

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, July 12, 2018

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 10:06.

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; **John Berge** (M), Pacific Merchant Shipping Association; **Capt. Marie Byrd** (A), United States Coast Guard; **Capt. Bob Carr** (M), San Francisco Bar Pilots; **Ben Eichenberg** (A), San Francisco Baykeeper; **Jeff Ferguson** (M), NOAA; **Bob Gregory** (M), Foss Maritime Company; **Scott Grindy** (M), San Francisco Small Craft Harbor; **Chris Hendry** (M), Chevron Shipping Company; **Capt. Thomas Kirsch** (M), Blue and Gold Fleet; **Andrew Marshall** (M), Port of Benicia; **Jim Mazza** (A), US Army Corps of Engineers; **Julian Rose** (M), Andeavor; **Linda Scourtis** (A), Bay Conservation and Development Commission; **Justin Taschek** (A), Port of Oakland; **Jared Wilkey** (A), Port of Stockton

The meetings are always open to the public.

Approval of the Minutes-

A motion to accept the minutes of the June 14, 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- Capt. Marie Byrd

- Introduced herself as the new USCG Deputy Sector Commander replacing Capt. Patrick Nelson. CMD Roberto Rivera has replaced CMD Jennifer Stockwell as head of Prevention.
- Advised that on June 29th Capt. Ceraolo and Foss Maritime personnel attended the first local delivery of a Certificate of Inspection for a towing vessel for the tug America.
- Advised that July 4th was very busy with eighteen fireworks shows held in the greater region including Lake Tahoe. Watercraft safety is a primary focus.

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- Announced that Sean Kelley is retiring from USCG VTS and highlighted his many accomplishments over the years. Capt. Korwatch thanked Sean Kelley for his service.
- LT Emily Rowan read from the June- 2018 Prevention/Response Report (attached).

Army Corps of Engineers Report- Jim Mazza

- Read from the US Army Corps of Engineers, San Francisco District Report (attached). Redwood City dredging has been postponed until 2019. Debris removal numbers were above average due to nine abandoned vessels which were recovered.
- Sean Kelley asked about removal of the sunken barge in the San Joaquin Deep Water Channel. Joe Long, Bar Pilots, advised that removal is scheduled for July 17th.

Clearing House Report- Marcus Freeling (report attached)

OSPR Report- Mike Zamora

- Introduced himself as OSPR's new SF HSC representative replacing Mike Coyne.
- Announced new alternate HSC member Tammie Lasiter, SSA, representing dry cargo vessel operators. Term ends on July 11, 2021.
- Advised of an open alternate member HSC position representing commercial fishing.
- Advised that OSPR's inland regulations have been submitted for approval. Emergency regulations will be re-adopted until final approval is decided by August 7, 2018.
- Advised that OSPR will be attending State Land's Prevention First on September 25-26, 2018. Presentations will be made on the Cosco Busan oil spill, non-floating oils, emergency technology and abandoned/derelect vessels.

NOAA Report- Jeff Ferguson

- Advised that East Bay shoreline data has been applied to NOAA charts. Recent USACE surveys have also been applied.
- Brian Garcia, NWS, advised of coastal water and bar forecasts which are available. Comments and feedback are requested. Contact: brian.garcia@noaa.gov
- Brian Garcia advised that an El Nino watch is in place for next winter. Monsoonal moisture could bring thunderstorms to the region tonight.

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State Lands Commission Report- Richard Hernandez (report attached)

- Announced that Prevention First 2018 will be held on September 25-26, 2018 at the Westin Hotel in Long Beach, CA. Many speakers will be presenting at the event. More information is available at: www.preventionfirstsymposium.com and www.slc.ca.gov
- Advised that the local State Lands Customer Service Meeting will be held in fall, 2019.

International Sailing Series Report- Jillian Luchsinger, LeadDog Marketing Group

- Jillian Luchsinger, LeadDog Marketing Group, gave a presentation to the committee on the International Sailing Series which intends to come to the San Francisco Bay on May 2-5, 2019 (slides attached). Remy Cross and Chip Nilson contributed to the report. The sailing race features 50ft catamarans and will include two official practice days and two race days. A City Front race course is planned similar to that of the America's Cup and the course will be marked by inflatable buoys. The International Sailing Series is a traveling event which holds races in different cities. Race management will work with the USCG to develop a safety plan. A local technical base will be established and an event village set up on the Yacht Club Peninsula. The event is expected to be announced publicly in September and will feature several international teams.
- Sean Kelley, USCG, advised of a virtual AIS box marking the race course which was established for the America's Cup. A similar system could be used for this race. Capt. Carr advised that inbound ship traffic could be an issue due to the course location. Jim Anderson advised that commercial fishing could be impacted due to the opening of the salmon season on May 1st. Capt. Kirsch advised that ferry operations could also be affected. Chip Nilson advised that efforts are being made to minimize impacts on maritime traffic. Capt. Korwatch recommended that additional meetings with the USCG and industry be held. Capt. Byrd offered to facilitate.
- Catharine Hooper, Port of San Francisco Maritime Consultant, asked for details about the race and event village. Jillian Luchsinger advised that there will be a total of six teams competing in the race. The event village will be located at the Yacht Club Peninsula and will be open from 11am - 6pm.

Work Group Reports-

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

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Navigation Work Group- Capt. Bob Carr advised that a Navigation Work Group meeting will be held directly after today's HSC meeting. Category Zone of Confidence (CATZOC) issues relating to NOAA charts will be the focus, specifically in Pinole Shoal Channel.

Ferry Operations Work Group- Capt. Thomas Kirsch advised of a Work Group meeting to discuss the impact of ferry operations with local marinas.

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

PORTS Work Group- Justin Taschek advised that there was nothing to report. The Port of Oakland had a record high number of containers moving through the port in June.

Prevention through People Work Group- Scott Grindy advised that there was nothing to report.

PORTS Report- Marcus Freeling

- Advised that the UP Railroad Bridge wind station is still offline due to bridge electrical issues.
- Advised that a wind sensor at the Pittsburg weather station was recently damaged and replaced.
- Advised that PORTS IP modems will be upgraded to newer models. The upgrades should improve connection and maintain functionality of PORTS stations.
- Advised that biannual service of the three PORTS buoy mounted current sensors will take place in early August.

Public Comment-

- Capt. Korwatch announced that the next AMSC meeting will be held on July 17th at the Port of Oakland.

Old Business- None

New Business-

- Ben Eichenberg advised that the San Francisco Baykeeper Bay Parade will take place this coming Sunday featuring recreational boaters, swimmers and paddlers.
- Catharine Hooper advised that Fleet Week will be held in the first week of October and is the largest free to the public event in California. A Navy LHD is expected to arrive on September 30th, launch its LCUs and dock at Pier 30/32. The Canadian frigate Vancouver is expected to

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arrive on October 4th and dock at Pier 17. The Parade of Ships will be held on October 5th featuring the Navy LHD, Vancouver, a Navy Guided Missile Cruiser and a Navy LCS in addition to the USCG cutter Active, USACE Dillard and possibly a MARAD vessel and the CMA Golden Bear. Visitation is scheduled for October 7th along the northern waterfront. The vessels will depart on October 9th. A Fleet Week safety and force protection meeting will be held on September 17th. The USCG Neptune Coalition will provide enforcement for the event. Blue Angeles airshows will be held on Friday, Saturday and Sunday. A softball tournament, veteran's art exhibit, safety demonstrations, band competition and dog show are also being planned. Jerry Bynum, USCG, advised of a fuel distribution exercise that will take place in accordance with Fleet Week's mission of earthquake preparedness.

- Capt. Carr advised that a new BART tube is being considered under San Francisco Bay. The tube location is a maritime issue and the HSC should be involved with the project if it moves forward.
- John Berge advised that the Cordell Bank National Marine Sanctuary has two available seats on its advisory council. Lilli Ferguson, NOAA, advised that an announcement will be sent to the HSC email group and those interested are encouraged to apply. Council issues include oil spill prevention, whale strikes and marine traffic separation.
- Capt. Korwatch advised that the August HSC meeting has been canceled.

Next Meeting-

1000-1200, September 13, 2018
Port of Oakland, Exhibit Room
530 Water Street, Oakland, CA

Adjournment-

A motion to adjourn was made and seconded. The motion passed without dissent and the meeting adjourned at 11:16.

Respectfully submitted:



Capt. Lynn Korwatch

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

June 2018

PORT SAFETY CATEGORIES*	Jun-2018	Jun-2017	**3yr Avg
Total Number of Port State Control Detentions: SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)	0	0	0.47
Total Number of COTP Orders: Navigation Safety (1), Port Safety & Security (4), ANOA (0)	5	6	3.25
Marine Casualties (reportable CG 2692) within SF Bay: Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0) Steering (2), Propulsion (3), Personnel (1), Other (4), Power (0)	10	9	9.50
Total Number of (routine) Navigation Safety issues/Letters of Deviation: Radar (1), Gyro (0), Steering (0), Echo Sounder (1), AIS (0) ARPA (0), Speed Log (0), R.C. (0), Other (0)	2	1	2.50
Reported or Verified "Rule 9" or other Navigational Rule Violations:	1	1	0.47
Significant Waterway events/Navigation related Cases:	0	1	0.36
Total Port Safety (PS) Cases opened	18	18	16.56
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Jun-2018	Jun-2017	**3yr Avg
U.S. Commercial Vessels	2	0	0.69
Foreign Freight Vessels	0	0	0.08
Public Vessels	2	1	0.61
Commercial Fishing Vessels	0	2	0.28
Recreational Vessels	1	2	2.67
Pollution Discharge Sources (Facilities)			
Regulated Waterfront Facilities	0	0	0.14
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.00
Other Land Sources	4	0	1.00
Mystery Spills - Unknown Sources	2	2	3.64
Number of Pollution Incidents within San Francisco Bay			
Spills < 10 gallons	5	4	3.64
Spills 10 - 100 gallons	1	0	1.03
Spills 100 - 1000 gallons	0	0	0.11
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	5	3	4.42
Total Pollution Incidents	11	7	9.19
Oil Discharge/Hazardous Materials Release Volumes by Spill Size			
Estimated spill amount from U.S. Commercial Vessels	1.50	0.00	7.59
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	8.50
Estimated spill amount from Public Vessels	25.00	1.00	2.74
Estimated spill amount from Commercial Fishing Vessels	0.00	1.00	1.15
Estimated spill amount from Recreational Vessels	0.25	3.00	36.99
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	0.17
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.00
Estimated spill amount from Other Land Sources	5.00	0.00	2.64
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	31.75	5.00	59.78
Penalty Actions			
Civil Penalty Cases	0	0	0.00
Notice of Violations	0	0	0.31
Letters of Warning	3	3	2.53
Total Penalty Actions	3	3	2.83

* 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 (JUNE 2018)

MARINE CASUALTIES

Reduction in Maneuverability (01JUN18): A foreign flag tank vessel experienced a loss of main engine speed control from the bridge while transiting inbound to San Francisco Bay. The vessel was issued a COTP Order requiring the vessel to have a two tug escort to Anchorage 9 to effect repairs of the main propulsion system. Class, Coast Guard, and technicians attended the vessel and witnessed satisfactory operation of the vessel's main propulsion system. Case closed.

Loss of power (10JUN18): A foreign flag research vessel experienced a loss of power while transiting to berth in Vallejo, CA. The vessel was issued a COTP Order to remain at berth until the causative factors could be attested to. Class and a technician attended the vessel and witnessed satisfactory operation of the ship's service generator. Loss of power was caused by too high of a voltage setting to the Bow Thruster and Jet Pump system. Case closed.

Loss of propulsion (12JUN18): A foreign flag container vessel experienced a reduction in propulsion while transiting to berth at the Port of Oakland. The vessel was issued a COTP Order to remain at berth to effect repairs on the main propulsion system. Class, Coast Guard, and technicians attended the vessel and witnessed satisfactory operation of the vessel's main propulsion system. LOP was not attributed to fuel switching. Case closed.

Loss of propulsion (20JUN18): A foreign flag bulk carrier experienced a loss of propulsion while transiting outbound to sea. A COTP order was issued requiring the vessel to transit back to Anchorage 9 with a one tug escort and remain there until repairs could be affected. The cause of the loss of propulsion was identified and repaired by the crew. Class and Coast Guard attended the vessel and witnessed the satisfactory operation of the main propulsion system. LOP was not attributed to fuel switching. Case closed.

Loss of steering, (20JUN18): A foreign flag bulk carrier experienced a loss of steering when transiting inbound to Anchorage 9. The vessel transited to Anchorage 9 under a two tug escort and a COTP order was issued requiring the vessel to remain at anchorage to effect repairs. Class, Coast Guard, the vessel's Port Engineer, and technicians attended the vessel and witnessed satisfactory operation of the steering system. Causative factors could not be determined for the vessel's loss of steering. An amended COTP order was issued requiring a one tug escort while transiting within the COTP zone until final departure. Case closed.

Reduction in propulsion (21JUN18): A U.S. flag oil spill recovery vessel lost its starboard engine as the vessel was maneuvering in the Richmond Inner Harbor, Richmond, California. The master was able to safely maneuver and moor the vessel using the port main engine. The vessel was issued a No-Sail 835 requiring a technician report confirming satisfactory repairs of the vessel's main propulsion system. Coast Guard and a technician attended the vessel and witnessed the satisfactory operation of the main propulsion system. Case closed.

Loss of propulsion (26JUN18): A U.S. flag vessel experienced a loss of propulsion in the vicinity of Schoonmaker Marina. The vessel transited to Angel Island with a one tug escort, where it safely moored. The vessel was issued a No-Sail 835 requiring a technician report confirming satisfactory repairs of the vessel's main propulsion system. A technician attended the vessel and witnessed the satisfactory operation of the main propulsion system. Case closed.

GENERAL SAFETY CASES

Rule 9 Violation (21JUN18): A foreign flag Ro-Ro vehicle carrier was transiting outbound in SF Bay when a ferry crossed her bow within 500 yards. The pilot attempted to hail the ferry on VHF, sounded a danger whistle and altered course to avoid collision. Case closed.

NAVIGATION SAFETY

Letter of Deviation (LOD), (04JUN18): Vessel was issued an inbound and outbound letter of deviation for an inoperable secondary marine radar. Case closed.

Letter of Deviation (LOD), (14JUN18): Vessel was issued an inbound letter of deviation for an inoperable echo depth sounding device. Case closed.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning, (09JUN18): A recreational vessel discharged 5 gallons of diesel due to a cracked fuel tank, a LOW was issued. Case closed.

Letter of Warning, (14JUN18): A U.S. flag barge excavator hydraulic hose came loose and discharged hydraulic oil onto the deck and into San Pablo Bay. A LOW was issued. Case closed.

Letter of Warning, (27JUN18): A U.S. flag research vessel discharged less than 1 gallon of chevron clarity hydraulic oil into SF Bay. Clean-up operations were completed. A LOW was issued. Case closed.

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

**Report of the
U.S. Army Corps of Engineers, San Francisco District
July 12, 2018**

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 Stuveysant.
- 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 perform the dredging with two Episodes. **The first episode has been completed and the second episode 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 has been postponed to 2019. With Mob/Demob and limited carryover funds the projected contract was deemed to be less than cost efficient and the decision was made to plan for a larger scale maintenance dredging episode in alignment with the semi-annual cycle.**
- 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 June 2018 was 110 tons. Raccoon: 10 tons; Dillard: 25 tons, including 3 abandoned vessels; other boats: 75 tons, including 6 abandoned vessels. Average for June from 2008 to 2017 is 54 tons (Range: 0-185 tons).

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	RACCOON	DILLARD	MISC	TOTAL
2018	TONS	TONS	TONS	TONS
JAN	45	0	50	95
FEB	20	18	50	88
MAR	20	46.5	17	83.5
APR	26	35.5	15	76.5
MAY	3	10	15	28
JUN	10	25	75	110
JUL	0	0	0	0
AUG	0	0	0	0
SEP	0	0	0	0
OCT	0	0	0	0
NOV	0	0	0	0
DEC	0	0	0	0

YR TOTAL
481

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:

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

The following surveys are posted:

Alameda Point Navigation Chanel: Condition survey of May 23, 2018.
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 June 14, 2018.
Oakland Outer Harbor: Condition survey of June 15, 2018.
Petaluma River (Across-the-Flats): Condition survey of September 12-14, 2014.
Petaluma River (Main Channel): Condition survey of December 12-13, 2017.
Petaluma River (Extended Channel): Condition survey of March 19-26, 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 (Longwharf): Condition survey of April 19, 2018.
Richmond Outer Harbor (Southampton Shoal): Condition survey of April 18, 2018.
Sacramento River Deep Water Ship Channel: Condition survey of May 17-21, 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 (Across-the-Flats): Condition survey of October 30-31, 2017.
San Rafael (Creek): Condition survey of October 30, 2017.
Stockton Ship Channel: Condition survey of May 14-17, 2018.
Suisun Bay Channel: Condition survey of May 31 & June 1, 2018.
Suisun Bay Channel (Bullshead Reach): Condition survey of April 19, 2017.
Suisun Bay Channel (New York Slough): Condition survey of May 31 & June 1, 2018.

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 and condition 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:

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

O&M DREDGING PLAN FOR FY18*

3-Jul-18

Project	District	APR MAY JUN JUL AUG SEP OCT NOV DEC												Estimated CY	Planned Placement Site	Notes
		FY 2019														
Humboldt Bar & Entrance	SPN/NWP													600kcy	HOODS	Dual mobilizations of the Stuyvesant utilizing Base and option
SF Main Ship Channel	SPN/NWP													350kcy	OBDS/ SF-8	Dual mobilizations of the Essayons and the Stuyvesant
Richmond Outer Harbor	SPN/NWP													300kcy	SF-11/SF-10	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
Richmond Inner Harbor	SPN													350kcy	DODS/upland least cost	Estimated performance period 20 Sep - Nov 30
Oakland Harbor	SPN													700kcy	upland/DODs	Estimated performance period Sep - Nov
Redwood City Harbor	SPN													150kcy	SF-11	Canceled planned solicitation based on insufficient funds available
Pinole Shoal	SPN/NWP															Deferred In alignment with last years proposal to alternate Hopper Dredging
Suisun Bay Channel	SPN													200kcy	SF-16	Estimated performance period Sep - Oct
Sacramento River (30 Ft)	SPN													100kcy	Various Upland	
San Joaquin, Port of Stockton	SPN													250kcy	Various Upland	Volumes subject to change pending workplan

	Ongoing Contracts		Environmental Window
	New SPN Contract		Bid Opening
	West Coast Hopper Contract		Contract Award
	Government Dredge		

* Program execution is based on the FY18 President's Budget and workplan and Federal Standard plan for each project. Date of Update:



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

July 12, 2018

- ✎ In June the clearinghouse did not contact OSPR regarding any possible escort violations.
- ✎ In June 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 June there were 93 tank vessel arrivals; 11 ATBs, 7 Chemical Tankers, 16 Chemical/Oil Tankers, 31 Crude Oil Tankers, 16 Product Tankers, and 12 Tugs with Barges.
- ✎ In June there were 287 total vessel arrivals.

San Francisco Bay Clearinghouse Report For June 2018

San Francisco Bay Region Totals

	<u>2018</u>		<u>2017</u>	
Tanker arrivals to San Francisco Bay	70		72	
ATB arrivals	11		10	
Barge arrivals to San Francisco Bay	12		14	
Total Tanker and Barge Arrivals	93		96	
Tank ship movements & escorted barge movements	319		324	
Tank ship movements	146	45.77%	198	61.11%
Escorted tank ship movements	121	37.93%	156	48.15%
Unescorted tank ship movements	25	7.84%	42	12.96%
Tank barge movements	173	54.23%	126	38.89%
Escorted tank barge movements	28	8.78%	20	6.17%
Unescorted tank barge movements	145	45.45%	106	32.72%

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	190		312		0		151		653	
Unescorted movements	97	51.05%	165	52.88%	0	0.00%	72	47.68%	334	51.15%
Tank ships	88	46.32%	141	45.19%	0	0.00%	65	43.05%	294	45.02%
Tank barges	9	4.74%	24	7.69%	0	0.00%	7	4.64%	40	6.13%
Escorted movements	93	48.95%	147	47.12%	0	0.00%	79	52.32%	319	48.85%
Tank ships	76	40.00%	119	38.14%	0	0.00%	72	47.68%	267	40.89%
Tank barges	17	8.95%	28	8.97%	0	0.00%	7	4.64%	52	7.96%

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 2018

San Francisco Bay Region Totals

	<u>2018</u>		<u>2017</u>	
Tanker arrivals to San Francisco Bay	443		797	
ATB arrivals	67		146	
Barge arrivals to San Francisco Bay	77		150	
Total Tanker and Barge Arrivals	520		1,093	
Tank ship movements & escorted barge movements	1,900		3,562	
Tank ship movements	982	51.68%	2,075	58.25%
Escorted tank ship movements	774	40.74%	1,618	45.42%
Unescorted tank ship movements	208	10.95%	457	12.83%
Tank barge movements	918	48.32%	1,487	41.75%
Escorted tank barge movements	116	6.11%	218	6.12%
Unescorted tank barge movements	802	42.21%	1,269	35.63%

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	1,173		1,846		0		805		3,824	
Unescorted movements	577	49.19%	975	52.82%	0	0.00%	389	48.32%	1,941	50.76%
Tank ships	487	41.52%	773	41.87%	0	0.00%	355	44.10%	1,615	42.23%
Tank barges	90	7.67%	202	10.94%	0	0.00%	34	4.22%	326	8.53%
Escorted movements	596	50.81%	871	47.18%	0	0.00%	416	51.68%	1,883	49.24%
Tank ships	531	45.27%	757	41.01%	0	0.00%	381	47.33%	1,669	43.65%
Tank barges	65	5.54%	114	6.18%	0	0.00%	35	4.35%	214	5.60%

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 - JUNE COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessels Monitored	Total Transfers Percentage
JUNE 1 - 30, 2017	207	98	47.34
JUNE 1 - 30, 2018	221	73	33.03

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
JUNE 1 - 30, 2017	13,432,561		19,510,040	6,722,720	26,232,760
JUNE 1 - 30, 2018	17,352,625	0	21,731,585	8,000,544	29,732,129

OIL SPILL TOTAL

	<u>TERMINAL</u>	<u>VESSEL</u>	<u>Total</u>	<u>Gallons Spilled</u>
JUNE 1 - 30, 2017	0	0	0	0
JUNE 1 - 30, 2018	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.



SAILING LEAGUE

FOILING GRAND PRIX

SAN FRANCISCO | MAY 2-5, 2019

EVENT OVERVIEW & DESCRIPTION

FOILING GRAND PRIX SAILING SERIES

INTERNATIONAL

PROFESSIONAL SAILING
SERIES

INITIAL CONSIDERATIONS

- ▶ The new High Performance Sailing Series is an annual sailing league featuring the world's best sailors racing in 50' foiling catamarans.
- ▶ The inaugural season will start in 2019, with six teams and five events in global, iconic cities. The second event would be staged in the world's best sailing venue, San Francisco.
- ▶ The ambition of the International Sailing Series is to grow to ten events and ten teams by its third year, providing long term stability as a professional sailing series.
- ▶ The San Francisco event would feature two official practice days followed by two race days over a weekend. The races will be scheduled over a two hour broadcast window in the afternoon.

INITIAL CONSIDERATIONS

- ▶ Races would take place on the city front race course.
- ▶ The race course will be a short circuit between markers that are positioned close to shore, allowing the public to watch the races from different vantage points on land as well as Bay Area boaters to view the races from their own boats.
- ▶ A medium size race village would be set up on the Yacht Club Peninsula.
- ▶ The race village fan zone will feature grandstands, big screens, education and sponsor displays, a media center, hospitality structures and access to spectator boats. the afternoon.

SAN FRANCISCO

SCHEDULES & TIMING

PRODUCTION SCHEDULE | OVERALL
SCHEDULE

TYPICAL SAILING

SCHEDULE

FRIDAY, MAY 3RD

PRACTICE & MEDIA DAY

- 11:00pm Activate Race Box
- 12:00pm Practice Starts
- 2:00pm Practice Finish
- 2:30pm Deactivate Race Box

SATURDAY, MAY 4TH

RACE DAY

- 11:00pm Activate Race Box
- 12:00pm Broadcast starts
- 12:00pm Racing Starts
- 2:30pm Broadcast over
- 2:30pm Fleet goes to moorings
- 3:00pm Deactivate Race Box

SUNDAY, MAY 5TH

RACE DAY

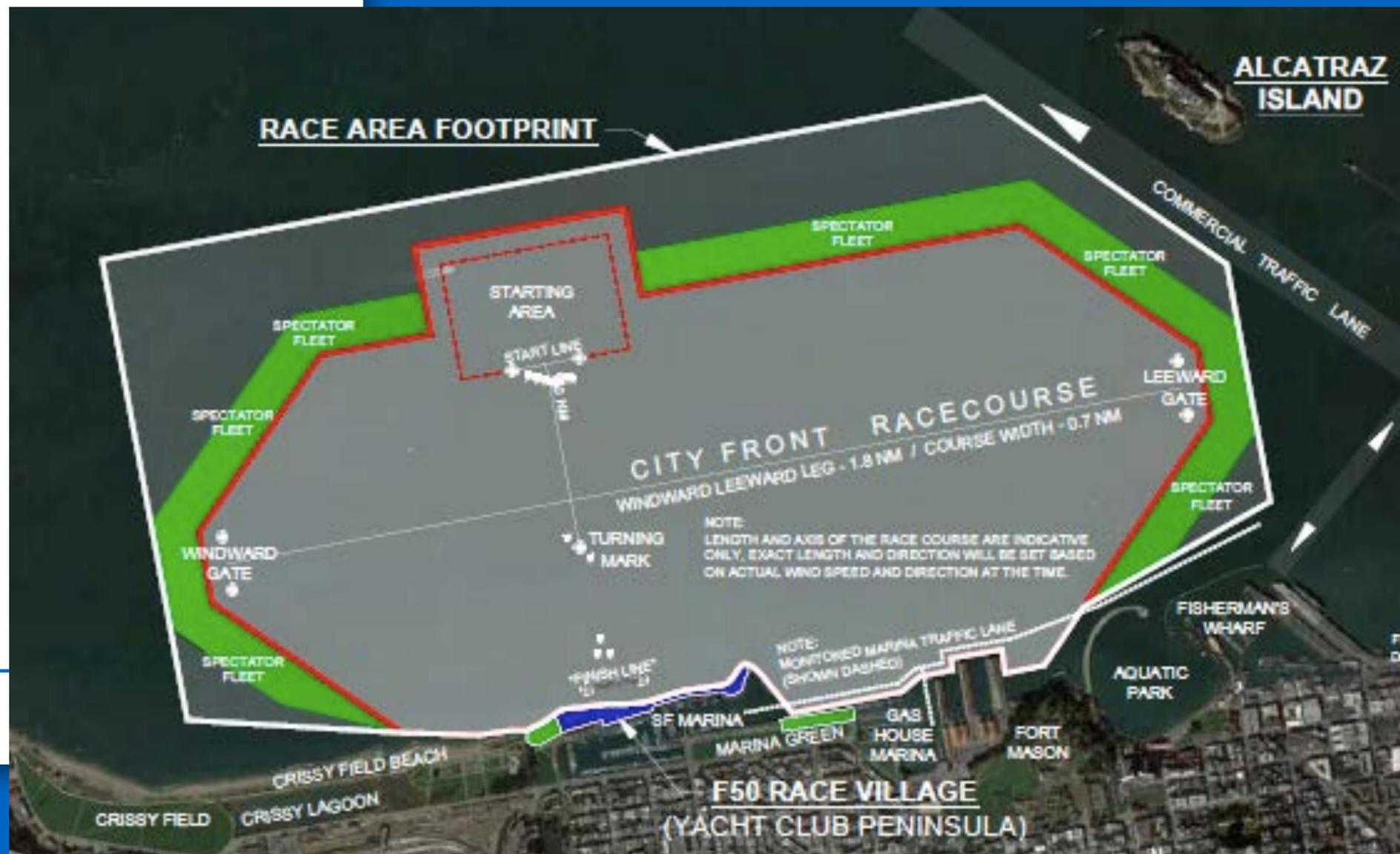
- 11:00pm Activate Race Box
- 12:00pm Broadcast starts
- 12:00pm Racing Starts
- 2:30pm Broadcast over
- 2:30pm Fleet goes to moorings
- 3:00pm Deactivate Race Box

SAN FRANCISCO

RACE COURSE OVERVIEW

ON WATER PLAN | RACE YACHTS
TECHNICAL SITE

PROPOSED
RACE
COURSE MAP



RACE COURSE

PROPOSED LOCATION

- ▶ The proposed location for the race area is the city front race course, with the finish line in front of the Yacht Club Peninsula. The race course would be set-up against the shore, for immediate and unobstructed views of the start and finish line from the race village.
- ▶ Upon approval from all marine agencies, private boats and ferries will have access to come in and out of the city front marinas before and after the race period to minimize disruption to regular commercial and recreational traffic, specifically in/out of the SF Marina. A traffic channel has been accommodated south of Alcatraz to eliminate disruption to the main shipping route.
- ▶ The league will have its own professional race management team and will partner with the local yacht clubs to deliver race operations. The race management team (RM) sets up the race course and manages the race operations inside the Race Box. The race course is 1 to 1.5 nautical miles long. The exact orientation and dimension of the race course are determined by the sailing conditions and will not exceed 2 nautical miles.

RACE BOX

AND EXCLUSIVE ZONE

THE SAFETY ZONE

- ▶ To be able to operate and deliver safe races, Race Management needs a "Race Box". The Race Box is off limits to any vessel that does not have an official RM flag. Typically, boats with an official RM flags include Team Support Boats, Umpires, Medical Boats, VIP Guest Chaser Boats, etc.
- ▶ Local authorities or emergency boats can enter the box at any time for safety matters or assistance.
- ▶ The Race Box perimeters are marked by Boundary Boats or Marks (40-50' sailboats). Boundary Boats or Marks will be clearly identified by a large fluorescent flag or set of flags. An additional two boats will be located alongside the race course to further identify the boundaries on the long sides of the Box. Technically speaking, the Boundary Marks "create" the Box, the outer perimeter of the race course.
- ▶ RM manages Race Course Marshall boats. They are assigned a specific position alongside the perimeter of the Box, which creates a visual and physical boundary, and they patrol specific sections of the perimeter.
- ▶ Finally, USCG and law enforcement vessels patrol the perimeter of the Race Box and assist the course marshals as need to keep the public/spectator fleet safely outside the race box.

SPECTATOR BOAT

RULES

SPECTATOR ZONE

- ▶ The following rules apply in all Spectator Zones:
 - ◆ No boat shall enter the Course Area or Exclusion Zones at any time (unless it has an Official Race Management Flag).
 - ◆ All boats must stay in their assigned zone (General Public or VIP).
 - ◆ A limit of 5 knots applies inside the spectator zones.
NOTE: THE SPEED LIMIT DOES NOT APPLY TO RACE MANAGEMENT BOATS, TEAM SUPPORT BOATS, SAFETY BOATS AND OTHER BOATS WITH AN OFFICIAL RACE MANAGEMENT FLAG.
- ▶ The Race Course Marshall can restrict access to the Race Course to a boat that infringes the on water rules.

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TEAM TECHNICAL BASE

THE LEAGUE IS IN DISCUSSION FOR THE TEAM TECHNICAL
BASE TO BE LOCATED ON TREASURE ISLAND.

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PUBLIC VIEWING OVERVIEW

EVENT VILLAGE | ON WATER SPECTATORS

RACE VILLAGE

OVERVIEW

INITIAL CONSIDERATIONS

- ▶ The event village will feature a fan zone including live on-screen viewing with commentary, food and beverage concessions, hospitality facilities, media center, sponsor activations and interactive areas to engage with the sailors and view the race boats up close.
- ▶ The proposed location for the event village is the Yacht Peninsula, inclusive of the land between the two yacht clubs.
- ▶ The event village would operate Friday, Saturday and Sunday.

VIEWING PLAN

ON WATER SPECTATORS

INITIAL CONSIDERATIONS

- ▶ There are 3 types of spectator zones/flags:
 - ▶ General Public
 - ◆ Private boats will be able to watch the racing vessels from the water immediately outside the perimeter which will be controlled by course marshals.
 - ▶ VIP
 - ◆ VIP flags are reserved to official stakeholders, including sponsors, competitors, and other commercial partners. VIP Flags provide access to exclusive VIP Zones.
 - ▶ Official Spectator Boats
 - ◆ "Official Spectator Boats" can provide "front row" viewing opportunities from reserved spaces along the perimeter of the race course. The Race Organization will partner with a local event promoter and ticketing partner to deploy an official spectator boat program that provides the public with access to tickets for these boats.

SAN FRANCISCO

SAFETY, SECURITY & CREDENTIALING

SAFETY AND SUPPORT | PRIVATE SECURITY |
FROZEN ZONE ON WATER | USCG-SFPD
HARBOR-SFPD | CREDENTIALS

ON WATER SAFETY

AND SUPPORT

INITIAL CONSIDERATIONS

SAFETY CONTROL

- ▶ The Race Management team will be responsible for authorized vessels and activity within the Race Area. The US Coast Guard and supporting law enforcement agencies will focus on the safety of spectator craft and mariners outside of the Race Area.

SUPPORT BOATS

- ▶ Estimated number of each type boat needed in parentheses.
- ▶ Team Support Boats (6) Team support boats may assist their race yacht before and after each race. They are also equipped to deal with any boat emergencies such as a capsized vessel or broken mast.
- ▶ Mark Boats (6) Mark boats will lay the marks of

the race course prior to the start of racing. After laying marks, the mark boats assist course marshals to keep public boaters safely outside of the race box.

- ▶ Race Course Marshals (15) Enforce the race box, work as a team to stop any unauthorized vessels gaining access to the race area.
- ▶ Race Committee Boat (1) In charge of the race course operations, communications with the competitors and on water safety. The Race Director is on board the Race Committee Boat.
- ▶ Umpires (2) Umpires will follow the race yachts and umpire during racing. Umpire boats can move as required by their duties in the race area.

SAFETY & SUPPORT

INITIAL CONSIDERATIONS

- ▶ **Medical Response Boat (1)** The medical response boat will be on call to assist with any medical emergencies on race yachts as needed. This boat will assist the teams chase boat that will have command of the incident that occurs on or with one of the teams. This boat will move up and down the boundary, following the fleet. The boat has a skipper and trained medical staff including a diver and paramedics with proper medical equipment.
- ▶ **Guest Chaser (3)** RIB inside racing area for guest experience. Before the start take position in either above or below the start line. After the start safely follow the racing along the course boundary.
- ▶ **Press/Media Boats (4)** Press boats, carrying accredited photographers/media, will operate in the corridor and be at predefined areas at different stages of the race.

SAN FRANCISCO

MEDICAL PLAN

WATER ASSETS | EXTRACTION POINTS |
GROUND CONTROL
HOSPITALS | INCIDENT TRACKING

MEDICAL PLAN



WATER ASSETS

- ◆ Team Support Boats (6)
- ◆ Mark Boats (6)
- ◆ Stake Boats (12)
- ◆ Race Course Marshals (15)
- ◆ Race Committee Boat (1)
- ◆ Umpires (2)
- ◆ Medical Response Boat (1)



EXTRACTION POINT

- ◆ To be confirmed



GROUND CONTROL

- ◆ Ambulances and medical teams TBD provider



HOSPITALS

- ◆ San Francisco General
- ◆ UCSF Medical Center
- ◆ California Pacific Medical Center
- ◆ Kaiser



INCIDENT TRACKING

- ◆ Incident Reports
 - League will provide Event Control Services including radio communications, event control room and incident report tracking.



THANK YOU
