline. Repairs to the electronics should be completed within the next few months.
- Advised that planning with the Port of San Francisco is progressing regarding the Pier 27 weather station.

Public Comment-

- Capt. Bruce Clark, retired Cal Maritime MSSC Director, advised that those seeking project assistance involving training, preparedness, policy or planning should contact him for more information.
- Capt. Clark advised that anyone still interested in participating in or observing the Bay Ferry 4 maritime security exercise should contact him.

Old Business- None

- John Berge asked about the OSPR HSC scope of work for LOP risk management which has yet to be released. Capt. Korwatch advised that OSPR has indicated that the LOP guidelines will be issued soon and will be passed to the HSC Tug Work Group and Navigation Work Group for review.

New Business-

- Capt. Korwatch asked the Port of San Francisco to provide a brief overview of their Super Bowl 50 plans. Aaron Golbus advised that street closers including SB The Embarcadero would be in effect. Ferry service will be expanded with queuing being a primary concern. Super Bowl City will be constructed downtown. Events are scheduled from January 29, 2016 through February 14, 2016.
- Due to the street closers and traffic concerns, Capt. Korwatch suggested that the February HSC meeting be held at the Port of Oakland instead of San Francisco. All members were in agreement and Alan Steinbrugge will facilitate.
- Capt. Korwatch announced that Bill Needham, HSC alternate on the Prevention Work Group, has passed away. This meeting will adjourn in his memory.

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Next Meeting-

1000-1200, February 11, 2016
Port of Oakland, Exhibit Room
530 Water Street, Oakland, CA

Adjournment-

A motion to adjourn was made and seconded. The motion passed without dissent and the meeting adjourned at 10:58.

Respectfully submitted:

A handwritten signature in black ink, appearing to read "Lynn Korwatch". The signature is written in a cursive style with a long horizontal stroke extending to the right.

Capt. Lynn Korwatch

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

November 1, 2015

PORT SAFETY CATEGORIES*	Nov-2015	Nov-2014	3yr Avg
1. Total Number of Port State Control Detentions for period: SOLAS (3), STCW (0), MARPOL (1), ISM (0), ISPS (0)	4	1	0.83
2. Total Number of COTP Orders for the period: Navigation Safety (3), Port Safety & Security (0), ANOA (0)	3	2	5.44
3. Marine Casualties (reportable CG 2692) within SF Bay: Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0) Steering (0), Propulsion (2), Personnel (0), Other (1), Power (0)	3	11	12.83
4. Total Number of (routine) Navigation Safety issues/Letters of Radar (0), Gyro (0), Steering (0), Echo Sounder (1), AIS (0) AIS-835 (1), ARPA (0), Speed Log (0), R.C. (0), Other (0)	2	4	4.00
5. Reported or Verified "Rule 9" or other Navigational Rule Violations	0	0	0.67
6. Significant Waterway events or Navigation related cases for the	0	0	0.42
7. Maritime Safety Information Bulletins (MSIBs)	0	1	0.50
Total Port Safety (PS) Cases opened for the period:	12	19	24.69

MARINE POLLUTION RESPONSE

Pollution Discharge Sources (VESSELS)	Nov-2015	Nov-2014	3yr Avg
U.S. Commercial Vessels	3	1	1.06
Foreign Freight Vessels	1	0	0.14
Public Vessels	1	0	0.72
Commercial Fishing Vessels	1	2	0.58
Recreational Vessels	7	3	5.00
Pollution Discharge Sources (FACILITIES)			
Regulated Waterfront Facilities	0	2	0.33
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.00
Other Land Sources	2	0	1.78
Mystery Spills - Unknown Sources	1	14	4.36
Number of Pollution Incidents within San Francisco Bay for Period			
1. Spills < 10 gallons	11	6	7.25
2. Spills 10 - 100 gallons	3	1	1.39
3. Spills 100 - 1000 gallons	0	0	0.22
4. Spills > 1000 gallons	0	0	0.06
5. Spills - Unknown	6	15	5.17
Total:	20	22	14.08
OIL DISCHARGE/HAZARDOUS MATERIALS RELEASE VOLUMES BY SPILL SIZE:			
1. Estimated spill amount from U.S. Commercial Vessels:	7.00	5.00	15.34
2. Estimated spill amount from Foreign Freight Vessels:	1.00	0.00	0.11
2. Estimated spill amount from Public Vessels:	5.00	0.00	1.92
3. Estimated spill amount from Commercial Fishing Vessels:	2.00	0.00	13.96
4. Estimated spill amount from Recreational Vessels:	59.00	6.13	40.35
5. Estimated spill amount from Regulated Waterfront Facilities:	0.00	17.00	5.78
6. Estimated spill amount from Regulated Waterfront Facilities - Fuel	0.00	0.00	0.00
7. Estimated spill amount from Other Land Sources:	2.00	0.00	34.53
8. Estimated spill amount from Unknown sources: (MYSTERY SHEENS)	UNK	0.00	4.11
OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE (GALLONS):	76.00	28.13	116.10
Civil Penalty Cases for Period	0	0	0.11
Notice of Violations (TKs)	0	3	0.75
Letters of Warning	10	6	2.83
TOTAL PENALTY ACTIONS:	10	9	3.69

* 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.

SIGNIFICANT PORT SAFETY AND SECURITY CASES (NOV 2015)

MARINE CASUALTIES

Loss of Propulsion, (02NOV15): A U.S. flagged ferry vessel experienced a temporary loss of propulsion and allided with a floating pier. The loss of propulsion was caused by an over speed sensor alarm which caused the engine to shutdown. A CG-835 No Sail was issued. Coast Guard attended the vessel and witnessed satisfactory operation of the vessel's main propulsion and associated systems. CG-835 No Sail was lifted. LOP was not attributed to fuel switching. Case Closed.

Loss of Propulsion (04NOV15): A foreign flagged bulk freight vessel experienced a loss of propulsion while underway to Anchorage 9. A COTP order was issued requiring the vessel to have two tug escort of sufficient horse power and bollard pull for their transit. Vessel required to remain there until causative factors have been determined and any necessary repairs have been made to the satisfaction of the vessel classification society. LOP was not attributed to fuel switching. Case Closed.

Equipment Failure, (22NOV15): A foreign flagged vehicle carrier was authorized to enter the San Francisco COTP zone with temporary repairs to the rudder. A COTP order was issued requiring the vessel to have two tug escort while transiting within San Francisco Bay. The COTP order is self lifting upon departure. Case Closed.

VESSEL SAFETY CONDITIONS

Vessel Detention, (04NOV15): A foreign flagged tank vessel was detained because crew failed to demonstrate proper fire fighting techniques per the vessel's SOLAS training manual. In addition, there was excessive oil in the bilges, in the engine room and in the purifier room. Numerous flexible hoses, rigid piping and flanges were observed to be covered in oil along with a portable air pump. A COTP order was also issued to the vessel requiring it to remain at Anchorage 9 until an expanded MARPOL examination was completed. Coast Guard and Class attended the vessel and witnessed satisfactory completion of fire drills and overall cleanliness of engine room. The COTP order and detention was lifted. MARPOL Investigation pends. Case Closed.

Operational Control, (09NOV15): A foreign flagged research vessel was issued a COTP order prohibiting submersible operations with embarked passengers until the submersible vessels obtains a valid Certificate of Inspection issued by the US Coast Guard or proof the submersible vessels hold valid SOLAS Passenger Ship Safety Certificates issued by Flag Administration. Case Pends.

Vessel Detention, (13NOV15): A foreign flagged bulk freight vessel was detained because crew failed to demonstrate proper fire fighting techniques. Crew members did not properly don PPE and failed to establish fire boundaries. Coast Guard attended the vessel and witnessed crew conduct a satisfactory fire drill and the detention was lifted. Case Closed.

Vessel Detention, (23NOV15): A foreign flagged bulk freight carrier was detained due to an inoperable rescue boat engine. Class attended the vessel and witnessed proper operation of the rescue boat engine and the detention was lifted. Case Closed.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inoperable Echo Depth Sounder/Recorder, (03NOV15): Vessel issued an inbound/outbound LOD.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

No enforcement, case of interest (29NOV15): A 51 foot yacht grounded on a break wall near the entrance to Oakland Inner Harbor with 150 gallons of diesel on board. The vessel was operating outside the navigable channel, and the operator claimed the break wall was submerged and not visible. A salvage company lifted the vessel off the wall with a crane and hauled it to a local boat yard. There was no discharge of oil.

** NOTE: Values represent an average month over a 36 month period for the specified category of information.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
December 1, 2015			
PORT SAFETY CATEGORIES*	Dec-2015	Dec-2014	3yr Avg
1. Total Number of Port State Control Detentions for period:	0	2	0.83
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
2. Total Number of COTP Orders for the period:	4	4	5.36
Navigation Safety (4), Port Safety & Security (0), ANOA (0)			
3. Marine Casualties (reportable CG 2692) within SF Bay:	10	9	12.33
Allision (1), Collision (2), Fire (1), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (1), Personnel (2), Other (3), Power (0)			
4. Total Number of (routine) Navigation Safety issues/Letters of	10	6	3.94
Radar (2), Gyro (0), Steering (0), Echo Sounder (0), AIS (0)			
AIS-835 (8), ARPA (0), Speed Log (0), R.C. (0), Other (0)			
5. Reported or Verified "Rule 9" or other Navigational Rule Violations	0	0	0.67
6. Significant Waterway events or Navigation related cases for the	1	1	0.42
7. Maritime Safety Information Bulletins (MSIBs)	0	2	0.50
Total Port Safety (PS) Cases opened for the period:	25	24	24.06
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (VESSELS)	Dec-2015	Dec-2014	3yr Avg
U.S. Commercial Vessels	0	2	0.97
Foreign Freight Vessels	0	1	0.11
Public Vessels	1	2	0.72
Commercial Fishing Vessels	0	0	0.56
Recreational Vessels	5	7	5.00
Pollution Discharge Sources (FACILITIES)			
Regulated Waterfront Facilities	0	1	0.28
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.00
Other Land Sources	0	2	1.75
Mystery Spills - Unknown Sources	5	4	4.36
Number of Pollution Incidents within San Francisco Bay for Period			
1. Spills < 10 gallons	5	11	7.11
2. Spills 10 - 100 gallons	2	3	1.42
3. Spills 100 - 1000 gallons	0	0	0.22
4. Spills > 1000 gallons	0	0	0.06
5. Spills - Unknown	4	5	5.06
Total:	11	19	13.86
OIL DISCHARGE/HAZARDOUS MATERIALS RELEASE VOLUMES BY SPILL SIZE:			
1. Estimated spill amount from U.S. Commercial Vessels:	0.00	12.00	14.78
2. Estimated spill amount from Foreign Freight Vessels:	0.00	2.00	0.11
2. Estimated spill amount from Public Vessels:	0.25	6.00	1.73
3. Estimated spill amount from Commercial Fishing Vessels:	0.00	0.00	13.93
4. Estimated spill amount from Recreational Vessels:	47.00	36.00	41.30
5. Estimated spill amount from Regulated Waterfront Facilities:	0.00	1.00	5.78
6. Estimated spill amount from Regulated Waterfront Facilities - Fuel	0.00	0.00	0.00
7. Estimated spill amount from Other Land Sources:	0.00	1.00	34.53
8. Estimated spill amount from Unknown sources: (MYSTERY SHEENS)	unk	0.00	4.11
OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE (GALLONS):	47.25	58.00	116.28
Civil Penalty Cases for Period	0	0	0.11
Notice of Violations (TKs)	0	1	0.72
Letters of Warning	3	6	2.92
TOTAL PENALTY ACTIONS:	3	7	3.75
* 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.			

SIGNIFICANT PORT SAFETY AND SECURITY CASES (DEC 2015)

MARINE CASUALTIES

Equipment Failure (04DEC15): A U.S. flag small passenger vessel experienced an equipment failure after conducting repairs at dry dock. The vessel was issued a CG-835 No Sail requiring the vessel to submit a repair proposal to ensure proper repairs were made. Coast Guard attended the vessel and witnessed a satisfactory underway test and the CG-835 No Sail was lifted. Case Closed.

Equipment Failure (07DEC15): A U.S flag small passenger vessel experienced a low lube pressure alarm on the port main engine while transiting to pick up passengers. The vessel was taken out of service by the Master. The vessel was issued a CG-835 No Sail until they provide the technician's report stating that the issue has been corrected. Case Pends.

Equipment Failure (13DEC15): A foreign flag container vessel experienced an equipment failure resulting in a reduction in propulsion while transiting through the main ship channel between buoys 7 & 8 . The vessel had an engine cylinder that was misfiring, there was no loss of propulsion or loss of steering. 02 tug vessels met the ship on the north side of the Bay Bridge. The vessel was issued a COTP Order requiring the vessel to effect repairs and have class society attend vessel. Coast Guard and Class attended the vessel and witnessed satisfactory operation of the cylinder. COTP was lifted. Case Closed .

Loss of Propulsion (19DEC15): A foreign flag container ship experienced a loss of propulsion near San Pedro while getting underway from Los Angeles, CA. A COTP Order was issued to the vessel requiring a two tug escort into the Port of Oakland. Class attended the vessel and witnessed proper operation of replaced exhaust valves and Coast Guard received proper documentation attesting to the repairs. COTP Order was lifted. LOP was not attributed to fuel switching. Case Closed.

Loss of Propulsion (19DEC15): A foreign flag vehicle carrier experienced a loss of propulsion while on approach to the dock. The vessel regained propulsion after approximately one minute and safely moored. The vsl was issued a COTP Order which requires the vsl to remain dockside until its classification society can attest to the causative factors. Class attended the vessel and was unable to clearly identify the causative factors. An amendment to the COPT Order was issued requiring the vsl to have a one tug escort until past the Carquinez Bridge. The COPT Order was self lifting upon departure. Case Closed.

Collision (20DEC15): A tug pushing a deck barge collided with an anchored recreational vessel in the San Joaquin River just north of West Island. The recreational vessel was anchored in the narrow channel during low visibility. No injuries were sustained by personnel on either vessel, there was no damage to the barge and no pollution. Case pends.

Loss of Propulsion (28DEC15): A U.S flagged freight vessel experienced a loss of propulsion while underway for sea trails due to unknown causes. Vsl could not achieve full speed ahead following an extensive boiler rebuild project. A CG-835 was issued to proceed to anchorage 9 to effect repairs and have class attend vessel. Class and CG attended the vessel and witnessed satisfactory operation of the boilers and CG-835 No Sail was lifted. LOP was not attributed to fuel switching. Case Closed

VESSEL SAFETY CONDITIONS

Operational Control (07DEC15): A U.S. flag small passenger vessel was inspected and issued an operational control due to improper operation of the pre-engineered fixed fire extinguishing system engine override switch. The vsl was issued a CG-835 No Sail requiring the vessel to prove proper operation of the system prior to carrying passengers. Coast Guard received proper documentation attesting to repair and satisfactory tests of the vsls pre-engineered fixed fire fighting engine override switch. CG-835 No Sail was lifted. Case Closed.

Operational Control (09DEC15): A foreign flag passenger ship was issued an operational control following a catastrophic failure of one of the vessel's electrical panels, which affected propulsion and generators. A COTP Order was issued requiring the vessel to have two tugs assist while transiting within the San Francisco Bay and arrival/departure from dock. A Classification Society report was received attesting to the proper operation of all systems on board and the Operational Control was lifted. Case Closed.

GENERAL SAFETY CASES

Nothing Significant to Report

NAVIGATIONAL SAFETY

Nothing Significant to Report

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Enforcement Pending (31DEC15): A tug was reported taking on water at Richmond 1. Mariners in the area quickly verified two-one hundred foot tugs tied together that were both taking on water, submerged up to the decks. The local fire department responded and quickly deployed containment boom. The Coast Guard hired an environmental contractor to dewater the vessels and remove fuel and oil onboard. There was no discharge into the waterway from the vessels sinking, and both vessel's were successfully stabilized. A total of 3,420 gallons of product was removed from the two tugs.

**Harbor Safety Committee
Of the San Francisco Bay Region**

**Report of the
U.S. Army Corps of Engineers, San Francisco District
January 14, 2016**

1. CORPS O&M DREDGING PROGRAM

The following is this year's O & M dredging program for San Francisco Bay. The FY16 O&M dredging program is subject to change, please refer to the Local Notice to Mariner for details dredge operations.

FY 2015 DREDGING

- a. **SF Main Ship Channel** – Completed 29 May 2015.
- b. **Redwood City Harbor I** – Completed 4 July 2015.
- c. **Richmond Outer Harbor (and Richmond Long Wharf)** – Completed 21 October 2015.
- d. **Suisun Bay Channel (and New York Slough)** – Completed 22 November 2015.
- e. **Richmond Inner Harbor** – Completed 15 December 2015.
- f. **Redwood City Harbor II** – Completed 6 January 2016.
- g. **San Pablo Bay (Pinole Shoal)** – Expected completion end of January 2016.
- h. **Oakland Harbor** – Expected completion by 2 February 2016.

FY 2016 DREDGING (PLANNED)

- a. **SF Main Ship Channel** – Estimated start early May 2016, estimated completion mid May 2016, contracted hopper.
- b. **Richmond Outer Harbor (and Richmond Long Wharf)** – Estimated start early June 2016, estimated completion mid June 2016, government hopper.
- c. **Richmond Inner Harbor** – Estimated start early June, estimated completion mid-August 2016, contracted clamshell.
- d. **San Pablo Bay (Pinole Shoal)** – Estimated start mid June 2016, estimated completion end of June, government hopper.
- e. **Redwood City Harbor** – Estimated start late June 2016, estimated completion mid-September 2016. Potential dredging of San Bruno Shoal depending on funding availability, sediment test results, and environmental approvals.

- f. **Oakland Harbor** – Estimated start early August 2016, estimated completion end of November 2016, contracted clamshell.
- g. **Suisun Bay Channel (and New York Slough)** – Estimated start mid-August, estimated completion end of October (if contracted clamshell). Estimated start early October 2016, estimated completion mid October 2016 (if government hopper).

2. DEBRIS REMOVAL – Debris removal for November 2015 was 52.5 tons. Dillard: 44.5 tons, including 2 abandoned vessels; Other boats: 8 tons incl. 3 abandoned vessels. Average for November from 2005 to 2014 is 56 tons. (Range: 5 - 135 tons) Debris removal for December 2015 was 43.5 tons. Dillard: 39 tons, including 5 abandoned vessels; Other boats: 4.5 tons. Average for December from 2005 to 2014 is 89 tons. (Range: 0 - 174 tons) The total for 2015 is 372.5 tons. Yearly average for 2005-2014 is 753 tons. (Range 269-1236) The Raccoon should be back in service by mid-Feb.

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	RACCOON	DILLARD	MISC	TOTAL
	TONS	TONS	TONS	TONS
2015				
JAN	0	45	15	60
FEB	0	49.5	7	56.5
MAR	7.5	21.5	0	29
APR	0	17	10	27
MAY	0	12.5	9.5	22
JUN	0	18	3	21
JUL	4	4	0	8
AUG	5	0	0	5
SEP	0	26.5	9	35.5
OCT	0	9.5	3	12.5
NOV	0	44.5	8	52.5
DEC	0	39	4.5	43.5

YR TOTAL
372.5

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

None to report.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

No urgent dredging in 2016.

5. OTHER WORK

San Francisco Bay to Stockton – No funds were received in 2015. The Tentative Selected Plan milestone is to be reached in FY16 with the use of carryover funds (from FY 14). A request is in progress for additional time and funding to complete the study in late 2017 (FY 18).

HYDROGRAPHIC SURVEY UPDATE

Address of Corps' web site for completed hydrographic surveys:

<http://www.spn.usace.army.mil/Missions/Surveys,StudiesStrategy/HydroSurvey.aspx>

The following surveys are posted;

Alameda Point Navigation Chanel: Condition survey of Nov. 2014.

Berkeley Marina (Entrance Channel): Condition survey of September 23, 2014.

Bull's Head Shoal: February 15, 2013 condition survey.

Islais Creek Channel: Condition survey of September 25, 2014.

Main Ship Channel: Post-dredge survey of May 27, 2015.

Mare Island Strait: Condition survey of September 24, 2014.

Marinship Channel (Richardson Bay): Condition survey of September 21, 2014.

Napa River: Condition surveys of 23-24 October 2014.

New York Slough: Condition survey of mid-July 2015.

Northship Channel: Condition survey of late July 2015

Oakland Entrance Channel: Post-dredge survey of Dec 2014 – Jan 2105.

Oakland Inner Harbor: Condition survey of early July 2015.

Oakland Inner Harbor Turning Basin: As above.

Oakland Outer Harbor: Condition survey of early July 2015.

Petaluma River: Condition survey of mid-September 2014.

Pinole Shoal Channel: Condition survey of early July 2015.

Redwood City Harbor: Post-dredge survey of June/July 2015.

Richmond Inner Harbor: Condition survey of late July 2015.

Richmond Outer Harbor (Longwharf): Condition survey of late July 2015.

Richmond Outer Harbor (Southampton Shoal): Post-dredge survey of mid-October 2015.

Sacramento River Deep Water Ship Channel: Condition Survey April 2015.

San Bruno Shoal: Condition survey of April 15, 2014.

San Leandro Marina (and Channel): Condition survey of March 30 – April 1, 2015.

San Rafael Across-the-Flats / San Rafael Creek: Condition surveys of May 2013.

Stockton Ship Channel: Condition survey of April/May 2015.

Suisun Bay Channel: Condition survey of mid-July 2015.

Disposal Site Condition Surveys:

SF-08 (Main Ship Channel Disposal Site): Condition survey of March 2013

SF-09 (Carquinez): Condition survey of March 2, 2015.

SF-10 (San Pablo Bay): Condition survey of March 2, 2015.

SF-11 (Alcatraz Island): Condition survey of November 6, 2015.

SF-16 (Suisun Bay Disposal Site): Condition survey of May, 2012.

SF-17 (Ocean Beach Disposal Site): Condition survey of March 2013.

NEW WEB ADDRESS – USACE WORK PLAN: www.usace.army.mil/missions/civilworks/budget.

O&M DREDGING PLAN FOR FY16*

Project	2015			2016												Volume	Placement Site	
	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC			
	FY 2016									FY 2017								
San Francisco District (SPN)																		
Humboldt Bar & Entrance								ESSAYONS			WCH Contract						750kcy	HOODS
Noyo Harbor																	35kcy	Upland
SF Main Ship Channel										WCH Contract							350kcy	OBDS/ SF-8
Richmond Inner Harbor				***													350kcy	SFDODS or Upland
Richmond Outer Harbor									ESSAYONS								250kcy	SF-11
Pinole Shoal					***				ESSAYONS								150kcy	SF-10
Suisun Bay Channel**																ESSAYONS	175kcy	SF-16
Oakland Harbor					***												600kcy	SFDODS & Upland
Redwood City Harbor					***												350kcy	SF-11
Sacramento DWSC																	100kcy	Upland
Stockton DWSC				***													300kcy	Upland
<div style="display: flex; justify-content: space-around; align-items: center; margin-top: 10px;"> <div style="width: 15%; text-align: center;"> <div style="background-color: red; width: 20px; height: 10px; margin: 0 auto;"></div> <p>Complete & Ongoing Contracts</p> </div> <div style="width: 15%; text-align: center;"> <div style="background: repeating-linear-gradient(45deg, transparent, transparent 2px, red 2px, red 4px); width: 20px; height: 10px; margin: 0 auto;"></div> <p>New SPN Contract</p> </div> <div style="width: 15%; text-align: center;"> <div style="background-color: yellow; width: 20px; height: 10px; margin: 0 auto;"></div> <p>West Coast Hopper Contract (WCH)</p> </div> <div style="width: 15%; text-align: center;"> <div style="background-color: black; width: 20px; height: 10px; margin: 0 auto;"></div> <p>Gov't Dredge</p> </div> <div style="width: 15%; text-align: center;"> <div style="background-color: #c0ffc0; width: 20px; height: 10px; margin: 0 auto;"></div> <p>Environmental Window</p> </div> </div>																		

* Based on FY16 President's Budget

** Plan A - Dredging by Essayons, Back-up Plan - Dredging by New SPN Contract

*** Environmental Window Extension Granted

Updated: 1/12/2016



Harbor Safety Committee of the
San Francisco Bay Region Clearing House
c/o Marine Exchange of the San Francisco Bay Region
505 Beach Street, Suite 300
San Francisco, California 94133-1131
415-441-6600 fax 415-441-3080 hsc@sfmtx.org

San Francisco Clearinghouse Report

January 14, 2016

- ☞ In November the clearinghouse did not contact OSPR regarding any possible escort violations. In December the clearinghouse contacted OSPR twice regarding possible escort violations.
- ☞ In November & December the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ☞ The Clearinghouse contacted OSPR 3 times in 2015 about possible escort violations. The Clearinghouse contacted OSPR 5 times regarding possible escort violations in 2014. The Clearinghouse contacted OSPR 1 time in 2013. The Clearinghouse contacted OSPR 3 times in 2012 regarding any possible escort violations, 3 times in 2011, 6 times in 2010, 8 times in 2009; 4 times in 2008; 9 times in 2007; 9 times in 2006; 16 times in 2005; 24 times in 2004; twice in 2003; twice in 2002; 6 times in 2001; 5 times in 2000.
- ☞ In November there were 84 tank vessel arrivals; 7 ATB's, 3 Chemical Tankers, 11 Chemical/Oil Tankers, 25 Crude Oil Tankers, 19 Product Tankers, and 19 Tugs with Barges.
- ☞ In November there were 266 total arrivals.
- ☞ In December there were 87 tank vessel arrivals; 10 ATB's, 2 Chemical Tankers, 15 Chemical/Oil Tankers, 23 Crude Oil Tankers, 13 Product Tankers, and 24 Tugs with Barges.
- ☞ In December there were 280 total arrivals.

San Francisco Bay Clearinghouse Report For November 2015

San Francisco Bay Region Totals

	<u>2015</u>		<u>2014</u>	
Tanker arrivals to San Francisco Bay	58		62	
ATB arrivals	7			
Barge arrivals to San Francisco Bay	19		31	
Total Tanker and Barge Arrivals	84		93	
Tank ship movements & escorted barge movements	284		314	
Tank ship movements	153	53.87%	174	55.41%
Escorted tank ship movements	97	34.15%	117	37.26%
Unescorted tank ship movements	56	19.72%	57	18.15%
Tank barge movements	131	46.13%	140	44.59%
Escorted tank barge movements	28	9.86%	38	12.10%
Unescorted tank barge movements	103	36.27%	102	32.48%

Percentages above are percent of total tank ship movements & escorted barge movements for each item.

Escorts reported to OSPR 0 0

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	173		275		0		109		557	
Unescorted movements	88	50.87%	153	55.64%	0	0.00%	68	62.39%	309	55.48%
Tank ships	63	36.42%	101	36.73%	0	0.00%	44	40.37%	208	37.34%
Tank barges	25	14.45%	52	18.91%	0	0.00%	24	22.02%	101	18.13%
Escorted movements	85	49.13%	122	44.36%	0	0.00%	41	37.61%	248	44.52%
Tank ships	73	42.20%	96	34.91%	0	0.00%	27	24.77%	196	35.19%
Tank barges	12	6.94%	26	9.45%	0	0.00%	14	12.84%	52	9.34%

Notes:

1. Information is only noted for zones where escorts are required.
2. All percentages are percent of total movements for the zone.
3. Every movement is counted in each zone transited during the movement.
4. Total movements is the total of all unescorted movements and all escorted movements.

San Francisco Bay Clearinghouse Report For December 2015

San Francisco Bay Region Totals

	<u>2015</u>		<u>2014</u>	
Tanker arrivals to San Francisco Bay	53		71	
ATB arrivals	10			
Barge arrivals to San Francisco Bay	24		24	
Total Tanker and Barge Arrivals	87		95	
Tank ship movements & escorted barge movements	305		338	
Tank ship movements	170	55.74%	165	48.82%
Escorted tank ship movements	105	34.43%	100	29.59%
Unescorted tank ship movements	65	21.31%	65	19.23%
Tank barge movements	135	44.26%	173	51.18%
Escorted tank barge movements	39	12.79%	45	13.31%
Unescorted tank barge movements	96	31.48%	128	37.87%

Percentages above are percent of total tank ship movements & escorted barge movements for each item.

Escorts reported to OSPR 2 0

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	183		288		0		138		609	
Unescorted movements	93	50.82%	150	52.08%	0	0.00%	80	57.97%	323	53.04%
Tank ships	60	32.79%	94	32.64%	0	0.00%	49	35.51%	203	33.33%
Tank barges	33	18.03%	56	19.44%	0	0.00%	31	22.46%	120	19.70%
Escorted movements	90	49.18%	138	47.92%	0	0.00%	58	42.03%	286	46.96%
Tank ships	73	39.89%	105	36.46%	0	0.00%	40	28.99%	218	35.80%
Tank barges	17	9.29%	33	11.46%	0	0.00%	18	13.04%	68	11.17%

Notes:

1. Information is only noted for zones where escorts are required.
2. All percentages are percent of total movements for the zone.
3. Every movement is counted in each zone transited during the movement.
4. Total movements is the total of all unescorted movements and all escorted movements.



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - DECEMBER COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
DECEMBER 1 - 31, 2014	215	82	38.14
DECEMBER 1 - 31, 2015	214	64	29.91

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
DECEMBER 1 - 31, 2014	16,004,000	0	20,042,900	9,791,787	29,834,687
DECEMBER 1 - 31, 2015	13,933,547	0	17,046,147	9,105,987	26,152,134

OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
DECEMBER 1 - 31, 2014	0	0	0	0	0
DECEMBER 1 - 31, 2015	0	0	0	0	0

Disclaimer:

Please understand that the data is provided to the California State Lands Commission from a variety of sources; the Commission cannot guarantee the validity of the data provided to it.