

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 12, 2017

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 10:01.

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; **Capt. Atanas Atanasov** (A), National Cargo Bureau; **Capt. Paul Ruff** (A), San Francisco Bar Pilots; **CDR Jen Stockwell** (A), United States Coast Guard; **Chad Culberston** (M), Chevron Shipping Company; **Capt. Tom Dougherty** (M), Blue & Gold Fleet; **Jeff Ferguson** (M), NOAA; **Aaron Golbus** (M), Port of San Francisco; **Benjamin Huber** (M), Westar Marine Services; **Phil Kipper** (A), San Francisco Bay Keeper; **Al Panicia** (A), US Army Corps of Engineers; **Jim McGrath** (M), Bay Conservation and Development Commission; **Griffin Patrick** (M), Tesoro Refining and Marketing; **Chris Peterson** (M), Port of Oakland; **Jeff Robbins** (M), General Steamship Corp.

The meetings are always open to the public.

Approval of the Minutes-

A motion to accept the minutes of the November 10, 2016 meeting was made and seconded. The minutes were approved without dissent.

Comments by Chair- Capt. Lynn Korwatch

Welcomed the committee members and audience. Distributed a sign-up sheet for members to indicate which HSC Work Groups they intend to participate in.

Coast Guard Report- Cmdr. Jen Stockwell

- Advised of a November response to a World War II era landing craft which capsized off Station Rio Vista. The sunken vessel posed a pollution risk and was recovered from the water along with heavy equipment it was transporting.

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- Advised that recovery of the sunken vessel Spirit of Sacramento is near completion and thanked the Army Corps for their assistance.
- Advised that heavy rain could impact levees and increase debris in the bay. Contact VTS to report any issues.
- Advised that a new committee, the Maritime Transportation System Response and Recovery Coalition has been formed to plan for disaster recovery. Development of roles, communication protocols and mission assignments are among the priorities. A meeting is scheduled following the February HSC meeting.
- LT Marcia Medina read from the November- 16 and December- 16 Prevention/Response Reports (attached).

Army Corps of Engineers Report- Al Paniccia

- Read from the US Army Corps of Engineers, San Francisco District Report (attached). This is the final report for the FY 2016 dredge season. Plans for the FY 2017 dredge season will be presented at the February HSC meeting.
- Advised that the December 19th Suisun Bay, Bullshead Reach survey showed the channel to be in good condition. An emergency dredging declaration was made in November, 2016 but shoaling has improved and the channel won't be dredged unless necessary. The next survey is scheduled for the week of January 23rd.

Clearing House Report- Alan Steinbrugge (report attached)

OSPR Report- David Mighetto

- Announced that Capt. Tom Dougherty is resigning from the HSC after many years of membership and work as chair of the Ferry Operations Work Group. Capt. Korwatch presented Capt. Dougherty with a certificate of appreciation for his service.
- Advised that a Tug Work Group meeting was held on December 14, 2016 to continue work on SB 414 mandates. The next meeting is scheduled for January 18, 2017.
- Announced that the California Maritime Leadership Symposium will be held on February 15-16, 2017 in Sacramento. Register for the event online at maritimesymposium.com.
- Advised that OSPR emergency regulations for inland facilities should be finalized by fall, 2017.
- Ted Mar, OSPR Prevention Branch Chief, introduced Drew Steadman, new Supervisor for the Northern California Field Office.

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NOAA Report- Jeff Ferguson

- Advised that several recent Army Corps surveys have been applied to NOAA charts including surveys for the Alameda Naval Air Station, Pinole Shoal and Oakland Bar Channel.
- Advised of a new NOAA Coast Survey website that provides chart updates. Link: https://distribution.charts.noaa.gov/weekly_updates/
- Advised that the NWS reports 130 percent of normal rainfall so far in San Francisco this season. Forty percent of the state including most of northern California has been removed from drought status.
- Advised that the Navigation Response Team based out of Richmond has been discontinued. NOAA can respond to incidents through local contractors and assets from other regions.

State Lands Commission Report- Richard Hernandez (report attached)

- Announced that the Northern California Customer Service Meeting will be held on February 22, 2017. The agenda includes presentations on invasive species regulations.
- Jim McGrath asked for information regarding recent land-based spills at Point Isabel. The issue will be investigated by OSPR and reported back.

Work Group Reports-

Tug Work Group- Capt. Korwatch advised that a meeting is scheduled for January 18th. Work on SB 414 continues.

Navigation Work Group- Nothing to report.

Ferry Operations Work Group- Capt. Tom Dougherty advised that WETA ferry ridership continues to grow with a 4.5 percent increase over last year. Seven new vessels are being introduced to the fleet in the coming months. Construction is set to start in June on San Francisco Ferry Terminal upgrades. A meeting is scheduled for January 19th to discuss safety issues involving smaller ferry operations on the bay. Kevin Donnelly will take over as acting chair of the Ferry Operations Work Group. Aaron Golbus confirmed that the vacant Sinbad's restaurant will be demolished to make way for SF Ferry Terminal improvements.

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Dredge Issues Work Group- Capt. Griffin Patrick thanked the Army Corps for their monitoring of Suisun Bay Channel. Shoaling has reduced but emergency dredging might still be needed this season depending on conditions.

PORTS Work Group- Nothing to report.

Prevention through People Work Group- Nothing to report.

PORTS Report- Alan Steinbrugge

- Advised that all three buoy mounted current sensors will be serviced this weekend. The Richmond current sensor will be repaired and should be back online next week.
- Advised of upgrades to the Middle Harbor Park weather station aimed at fixing a battery charge draining issue.
- Advised that realignment work is being done on the Oakland Berth 35 weather station and a satellite modem will be installed.
- Capt. Korwatch advised that the latest PORTS budget is being prepared and welcomed any priority requests from the maritime community.

Public Comment- None

Old Business- None

New Business-

- David Mighetto advised that the official vacancy announcement for HSC member representing ferry operators will be posted soon.
- Capt. Korwatch advised that she is chairing the Maritime Transportation System Response and Recovery Coalition which is scheduled to meet directly after the February HSC meeting in San Francisco. The committee is tasked with examining issues including the availability of Bar Pilots, labor and tugs upon port re-opening after closure due to disaster. Participation from the maritime community is welcome.
- Mickey Price, USCG, advised that the Mile Rocks light signal is slated for replacement but that the Coast Guard is considering decommissioning the sound signal due to its cost and hazardous location. Comments on the plan are welcome.

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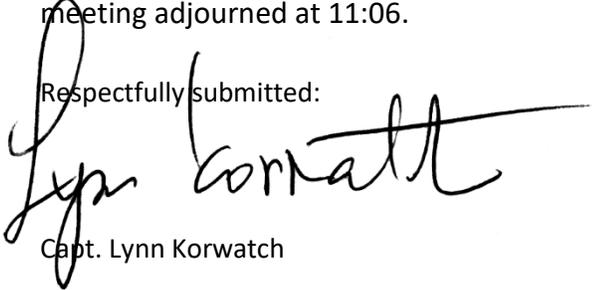
Next Meeting-

1000-1200, February 9, 2017
Port of San Francisco
Pier 1 Bay Side Conference Room
The Embarcadero
San Francisco, CA

Adjournment-

A motion to adjourn was made and seconded. The motion passed without dissent and the meeting adjourned at 11:06.

Respectfully submitted:

A handwritten signature in black ink, appearing to read "Lynn Korwatch", written over the typed name below.

Capt. Lynn Korwatch

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

November 2016

PORT SAFETY CATEGORIES*	Nov-2016	Nov-2015	**3yr Avg
Total Number of Port State Control Detentions:	1	4	0.78
SOLAS (1), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
Total Number of COTP Orders:	2	3	4.28
Navigation Safety (1), Port Safety & Security (0), ANOA (1)			
Marine Casualties (reportable CG 2692) within SF Bay:	9	3	10.39
Allision (1), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (1)			
Steering (0), Propulsion (5), Personnel (0), Other (2), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	2	2	4.06
Radar (0), Gyro (0), Steering (0), Echo Sounder (1), AIS (0)			
AIS-835 (0), ARPA (0), Speed Log (0), R.C. (0), Other (1)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	0	0	0.50
Significant Waterway events/Navigation related Cases:	0	0	0.33
Total Port Safety (PS) Cases opened	14	12	20.33
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Nov-2016	Nov-2015	**3yr Avg
U.S. Commercial Vessels	1	3	0.86
Foreign Freight Vessels	0	1	0.11
Public Vessels	1	1	0.53
Commercial Fishing Vessels	0	1	0.44
Recreational Vessels	1	7	4.00
Pollution Discharge Sources (Facilities)			
Regulated Waterfront Facilities	0	0	0.25
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.00
Other Land Sources	0	2	1.36
Mystery Spills - Unknown Sources	3	1	4.33
Number of Pollution Incidents within San Francisco Bay			
Spills < 10 gallons	2	11	4.92
Spills 10 - 100 gallons	0	3	1.25
Spills 100 - 1000 gallons	1	0	0.22
Spills > 1000 gallons	0	0	0.06
Spills - Unknown Size	3	6	5.56
Total Pollution Incidents	6	20	12.00
Oil Discharge/Hazardous Materials Release Volumes by Spill Size			
Estimated spill amount from U.S. Commercial Vessels	122.00	7.00	14.44
Estimated spill amount from Foreign Freight Vessels	0.00	1.00	8.42
Estimated spill amount from Public Vessels	5.00	5.00	1.40
Estimated spill amount from Commercial Fishing Vessels	0.00	2.00	9.99
Estimated spill amount from Recreational Vessels	1.00	59.00	42.17
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	3.00
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.00
Estimated spill amount from Other Land Sources	0.00	2.00	31.87
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	UNK	1.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	128.00	76.00	112.28
Penalty Actions			
Civil Penalty Cases	0	0	0.11
Notice of Violations	1	0	0.67
Letters of Warning	2	10	3.00
Total Penalty Actions	3	10	3.78

* 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.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

December 2016

PORT SAFETY CATEGORIES*	Dec-2016	Dec-2015	**3yr Avg
Total Number of Port State Control Detentions:	0	0	0.78
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
Total Number of COTP Orders:	2	4	4.33
Navigation Safety (2), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	7	10	10.58
Allision (1), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (4), Personnel (0), Other (2), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	0	10	4.11
Radar (0), Gyro (0), Steering (0), Echo Sounder (0), AIS (0)			
AIS-835 (0), ARPA (0), Speed Log (0), R.C. (0), Other (0)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	0	0	0.50
Significant Waterway events/Navigation related Cases:	0	1	0.33
Total Port Safety (PS) Cases opened	9	25	20.64
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Dec-2016	Dec-2015	**3yr Avg
U.S. Commercial Vessels	0	0	0.86
Foreign Freight Vessels	0	0	0.11
Public Vessels	0	1	0.53
Commercial Fishing Vessels	0	0	0.44
Recreational Vessels	5	5	4.14
Pollution Discharge Sources (Facilities)			
Regulated Waterfront Facilities	0	0	0.25
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.00
Other Land Sources	1	0	1.39
Mystery Spills - Unknown Sources	6	5	4.50
Number of Pollution Incidents within San Francisco Bay			
Spills < 10 gallons	4	5	5.03
Spills 10 - 100 gallons	2	2	1.31
Spills 100 - 1000 gallons	0	0	0.22
Spills > 1000 gallons	0	0	0.06
Spills - Unknown Size	6	4	5.72
Total Pollution Incidents	12	11	12.33
Oil Discharge/Hazardous Materials Release Volumes by Spill Size			
Estimated spill amount from U.S. Commercial Vessels	0.00	0.00	14.44
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	8.42
Estimated spill amount from Public Vessels	0.00	0.25	1.40
Estimated spill amount from Commercial Fishing Vessels	0.00	0.00	9.99
Estimated spill amount from Recreational Vessels	33.00	47.00	43.09
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	3.00
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.00
Estimated spill amount from Other Land Sources	2.00	0.00	31.92
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	1.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	35.00	47.25	113.25
Penalty Actions			
Civil Penalty Cases	0	0	0.11
Notice of Violations	0	0	0.67
Letters of Warning	4	3	3.11
Total Penalty Actions	4	3	3.89

* 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/Dec 2016)

MARINE CASUALTIES

Reduction of Propulsion (07NOV16): A U.S. flag towing vessel suffered a reduction in propulsion 140NM west of the Golden Gate. The starboard main engine lost power and proceeded on port main engine. A COTP was issued to requiring assist tugs from Mile Rocks to berth. Repairs were completed and the vessel was cleared to sail. LOP was not attributed to fuel switching. Case Closed.

Loss of Propulsion (15NOV16): A U.S. flag small passenger vessel experienced a loss of propulsion on one engine due to low lube oil pressure while underway. Repairs were completed and the vessel was cleared to sail. LOP was not attributed to fuel switching. Case Closed.

Loss of Propulsion (22NOV16): A U.S. Flag towing vessel suffered an engine casualty approx 50NM W of Port Orford, OR. Vessel reported fuel issues which caused both MDEs and generators to shut down. Aux generator was restarted and crew was able to make repairs to port engine and proceed to San Francisco Bay. A COTP was issued to requiring an assist tug from Mile Rocks to Anchorage 9. Repairs were completed to fuel system and the vessel was cleared to sail. LOP was not attributed to fuel switching. Case Closed.

Loss of Propulsion (27NOV16): A foreign flag container vessel experienced a loss of propulsion while inbound for Oakland. Two tugs took positive control of the vessel and transported the vessel to Anchorage 7. A COTP Order was issued requiring the vessel to keep one tug alongside until repairs were made and a Class Society report was received attesting to repairs. Both Class and the Coast Guard witnessed proper operations of vessel's main propulsion systems and the COTP Order was lifted. LOP not attributed to fuel switching. Case Closed.

Loss of Propulsion (13DEC16): A U.S. flag tank vessel shut down main engine due to an alarm while at sea. Vessel's crew immediately corrected issue and conducted a satisfactory engine test. Loss of Propulsion was not attributed to fuel switching. Case Closed.

Loss of Propulsion (14DEC16): A foreign flag container vessel experienced a high cylinder temperature alarm and the vessel secured the engines due to the Chief Engineer's recommendation. A COTP Order was issued requiring the vessel to remain at Anchorage 7 with a one tug assist until repairs were completed. A report was received identifying causative factors, actions taken, and future permanent repair intentions. The vessel was cleared to depart with a one tug escort to Mile Rocks at which point the COTP order was lifted. Loss of Propulsion was not attributed to fuel switching. Case Closed.

Allision (16DEC16): A U.S. flag passenger vessel experienced a loss of propulsion and allided with the pier. Company voluntarily took vessel out of service and proceeded to drydock to affect repairs. An operational control was issued to make permanent repairs prior to carrying passengers. Case Pends.

Equipment Failure (17DEC16): A foreign flag chemical carrier experienced an equipment failure, ruptured air line, while the vessel was mooring. The air line was replaced and Coast Guard attended to witness satisfactory operation of the system. Case Closed.

Loss of Propulsion (24DEC2016): A foreign flag tanker experienced a loss of propulsion due to an high exhaust gas temperature alarm while departing port. A COTP Order was issued requiring a one tug escort to Anchorage 9 and to provide a Class Society report attesting to repairs. Class attended the vessel and witnessed satisfactory operation of the propulsion system. The COTP Order was lifted. LOP not attributed to fuel switching. Case Closed.

VESSEL SAFETY CONDITIONS

Vessel Detention (25NOV16): A foreign flag chemical carrier was inspected at Anchorage 9 and detained after failing two fire drills. Coast Guard conducted follow-up exam and witnessed satisfactory drill. Detention was lifted. Case Closed.

Operational Control (05DEC16): A U.S. flag passenger vessel was issued a requirement to make repairs to vital system piping prior to carrying passengers for hire during annual inspection. The Coast Guard witnessed repairs and the operational control was cleared. Case Closed.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inop Echo Depth Sounder (01NOV16): Vsl issued inbound/outbound LOD (valid until 27NOV16).

Letter of Deviation (LOD), Inop Steering Pump (20NOV16): Vsl issued inbound LOD.

Letter of Deviation (LOD), Inop X-Band Radar (23DEC16): Vsl issued an inbound/outbound LOD.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Notice of Violation (22NOV16): A 70ft WWII era landing craft, capsized and sank off of US Coast Guard Station Rio Vista with 4 passengers onboard along with a water tractor that it was carrying. When all passengers were safely rescued, response teams conducted a pollution assessment and determined a potential of 175 of gallons diesel. Contracting companies were hired to cleanup the spilled diesel, salvage both the landing craft and the tractor, and remove any remaining pollution.

**Harbor Safety Committee
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**Report of the
U.S. Army Corps of Engineers, San Francisco District
January 12, 2017**

1. CORPS O&M DREDGING PROGRAM

The following report covers the conclusion of the FY16 O&M dredging program for San Francisco Bay. The FY17 program is still under development and will be published at a later date. Please refer to the Local Notice to Mariner for details of dredge operations.

FY 2016 DREDGING

- a. **SF Main Ship Channel** – Started 18 May 2016, completed 1 June 2016, by government hopper.
- b. **Richmond Outer Harbor (and Richmond Long Wharf)** – Started 1 June 2016, completed 14 June 2016, by government hopper. A second dredging episode occurred from 4 to 10 October 2016.
- c. **Richmond Inner Harbor** – Contract awarded to Curtin Maritime on 1 September 2016. Actual dredging started on 18 October 2016, **actual completion 6 December 2016**, by contracted clamshell, with placement at Cullinan Ranch.
- d. **San Pablo Bay (Pinole Shoal)** – Actual start on 26 September 2016, actual completion 3 October 2016, by government hopper.
- e. **Redwood City Harbor** – Contract awarded to Manson Construction on 8 September 2016. Actual dredging started on 14 October 2016, **actual completion 12 December 2016**, by contracted clamshell, with disposal at SF-11, SF-DODS, and Montezuma Wetlands Restoration Site (after 30 November 2016).
- f. **Oakland Harbor** – Dredging started on 11 August 2016, **actual completion 15 December 2016**, by contracted clamshell, with disposal at SF-DODS, and Montezuma Wetlands Restoration Site (after 30 November 2016).
- g. **Suisun Bay Channel (and New York Slough)** – The Suisun Bay Channel dredging solicitation was cancelled and the channel will not be dredged this season. We are conducting monthly hydrographic surveys to closely monitor shoaling conditions. **The last survey was conducted on 19 December 2016. Current channel status (UPRR Bridge to Avon) is -35.0 ft. The next survey is scheduled for the week of 23 January 2017.**
- h. **Napa River Channel** – Contract awarded to Ahtna Construction on 6 September 2016. Dredging started on 18 September 2016 in the upper reaches of the river **near downtown Napa, actual completion on 23 December 2016. Work was accomplished by mechanical excavator in the upper reaches and hydraulic pipeline in the lower reaches. Disposal occurred at the Imola Avenue and Napa Pipe sites.**

2. DEBRIS REMOVAL – Debris removal for November 2016 was 60 tons. Dillard: 34 tons, including 3 abandoned vessels; Raccoon: 15 tons, including 2 abandoned vessels; other boats: 11 tons, including 6 abandoned vessels. Average for November from 2006 to 2015 is 56 tons. (Range: 5 – 135 tons). Debris removal for December 2016 was 52.5 tons. Dillard: 27.5 tons, including 4 small vessels; Raccoon: 10 tons, including 1 abandoned vessels; other boats: 15 tons, including 6 abandoned vessels. Average for December from 2006 to 2015 is 74 tons. (Range: 0 – 174 tons).

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	RACCOON	DILLARD	MISC	TOTAL
2016	TONS	TONS	TONS	TONS
JAN	0	61	12	73
FEB	0	62	15	77
MAR	0	34.5	3	37.5
APR	0	42	75	117
MAY	0	18	4	22
JUN	5	54	3	62
JUL	24	9	12	45
AUG	22	48.5	16	86.5
SEP	5	13	4	22
OCT	25	13	15	53
NOV	15	34	11	60
DEC	10	27.5	15	52.5

YR TOTAL
707.5

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 FY15 and FY16. However, the Tentatively Selected Plan (TSP) milestone for Phase I (Western Reach) of the project was held on 29 June 2016 utilizing FY14 carryover funds. The recommended plan is to deepen the Phase I reach of the project from a depth of -35 feet to -38 feet MLLW. The final report is scheduled to be approved in February 2019.

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 November 2, 2016.
Berkeley Marina (Entrance Channel): Condition survey of September 23, 2014.
Islais Creek Channel: Condition survey of May 12, 2016.
Larkspur Ferry Channel: Condition survey of November 14, 2014.
Main Ship Channel: Post-dredge survey of June 6, 2016.
Mare Island Strait: Condition survey of September 24, 2014.
Marinship Channel (Richardson Bay): Condition survey of December 6, 2016.
Napa River: Condition survey of early March 2-7, 2016.
Northship Channel: Condition survey of late July 29-31, 2015.
Oakland Entrance Channel: Post-dredge survey of September 28 & 30 and October 10, 2016.
Oakland Inner Harbor (Reach 2): Post-dredge survey of October 21 & 31, 2016.
Oakland Inner Harbor (Reach 3-6): Post-dredge survey of November 7, 2016.
Oakland Outer Harbor (Reach 7-8): Post-dredge survey of September 10 & 12, 2016.
Oakland Outer Harbor (Reach 9-10): Post-dredge survey of November 11 & December 12, 2016.
Petaluma River (Across-the-Flats): Condition survey of September 12-14, 2014.
Petaluma River (Main Channel): Condition survey of September 13-14, 2014.
Pinole Shoal Channel: Post-dredge survey of October 17-20 and November 15, 2016.
Redwood City Harbor: Post-dredge survey of October 28, November 7 and December 9 & 13, 2016.
Richmond Inner Harbor: Post-dredge survey of November 1-6 & 20-30 and December 2-5, 2016.
Richmond Inner Harbor (Santa Fe Channel): Condition survey of December 20, 2016.
Richmond Outer Harbor (Longwharf): Condition survey of October 23, 2016.
Richmond Outer Harbor (Southampton Shoal): Post-dredge survey of June 20-27, 2016.
Sacramento River Deep Water Ship Channel: Condition survey of February 9-12, 2016.
San Bruno Shoal: Condition survey of August 4, 2016.
San Leandro Marina (and Channel): Condition survey of March 30 and April 1, 2015.
San Rafael (Across-the-Flats): Condition survey of May 10, 2013.
San Rafael (Creek): Condition survey of May 9, 2013.
Stockton Ship Channel: Condition survey of February 22-25, 2016.
Suisun Bay Channel: Condition survey of December 19, 2016.
Suisun Bay Channel (Bullshead Reach): Condition survey of December 19, 2016.
Suisun Bay Channel (New York Slough): Condition survey of August 16-17, 2016.

Disposal Site Condition Surveys:

SF-08 (Main Ship Channel Disposal Site): Condition survey of March 12, 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 January 4, 2017.

SF-16 (Suisun Bay Disposal Site): Condition survey of September 1, 2016.

SF-17 (Ocean Beach Disposal Site): Condition survey of March 20, 2013.

Requested Surveys:

Suisun Bay Channel tentatively scheduled for week of 23 January 2017 (weather permitting).

NEW WEB ADDRESS – USACE WORK PLAN:

<http://www.usace.army.mil/Missions/Civil-Works/Budget/>

O&M DREDGING PLAN FOR FY16*

Project	2015			2016									2017			Volume	Placement Site	Notes	
	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC				
	FY 2016									FY 2017									
Humboldt Bar & Entrance									█	█							1.675 mcy	HOODS	WCH Contract & Essayons.
Noyo Harbor														▨			35 kcy	Upland	Pipeline.
SF Main Ship Channel																	300 kcy	OBDS/ SF-8	Essayons.
Richmond Inner Harbor	█	█	█	**						█	█	█	█	█	▨	**	200 kcy	Upland	Clamshell. Make-up volume for Oakland dredging outside window.
Richmond Outer Harbor	█	█													█		200 kcy	SF-11	Essayons.
Pinole Shoal	█	█	█	█	**												150 kcy	SF-10	Essayons.
Suisun Bay Channel	█	█	█														175 kcy	SF-16	Clamshell per USFWS BiOp. Solicitation cancelled.
Oakland Harbor	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	600 kcy	SFDODS & Upland	Exercise option against FY15 contract. Switch to Upland after work window.
Redwood City Harbor	█	█	█	█	**										▨	**	350 kcy	SF-11	Clamshell
San Bruno Shoal	█	█															50 kcy	SF-11	No longer needed.
Napa River															▨	█	100 kcy	Upland	Pipeline/clamshell; Sediment Testing & Placement Site issues
Sacramento DWSC	█	█													█	█	100 kcy	Upland	Pipeline, Task Order against FY14 contract
Stockton DWSC	█	█	█	**												█	300 kcy	Upland	Pipeline, Task Order against FY14 contract

Complete & Ongoing	New SPN Contract	West Coast Hopper Contract	Gov't Dredge	Environmental Window	Abbreviations: WCH - West Coast Hopper

* Based on FY16 Work Plan Updated: 1/12/2017
 ** Environmental Window Extension Granted



Harbor Safety Committee of the
San Francisco Bay Region Clearing House
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San Francisco Clearinghouse Report

January 12, 2017

- ✎ In November and December the clearinghouse did not need to contact OSPR regarding any possible escort violations.
- ✎ In November and December the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ✎ The Clearinghouse contacted OSPR 1 time in 2016 about possible escort violations. The Clearinghouse contacted OSPR 3 time 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 time 2009; 4 times 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 85 tank vessel arrivals; 11 ATB's, 7 Chemical Tankers, 19 Chemical/Oil Tankers, 19 Crude Oil Tankers, 1 LPG, 12 Product Tankers, and 16 Tugs with Barges.
- ✎ In November there were 279 total arrivals.
- ✎ In December there were 91 tank vessel arrivals; 16 ATB's, 3 Chemical Tankers, 19 Chemical/Oil Tankers, 19 Crude Oil Tankers, 1 LPG, 23 Product Tankers, and 10 Tugs with Barges.
- ✎ In December there were 279 total arrivals.

San Francisco Bay Clearinghouse Report For November 2016

San Francisco Bay Region Totals

	<u>2016</u>		<u>2015</u>	
Tanker arrivals to San Francisco Bay	58		58	
ATB arrivals	11		7	
Barge arrivals to San Francisco Bay	16		19	
Total Tanker and Barge Arrivals	85		84	
Tank ship movements & escorted barge movements	262		284	
Tank ship movements	149	56.87%	153	53.87%
Escorted tank ship movements	108	41.22%	97	34.15%
Unescorted tank ship movements	41	15.65%	56	19.72%
Tank barge movements	113	43.13%	131	46.13%
Escorted tank barge movements	17	6.49%	28	9.86%
Unescorted tank barge movements	96	36.64%	103	36.27%

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	162		256		0		116		534	
Unescorted movements	79	48.77%	133	51.95%	0	0.00%	67	57.76%	279	52.25%
Tank ships	56	34.57%	94	36.72%	0	0.00%	53	45.69%	203	38.01%
Tank barges	23	14.20%	39	15.23%	0	0.00%	14	12.07%	76	14.23%
Escorted movements	83	51.23%	123	48.05%	0	0.00%	49	42.24%	255	47.75%
Tank ships	74	45.68%	107	41.80%	0	0.00%	40	34.48%	221	41.39%
Tank barges	9	5.56%	16	6.25%	0	0.00%	9	7.76%	34	6.37%

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 2016

San Francisco Bay Region Totals

	<u>2016</u>		<u>2015</u>	
Tanker arrivals to San Francisco Bay	704		691	
ATB arrivals	140		108	
Barge arrivals to San Francisco Bay	179		256	
Total Tanker and Barge Arrivals	883		1,055	
Tank ship movements & escorted barge movements	3,772		3,617	
Tank ship movements	2,155	57.13%	2,088	57.73%
Escorted tank ship movements	1,583	41.97%	1,304	36.05%
Unescorted tank ship movements	572	15.16%	720	19.91%
Tank barge movements	1,617	42.87%	1,529	42.27%
Escorted tank barge movements	339	8.99%	572	15.81%
Unescorted tank barge movements	1,278	33.88%	1,105	30.55%

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

Escorts reported to OSPR 1 3

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	2,248		3,512		0		1,646		7,406	
Unescorted movements	965	42.93%	1,646	46.87%	0	0.00%	829	50.36%	3,440	46.45%
Tank ships	710	31.58%	1,153	32.83%	0	0.00%	611	37.12%	2,474	33.41%
Tank barges	255	11.34%	493	14.04%	0	0.00%	218	13.24%	966	13.04%
Escorted movements	1,283	57.07%	1,866	53.13%	0	0.00%	817	49.64%	3,966	53.55%
Tank ships	1,142	50.80%	1,560	44.42%	0	0.00%	656	39.85%	3,358	45.34%
Tank barges	141	6.27%	306	8.71%	0	0.00%	161	9.78%	608	8.21%

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, 2015	214	64	29.91
DECEMBER 1 - 31, 2016	204	78	38.24

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
DECEMBER 1 - 31, 2015	13,933,547	0	17,046,147	9,105,987	26,152,134
DECEMBER 1 - 31, 2016	10,736,500	0	17,629,737	7,217,471	24,847,208

OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
DECEMBER 1 - 31, 2015	0	0	0	0	0
DECEMBER 1 - 31, 2016	1	0	0	1	1 Gallon - Other (Hydoric Leak from crane)

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.