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 10:04.

Marcus Freeling (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; Tom Anderson (A), San Francisco Marina; John Berge (M), Pacific Merchant Shipping Association; Brandon Chapman (A), Port of San Francisco; Sejal Choksi-Chugh (M), San Francisco Baykeeper; Troy Hosmer (M), Port of Oakland; Ben Huber (M), West Marine Services; Sean Kelley (A), United States Coast Guard; Capt. Thomas Kirsch (M), Blue and Gold Fleet; Andrew Marshall (M), Port of Benicia; MJR Kevin McCormick (A), US Army Corps of Engineers; Jim McGrath (M), Bay Conservation and Development Commission; Capt. Ryan McKenney (A), Chevron Shipping Company; Julian Rose (M), Andeavor; Jeff Vine (M), Port of Stockton

The meetings are always open to the public.

Approval of the Minutes-

A motion to accept the minutes of the May 10, 2018 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- Sean Kelley

- Advised of USCG personnel changes. Capt. Marie Byrd will be replacing Capt. Patrick Nelson as Deputy Sector Commander. CMD Roberto Rivera has replaced CMD Jennifer Stockwell as head of Prevention.
- Advised of a partially submerged adrift vessel which was reported in the Main Ship Channel on May 29th. A safety zone was put in place and the channel temporarily closed before the vessel sunk and the safety zone lifted. Capt. Korwatch asked if the vessel will be recovered. Sean
Kelley advised that the vessel’s location is unknown. The Main Ship Channel was being dredged by the Army Corps at the time of the incident and the vessel was not detected in the shipping lane. Sejal Choksi-Chugh asked if there were any environmental impacts. Sean Kelley advised that no oil sheen was reported.

- ADVISED of recent congestion at Anchorage 9. There were 20 ships anchored at one point last week. Bunkering was impacted which is a concern. Marine Exchange operations staff provided assistance. The congestion has eased and the situation is being monitored. Regulations limiting anchorage time are being considered. Vessels typically stay less than a week in Anchorage 9 but a recent vessel stayed 40 days.
- Sejal Choksi-Chugh asked for information about whale strikes. Jim Anderson advised of efforts to address the issue through state or federal regulations.
- LCDR Rebecca Deakin read from the May 2018 Prevention/Response Report (attached). A 200 gallon diesel spill from a sunken recreational vessel was reported in Emeryville. Federal funds were used for cleanup and salvage.
- Sean Kelley announced that he will be retiring from USCG VTS at the end of July. Capt. Korwatch thanked him for his years of service with VTS and the HSC.

**Army Corps of Engineers Report - MJR Kevin McCormick**

- Advised that the contract for permanent removal of the sunken barge in San Joaquin Deep Water Channel is expected to be awarded next week. Work will begin as soon as possible.
- Advised that the USACE 2018 Work Plan was recently released with additional funding appropriated for Oakland Harbor and Richmond Harbor dredging.
- Read from the US Army Corps of Engineers, San Francisco District Report (attached). Debris removal numbers have dropped below average.
- Jim Haussener, CMANC, advised that communication is necessary within the industry in light of recent Long Wharf construction issues which impeded dredging in Richmond. Funding has been released for Port of Stockton dredging and the deepening project.

**Clearing House Report - Marcus Freeling (report attached)**

**OSPR Report - Mike Coyne**

- Ted Mar, OSPR, introduced Mike Zamora who will be replacing Mike Coyne as OSPR’s SF HSC representative.
Harbor Safety Committee of the San Francisco Bay Region

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

- Mike Coyne advised of open HSC positions representing commercial fishing and dry cargo vessel operators. OSPR’s Fairfield Field Office has relocated. New member oaths will be given after the meeting.
- Capt. Korwatch thanked Mike Coyne for his HSC service and welcomed Mike Zamora.
- Tom Cullen, OSPR Administrator, reported on recently passed AB2441 which uses State Lands revenue to fund derelict commercial vessel removal in the Delta. State-wide regulations are being considered. Abandoned vessels are an ongoing problem in the Bay Area, LA/LGB and San Diego. A periodical OSPR progress report will be released next week.

NOAA Report - No Report

State Lands Commission Report - (report attached)

Work Group Reports -

Plan Update Work Group - Linda Scourtis advised that the 2018 San Francisco Harbor Safety Plan Update has been compiled. The Harbor Safety Plan Update Transmittal Memo and the SF HSC Executive Summary 2017/2018 were distributed (attached). Minimal changes to the plan were made. Harbor Safety Plan Map 1 was modified to more clearly reflect the HSP offshore boundary (attached). A motion was made and seconded to approve the 2018 SF HSP Update. The motion passed without dissent. Capt. Korwatch thanked all those who contributed.

Tug Work Group - Nothing to report

Navigation Work Group - Ray Paetzold, Bar Pilots, advised that the Navigation Work Group will meet on July 12th after the regular HSC meeting at the Richmond MSSC. Category Zone of Confidence (CATZOC) issues relating to NOAA charts will be focused on, specifically in Pinole Shoal Channel. An HSC email notice will be issued.

Ferry Operations Work Group - Capt. Thomas Kirsch advised that new ferry vessel Argo has been delivered for Alameda-Oakland service. Construction of the Central Bay Operations Center is complete. Ferry expansion is underway with new routes scheduled to open in Richmond, Berkeley, Antioch and Redwood City.

- Jim Haussener advised of recreational boating safety issues related to the new Richmond and Treasure Island ferry docks. Capt. Korwatch suggested the Work Group consider these issues and Capt. Kirsch agreed.
Dredge Issues Work Group- Julian Rose advised of the Pinole Shoal CATZOC issue. Shipping companies are currently forced to treat Pinole Shoal as an unassessed area. There is also confusion about controlling depth information listed on NOAA charts.

PORTS Work Group- Troy Hosmer advised that there was nothing to report.

Prevention through People Work Group- Nothing to report

PORTS Report- Marcus Freeling

- Advised that the UP Railroad Bridge wind station is still offline due to bridge electrical issues. A UP electrician confirmed that the station power cable will be replaced soon.
- Advised that PORTS IP modems will be upgraded to newer models. The upgrades should improve connection and maintain functionality of PORTS stations.
- Advised that service of the three PORTS buoy mounted current sensors will take place in late July or August.
- Capt. Korwatch thanked OSPR for their continued funding of San Francisco PORTS.

Public Comment-

- Ray Paetzold advised that a UPRR Bridge Natural Working Group meeting will be held on July 14th. A status update on the PORTS wind station repair will be requested.
- Capt. Korwatch advised that the next AMSC meeting has been rescheduled to July 17th at the Port of Oakland.
- Capt. Korwatch announced that State Lands will be hosting Prevention First on September 25th and 26th in Long Beach.
- John Berge advised that voluntary vessel speed reductions are in effect from May 1st until November 15th to reduce the risk of whale strikes. The offshore speed limit is 10 knots. Capt. Korwatch asked how many vessels comply with the voluntary speed restrictions. John Berge advised that approximately 30 percent of vessels achieve full compliance but most slow down to some degree. Outreach is critical.
Old Business- None

New Business-

- Capt. Korwatch advised that the August HSC meeting has been canceled.

Next Meeting-

1000-1200, July 12, 2018
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 10:55.

Respectfully submitted:

Capt. Lynn Korwatch
**PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS**

**PORT SAFETY CATEGORIES**

<table>
<thead>
<tr>
<th>May-2018</th>
<th>May-2017</th>
<th><strong>3yr Avg</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Number of Port State Control Detentions:</td>
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<td>0</td>
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<tr>
<td>SOLAS (1), STCW (0), MARPOL (0), ISM (0), ISPS (0)</td>
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<tr>
<td>Total Number of COTP Orders:</td>
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<tr>
<td>Marine Casualties (reportable CG 2692) within SF Bay:</td>
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<td>Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)</td>
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<td></td>
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<tr>
<td>Steering (1), Propulsion (3), Personnel (1), Other (1), Power (0)</td>
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<tr>
<td>Total Number of (routine) Navigation Safety issues/Letters of Deviation:</td>
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<td>3</td>
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<tr>
<td>Radar (1), Gyro (0), Steering (0), Echo Sounder (0), AIS (0)</td>
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<tr>
<td>ARPA (0), Speed Log (0), R.C. (0), Other (0)</td>
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<tr>
<td>Reported or Verified “Rule 9” or other Navigational Rule Violations:</td>
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<tr>
<td>Significant Waterway events/Navigation related Cases:</td>
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<td>1</td>
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<tr>
<td>Total Port Safety (PS) Cases opened</td>
<td>13</td>
<td>19</td>
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**MARINE POLLUTION RESPONSE**

<table>
<thead>
<tr>
<th>Pollution Discharge Sources (Vessels)</th>
<th>May-2018</th>
<th>May-2017</th>
<th><strong>3yr Avg</strong></th>
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<tr>
<td>U.S. Commercial Vessels</td>
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<tr>
<td>Foreign Freighter Vessels</td>
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<tr>
<td>Public Vessels</td>
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<tr>
<td>Commercial Fishing Vessels</td>
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<tr>
<td>Recreational Vessels</td>
<td>3</td>
<td>2</td>
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<tr>
<td>Pollution Discharge Sources (Facilities)</td>
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<tr>
<td>Regulated Waterfront Facilities</td>
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<td>0.14</td>
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<tr>
<td>Regulated Waterfront Facilities - Fuel Transfer</td>
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<tr>
<td>Other Land Sources</td>
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<td>0.92</td>
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<tr>
<td>Mystery Spills - Unknown Sources</td>
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<td>6</td>
<td>3.75</td>
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<tr>
<td>Number of Pollution Incidents within San Francisco Bay</td>
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<tr>
<td>Spills &lt; 10 gallons</td>
<td>2</td>
<td>2</td>
<td>3.72</td>
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<tr>
<td>Spills 10 - 100 gallons</td>
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<tr>
<td>Spills 100 - 1000 gallons</td>
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<tr>
<td>Spills &gt; 1000 gallons</td>
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<td>0</td>
<td>0.00</td>
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<tr>
<td>Spills - Unknown Size</td>
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<td>6</td>
<td>4.44</td>
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<tr>
<td>Total Pollution Incidents</td>
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<td>8</td>
<td>9.39</td>
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<td>Oil Discharge/Hazardous Materials Release Volumes by Spill Size</td>
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<tr>
<td>Estimated spill amount from U.S. Commercial Vessels</td>
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<tr>
<td>Estimated spill amount from Foreign Freighter Vessels</td>
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<td>Estimated spill amount from Public Vessels</td>
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<td>Estimated spill amount from Commercial Fishing Vessels</td>
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<tr>
<td>Estimated spill amount from Recreational Vessels</td>
<td>200.00</td>
<td>11.00</td>
<td>45.54</td>
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<tr>
<td>Estimated spill amount from Regulated Waterfront Facilities</td>
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<td>0.17</td>
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<tr>
<td>Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer</td>
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<td>0.00</td>
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<tr>
<td>Estimated spill amount from Other Land Sources</td>
<td>20.00</td>
<td>0.00</td>
<td>2.53</td>
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<tr>
<td>Estimated spill amount from Unknown Sources (Mystery Sheens)</td>
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<td>unk</td>
<td>0.00</td>
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<tr>
<td>Total Oil Discharge and/or Hazardous Materials Release (Gallons)</td>
<td>220.00</td>
<td>11.00</td>
<td>74.51</td>
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<table>
<thead>
<tr>
<th>Penalty Actions</th>
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<td>Letters of Warning</td>
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<tr>
<td>Total Penalty Actions</td>
<td>1</td>
<td>2</td>
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*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.*
<table>
<thead>
<tr>
<th>SIGNIFICANT PORT SAFETY AND SECURITY CASES (MAY 2018)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>MARINE CASUALTIES</strong></td>
</tr>
<tr>
<td><em>Loss of Propulsion (13MAY18):</em> A foreign flag container vessel experienced a reduction in propulsion due to a faulty fuel pump. A COTP Order was issued for the vessel to proceed to and remain at Anchorage 9 until repairs were effected. Repairs and tests were witnessed and verified by class and Coast Guard. The COTP was lifted. Case closed.*</td>
</tr>
<tr>
<td><em>Equipment Failure (20MAY18):</em> A foreign flag bulk carrier experienced an equipment failure of the vessel’s gyro compass and rudder angle indicator while transiting outbound. A COTP Order was issued requiring the vessel to remain at Anchorage. Class and Coast Guard attended the vessel, reviewed technician report and witnessed satisfactory operation of the equipment. The COTP was lifted. Case closed.*</td>
</tr>
<tr>
<td><em>Loss of Propulsion (20MAY18):</em> A foreign flag tank vessel experienced a loss of propulsion approximately 35 NM West of Half Moon Bay. A COTP Order was issued requiring a two-tug escort to Anchorage. A COTP Order was issued requiring the vessel provide a report from an attending classification surveyor attesting to the causative factors and proper operation of the vessel’s Main Propulsion to the Coast Guard prior to departure. Causative factors were deemed to be Main Engine sump contamination with MGO due to Fuel Oil pumps leakage from the Main Engine. Class and Coast Guard attended the vessel and witnessed satisfactory repairs to the main engine. Vessel successfully conducted sea trials. The COTP Order was lifted. Case closed.*</td>
</tr>
<tr>
<td><em>Equipment Failure (27MAY18):</em> A foreign flag tank vessel experienced a loss of main engine speed control from the bridge due to malfunctioning switchboard of the main propulsion automation system. A COTP Order was issued permitting the vessel to proceed from Anchorage 9 to Martinez Terminal to conduct cargo operations and back to Anchorage 9 with a two tug escort, while waiting for arrival of ordered parts necessary for repair of the main engine. Repairs and tests were witnessed and verified by class and Coast Guard. The COTP was lifted. Case closed.*</td>
</tr>
<tr>
<td><strong>GENERAL SAFETY CASES</strong></td>
</tr>
<tr>
<td><em>Vessel Traffic Service Measure (29MAY18):</em> The Coast Guard established a Vessel Traffic Service Measure for navigable waters of the Main Ship Channel IVO Buoy 7, due to a submerged and adrift vessel. A risk based measured approach was taken to allow daylight transits through the area. Transits resumed normal operations in the Main Ship Channel on 30MAY18.*</td>
</tr>
<tr>
<td><strong>NAVIGATION SAFETY</strong></td>
</tr>
<tr>
<td><em>Letter of Deviation (LOD), Inop X-Band Radar (24MAY18):</em> A foreign flag bulk carrier was issued an inbound letter of deviation for an inoperable secondary marine radar. The secondary marine radar was repaired prior to departure and a copy of the technician report was provided to Coast Guard. LOD was lifted. Case closed.*</td>
</tr>
<tr>
<td><strong>SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES</strong></td>
</tr>
<tr>
<td><em>Case (09MAY18):</em> A 48’ U.S. flag recreational vessel, sank at the slip in Emeryville, 200 gallons of red-dye diesel was discharged into the water. Used federal funds to raise vessel and pump out product. Emeryville Marina scrapped vessel. Case closed.*</td>
</tr>
<tr>
<td><em>Letter of Warning, (31MAY18):</em> A 28’ U.S. flag recreational vessel, discharged an unknown amount of hydraulic oil in Richmond Bay. Clean-ups were conducted. An LOW was issued to the owner. Case closed.*</td>
</tr>
</tbody>
</table>
1. CORPS O&M DREDGING PROGRAM
The following report covers the upcoming FY 2018 dredging program for San Francisco Bay. This program is subject to change based on a number of variables including final FY 2018 appropriations and Corps Work Plan. Please refer to the Local Notice to Mariner for details of dredge operations.

FY 2018 DREDGING

a. **SF Main Ship Channel** – Project is now being executed based on 2 dredging episodes, the first of which was completed by the Essayons on 6/6/18 with the second episode scheduled to start in October 2018 with the West Coast Hopper Contract as dredged by the Stueysants.

b. **Richmond Inner Harbor** – FY 18 dredging cycle estimated to commence early August 2018 Mid September with completion in November. Work will be contracted clamshell.

c. **Richmond Outer Harbor (and Richmond Long Wharf)** – In alignment with last year’s proposal to alternate Hopper dredging, planned dredging for Richmond Outer will proceed with Essayons. Due to scheduling issue with the West Coast Hopper Contract the Essayons will now perform the dredging with two Episodes, the first of which started on 6/7/18 and the second for which dredging is planned in October of 2018.

d. **Oakland Harbor** – 2017 dredge cycle initiated in mid-August 2017. Significantly larger than expected volumes are requiring additional dredging. 2017 Dredging cycle concluded in April with approximately 1100kcy. The 2018 dredge cycle is expected to start in September with planned upland disposal through November.

e. **Redwood City Harbor** – 2018 dredge cycle will be executed with Carryover. Expected start of dredging will be mid September.

f. **San Pablo Bay (Pinole Shoal)** – In alignment with last year’s proposal to alternate Gov’t Hopper dredging Pinole will be deferred in 2018.

g. **Suisun Bay Channel (and New York Slough)** – 2018 Clamshell award is expected to initiate dredging in late August and to complete in late October.
2. DEBRIS REMOVAL – Debris removal for May 2018 was 28 tons. Raccoon: 3 tons; Dillard: 10 tons; other boats: 15 tons, including 5 abandoned vessels. Average for May from 2008 to 2017 is 49.8 tons (Range: 18-112.5 tons).

BASEYARD DEBRIS COLLECTION TOTALS:

<table>
<thead>
<tr>
<th>MONTH</th>
<th>RACCOON</th>
<th>DILLARD</th>
<th>MISC</th>
<th>TOTAL</th>
</tr>
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<tbody>
<tr>
<td>2018</td>
<td>TONS</td>
<td>TONS</td>
<td>TONS</td>
<td>TONS</td>
</tr>
<tr>
<td>JAN</td>
<td>45</td>
<td>0</td>
<td>50</td>
<td>95</td>
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<td>FEB</td>
<td>20</td>
<td>18</td>
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<td>20</td>
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<td>APR</td>
<td>26</td>
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<tr>
<td>MAY</td>
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<td>15</td>
<td>28</td>
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<td>JUN</td>
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<tr>
<td>YR TOTAL</td>
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<td></td>
<td></td>
<td>371</td>
</tr>
</tbody>
</table>

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

None to report.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

None to report.
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 FY17 work plan. 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. Additional funding will be dependent upon FY18 work plan funding.

HYDROGRAPHIC SURVEY UPDATE

Address of Corps’ web site for completed hydrographic surveys:


The following surveys are posted:

Berkeley Marina (Entrance Channel): Condition survey of November 2, 2017.
Islais Creek Channel: Condition survey of November 17, 2017.
Larkspur Ferry Channel: Condition survey of November 6, 2017.
Main Ship Channel: Condition survey of April 5, 2018.
Mare Island Strait: Condition survey of September 24, 2014.
Marinship Channel (Richardson Bay): Condition survey of December 7, 2017.
Napa River: Condition survey of May 9-10, 2018.
Northship Channel: Condition survey of October 27, 2017.
Oakland Entrance Channel (Reach 1A-1C): Post-dredge surveys of January 17 & 19, 2018.
Oakland Inner Harbor: Condition survey of April 24, 2018.
Pinole Shoal Channel: Condition survey of April 4-10, 2018.
Redwood City Harbor: Condition survey of February 7-8, 2018.
Richmond Inner Harbor: Condition survey of May 1, 2018.
Richmond Inner Harbor (Santa Fe Channel): Condition survey of December 20, 2016.
Richmond Outer Harbor (Southampton Shoal): Condition survey of April 18, 2018.
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 (Creek): Condition survey of October 30, 2017.
Stockton Ship Channel: Condition survey of May 14-17, 2018.
Suisun Bay Channel (Bullshhead Reach): Condition survey of April 19, 2017.
Disposal Site Condition Surveys:

**SF-08 (Main Ship Channel Disposal Site):** Condition survey of May 3, 2018.
**SF-09 (Carquinez):** Condition survey of April 11, 2018.
**SF-10 (San Pablo Bay):** Condition survey of April 11, 2018.
**SF-11 (Alcatraz Island):** Condition survey of May 7, 2018.
**SF-16 (Suisun Bay Disposal Site):** Condition survey of September 1, 2016.
**SF-17 (Ocean Beach Disposal Site):** Condition survey of May 4, 2018.

Requested Surveys:

Pre-dredge surveys are scheduled to occur May-October for all of San Francisco District’s in-bay projects which are planned to be dredged in FY18.

NEW WEB ADDRESS – USACE WORK PLAN:

<table>
<thead>
<tr>
<th>Project</th>
<th>District</th>
<th>APR</th>
<th>MAY</th>
<th>JUN</th>
<th>JUL</th>
<th>AUG</th>
<th>SEP</th>
<th>OCT</th>
<th>NOV</th>
<th>DEC</th>
<th>Estimated CY</th>
<th>Planned Placement Site</th>
<th>Notes</th>
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</thead>
<tbody>
<tr>
<td>Humboldt Bar &amp; Entrance</td>
<td>SPN/ NWP</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td>600kcy</td>
<td>HOODS</td>
<td>Dual mobilizations of the Stuyvesant utilizing Base and option</td>
</tr>
<tr>
<td>SF Main Ship Channel</td>
<td>SPN/ NWP</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td>X</td>
<td>350kcy</td>
<td>OBDS/ SF-8</td>
<td>Dual mobilizations of the Essayons and the Stuyvesant</td>
</tr>
<tr>
<td>Richmond Outer Harbor</td>
<td>SPN/ NWP</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td>300kcy</td>
<td>SF-11/ SF-10</td>
<td>Hopper will be utilized in alignment with agreed upon alternating episodes of dredging for Richmond and Pinole. FY8 dredging will be accomplished with Dual Mobilizations of the Essayons</td>
</tr>
<tr>
<td>Richmond Inner Harbor</td>
<td>SPN</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td>350kcy</td>
<td>DODS/ upland least cost</td>
<td>Estimated performance period 20 Sep - Nov 30</td>
</tr>
<tr>
<td>Oakland Harbor</td>
<td>SPN</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td>530kcy</td>
<td>upland/ DODs</td>
<td>Volumes subject to change pending workplan</td>
</tr>
<tr>
<td>Redwood City Harbor</td>
<td>SPN</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td>150kcy</td>
<td>SF-11</td>
<td>Volumes subject to change pending workplan</td>
</tr>
<tr>
<td>Pinole Shoal</td>
<td>SPN/ NWP</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Deferred In alignment with last years proposal to alternate Hopper Dredging</td>
</tr>
<tr>
<td>Suisun Bay Channel</td>
<td>SPN</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td>200kcy</td>
<td>SF-16</td>
<td>Volumes subject to change pending workplan</td>
</tr>
<tr>
<td>Sacramento River (30 Ft)</td>
<td>SPN</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>100kcy</td>
<td>Various Upland</td>
<td>Volumes subject to change pending workplan</td>
</tr>
<tr>
<td>San Joaquin, Port of Stockton</td>
<td>SPN</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>250kcy</td>
<td>Various Upland</td>
<td>Volumes subject to change pending workplan</td>
</tr>
</tbody>
</table>

* Program execution is based on the FY18 President's Budget and Federal Standard plan for each project. Date of Update: 6/6/2018
In May the clearinghouse did not contact OSPR regarding any possible escort violations.

In May the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.

The clearinghouse has contacted OSPR a total of 1 time in 2018 regarding possible escort violations. The clearinghouse did not contact OSPR in 2017 about possible escort violations. The clearinghouse contacted OSPR 1 time in 2016 about a possible escort violation. 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 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 May there were 99 tank vessel arrivals; 12 ATBs, 8 Chemical Tankers, 13 Chemical/Oil Tankers, 26 Crude Oil Tankers, 2 LPGs, 1 Non Specific Tanker, 24 Product Tankers, and 13 Tugs with Barges.

In May there were 307 total vessel arrivals.
## San Francisco Bay Region Totals

<table>
<thead>
<tr>
<th></th>
<th>2018</th>
<th>2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tanker arrivals to San Francisco Bay</td>
<td>74</td>
<td>72</td>
</tr>
<tr>
<td>ATB arrivals</td>
<td>12</td>
<td>15</td>
</tr>
<tr>
<td>Barge arrivals to San Francisco Bay</td>
<td>13</td>
<td>14</td>
</tr>
<tr>
<td>Total Tanker and Barge Arrivals</td>
<td>99</td>
<td>101</td>
</tr>
<tr>
<td>Tank ship movements &amp; escorted barge movements</td>
<td>336</td>
<td>350</td>
</tr>
<tr>
<td>Tank ship movements</td>
<td>169</td>
<td>213</td>
</tr>
<tr>
<td>Escorted tank ship movements</td>
<td>133</td>
<td>163</td>
</tr>
<tr>
<td>Unescorted tank ship movements</td>
<td>36</td>
<td>50</td>
</tr>
<tr>
<td>Tank barge movements</td>
<td>167</td>
<td>137</td>
</tr>
<tr>
<td>Escorted tank barge movements</td>
<td>28</td>
<td>15</td>
</tr>
<tr>
<td>Unescorted tank barge movements</td>
<td>139</td>
<td>122</td>
</tr>
</tbody>
</table>

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

### Movements by Zone

<table>
<thead>
<tr>
<th>Movements by Zone</th>
<th>Zone 1 %</th>
<th>Zone 2 %</th>
<th>Zone 4 %</th>
<th>Zone 6 %</th>
<th>Total %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total movements</td>
<td>50.50%</td>
<td>52.00%</td>
<td>0</td>
<td>45.22%</td>
<td>50.00%</td>
</tr>
<tr>
<td>Unescorted movements</td>
<td>43.56%</td>
<td>40.92%</td>
<td>0</td>
<td>40.13%</td>
<td>41.52%</td>
</tr>
<tr>
<td>Tank ships</td>
<td>6.93%</td>
<td>11.08%</td>
<td>0</td>
<td>5.10%</td>
<td>8.48%</td>
</tr>
<tr>
<td>Tank barges</td>
<td>49.50%</td>
<td>48.00%</td>
<td>0</td>
<td>54.78%</td>
<td>50.00%</td>
</tr>
<tr>
<td>Escorted movements</td>
<td>43.56%</td>
<td>39.69%</td>
<td>0</td>
<td>48.41%</td>
<td>42.84%</td>
</tr>
<tr>
<td>Tank ships</td>
<td>5.94%</td>
<td>8.31%</td>
<td>0</td>
<td>6.37%</td>
<td>7.16%</td>
</tr>
<tr>
<td>Tank barges</td>
<td>100</td>
<td>156</td>
<td>0</td>
<td>86</td>
<td>342</td>
</tr>
</tbody>
</table>

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 Region Totals

<table>
<thead>
<tr>
<th></th>
<th>2018</th>
<th>2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tanker arrivals to SF Bay</td>
<td>373</td>
<td>797</td>
</tr>
<tr>
<td>ATB arrivals</td>
<td>56</td>
<td>146</td>
</tr>
<tr>
<td>Barge arrivals to SF Bay</td>
<td>65</td>
<td>150</td>
</tr>
<tr>
<td>Total Tanker and Barge Arrivals</td>
<td>438</td>
<td>1,093</td>
</tr>
<tr>
<td>Tank ship movements &amp; escorted barge movements</td>
<td>1,581</td>
<td>3,562</td>
</tr>
<tr>
<td>Tank ship movements</td>
<td>836</td>
<td>2,075</td>
</tr>
<tr>
<td>Escorted tank ship movements</td>
<td>653</td>
<td>1,618</td>
</tr>
<tr>
<td>Unescorted tank ship movements</td>
<td>183</td>
<td>457</td>
</tr>
<tr>
<td>Tank barge movements</td>
<td>745</td>
<td>1,487</td>
</tr>
<tr>
<td>Escorted tank barge movements</td>
<td>88</td>
<td>218</td>
</tr>
<tr>
<td>Unescorted tank barge movements</td>
<td>657</td>
<td>1,269</td>
</tr>
</tbody>
</table>

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

### Escorts reported to OSPR

<table>
<thead>
<tr>
<th></th>
<th>2018</th>
<th>2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Escorts reported to OSPR</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

### Movements by Zone

<table>
<thead>
<tr>
<th>Movements by Zone</th>
<th>Zone 1</th>
<th>%</th>
<th>Zone 2</th>
<th>%</th>
<th>Zone 4</th>
<th>%</th>
<th>Zone 6</th>
<th>%</th>
<th>Total</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total movements</td>
<td>983</td>
<td>48.83%</td>
<td>1,534</td>
<td>52.80%</td>
<td>0</td>
<td>0.00%</td>
<td>654</td>
<td>48.47%</td>
<td>3,171</td>
<td>50.68%</td>
</tr>
<tr>
<td>Unescorted</td>
<td>480</td>
<td>48.83%</td>
<td>810</td>
<td>52.80%</td>
<td>0</td>
<td>0.00%</td>
<td>317</td>
<td>48.47%</td>
<td>1,607</td>
<td>50.68%</td>
</tr>
<tr>
<td>Tank ships</td>
<td>399</td>
<td>40.59%</td>
<td>632</td>
<td>41.20%</td>
<td>0</td>
<td>0.00%</td>
<td>290</td>
<td>44.34%</td>
<td>1,321</td>
<td>41.66%</td>
</tr>
<tr>
<td>Tank barges</td>
<td>81</td>
<td>8.24%</td>
<td>178</td>
<td>11.60%</td>
<td>0</td>
<td>0.00%</td>
<td>27</td>
<td>4.13%</td>
<td>286</td>
<td>9.02%</td>
</tr>
<tr>
<td>Escorted movements</td>
<td>503</td>
<td>51.17%</td>
<td>724</td>
<td>47.20%</td>
<td>0</td>
<td>0.00%</td>
<td>337</td>
<td>51.53%</td>
<td>1,564</td>
<td>49.32%</td>
</tr>
<tr>
<td>Tank ships</td>
<td>455</td>
<td>46.29%</td>
<td>638</td>
<td>41.59%</td>
<td>0</td>
<td>0.00%</td>
<td>309</td>
<td>47.25%</td>
<td>1,402</td>
<td>44.21%</td>
</tr>
<tr>
<td>Tank barges</td>
<td>48</td>
<td>4.88%</td>
<td>86</td>
<td>5.61%</td>
<td>0</td>
<td>0.00%</td>
<td>28</td>
<td>4.28%</td>
<td>162</td>
<td>5.11%</td>
</tr>
</tbody>
</table>

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.
### VESSEL TRANSFERS

<table>
<thead>
<tr>
<th></th>
<th>Total Transfers</th>
<th>Total Vessels Monitored</th>
<th>Total Transfers Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>May 1 - 31, 2017</td>
<td>239</td>
<td>82</td>
<td>34.31</td>
</tr>
<tr>
<td>May 1 - 31, 2018</td>
<td>230</td>
<td>88</td>
<td>38.26</td>
</tr>
</tbody>
</table>

### CRUDE OIL / PRODUCT TOTALS

<table>
<thead>
<tr>
<th></th>
<th>Crude Oil ( D )</th>
<th>Crude Oil ( L )</th>
<th>Overall Product ( D )</th>
<th>Overall Product ( L )</th>
<th>GRAND TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>May 1 - 31, 2017</td>
<td>16,588,400</td>
<td>0</td>
<td>22,943,723</td>
<td>6,441,208</td>
<td>29,384,931</td>
</tr>
<tr>
<td>May 1 - 31, 2018</td>
<td>18,867,500</td>
<td>0</td>
<td>23,913,882</td>
<td>7,936,489</td>
<td>31,850,371</td>
</tr>
</tbody>
</table>

### OIL SPILL TOTAL

<table>
<thead>
<tr>
<th></th>
<th>TERMINAL</th>
<th>VESSEL</th>
<th>Total</th>
<th>Gallons Spilled</th>
</tr>
</thead>
<tbody>
<tr>
<td>May 1 - 31, 2017</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>May 1 - 31, 2018</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

**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.
The State’s Harbor Safety Committees are required to annually update their plans for submittal to the OSPR Administrator. The Administrator subsequently determines whether to accept the individual updated Harbor Safety Plans.

The Committee will vote today whether to adopt an updated Executive Summary (enclosed with this memo), which highlights Committee activities since June 2017. Also, Plan Map 1 has been modified to more clearly reflect the HSP AOR offshore boundary.

In addition to appendices updated by SFMX, the following were revised by their responsible agencies and will be included in the plan upon its acceptance by the Administrator:

1. Appendix C: Annual Work Group Reports
2. Appendix D: Tug Escort Violations Summary for 2017
3. Appendices E, F and G: Clearing House reports for 2017
4. Appendix J: Vehicular Bridge Inventory
5. Appendices K and L: USCG Bay Port Safety and Pollution Statistics for 2017
Executive Summary 2017/2018

The Harbor Safety Committee continued its collaborative process to engage the maritime community in supporting navigation safety in the Bay, including installing satellite communications at nearly all of the region’s Physical Oceanographic Real-Time System (PORTS) stations.

Also, during 2017-2018:

- The Dredging Issues Work group served as a clearing house for dredging concerns of the local maritime community.

- The Navigation Work Group met with staff of regulatory agencies to discuss requirements for laying buried cables and pipelines in the Bay, specifically where they may cross or infringe on a navigational channel.

- The Prevention through People Work Group chair sponsored two public events involving multiple agencies at the San Francisco marina, providing Clean Marina information, Boating Safety and related USCG information for public and boat users.

See Appendix C, Annual Work Group reports, for additional activities over the previous year.
MAP 1
San Francisco Bay Harbor Safety Plan

GEOGRAPHIC LIMITS OF THE HARBOR SAFETY PLAN

Traffic Lane/Ship Channel
Geographic Boundary to West

Geographic Boundaries
The San Francisco Bay Harbor Safety Plan addresses vessel safety in the marine waters bounded to the west by the San Francisco Offshore Precautionary Area, the navigable waters shoreward of the San Francisco Offshore Precautionary Area east of 122°42.00' W. and north of 37°40.00' N. extending eastward through the Golden Gate, San Francisco, San Pablo and Suisun Bays, up to and including the Ports of Sacramento and Stockton, which establish the eastern boundary of the plan area.

Note: Not all anchorages are shown.