

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 13, 2018

Port of Oakland, Exhibit 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 10:03.

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: **Capt. Bob Carr** (M), San Francisco Bar Pilots; **Capt. Tony Ceraolo** (M), United States Coast Guard; **Jeff Ferguson** (M), NOAA; **Aaron Golbus** (M), Port of San Francisco; **Bob Gregory** (M), Foss Maritime Company; **Scott Grindy** (M), San Francisco Small Craft Harbor; **Troy Hosmer** (M), Port of Oakland; **Ben Huber** (M), Westar Marine Services; **Capt. Thomas Kirsch** (M), Blue and Gold Fleet; **Andrew Marshall** (M), Port of Benicia; **Major Kevin McCormick** (A), US Army Corps of Engineers; **Jim McGrath** (M), Bay Conservation and Development Commission; **Capt. Ryan McKenney** (M), Chevron Shipping Company; **Jeff Robbins** (M), General Steamship Corporation; **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 July 12, 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. Tony Ceraolo

- Advised that boating safety is a priority for Fleet Week this year. The USCG and other agencies will spread the message and conduct enforcement on issues including lifejackets, top-side weight and speed. The USCG Auxiliary will be participating. A focus will be on the orderly breakdown of the event's safety box.

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- Advised of a RAND Homeland Security Operations Analysis Center research study of the TWIC program. Recommendations for improvement will be made. Regulations do not require electronic TWIC inspection for the time being.
- Advised of completed old Bay Bridge demolition which took place in early September. The last two remaining support piers of the old bridge were imploded.
- Advised that the sunken barge in the San Joaquin Deep Water Channel near Blackslough Landing has been removed and the Safety Zone deactivated. The USCG had been facilitating transits in the vicinity since the barge sank. USACE contracted the removal.
- Advised that mechanical issues affecting the Rio Vista Drawbridge were repaired on September 12th. The drawbridge first malfunctioned on August 9th impacting ship traffic.
- Advised of the Urban Shield mass casualty drill which took place in September. Additional maritime safety exercises are upcoming.
- Introduced Capt. Marie Byrd as the new USCG Deputy Sector Commander replacing Capt. Patrick Nelson.
- LCDR Rebecca Deakin read from the July- 2018 and August- 2018 Prevention/Response Reports (attached).
- Jim Mazza, USACE, advised of issues concerning dredging during Fleet Week. Access to dredge disposal site SF 11 will be limited. The dredge Essayons will use site SF 10 during the event.

Army Corps of Engineers Report- Major Kevin McCormick

- Read from the US Army Corps of Engineers, San Francisco District Report (attached). Main Ship Channel and Richmond Outer Harbor dredging will be finishing up in October. The contract for Richmond Inner Harbor dredging is being protested and should be resolved by mid-October. The contract is postponed in the meantime. Debris removal numbers were above average due to removal of the 80 ton Blackslough barge and several abandoned vessels. The SF Bay to Stockton deepening study has been conducted and results will be presented.
- Julian Rose advised of issues with Pinole Shoal dredging. Current regulations call for dredging every other year due to environmental considerations. Emergency maintenance dredging can be approved to maintain navigational safety. Shoaling is unpredictable in Pinole Shoal and there have been discrepancies with recent surveys suggesting that the channel may not be at required depth. Safe navigation of Pinole Shoal is essential for the viability of upriver ports. A new condition survey is needed along with clamshell dredging if appropriate.

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Clearing House Report- Marcus Freeling (July and August reports attached)

OSPR Report- Mike Zamora

- Advised that OSPR's inland regulations were submitted but withdrawn pending changes. There will be a new comment period for any regulatory changes proposed. Emergency inland regulations were re-adopted in July. Oil spill management team regulations are being finalized with comments and meetings scheduled in October.

NOAA Report- Jeff Ferguson

- Advised that NOAA is reviewing recommendations made by the Navigation Work Group regarding Category Zone of Confidence (CATZOC) issues for Pinole Shoal Channel. The channel was surveyed by USACE in July. The issue concerns the survey quality marker on NOAA charts.
- Advised that a NWS El Nino Watch is in place for this winter. A 70 percent chance of an El Nino is predicted which could lead to increased precipitation.

State Lands Commission Report- Richard Hernandez

- 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
- Read from the State Lands Commission July and August reports (attached).

Work Group Reports-

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

Navigation Work Group- Capt. Bob Carr advised that the Navigation Work Group met last month to discuss Category Zone of Confidence (CATZOC) issues relating to NOAA charts, specifically for the Pinole Shoal Channel. The consensus was that the Pinole Shoal CATZOC value assigned for survey quality should be upgraded from CATZOC B to CATZOC A1. A letter was sent to NOAA requesting that all USACE surveys be upgraded to CATZOC A1. NOAA is reviewing the recommendations. Guidance will be developed for the Coast Pilot regarding Pinole Shoal Channel. The issue affects vessel draft clearance calculations.

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Ferry Operations Work Group- Capt. Thomas Kirsch advised that there was nothing to report.

Dredge Issues Work Group- Julian Rose advised that project dimensions for the Pinole Shoal Channel were established in 1917. Since then, ships have gotten much larger and revision may be in order.

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

Prevention through People Work Group- Scott Grindy advised that Coastal Cleanup will take place this weekend and volunteers are welcome. Rolex sailboat races are currently taking place on the bay. The San Francisco Small Craft Harbor's 3rd annual Tenant Event will take place on September 26, 2018, 4-7pm. Fleet Week will begin on October 1st and includes a humanitarian village. The Margot Brown Wheelchair Regatta will be held on September 29th at the Encinal Yacht Club. Boat rides for wounded and retired veterans will be provided along with a barbeque.

PORTS Report- Marcus Freeling

- Advised that the UP Railroad Bridge wind station is still offline due to bridge electrical issues. Efforts will continue to be made to determine the status of electrical cable repairs. Capt. Carr advised that the Pilots are interested in getting this data back online and will help facilitate with UP. Julian Rose advised that this data is helpful for industry as well.
- Advised that biannual service of the three PORTS buoy mounted current sensors took place in August.
- Advised that PORTS IP modems are in the process of being upgraded to newer models. The upgrades should improve connection and maintain functionality of PORTS stations.
- Advised that PORTS data is publicly available through NOAA's Tides and Currents website.

Public Comment-

- Capt. Korwatch advised of a Cal Maritime event next Monday hosted by Congressman Garamendi on the maritime industry. A Propeller Club lunch and tour of the icebreaker Polar Star are also planned.
- Capt. Korwatch announced that the next AMSC meeting will be held on October 16th at the Port of Oakland.

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- Capt. Carr advised that the San Francisco Maritime National Park Association's annual Maritime Gala will take place this Saturday on September 15th. This year's theme is Women at Sea and Capt. Korwatch will be honored among others.

Old Business- None

New Business- None

Next Meeting-

1000-1200, October 11, 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 10:46.

Respectfully submitted:



Capt. Lynn Korwatch

SIGNIFICANT PORT SAFETY AND SECURITY CASES (JULY 2018)

MARINE CASUALTIES

Fire (03JUL18): A foreign flag bulk freight vessel experienced a fire while transiting inbound to San Francisco Bay. A COTP Order was issued requiring the vessel to remain at Anchorage 8. The fire was caused due to water ingress into a receptacle between cargo holds. Class and Coast Guard attended the vessel and witnessed proper repair of the damaged receptacle. The COTP Order was lifted. Case closed.

Loss of Propulsion (13JUL18): A foreign flag bulk freight vessel experienced a loss of propulsion while transiting to Pittsburg, CA. A COTP Order was issued requiring the vessel to proceed to berth under a two-tug escort. The loss of propulsion was attributed to the main engine starting air distributor piston valve slide and liner for cylinder No.4 and were replaced. Class and Coast Guard attended the vessel and witnessed satisfactory operation of the main propulsion system. LOP was not attributed to fuel switching. The COTP Order requirements were satisfied and lifted. Case closed.

Equipment Failure (15JUL18): A foreign flag bulk freight vessel experienced an inability to answer ordered bells via bridge control while transiting the Sacramento River to Anchorage 9. A pressure sensor was removed and cleaned for bridge control. Class attended the vessel and witnessed the satisfactory operation of the main propulsion and associated systems. The COTP Order was lifted. Case closed.

Grounding (16JUL18): A U.S. flag small passenger vessel ran aground while transiting near Collinsville, CA at the Montezuma Slough. Coast Guard attended vessel at Bay Marine, Richmond, to survey damage with a vessel representative and issued the vessel a No Sail 835V due to severe damage to both rudders, propellers, and cutlass bearings in both rudder boxes and port strut. Coast Guard cleared No Sail 835V after completing a Dry-dock inspection. Case closed.

Reduction in Propulsion (22JUL18): A foreign flag container vessel experienced a reduction in propulsion while transiting outbound from Oakland, CA. A COTP Order was issued requiring the vessel to remain at Anchorage 9. The reduction in propulsion was attributed to a leaking fuel injection line on the main propulsion system. Class attended the vessel and witnessed the satisfactory operation of the vessel's main propulsion and associated systems. The COTP Order was lifted. Case closed.

Loss of Propulsion (26JUL18): A foreign flag tank vessel experienced a loss of propulsion while transiting inbound to Martinez, CA. A COTP Order was issued allowing the vessel to proceed to Anchorage 23 from Anchorage 9 under a four tug assist during daylight hours and requiring the vessel to remain at Anchorage 9. The loss of propulsion was attributed to a malfunctioning fuel potentiometer. Class and Coast Guard attended the vessel and witnessed satisfactory operation of the main propulsion system. LOP was attributed to a malfunctioning fuel potentiometer. The COTP Order was lifted. Case closed.

Loss of Steering (27JUL18): A foreign flag bulk freight vessel experienced a loss of steering while transiting outbound for sea. A COTP Order was issued requiring the vessel to remain at Anchorage 8. The loss of steering was attributed to improper condition of the No. 1 steering gear solenoid valve. Class and Coast Guard attended the vessel and witnessed the satisfactory operation of the vessel's steering gear and associated systems. The COTP Order was lifted. Case closed.

GENERAL SAFETY CASES

Barge by Blackslough Landing (25JUL18): A submerged and adrift barge was reported in the San Joaquin Deep Water Shipping Channel on 22MAR18. USCG Sector San Francisco initiated a Safety Zone 200 yards around the barge to restrict vessel traffic from transiting the channel in the vicinity of the barge, which was also deemed a hazard to navigation. The barge was re-secured to the embankment but continued to be unstable and partially submerged. Due to the instability of the barge, an amended Safety Zone with a radius of 90 yards remained in effect. The barge was successfully removed on 25JUL18 and the USCG Safety Zone for the barge was deactivated. Case closed.

NAVIGATION SAFETY

Letter of Deviation (LOD), (04JUL18) Vessel was issued an inbound LOD for an inoperable AIS plug. A technician attended vessel and made necessary repairs to the equipment. Inbound LOD was lifted.

Letter of Deviation (LOD), (14JUL18) Vessel issued an inbound LOD for an inoperable S-Band radar. A technician attended vessel and made necessary repairs to the equipment. Inbound LOD was lifted.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning, (01JUL18): A Commercial Fishing Vessel discharged an unknown amount of Hydraulic Oil. The leak was secured. Clean-ups were performed with absorbent booms and pads. A LOW was issued. Case closed.

Letter of Warning, (02JUL18): A Commercial Fishing Vessel experienced a diesel system failure and started leaking. The leak was secured and boom was placed around the vessel. A LOW was issued. Case closed.

Letter of Warning, (10JUL18): A Commercial Fishing Vessel discharged 5 gallons of diesel during transfer in the Santa Cruz Harbor. Owner conducted clean ups. A LOW was issued. Case closed.

Letter of Warning, (26JUL18): A Commercial Fishing Vessel sank 5NM West of Humboldt Bay with 24 gallons of diesel onboard. A LOW was issued. Case closed.

Letter of Warning, (26JUL18): A Commercial Fishing Vessel discharged diesel at Hyde St. Pier due to bilge pump activation. Owner removed all product from the vessel. A LOW was issued. Case closed.

Federalized Case, (29JUL18): A Recreational Sailing Vessel ran aground on Limantour Beach with 12 gallons on gasoline onboard. Coast Guard was unable to get in touch with the owner. The fund was opened to remove the pollution threat due to the sensitive site. Case closed.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
July 2018			
PORT SAFETY CATEGORIES*	Jul-2018	Jul-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 (2), Port Safety & Security (4), ANOA (0)	6	5	3.42
Marine Casualties (reportable CG 2692) within SF Bay: Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (1), Sinking (1) Steering (2), Propulsion (4), Personnel (3), Other (1), Power (0)	12	6	9.83
Total Number of (routine) Navigation Safety issues/Letters of Deviation: Radar (1), Gyro (0), Steering (0), Echo Sounder (0), AIS (1) ARPA (0), Speed Log (0), R.C. (0), Other (0)	2	0	2.56
Reported or Verified "Rule 9" or other Navigational Rule Violations:	0	1	0.47
Significant Waterway events/Navigation related Cases:	0	0	0.36
Total Port Safety (PS) Cases opened	20	12	17.11
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Jul-2018	Jul-2017	**3yr Avg
U.S. Commercial Vessels	0	0	0.69
Foreign Freight Vessels	0	0	0.08
Public Vessels	0	0	0.61
Commercial Fishing Vessels	6	0	0.44
Recreational Vessels	1	2	2.69
Pollution Discharge Sources (Facilities)			
Regulated Waterfront Facilities	0	0	0.14
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.00
Other Land Sources	9	1	1.25
Mystery Spills - Unknown Sources	8	1	3.86
Number of Pollution Incidents within San Francisco Bay			
Spills < 10 gallons	6	2	3.81
Spills 10 - 100 gallons	3	1	1.11
Spills 100 - 1000 gallons	0	0	0.11
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	15	1	4.83
Total Pollution Incidents	24	4	9.86
Oil Discharge/Hazardous Materials Release Volumes by Spill Size			
Estimated spill amount from U.S. Commercial Vessels	0.00	0.00	7.59
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	8.50
Estimated spill amount from Public Vessels	0.00	0.00	2.74
Estimated spill amount from Commercial Fishing Vessels	35.00	0.00	2.13
Estimated spill amount from Recreational Vessels	0.00	2.00	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	20.00	10.00	3.20
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	55.00	12.00	61.31
Penalty Actions			
Civil Penalty Cases	0	0	0.00
Notice of Violations	0	0	0.31
Letters of Warning	5	2	2.67
Total Penalty Actions	5	2	2.97
* 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 2018)

MARINE CASUALTIES

Loss of propulsion (04AUG18): A foreign flag tank vessel experienced a loss of propulsion while transiting to Benicia from Anchorage 9. A COTP Order was issued requiring the vessel to remain at Anchorage 9. Class and Coast Guard attended the vessel and witnessed the satisfactory operation of the main propulsion system. The loss of propulsion was attributed to a gasket failure on the main engine cylinder. The COTP Order was lifted. Case closed.

Reduction of Propulsion (08AUG18): A U.S. flag small passenger vessel experienced a reduction in propulsion while transiting from Vallejo to San Francisco. The vessel disembarked passengers and employed a technician to identify the causative factor. The reduction in propulsion was attributed to a snapped shaft on a salt water pump. A technician replaced the pump and witnessed satisfactory operation of the vessel's propulsion system during both dockside and underway tests. Case closed.

Loss of propulsion (22AUG18): A foreign flag tank vessel experienced a loss of propulsion while getting underway headed outbound from Richmond Long Wharf. The vessel immediately dropped anchor with two tugs alongside adjacent to the pier. A COTP Order was issued requiring the vessel proceed under dead ship tow to Anchorage 9 with three tugs. The vessel replaced all six fuel pump barrel and plunger assemblies. Class and Coast Guard attended the vessel and witnessed the satisfactory operation of the vessel's propulsion system. The loss of propulsion was attributed to poor fuel quality. Case closed.

Loss of propulsion (29AUG18): A foreign flag tank vessel experienced a loss of propulsion while transiting outbound from Martinez, CA. The vessel regained propulsion and was issued a COTP Order, requiring the vessel to transit to Anchorage 9 under a one tug escort. Class and Coast Guard attended the vessel and witnessed the satisfactory operation of the vessel's propulsion system. The loss of propulsion was due the failure of a solenoid valve. Case closed.

VESSEL SAFETY CONDITIONS (CID)

Operational Control (28AUG18): A U.S. flag small passenger vessel was inspected in San Francisco and issued a No-Sail after 09 deficiencies were identified. Coast Guard witnessed the corrected deficiencies and the No-Sail was lifted. Case closed.

GENERAL SAFETY CASES

(09AUG18): On 09AUG18, the Rio Vista Drawbridge became askew and unbalanced. On 10AUG18, the bridge was secured in the fully closed-to-navigation position and inoperable due to a malfunctioning gear assembly. An alternate method to lift the drawbridge was utilized to facilitate transits. Coordination with multiple port partners led to scheduled lifts approximately twice per week to facilitate transits of commercial traffic. The bridge is expected to return to normal operations by mid-day 12SEP18 pending successful testing and calibration.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning, (07AUG18): A Recreational Vessel discharged an unknown amount a diesel from the bilge pump due to an engine failure at Emeryville Marina. Boom and absorbant pads were deployed and clean-up operations were conducted. A LOW was issued to the owner. Case closed.

Letter of Warning, (12AUG18): A Commercial Fishing Vessel ran aground near Natural Bridges State Parks with a potential of 1200 gallons of diesel onboard. 720 gallons were removed from the vessel. A LOW was issued to the owner. Case closed.

Letter of Warning, (16AUG18): A Recreational Vessel sunk at a private dock in the Sacramento River. A small sheen was observed, owner removed the fuel from the vessel. A LOW was issued to the owner. Case closed.

Letter of Warning, (18AUG18): A Recreational Vessel discharged 1 gallon of diesel into San Francisco Bay. Harbor Master placed boom around the vessel and owner conducted cleanups. A LOW was issued to the owner. Case closed.

Letter of Warning, (18AUG18): A Recreational Vessel discharged 1 gallon of diesel at the Marina Village Yacht Club in Alameda. Fire department responded and placed boom around the vessel. Owner conducted clean-ups. A LOW was issued to the owner. Case closed.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
August 2018			
PORT SAFETY CATEGORIES*	Aug-2018	Aug-2017	**3yr Avg
Total Number of Port State Control Detentions: SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)	0	0	0.42
Total Number of COTP Orders: Navigation Safety (3), Port Safety & Security (0), ANOA (0)	3	4	3.42
Marine Casualties (reportable CG 2692) within SF Bay: Allision (0), Collision (0), Fire (1), Capsize (0), Grounding (2), Sinking (0) Steering (1), Propulsion (5), Personnel (1), Other (0), Power (1)	11	8	9.86
Total Number of (routine) Navigation Safety issues/Letters of Deviation: Radar (0), Gyro (0), Steering (0), Echo Sounder (0), AIS (0) ARPA (0), Speed Log (0), R.C. (0), Other (0)	0	2	2.53
Reported or Verified "Rule 9" or other Navigational Rule Violations:	0	0	0.44
Significant Waterway events/Navigation related Cases:	1	0	0.36
Total Port Safety (PS) Cases opened	15	14	17.03
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Aug-2018	Aug-2017	**3yr Avg
U.S. Commercial Vessels	0	0	0.69
Foreign Freight Vessels	0	0	0.08
Public Vessels	0	2	0.56
Commercial Fishing Vessels	1	0	0.39
Recreational Vessels	8	2	2.81
Pollution Discharge Sources (Facilities)			
Regulated Waterfront Facilities	0	1	0.14
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.00
Other Land Sources	2	0	1.22
Mystery Spills - Unknown Sources	4	3	3.86
Number of Pollution Incidents within San Francisco Bay			
Spills < 10 gallons	4	5	3.67
Spills 10 - 100 gallons	1	0	1.06
Spills 100 - 1000 gallons	2	0	0.17
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	8	3	4.94
Total Pollution Incidents	15	8	9.83
Oil Discharge/Hazardous Materials Release Volumes by Spill Size			
Estimated spill amount from U.S. Commercial Vessels	0.00	0.00	7.59
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	8.50
Estimated spill amount from Public Vessels	0.00	2.00	2.46
Estimated spill amount from Commercial Fishing Vessels	200.00	0.00	7.35
Estimated spill amount from Recreational Vessels	7.00	2.00	36.74
Estimated spill amount from Regulated Waterfront Facilities	0.00	2.00	0.17
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.00
Estimated spill amount from Other Land Sources	300.00	0.00	10.53
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	507.00	6.00	73.34
Penalty Actions			
Civil Penalty Cases	0	0	0.00
Notice of Violations	0	0	0.31
Letters of Warning	5	0	2.53
Total Penalty Actions	5	0	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.			

**Harbor Safety Committee
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**Report of the
U.S. Army Corps of Engineers, San Francisco District
September 13, 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 contract was awarded on 4 September but a protest was received by the District thereby delaying mobilization. Extent of potential delays has not been determined. The protest is being assessed and future updates will address status.
- 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** – The 2018 dredge cycle is expected to start in September with planned upland disposal through November. **Contract has been awarded.**
- 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 cycle has been awarded. With mobilization currently ongoing.**

2. DEBRIS REMOVAL – Debris removal for July 2018 was 128.5 tons. Raccoon: 10 tons, including 2 abandoned vessels; Dillard: 13.5 tons, including 1 abandoned vessel; other boats: 80 tons (Black Slough Barge – contracted), 25 tons, including 5 abandoned vessels. Average for July from 2008 to 2017 is 25 tons (Range: 0-52 tons). Debris removal for August 2018 was 58 tons. Raccoon: 26 tons; Dillard: 5 tons, including 1 abandoned vessel; other boats: 27 tons, including 4 abandoned vessels and one 40’x20’ barge. Average for August from 2008 to 2017 is 38 tons (Range: 11-86.5 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	10	13.5	105	128.5
AUG	26	5	27	58
SEP	0	0	0	0
OCT	0	0	0	0
NOV	0	0	0	0
DEC	0	0	0	0

YR TOTAL
667.5

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 was allocated to the project for FY18 and the schedule is being reassessed. The Wilmington team had intended to come out for a series of workshops on the study with stakeholders but preparations for Hurricane Florence have postponed the workshops.**

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 May 23, 2018.

Berkeley Marina (Entrance Channel): Condition survey of July 9, 2018.

Islais Creek Channel: Condition survey of July 17, 2018.

Larkspur Ferry Channel: Condition survey of July 9, 2018.

Main Ship Channel: Condition survey of April 5, 2018.

Mare Island Strait: Condition survey of July 10, 2018.

Marinship Channel (Richardson Bay): Condition survey of December 7, 2017.

Napa River: Condition survey of May 9-10, 2018.

Northship Channel: Condition survey of June 29, 2018.

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 July 23-26, 2018.

Redwood City Harbor: Condition survey of February 7-8, 2018.

Richmond Inner Harbor: Condition survey of June 26, 2018.

Richmond Inner Harbor (Santa Fe Channel): Condition survey of December 20, 2016.

Richmond Outer Harbor (Longwharf): Post-dredge survey of June 25, 2018 & condition survey of August 7, 2018.

Richmond Outer Harbor (Southampton Shoal): Post-dredge survey of June 25, 2018 & condition survey of August 7, 2018.

Sacramento River Deep Water Ship Channel: Condition survey of May 17-21, 2018.

San Bruno Shoal: Condition survey of July 11, 2018.

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 August 28, 2018.
SF-16 (Suisun Bay Disposal Site): Condition survey of July 3, 2018.
SF-17 (Ocean Beach Disposal Site): Condition survey of May 4, 2018.

Requested Surveys:

Pre/Post-dredge and condition surveys are scheduled to occur thru November 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 FY19*

8-Sep-18

Project	Bid Opening Award Date	FY 2018			FY 2019									FY 2020			Estimated CY	Planned Placement Site	
		OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC			
SF Main Ship Channel	N/A		█							█								350kcy	OBDS/ SF-8
Humboldt Bar & Entrance	N/A	█									█							600kcy	HOODS
Pinole Shoal	N/A	█	█							█	█	█	█	█	█	█		300kcy	SF-11/SF-10
Redwood City Harbor	22 Apr/6 May	█	█						◆	◆	█	█	█	█	█	█		300kcy	SF-11
Richmond Inner Harbor	7 May/21 May	█	█						◆	◆	█	█	█	█	█	█		350kcy	DODS/upland least cost
Combined Sac/San Joaquin	22 May/5 June	█	█							◆	◆	█	█	█	█	█		350kcy	Various Upland DODS/upland least cost
Oakland Harbor	20 June/8 July	█	█								◆	◆	█	█	█	█		750kcy	DODS/upland least cost
Suisun Bay Channel	9 July/23 July	█	█								◆	◆	█	█	█	█		175kcy	SF-16
Richmond Outer Harbor	N/A	█	█								█	█	█	█	█	█			

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

* Program execution is based on the FY19 President's Budget, Workplan and Federal Standard plan for each project.
 ** Window Extension.

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

September 13, 2018

- ✎ In July and August the clearinghouse did not contact OSPR regarding any possible escort violations.
- ✎ In July and August 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 July there were 102 tank vessel arrivals; 14 ATBs, 7 Chemical Tankers, 12 Chemical/Oil Tankers, 39 Crude Oil Tankers, 1 LPG, 16 Product Tankers, and 13 Tugs with Barges.
- ✎ In July there were 298 total vessel arrivals.
- ✎ In August there were 103 tank vessel arrivals; 14 ATBs, 7 Chemical Tankers, 18 Chemical/Oil Tankers, 33 Crude Oil Tankers, 1 LPG, 16 Product Tankers, and 14 Tugs with Barges.
- ✎ In August there were 298 total vessel arrivals.

San Francisco Bay Clearinghouse Report For July 2018

San Francisco Bay Region Totals

	<u>2018</u>		<u>2017</u>	
Tanker arrivals to San Francisco Bay	75		76	
ATB arrivals	14		12	
Barge arrivals to San Francisco Bay	13		18	
Total Tanker and Barge Arrivals	102		106	
Tank ship movements & escorted barge movements	325		346	
Tank ship movements	194	59.69%	200	57.80%
Escorted tank ship movements	154	47.38%	153	44.22%
Unescorted tank ship movements	40	12.31%	47	13.58%
Tank barge movements	131	40.31%	146	42.20%
Escorted tank barge movements	15	4.62%	22	6.36%
Unescorted tank barge movements	116	35.69%	124	35.84%

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	199		318		0		143		660	
Unescorted movements	90	45.23%	152	47.80%	0	0.00%	57	39.86%	299	45.30%
Tank ships	67	33.67%	113	35.53%	0	0.00%	53	37.06%	233	35.30%
Tank barges	23	11.56%	39	12.26%	0	0.00%	4	2.80%	66	10.00%
Escorted movements	109	54.77%	166	52.20%	0	0.00%	86	60.14%	361	54.70%
Tank ships	107	53.77%	152	47.80%	0	0.00%	78	54.55%	337	51.06%
Tank barges	2	1.01%	14	4.40%	0	0.00%	8	5.59%	24	3.64%

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 2018

San Francisco Bay Region Totals

	<u>2018</u>		<u>2017</u>	
Tanker arrivals to San Francisco Bay	75		85	
ATB arrivals	14		15	
Barge arrivals to San Francisco Bay	14		12	
Total Tanker and Barge Arrivals	103		112	
Tank ship movements & escorted barge movements	336		358	
Tank ship movements	202	60.12%	217	60.61%
Escorted tank ship movements	160	47.62%	177	49.44%
Unescorted tank ship movements	42	12.50%	40	11.17%
Tank barge movements	134	39.88%	141	39.39%
Escorted tank barge movements	25	7.44%	14	3.91%
Unescorted tank barge movements	109	32.44%	127	35.47%

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	211		328		0		136		675	
Unescorted movements	79	37.44%	146	44.51%	0	0.00%	50	36.76%	275	40.74%
Tank ships	62	29.38%	106	32.32%	0	0.00%	44	32.35%	212	31.41%
Tank barges	17	8.06%	40	12.20%	0	0.00%	6	4.41%	63	9.33%
Escorted movements	132	62.56%	182	55.49%	0	0.00%	86	63.24%	400	59.26%
Tank ships	120	56.87%	157	47.87%	0	0.00%	77	56.62%	354	52.44%
Tank barges	12	5.69%	25	7.62%	0	0.00%	9	6.62%	46	6.81%

Notes:

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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	518		797	
ATB arrivals	81		146	
Barge arrivals to San Francisco Bay	91		150	
Total Tanker and Barge Arrivals	609		1,093	
Tank ship movements & escorted barge movements	2,561		3,562	
Tank ship movements	1,378	53.81%	2,075	58.25%
Escorted tank ship movements	1,088	42.48%	1,618	45.42%
Unescorted tank ship movements	290	11.32%	457	12.83%
Tank barge movements	1,183	46.19%	1,487	41.75%
Escorted tank barge movements	156	6.09%	218	6.12%
Unescorted tank barge movements	1,027	40.10%	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	1,583		2,492		0		1,084		5,159	
Unescorted movements	746	47.13%	1,273	51.08%	0	0.00%	496	45.76%	2,515	48.75%
Tank ships	616	38.91%	992	39.81%	0	0.00%	452	41.70%	2,060	39.93%
Tank barges	130	8.21%	281	11.28%	0	0.00%	44	4.06%	455	8.82%
Escorted movements	837	52.87%	1,219	48.92%	0	0.00%	588	54.24%	2,644	51.25%
Tank ships	758	47.88%	1,066	42.78%	0	0.00%	536	49.45%	2,360	45.75%
Tank barges	79	4.99%	153	6.14%	0	0.00%	52	4.80%	284	5.50%

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
JULY 1 - 31, 2017	219	100	45.66
JULY 1 - 31, 2018	225	93	41.33

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
JULY 1 - 31, 2017	15,206,000		20,290,133	7,031,519	27,321,652
JULY 1 - 31, 2018	16,088,000	0	20,798,732	7,103,909	27,902,641

OIL SPILL TOTAL

	<u>TERMINAL</u>	<u>VESSEL</u>	<u>Total</u>	<u>Gallons Spilled</u>
JULY 1 - 31, 2017	0	0	0	0
JULY 1 - 31, 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.



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - AUGUST COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessels Monitored	Total Transfers Percentage
AUGUST 1 - 31, 2017	230	98	42.61
AUGUST 1 - 31, 2018	220	89	40.45

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
AUGUST 1 - 31, 2017	15,190,000		20,250,350	7,856,442	28,106,792
AUGUST 1 - 31, 2018	17,957,641		23,633,669	7,762,372	31,396,041

OIL SPILL TOTAL

	<u>TERMINAL</u>	<u>VESSEL</u>	<u>Total</u>	<u>Gallons Spilled</u> <u>OTHER - 2 GALLONS</u>
AUGUST 1 - 31, 2017	1	0	1	
AUGUST 1 - 31, 2018	0	0	0	0

Disclaimer:

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