

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, September 14, 2017

Port of Oakland, 2nd Floor Board Room

530 Water Street, Oakland, 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 10:07.

Alan Steinbrugge, 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. Robert Carr (M)**, San Francisco Bar Pilots; **Capt. Tony Ceraolo (M)**, United States Coast Guard; **Capt. Scott Cooper (A)**, Chevron Shipping Company; **Jeff Ferguson (M)**, NOAA; **Aaron Golbus (M)**, Port of San Francisco; **Bob Gregory (M)**, Foss Maritime Company; **Scott Grindy (A)**, San Francisco Marine Small Craft Harbor; **Ben Huber (M)**, Westar Marine Services; **Capt. Tom Kirsch (M)**, Blue and Gold Fleet; **MJR Kevin McCormick (A)**, US Army Corps of Engineers; **Jim McGrath (M)**, Bay Conservation and Development Commission; **Chris Peterson (M)**, Port of Oakland; **Jeff Robbins (M)**, General Steamship Corp.; **Julian Rose (M)**, Tesoro Refining.

The meetings are always open to the public.

Approval of the Minutes-

A motion to accept the minutes of July 13, 2017 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- Capt. Tony Ceraolo

- Advised that the USCG will be prioritizing safety during Fleet Week in October. Boating safety information is being made available through a public outreach campaign in partnership with the USCG Auxiliary and SFPD. Speed reduction, lifejackets and top-side weight will be focused on.

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- Advised that several Sector SF personnel are deployed supporting relief efforts for hurricanes Harvey and Irma.
- Advised that emergency dredging in the Stockton and Sacramento Channels is ongoing.
- Advised that continued demolition of old Bay Bridge piers is scheduled in the coming months.
- Advised that the comment period for USCG draft NVIC 05-17 addressing cybersecurity risks at regulated terminals has been extended until October 11th.
- Announced that there will be a USCG Towing Vessel Inspection Meeting on September 19th at CGI.
- USCG personnel read from the July- 2017 and August- 2017 Prevention/Response Reports (attached).

Army Corps of Engineers Report- MJR Kevin McCormick

- Read from the US Army Corps of Engineers, San Francisco District Report (attached).
- Jim McGrath asked for information on the effects of last winter's wet weather on shipping channels and shoaling. MJR McCormick agreed to provide a report.
- Aaron Golbus advised that the channel east of Pier 94 has reported shoaling and requested a new survey.

Clearing House Report- Alan Steinbrugge (report attached)

- Capt. Korwatch asked for possible reasons why regional tanker traffic has decreased. It was suggested that increasing amounts of crude oil being imported by rail as opposed to ships may be a contributing factor.

OSPR Report- Mike Coyne

- Announced that the West Coast HSC Summit will be held on October 25th-26th aboard the Queen Mary. Agenda items include emergency piloting technology, offshore wind farms and oil booming.
- Announced open HSC membership positions representing port authorities, tank ship operators and nonprofit environmental organizations. Applications are being accepted. Oaths of office still need to be taken by several new members.

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- Tom Cullen, OSPR Administrator, advised that SB 709 regulating sinking oils is currently on hold. A sinking oil workshop will be held on November 25th in Sacramento. AB 1197 is on the governor's desk and will regulate spill management teams.

NOAA Report- Jeff Ferguson

- Advised that recent surveys have been applied to the charts.
- Advised that the NWS is simplifying their marine hazard messaging system. Marine Advisories will be issued for all categories of hazards. Comments on the proposed changes are welcome. Visit weather.gov to see examples and provide feedback.
- Brian Garcia, NWS, announced that a La Nina Watch has just been issued for early winter.

State Lands Commission Report- Richard Hernandez

- Read from the State Lands Commission Report (attached) and distributed a six year statistical report on light cycle oil (attached).
- Jim Mazza asked about the recent Phillips 66 spill. Richard Hernandez advised that the OES report was approximately 25 gallons released. A pipeline failed before scheduled maintenance.

Marine Exchange Website Demonstration- Chris Hicks, Marine Exchange

- The Marine Exchange website (www.sfmex.org) is the communications hub for the HSC. Chris Hicks, Marine Exchange, provided a demonstration of the updated website where HSC related information, calendar, agenda, minutes and attachments are posted.
- Sections for regional AMSC and TFC meetings are also on the Marine Exchange website in addition to information on the OSPR Tanker Escort Program, VMAP, PORTS, MISNA and AIS.
- Information about Marine Exchange maritime reports, products and services are also available.
- The website homepage displays emergency alerts and provides a community calendar of events. Capt. Korwatch asked the maritime community to participate in keeping the calendar up to date by reporting events. Comments are welcome.
- Send all HSC correspondence to hsc@sfmx.org.

Work Group Reports-

Tug Work Group- Nothing to report.

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Navigation Work Group- Capt. Bob Carr advised that a Work Group meeting is scheduled for September 25th at the Pilot Office regarding submerged cables. Advised that the UP Railroad Bridge has been experiencing hydraulic issues since June which have impacted shipping. Six ships pass under the bridge per day and delays are a concern. Repairs are scheduled for September 19th but protocols are being reviewed in light of the situation. A meeting is being set up to address the issue and bridge maintenance plans.

Ferry Operations Work Group- Nothing to report.

Dredge Issues Work Group- Julian Rose advised that there was nothing to report.

PORTS Work Group- Nothing to report.

Prevention through People Work Group- Scott Grindy announced that the 21st anniversary of Margot Brown's Wheelchair Regatta will be held on September 23rd honoring wounded veterans.

PORTS Report- Alan Steinbrugge

- Advised that the UP Railroad Bridge weather station is offline due to bridge electrical issues. Electrician services have been scheduled.
- Advised that planning continues with the Port of San Francisco to install a weather station and current sensor at Pier 27.
- Marcus Freeling, Marine Exchange, will be taking over management of PORTS after Alan Steinbrugge retires in November.

Public Comment-

- Ellen Johnck, Environmental Consultant, advised of issues related to hopper dredging restrictions put in place to protect smelt in the bay. No Richmond dredging is scheduled this year and Pinole Shoal dredging is uncertain for next year. She requested that hopper dredge restrictions and the Essayons permit be addressed by the Dredge Work Group. Julian Rose agreed. In response to questions from Capt. Korwatch, Ellen Johnck advised consideration of hopper dredge mitigation measures and cost increases if only clamshell is allowed. Jim McGrath advised that regional allocation of dredging funds is an important issue.
- Catharine Hooper, Port of SF Consultant, advised that Fleet Week is the first week of October. The mission of Fleet Week is disaster preparedness and a multi-agency port reopening earthquake exercise is planned. Navy LHD amphibious assault ship USS Essex is scheduled to

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arrive on October 1st and launch LCUs before docking at Pier 30/32. Canadian frigate HMCS Winnipeg will arrive on October 4th and dock at Pier 15/17. The Parade of Ships is on October 6th and will include the USS Essex, USS Dewey, USS Champion, HNCS Winnipeg, USACE Dillard, a USCG vessel and SF fireboat. Public visitation will be available along the northern waterfront. The Blue Angeles will be performing airshows on October 6th-8th. fleetweeksf.org

Old Business- None

New Business-

- Capt. Korwatch advised that a lunch will be held in honor of Alan Steinbrugge's retirement on October 12th after the HSC meeting at the Richmond MSSC. Everyone is invited.

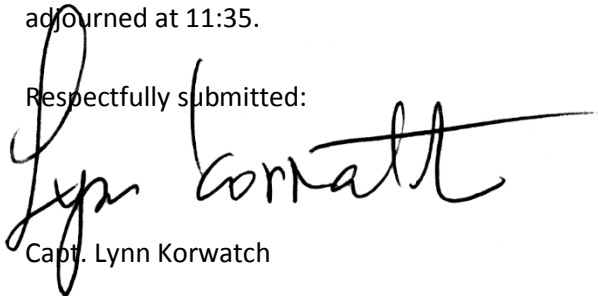
Next Meeting-

1000-1200
October 12, 2017
California Maritime Academy
Richmond Maritime Safety & Security Center
756 West Gertrude Street
Richmond, CA

Adjournment-

A motion to adjourn was made and seconded. The motion passed without dissent and the meeting adjourned at 11:35.

Respectfully submitted:



Capt. Lynn Korwatch

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
July 2017			
PORT SAFETY CATEGORIES*	Jul-2017	Jul-2016	**3yr Avg
Total Number of Port State Control Detentions:	0	1	0.78
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
Total Number of COTP Orders:	5	0	3.50
Navigation Safety (5), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	6	9	9.33
Allision (1), Collision (0), Fire (0), Capsize (0), Grounding (1), Sinking (0)			
Steering (1), Propulsion (3), Personnel (0), Other (0), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	0	1	3.50
Radar (0), Gyro (0), Steering (0), Echo Sounder (0), AIS (0)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	1	1	0.42
Significant Waterway events/Navigation related Cases:	0	0	0.44
Total Port Safety (PS) Cases opened	12	12	17.97
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Jul-2017	Jul-2016	**3yr Avg
U.S. Commercial Vessels	0	2	0.86
Foreign Freight Vessels	0	0	0.08
Public Vessels	0	0	0.50
Commercial Fishing Vessels	0	0	0.42
Recreational Vessels	2	3	3.31
Pollution Discharge Sources (Facilities)			
Regulated Waterfront Facilities	0	0	0.28
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.00
Other Land Sources	0	1	0.83
Mystery Spills - Unknown Sources	0	4	4.50
Number of Pollution Incidents within San Francisco Bay			
Spills < 10 gallons	1	5	4.25
Spills 10 - 100 gallons	0	1	1.11
Spills 100 - 1000 gallons	0	0	0.17
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	1	4	5.36
Total Pollution Incidents	2	10	10.89
Oil Discharge/Hazardous Materials Release Volumes by Spill Size			
Estimated spill amount from U.S. Commercial Vessels	0.00	26.00	15.08
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	8.42
Estimated spill amount from Public Vessels	0.00	0.00	1.71
Estimated spill amount from Commercial Fishing Vessels	0.00	0.00	9.93
Estimated spill amount from Recreational Vessels	6.00	7.00	39.41
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	3.03
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.00
Estimated spill amount from Other Land Sources	0.00	1.00	1.62
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	6.00	34.00	79.18
Penalty Actions			
Civil Penalty Cases	0	0	0.03
Notice of Violations	0	1	0.64
Letters of Warning	0	5	3.11
Total Penalty Actions	0	6	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.			

SIGNIFICANT PORT SAFETY AND SECURITY CASES (JUL 2017)	
MARINE CASUALTIES	
Loss of steering (05JUL17): A foreign flag bulk freight vessel experienced a partial loss of steering while transiting into San Francisco Bay. A COTP Order was issued requiring a two tug escort to Anchorage 9 and directing the vessel to remain at Anchorage until causative factors were identified. USCG and a Class Surveyor attended the vessel and witnessed satisfactory operation of the steering system. The COTP Order was lifted. Case closed.	
Loss of Propulsion (22JUL17): A foreign flag tank vessel experienced a loss of propulsion while transiting offshore enroute to San Francisco. A COTP Order was issued requiring a three tug escort to berth and to identify the causative factors. USCG and a Class Surveyor attended the vessel and witnessed satisfactory operation of the propulsion system. The COTP Order was lifted. LOP was not attributed to fuel switching. Case Closed.	
Loss of Propulsion (25JUL17): A foreign flag tank tank vessel experienced a partial loss of propulsion while transiting from Anchorage 9 to Martinez, CA. A COTP Order was issued directing the vessel to remain at anchorage until repairs are completed. USCG and a Class Surveyor attended the vessel and witnessed satisfactory operation of the propulsion system. The COTP Order was lifted. LOP was not attributed to fuel switching. Case Closed.	
Loss of Propulsion, (26JUL17): A foreign flag bulk freight vessel experienced a loss of propulsion control from the bridge while transitting outbound from Pittsburgh, CA. A COTP Order was issued requiring a two tug escort to Anchorage 9 for repairs and identify the causative factors. USCG and a Class Surveyor attended the vessel and witnessed satisfactory operation of the propulsion system. The COTP Order was lifted. LOP was not attributed to fuel switching. Case Closed.	
Grounding (27JUL17): A foreign flag bulk freight vessel experienced a momentary grounding while transitting in the Stockton Deepwater Channel. Vessel experienced no damage and continued transitting without requiring assistance. Incident was considered a "bump and go" and not attributed to shoaling. No COTP action required. Case Closed.	
Loss of Propulsion (28JUL17): A foreign flag tank vessel experienced a loss of propulsion while anchoring. A COTP Order was issued requiring the vessel to remain in Anchorage 9 until identification of causative factor and completion of a Port State Control exam. The COTP Order was lifted after the successful operational test conducted by the pilot with a one tug escort. Case Closed.	
Allision (30JUL17): A foreign flag bulk freight vessel allided with the Union Pacific R/R Bridge with its antenna while transiting outbound from the Port of Stockton. The pilot onboard determined the causative factor to be an inaccurate air draft and there was no reported damage to either the vessel or the bridge. An operational test of the antenna was completed and the vessel was permitted to continue the transit. No COTP action required. Case Closed.	
VESSEL SAFETY CONDITIONS	
Rule 9 Violation (08JUL17): There was a near miss involving a US flag ferry vessel which transited between a foreign container vessel and the pier in which the container vessel was attempting to moor. Case pends.	
Rule 9 Violation (29JUL17): There was a near miss involving a foreign flag container vessel and a US flag sailing vessel transitting outbound East of the Golden Gate Bridge. The container ship was a vessel that could safely navigate only within the designated narrow channel as per Inland Rule 9. Case pends.	
GENERAL SAFETY CASES	
NSTR	
NAVIGATIONAL SAFETY	
Letter of Deviation (LOD), Inop Primary Marine Radar (02AUG17): Vessel issued an inbound LOD requiring repair of deficiencies prior to departing Martinez, CA.	
Letter of Deviation (LOD), Inop S-BAND Radar (22AUG17): Vessel issued an outbound LOD requiring a one-tug escort, limited to daylight transits in minimum visibility of 02 NM.	
SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES	
25JUL17 (LOW) : 50' recreational vessel discharged 1 gallon of motor oil into Ballena Isle Marina, Alameda . Contractors were hired by the owner to boom the vessel and clean up the remaining oil in the bilge and the water.	
29JUL17 (LOW) : 33' Sailing Vessel sunk approx. 1 mile NE of Treasure Island. 25 gal of diesel on board. Contractors hired to refloat the vessel and remove the pollution threat.	

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
August 2017			
PORT SAFETY CATEGORIES*	Aug-2017	Aug-2016	**3yr Avg
Total Number of Port State Control Defentions:	0	1	0.78
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
Total Number of COTP Orders:	4	3	3.39
Navigation Safety (1), Port Safety & Security (3), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	8	6	9.22
Allision (4), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (1), Propulsion (1), Personnel (1), Other (1), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	2	9	3.42
Radar (2), Gyro (0), Steering (0), Echo Sounder (0), AIS (0)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	0	1	0.36
Significant Waterway events/Navigation related Cases:	0	0	0.39
Total Port Safety (PS) Cases opened	14	20	17.56
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Aug-2017	Aug-2016	**3yr Avg
U.S. Commercial Vessels	0	1	0.86
Foreign Freight Vessels	0	0	0.08
Public Vessels	0	0	0.50
Commercial Fishing Vessels	0	0	0.39
Recreational Vessels	7	5	3.22
Pollution Discharge Sources (Facilities)			
Regulated Waterfront Facilities	1	0	0.28
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.00
Other Land Sources	0	0	0.78
Mystery Spills - Unknown Sources	3	1	4.56
Number of Pollution Incidents within San Francisco Bay			
Spills < 10 gallons	6	5	4.28
Spills 10 - 100 gallons	0	1	1.11
Spills 100 - 1000 gallons	0	0	0.14
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	5	1	5.25
Total Pollution Incidents	11	7	10.78
Oil Discharge/Hazardous Materials Release Volumes by Spill Size			
Estimated spill amount from U.S. Commercial Vessels	0.00	1.00	15.08
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	8.42
Estimated spill amount from Public Vessels	0.00	0.00	1.71
Estimated spill amount from Commercial Fishing Vessels	0.00	0.00	2.57
Estimated spill amount from Recreational Vessels	5.00	35.00	39.30
Estimated spill amount from Regulated Waterfront Facilities	2.00	0.00	3.03
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.00
Estimated spill amount from Other Land Sources	0.00	0.00	1.62
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	7.00	36.00	71.71
Penalty Actions			
Civil Penalty Cases	0	0	0.03
Notice of Violations	0	0	0.64
Letters of Warning	0	6	3.03
Total Penalty Actions	0	6	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 (AUG 2017)	
MARINE CASUALTIES	
Loss of propulsion (02AUG17): A foreign flag tank vessel experienced a momentary loss of propulsion while transiting west of the Golden Gate Bridge inbound to San Francisco Bay. A COTP Order was issued requiring the vessel to have a two tug escort from Mile Rocks to Anchorage 9 and remain there until documentation was received from class society. USCG and a Class Surveyor attended the vessel and witnessed satisfactory operation of the propulsion system. The COTP Order was lifted. LOP was not attributed to fuel switching. Case closed.	
Equipment Failure (03AUG17): A foreign flag tank vessel experienced an electrical problem with the main engine controls. A COTP Order was issued requiring the vessel to have a two tug escort from Mile Rock to Anchorage 9, and remain there until documentation was received from class society. USCG and a Class Surveyor attended the vessel and witnessed satisfactory operation of the propulsion system. The COTP Order was lifted. Case closed.	
Loss of propulsion (06AUG17): A foreign flag tank vessel experienced a partial loss of propulsion resulting in reduced main engine power. A COTP Order was issued requiring the vessel to have a two tug escort to Anchorage 9, and remain there until documentation was received from class society. USCG and a Class Surveyor attended the vessel and witnessed satisfactory operation of the propulsion system. The COTP Order was lifted. Case closed.	
Allision (10AUG17): A U.S. flag small passenger vessel experienced an allision with submerged private navigation aid while transiting from Larkspur to Tiburon. The vessel was issued an CG-835 No Sail and taken to drydock for examination of damage. The stbd prop was replaced due to severe damage. Sea trials were conducted and CG-835 No Sail was lifted. Case closed.	
Loss of steering (30AUG17): A U.S. flag small passenger vessel experienced a partial loss of steering IVO the Bay Bridge. A CG 835 No-Sail was issued. Repairs were completed and USCG witnessed successful sea trials. CG-835 lifted. Case closed.	
VESSEL SAFETY CONDITIONS	
NSTR	
GENERAL SAFETY CASES	
NSTR	
NAVIGATIONAL SAFETY	
Letter of Deviation (LOD), Inop Primary Marine Radar (02AUG17): Vessel issued an inbound LOD requiring repair of deficiencies prior to departing Martinez, CA.	
Letter of Deviation (LOD), Inop S-BAND Radar (22AUG17): Vessel issued an outbound LOD requiring a one-tug escort, limited to daylight transits in minimum visibility of 02 NM.	
SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES	
NSTR	

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

**Report of the
U.S. Army Corps of Engineers, San Francisco District
September 14, 2017**

1. CORPS O&M DREDGING PROGRAM

The following report covers the upcoming FY 2017 dredging program for San Francisco Bay. This program is subject to change based on a number of variables including final FY 2017 appropriations and Corps Work Plan. Please refer to the Local Notice to Mariner for details of dredge operations.

FY 2017 DREDGING

- a. **SF Main Ship Channel** – Estimated start mid-May 2017, estimated completion early June 2017, by government hopper. Completed in early June.
- b. **Richmond Inner Harbor** – Estimated start early September 2017, estimated completion end of October 2017, by contracted clamshell. **Awarded 17 August with upland placement at Cullinan Ranch.**
- c. **Richmond Outer Harbor (and Richmond Long Wharf)** – Deferred due to special conditions contained in the Water Quality Certification.
- d. **Oakland Harbor** – Estimated start mid-August 2017, estimated completion end of November 2017, by contracted clamshell. **Episodic approval received and Task order for approximately 600k awarded. Estimated shoal volume is approximately 1000kcy and coordination for remainder of Shoaled material is underway.**
- e. **Redwood City Harbor** – Estimated start early September 2017, estimated completion end of October 2017, by contracted clamshell. **Contract was awarded and dredging is underway.**
- f. **San Pablo Bay (Pinole Shoal)** – Estimated start mid-June 2017, estimated completion late-June 2017, by Government hopper. **Initial episode was completed in late June, but post-dredge surveys revealed that shoaling was significantly higher than expected. Coordination with resource agencies for additional volumes to be dredged has been completed and the Essayons expected to remobilize in early November.**
- g. **Suisun Bay Channel (and New York Slough)** – Estimated start mid-September 2017, estimated completion mid-November 2017, by contracted clamshell. **Contract awarded in August.**

2. DEBRIS REMOVAL – Debris removal for July 2017 was 22 tons. Dillard: 15 tons, including 2 abandoned vessels; other boats: 7 tons, including 5 abandoned vessels. Average for July from 2007 to 2016 is 23 tons. (Range: 0-52 tons). Debris removal for August 2017 was 41.5 tons. Dillard 24.5 tons, including 3 abandoned vessels; other boats: 17 tons, including 5 abandoned vessels. Raccoon has been repaired and expected to return to service September 2017, crew availability permitting.

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	RACCOON	DILLARD	MISC	TOTAL
2017	TONS	TONS	TONS	TONS
JAN	30	212	170	417
FEB	75	88	35	198
MAR	65	35	12	112
APR	14	104.5	23	142.5
MAY	16	84.5	12	112.5
JUN	0	25.5	12	37.5
JUL	0	15	7	22
AUG	0	24.5	17	41.5
SEP	0	0	0	0
OCT	0	0	0	0
NOV	0	0	0	0
DEC	0	0	0	0

YR TOTAL

1,083

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

None to report.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

Stockton DWSC: A joint Task Order was awarded 25 May to the contractor, Ross Island Sand & Gravel, Inc. (RI). RI was issued Notice to Proceed on 2 Jun and dredging has commenced. A follow on task order aimed at meeting annual maintenance cycle requirements is being prepared for expected dredging in September.

Sacramento River DWSC: A joint Task Order was awarded 25 May to RI. Once the dredging operations on the Stockton channel are complete, the contractor will mobilize to the Sacramento channel and commence dredging. The regular maintenance dredging will most likely be deferred until FY18. The team anticipates the emergency dredging activities for the Sacramento DWSC to commence in July; directly after the completion of the Stockton DWSC emergency dredging episode.

5. OTHER WORK

San Francisco Bay to Stockton – The study is now being conducted by the Wilmington District to more efficiently match the study with available resources. Funding was allocated in the work plan and the Wilmington District is revising the Scope and Schedule to match work plan funds and available NFS funds. 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 Channel: 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 18, 2014.
Main Ship Channel: Condition survey of March 9 & 20, 2017.
Mare Island Strait: Condition survey of September 24, 2014.
Marinship Channel (Richardson Bay): Condition survey of December 6, 2016.
Napa River: Condition survey of May 4-9, 2017.
Northship Channel: Condition survey of July 29-31, 2015.
Oakland Entrance Channel: Condition survey of May 16-22, 2017.
Oakland Inner Harbor (Reach 2): Condition survey of May 16-22, 2017.
Oakland Inner Harbor (Reach 3-6): Condition survey of May 16-22, 2017.
Oakland Outer Harbor (Reach 7-8): Condition survey of May 16-22, 2017.
Oakland Outer Harbor (Reach 9-10): Condition survey of May 16-22, 2017.
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 July 7, 2017 and condition survey of August 15, 2017.
Redwood City Harbor: Pre-dredge survey of June 15-16, 2017.
Richmond Inner Harbor: Pre-dredge survey of June 8-9, 2017.
Richmond Inner Harbor (Santa Fe Channel): Condition survey of December 20, 2016.

Richmond Outer Harbor (Longwharf): Condition survey of April 4, 2017.
Richmond Outer Harbor (Southampton Shoal): Condition survey of April 10, 2017.
Sacramento River Deep Water Ship Channel: Pre-dredge survey of July 26, 2017.
San Bruno Shoal: Condition survey of March 27, 2017.
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 July 24-29, 2017.
Suisun Bay Channel: Pre-dredge survey of July 15 & 19, 2017.
Suisun Bay Channel (Bullshead Reach): Condition survey of April 19, 2017.
Suisun Bay Channel (New York Slough): Pre-dredge survey of July 13-14, 2017.

Disposal Site Condition Surveys:

SF-08 (Main Ship Channel Disposal Site): Condition survey of May 11, 2017.
SF-09 (Carquinez): Condition survey of April 19, 2017.
SF-10 (San Pablo Bay): Condition survey of April 19, 2017.
SF-11 (Alcatraz Island): Condition survey of June 13, 2017.
SF-16 (Suisun Bay Disposal Site): Condition survey of September 1, 2016.
SF-17 (Ocean Beach Disposal Site): Condition survey of May 11, 2017.

Requested Surveys:

Before (Pre) dredge surveys are scheduled to occur thru the end of September for all of San Francisco District's in-bay projects which are planned to be dredged in FY17, with after (Post) dredge surveys to follow.

NEW WEB ADDRESS – USACE WORK PLAN:

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

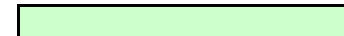
SF Bay O&M DREDGING PLAN FOR FY17*

1-Sep-17

Project	2016			2017												Volume	Placement Site	Notes
	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC			
	FY 2017												FY 2018					
SF Main Ship Channel						Essayons										350kcy	OBDS/ SF-8	Gov't Hopper - Complete
Richmond Inner Harbor																350kcy	Cullinan	Clamshell -Awarded with Upland placement
Richmond Outer Harbor																250kcy	SF-11	Gov't Hopper Deferred in FY17
Oakland Harbor				**												1000kcy	SF-DODS	Option has been awarded
Redwood City Harbor				**												250kcy	SF-11	Clamshell - Awarded
Pinole Shoal																700kcy	SF-10	Initial effort Completed - Follow on effort being worked to perform High Spot and/or Advanced Maintenance
Suisun Bay Channel																175kcy	SF-16	Clamshell -Awarded
Napa River				**												90kcy	Upland	Dredging Completed in Dec 2017
Sacramento River (30 Ft)																100kcy	Various Upland	Emergency action has been awarded, with no further action this FY
San Joaquin, Port of Stockton				**												450kcy	Various Upland	Emergency action has been awarded. Follow on action will be subsequent task order award through existing SATOC



Ongoing Contracts
New SPN Contract
West Coast Hopper Contract
Government Dredge



Environmental Window

* Program execution is based on the FY17 President's Budget, Workplan and Federal Standard plan for each project.

** Window Extension.

Date of Update:

9/8/2017



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

September 14, 2017

- ✎ In July & August the clearinghouse did not need to contact OSPR regarding any possible escort violations.
- ✎ In July & August 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 a 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 July there were 106 tank vessel arrivals; 12 ATB's, 5 Chemical Tankers, 22 Chemical/Oil Tankers, 27 Crude Oil Tankers, 22 Product Tankers, and 18 Tugs with Barges.
- ✎ In August there were 112 tank vessel arrivals; 15 ATB's, 7 Chemical Tankers, 21 Chemical/Oil Tankers, 30 Crude Oil Tankers, 1 LPG, 26 Product Tankers, and 12 Tugs with Barges.
- ✎ July there were 299 total arrivals.
- ✎ August there were 299 total arrivals.

San Francisco Bay Clearinghouse Report For July 2017

San Francisco Bay Region Totals

	<u>2017</u>		<u>2016</u>	
Tanker arrivals to San Francisco Bay	76		72	
ATB arrivals	12		8	
Barge arrivals to San Francisco Bay	18		24	
Total Tanker and Barge Arrivals	106		104	
Tank ship movements & escorted barge movements	346		250	
Tank ship movements	200	57.80%	196	78.40%
Escorted tank ship movements	153	44.22%	133	53.20%
Unescorted tank ship movements	47	13.58%	63	25.20%
Tank barge movements	146	42.20%	54	21.60%
Escorted tank barge movements	22	6.36%	26	10.40%
Unescorted tank barge movements	124	35.84%	28	11.20%

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	214		339		0		134		687	
Unescorted movements	101	47.20%	167	49.26%	0	0.00%	67	50.00%	335	48.76%
Tank ships	73	34.11%	120	35.40%	0	0.00%	59	44.03%	252	36.68%
Tank barges	28	13.08%	47	13.86%	0	0.00%	8	5.97%	83	12.08%
Escorted movements	113	52.80%	172	50.74%	0	0.00%	67	50.00%	352	51.24%
Tank ships	105	49.07%	151	44.54%	0	0.00%	58	43.28%	314	45.71%
Tank barges	8	3.74%	21	6.19%	0	0.00%	9	6.72%	38	5.53%

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 August 2017

San Francisco Bay Region Totals

	<u>2017</u>		<u>2016</u>	
Tanker arrivals to San Francisco Bay	85		67	
ATB arrivals	15		8	
Barge arrivals to San Francisco Bay	12		28	
Total Tanker and Barge Arrivals	112		103	
Tank ship movements & escorted barge movements	358		342	
Tank ship movements	217	60.61%	197	57.60%
Escorted tank ship movements	177	49.44%	130	38.01%
Unescorted tank ship movements	40	11.17%	67	19.59%
Tank barge movements	141	39.39%	145	42.40%
Escorted tank barge movements	14	3.91%	34	9.94%
Unescorted tank barge movements	127	35.47%	111	32.46%

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	217		350		0		160		727	
Unescorted movements	86	39.63%	163	46.57%	0	0.00%	68	42.50%	317	43.60%
Tank ships	67	30.88%	123	35.14%	0	0.00%	61	38.13%	251	34.53%
Tank barges	19	8.76%	40	11.43%	0	0.00%	7	4.38%	66	9.08%
Escorted movements	131	60.37%	187	53.43%	0	0.00%	92	57.50%	410	56.40%
Tank ships	125	57.60%	174	49.71%	0	0.00%	85	53.13%	384	52.82%
Tank barges	6	2.76%	13	3.71%	0	0.00%	7	4.38%	26	3.58%

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 2017

San Francisco Bay Region Totals

	<u>2017</u>		<u>2016</u>	
Tanker arrivals to San Francisco Bay	500		703	
ATB arrivals	93		114	
Barge arrivals to San Francisco Bay	91		242	
Total Tanker and Barge Arrivals	591		1,059	
Tank ship movements & escorted barge movements	2,587		3,616	
Tank ship movements	1,518	58.68%	2,081	57.55%
Escorted tank ship movements	1,175	45.42%	1,331	36.81%
Unescorted tank ship movements	343	13.26%	686	18.97%
Tank barge movements	1,069	41.32%	1,535	42.45%
Escorted tank barge movements	157	6.07%	554	15.32%
Unescorted tank barge movements	912	35.25%	1,129	31.22%

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	1,574		2,522		0		1,096		5,192	
Unescorted movements	681	43.27%	1,218	48.30%	0	0.00%	497	45.35%	2,396	46.15%
Tank ships	520	33.04%	884	35.05%	0	0.00%	427	38.96%	1,831	35.27%
Tank barges	161	10.23%	334	13.24%	0	0.00%	70	6.39%	565	10.88%
Escorted movements	893	56.73%	1,304	51.70%	0	0.00%	599	54.65%	2,796	53.85%
Tank ships	837	53.18%	1,152	45.68%	0	0.00%	535	48.81%	2,524	48.61%
Tank barges	56	3.56%	152	6.03%	0	0.00%	64	5.84%	272	5.24%

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 - JULY COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessels Monitored	Total Transfers Percentage
JUNE 1 - 30, 2016	231	90	39.96
JUNE 1 - 30, 2017	225	103	45.78

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
JUNE 1 - 30, 2016	17,876,269	150,000	23,343,358	6,437,162	29,780,520
JUNE 1 - 30, 2017	15,206,000		20,290,133	7,031,519	27,321,652

OIL SPILL TOTAL

	TERMINAL	VESSEL	Total	Gallons Spilled
JUNE 1 - 30, 2016	0	0	0	0
JUNE 1 - 30, 2017	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.



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - AUGUST COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessels Monitored	Total Transfers Percentage
AUGUST 1 - 31, 2016	213	98	46.01
AUGUST 1 - 31, 2017	232	99	42.67

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
AUGUST 1 - 31, 2016	14,336,760	0	19,190,425	6,985,613	26,176,038
AUGUST 1 - 31, 2017	15,190,000		20,250,350	7,856,442	28,106,792

OIL SPILL TOTAL

	TERMINAL	VESSEL	Total	Gallons Spilled
AUGUST 1 - 31, 2016	0	0	0	0
AUGUST 1 - 31, 2017	1	0	1	OTHER - 2 GALLONS

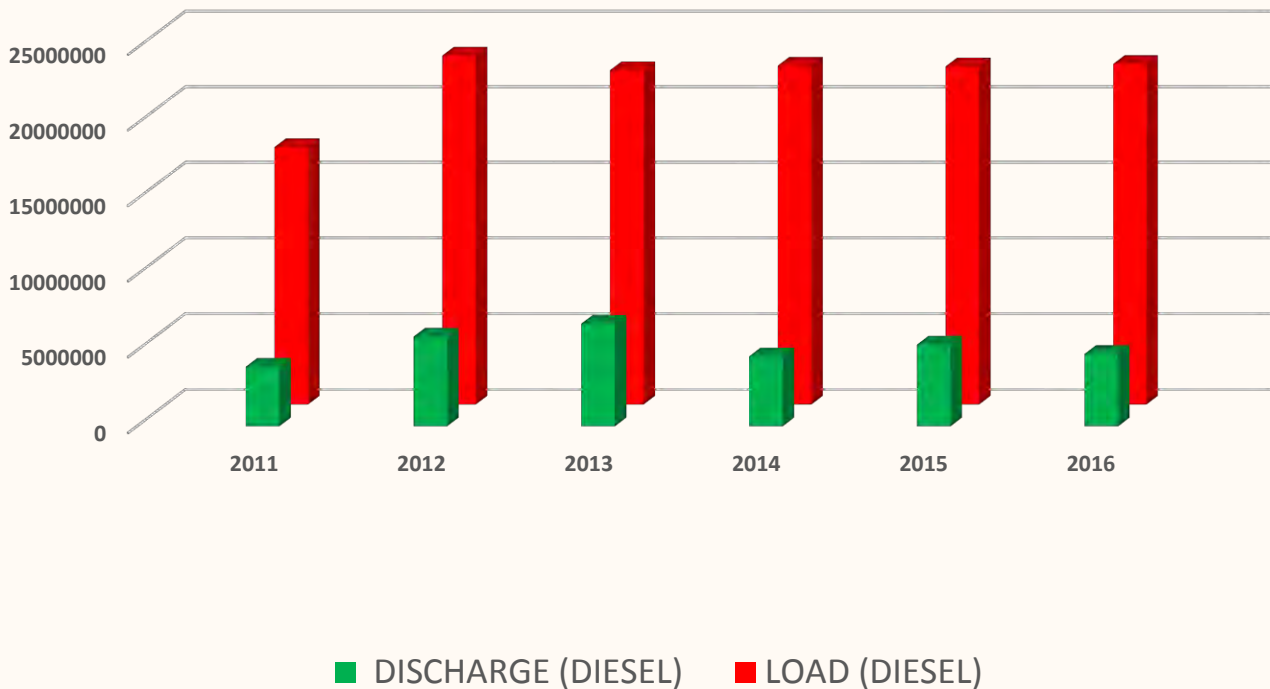
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CSLC NORTHERN CALIFORNIA FIELD OFFICE DIESEL (DISCHARGED & LOAD) TOTAL REPORT

YEAR	DISCHARGE (DIESEL)	LOAD (DIESEL)
2011	3,924,500.00	17,008,614.00
2012	5,910,484.00	23,062,463.00
2013	6,763,917.00	22,096,163.00
2014	4,606,692.00	22,397,585.00
2015	5,378,391.00	22,348,315.00
2016	4,770,620.00	22,519,019.00

DIESEL (DISCHARGE & LOAD) 2011 - 2016



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