

Harbor Safety Committee

of the San Francisco Bay Region

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

Harbor Safety Committee of the San Francisco Bay Region

Thursday, January 9, 2020

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 09:58.

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** (M), United States Coast Guard; **Brandon Chapman** (M), Port of Redwood City; **Capt. Sean Daggett** (M), Sause Bros. Inc.; **Ben Eichenberg** (A), San Francisco Baykeeper; **Robert Estrada** (M), Inlandboatmen's Union; **Jeff Ferguson** (M), NOAA; **Scott Grindy** (M), San Francisco Small Craft Harbor; **Ben Huber** (M), Westar Marine Services; **Jim McGrath** (M), Bay Conservation and Development Commission; **Dominic Moreno** (M), Port of San Francisco; **Major Stephanie Radford** (A), US Army Corps of Engineers; **Jeff Robbins** (M), General Steamship Corporation; **Julian Rose** (M), Marathon Petroleum; **Capt. Paul Ruff** (A), San Francisco Bar Pilots; **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 November 14, 2019 meeting was made and seconded. The minutes were approved without dissent.

Comments by Chair- Capt. Lynn Korwatch

Welcomed the committee members and audience. Capt. Byrd was recently featured in a San Francisco Chronical article on the Coast Guard.

Coast Guard Report- Capt. Marie Byrd

- Advised of a December 10th incident involving the vessel Rainbow Quest. Upon boarding, a Bar Pilot smelled alcohol on the master. An investigation was conducted confirming intoxication and the individual was convicted. A DOJ press release has been issued regarding the incident.
- Advised that the USCG Command Center and VTS are available for visitation with proper approval.

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- Advised that a tug sunk at the Port of Stockton on December 25th. The port, USCG, and OSPR responded. The tug was defueled and salvaged with only light sheening reported. Jeff Vine advised that a ship had to be diverted due to the incident but impacts were minimal.
- Advised that New Year's Eve was a federally designated special event with USCG providing safety and security with other agencies.
- Advised that a National Terrorism Advisory Bulletin has been issued related to Iran (attached). MARSEC 1 is still in effect.
- LT Cotton read from the November and December- 2019 Prevention/Response Reports (attached).
- Jim McGrath commented on the stormy conditions and recent number of sunken vessels. USCG response is appreciated.
- Jim Anderson thanked the Coast Guard for their participation in whale spotting flyovers associated with the opening of crab season.

Army Corps of Engineers Report- Major Stephanie Radford

- Read from the US Army Corps of Engineers, San Francisco District Report (attached). The FY2020 dredging season is underway. Main Ship Channel dredging is scheduled for June by the Essayons. Richmond Inner Harbor dredging is planned for May and Outer Harbor for June. Oakland Harbor dredging will be awarded in April. Redwood City dredging is delayed. Pinole Shoal dredging is deferred until FY2021. Debris removal numbers were close to average and included a few abandoned vessels. Public review of the San Francisco to Stockton study is ongoing. A public meeting took place on November 13th, 2019 regarding the Regional Dredge Material Management Plan. The USACE Work Plan is available at:
www.usace.army.mil/Missions/Civil-Works/Budget/
- Julian Rose advised that Pinole Shoal dredging deferment is a concern. The channel is currently near project depth at 35 feet but is not scheduled for dredging until 2021. Shoaling could be a problem.
- Brandon Chapman advised of Redwood City dredging issues and stressed the need to get to a depth of at least 30 feet. The USACE Dillard recently removed two tons of debris from the port.

Clearinghouse Report- Marcus Freeling (report attached)

OSPR Report- Mike Zamora

- Announced new HSC membership appointments. Dominic Moreno is the new primary member representing the Port of San Francisco. Michael Nerney is the new alternate member

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representing the Port of San Francisco. Brandon Chapman is the new primary member representing the Port of Redwood City. Terms end on January 8, 2023.

- Tom Cullen, OSPR Administrator, welcomed the new HSC members and thanked responders for their work over the busy holiday season.

NOAA Report- Jeff Ferguson

- Advised of upcoming king tides with flooding of low-lying areas possible.
- Advised that NOAA's Office of Coast Survey is starting the five-year process of ending paper nautical chart production. ENC charts will replace paper and raster products. NOAA is seeking feedback from chart users: <https://nauticalcharts.noaa.gov/customer-service/assist>.
- Advised that Coast Pilot 7 hardcopy will be coming out in May covering California only. Coast Pilot 10 will cover Oregon, Washington and the Pacific Islands.
- Advised that the NWS predicts more cold front storms in January and increased snowpack. No atmospheric rivers are expected.
- Ben Eichenberg advised that flights will be conducted to monitor inundation due to king tides. Contact Baykeeper with reports.

State Lands Commission Report- (report attached)

Report on the Sail GP 2020- Melanie Roberts, Sail GP

- Melanie Roberts, Sail GP, gave a presentation to the committee on Sail GP 2020 plans (slides posted to the Marine Exchange website). The sailing race is being held on May 2-3. Seven boats are scheduled to compete. Training will take place in the bay April 24-29. Practice days are April 30th and May 1st. The planned city front race box is similar to last year's and will be in effect from 11:30am – 5:30pm on practice and race days. An airshow is also scheduled on May 2nd featuring the Oracle plane. Wind velocity and currents will be considered during the event. Vessel transit between the race box and shore will not be feasible during racing this year. Vessels can pass to the north of the race box which will be designated a no loitering zone. A meeting will be held with vessel operators to discuss the issue.
- LT Cotton advised that a Notice of Proposed Rulemaking will be issued for the event and feedback is welcome. Bay swims will be rescheduled. Whale traffic planning will be conducted with the Marine Mammal Center.

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Report on OSPR's Response Equipment Grant Program- Cindy Murphy, OSPR

- Cindy Murphy, OSPR, gave a presentation to the committee on OSPR's Response Equipment Grant Program (slides attached). The grant program was first funded in 2009 by the California Legislature and provides approximately 350 thousand dollars per year for oil spill response equipment. Training is also provided. Individual grants of up to 35 thousand dollars are available with over 60 grants issued since the program began. Local government agencies are eligible for grants depending on criteria such as protection of economic sites, availability of response resources nearby and ability to deploy. Grants are generally used to acquire trailers containing supplies such as oil boom and absorbent material. Specific supplies are tailored to the grantee's needs. Eight hours of boom deployment training is required, and trailer maintenance checks are available. Information available at: <https://www.wildlife.ca.gov/OSPR> and <https://calspillwatch.dfg.ca.gov/>
- Robert Estrada asked how often the oil spill response equipment is used. Cindy Murphy advised that boom from the trailers was deployed 10 - 12 times in 2019.

Work Group Reports-

Capt. Korwatch advised that the HSC will be involved in updating the USCG MTS Recovery Plan. Work Group tasks will be assigned as needed. CDR. Dave Dixon, USCG, advised that the tug sinking in Stockton highlights the importance of MTS recovery. Partnerships are a priority. Jerry Bynum, USCG, advised that the USCG Marine Salvage Response Plan would also benefit from HSC involvement.

Tug Work Group- Capt. Sean Daggett advised that a Work Group meeting will be scheduled to create a tug compatibility matrix for emergency response. CDR. Dixon advised that the transport of emergency responders is a priority. A ferry compatibility matrix was created for USCG VMAP and it is proposed that tugs and other harbor vessels be added. The matrix provides information about a vessels capabilities and dock compatibility if called upon to assist during an emergency. Capt. Korwatch suggested the inclusion of pilot boats and water taxis.

Navigation Work Group- Capt. Paul Ruff advised that an Anchorage 9 length of stay time limit is being considered. Ships are currently allowed to stay in Anchorage 9 indefinitely. A time limit of 4-6 weeks is proposed. Anchorage space is limited and congestion could affect emergency response. Capt. Korwatch advised that a Work Group meeting be held on the issue. Capt. Ruff advised that work on VSR continues with a recommended vessel speed of 12-13 knots being considered. Protection of whales is a priority. The Marine Mammal Center tracks whales and conducts feeding analysis which is used to inform policy.

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New protocols are being developed for UPRR Bridge operators. The bridge is being raised for longer than necessary causing train delays.

Ferry Operations Work Group- Nothing to report.

Dredge Issues Work Group- Julian Rose advised of concern regarding Pinole Shoal Channel depth and dredging deferment.

PORTS Work Group- Nothing to report.

Prevention through People Work Group- Advised that Bay Area Marina Operators (BAMO) recently took a tour of VTS. A more formal notification process is requested when the USCG drops off abandoned recreational vessels at local harbors. Abandoned vessels are a major problem for marinas and removal is expensive. The San Francisco Marina will be the host site for Sail GP 2020. Old HSC fliers are being considered for update. Marcus Freeling produced copies of old HSC fliers including: Rules 9 & 5 Laws to Live By, Where the Heck is Collinsville?, Safe Transit Program, and Guide to Marine Communications on San Francisco Bay. Copies are available from the Marine Exchange and suggestions for update are welcome.

PORTS Report- Marcus Freeling

- Advised that service of PORTS buoy mounted current sensors took place in December. Oakland LB4 and Richmond LB6 are functioning normally but Oakland LB3 is returning bad data. The problem is being investigated. A failing battery was recently replaced at the LB6 shore station.
- Advised that the Amorco current meter is not operational. The sensor cannot be raised due to obstruction and divers are being hired to investigate the issue.
- Advised that there are several smaller PORTS maintenance issues that require attention. A humidity sensor at Amorco has been intermittent and the Oakland 34 stand needs additional anchoring.
- Advised that NOAA is reporting the planned discontinuation of the current GOES satellite system. Replacement of the system is unknown. PORTS SatLink upgrades have been put on hold until additional advisement from NOAA. PORTS data is transmitted through GOES and by IP modem.
- Advised that PORTS data is publicly available through NOAA's Tides and Currents website.

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Public Comment-

- Stas Margaronis, Propeller Club, advised of the successful Storm, Flooding and Sea-Level Defense Conference held on December 3, 2019. A Propeller Club event will be held on February 4th featuring speakers from the ILWU and PMA.
- It was advised that there was a rescue of a person in the water off of Berkeley on December 19th. A passing ferry was able to save the individual who was nearly unresponsive.

Old Business- None

New Business- None

Next Meeting-

1000-1200, February 13, 2020
Port of San Francisco, Pier 1, Bayside Conference Room
The Embarcadero, San Francisco, CA

Adjournment-

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

Respectfully submitted:



Capt. Lynn Korwatch



SUMMARY OF TERRORISM THREAT TO THE U.S. HOMELAND

- The United States designated Iran a “State Sponsor of Terrorism” in 1984 and since then, Iran has actively engaged in or directed an array of violent and deadly acts against the United States and its citizens globally. The United States designated Iran’s Islamic Revolutionary Guard Corps (IRGC) a Foreign Terrorist Organization on April 15, 2019 for its direct involvement in terrorist plotting.
- On January 2, 2020, the United States carried out a lethal strike in Iraq killing Iranian IRGC-Quds Force commander Qassem Soleimani while Soleimani was in Iraq.
- Iranian leadership and several affiliated violent extremist organizations publicly stated they intend to retaliate against the United States.
- At this time we have no information indicating a specific, credible threat to the Homeland. Iran and its partners, such as Hizballah, have demonstrated the intent and capability to conduct operations in the United States.
- Previous homeland-based plots have included, among other things, scouting and planning against infrastructure targets and cyber enabled attacks against a range of U.S.-based targets.
- Iran maintains a robust cyber program and can execute cyber attacks against the United States. Iran is capable, at a minimum, of carrying out attacks with temporary disruptive effects against critical infrastructure in the United States.
- Iran likely views terrorist activities as an option to deter or retaliate against its perceived adversaries. In many instances, Iran has targeted United States interests through its partners such as Hizballah.
- Homegrown Violent Extremists could capitalize on the heightened tensions to launch individual attacks.
- An attack in the homeland may come with little or no warning.
- The Department of Homeland Security is working closely with our federal, state, local, and private sector partners to detect and defend against threats to the Homeland, and will enhance security measures as necessary.

DURATION

This Bulletin will expire on or before **January 18, 2020** at 1:00 PM EST

TYPES OF ADVISORIES

Bulletin

Describes current developments or general trends regarding threats of terrorism.

Elevated Alert

Warns of a credible terrorism threat against the United States.

Imminent Alert

Warns of a credible, specific and impending terrorism threat against the United States.

HOW YOU CAN HELP

- Report suspicious activity to local law enforcement who are best to offer specific details on terroristic indicators.
- Report suspicious activity or information about a threat, including online activity, to fusion centers and the FBI’s Field Offices – part of the Nationwide Suspicious Activity Reporting Initiative.
- Learn [how to recognize signs of pre-operational planning](#) associated with terrorism or other criminal activity.

BE PREPARED

- Be prepared for cyber disruptions, suspicious emails, and network delays.
- Be responsible for your personal safety. Know where emergency exits and security personnel are located. Carry emergency contact and special needs information with you.
- Implement basic cyber hygiene practices such as effecting data backups and employing multi-factor authentication. For more information visit CISA.gov.
- [Connect](#), [Plan](#), [Train](#), and [Report](#) to prepare businesses & employees. Security tools/resources can be accessed through the DHS’s [Hometown Security Campaign](#).

STAY INFORMED

- The U.S. Government will provide additional information about any emerging threat as additional information is identified. The public is encouraged to listen to local law enforcement and public safety officials.
- We urge Americans to continue to travel, attend public events, and freely associate with others but remain vigilant and aware of surroundings.
- The Department of State issues [international travel alerts and warnings](#).
- For additional information visit [Ready](#).

If You See Something, Say SomethingSM. Report suspicious activity to local law enforcement or call 911.

The National Terrorism Advisory System provides information on homeland security issues and threats. It is distributed by the Department of Homeland Security. More information is available at: www.dhs.gov/advisories. To receive mobile updates: www.twitter.com/dhsgov

If You See Something Say SomethingSM used with permission of the NY Metropolitan Transportation Authority.

SIGNIFICANT PORT SAFETY AND SECURITY CASES (NOVEMBER 2019)
MARINE CASUALTIES
Allision (01NOV19): A U.S. flag ferry vessel allided with the Bay Farm Island dock while mooring. During an inspection of the vessel, a 2-3 inch crack was located in the forepeak. Case pends.
Equipment Failure (01NOV19): A U.S. flag ferry vessel experienced an equipment failure on one engine while transiting from the Vallejo Ferry Terminal to the San Francisco Ferry Terminal. Causative factor is unknown. Case pends.
Equipment Failure (02NOV19): A foreign flag container vessel experienced an equipment failure on a gas boiler circulation system. Causative factor is unknown. Case pends.
Loss of propulsion (03NOV19): A foreign flag RORO experienced a loss of propulsion due to a generator failure. Causative factor was identified as a burnt out switchboard that controlled the governor on the #1 generator. The switchboard was replaced and approved by Class. Class and Coast Guard witnessed satisfactory operation of the #1 generator. COTP Order lifted. Case closed.
Loss of propulsion (04NOV19): A foreign flag container ship experienced a loss of propulsion while getting underway from Oakland. Causative factor was identified as an inoperable piston cooling oil flow switch on the main engine. Vessel anchored in Anchorage 9. Class and Coast Guard attended the vessel and witnessed satisfactory operation of the main engine from the bridge and engine control room. COTP Order lifted. Case closed.
Loss of steering (06NOV19): A U.S. flag tug vessel experienced a loss of steering while transiting to MOTCO 2 in Concord, CA. Causative factor is believed to be a faulty fuse in the steering system. An investigation to determine the causative factor is ongoing. Case pends.
Loss of propulsion (20NOV19): A foreign flag container vessel experienced a loss of propulsion. Causative factor was a crewmember taking local control of the engines away from the bridge. The crewmember realized the mistake after 2 miles and sent control back to the bridge. Case closed.
Collision (24NOV19): A U.S. flag tank vessel collided with a vessel while mooring at Chevron Long Wharf Refinery. Vessel was transferring cargo at the Chevron Long Wharf Refinery when the collision took place. Vessel sustained damage to the port bow. Class and Coast Guard attended the vessel and witnessed satisfactory repairs to the bulwark and stanchions on the port bow. Code 17 lifted. Case closed.
VESSEL SAFETY CONDITIONS
Operational Control (04NOV19): A U.S. flag small passenger vessel was inspected at the Larkspur Ferry Terminal and was issued an operational control (code 701) due to an inoperable visual and audible high water level alarm in multiple spaces and unsatisfactory operational test of the port bilge pump. Case pends.
Operational Control (13NOV19): A U.S. flag small passenger vessel was inspected at Mare Island Berth 19 in Vallejo, CA and was issued an operational control (code 701) due to the crew's inability to demonstrate operation of the bilge system in each space. Case pends.
Operational Control (25NOV19): A U.S. flag tug vessel was inspected at the Benicia Marina and was issued an operational control (code 17) for numerous deficiencies including watertight integrity, fire detection and protection, and machinery. Case pends.
NAVIGATIONAL SAFETY
Loss of AIS (07NOV19): Crew notified Sector San Francisco about a loss of the vessel's AIS. Troubleshooting efforts were not successful. The vessel is currently out of service. Case pends.
SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES
Letter of Warning (01NOV19): IMD received notification of a commercial vessel that burped its tank while transferring between its fore and aft tank. As a result 1 gal of unrecoverable diesel was discharged. A NOFI and LOW were issued. Case closed.
Letter of Warning (05NOV19): IMD received notification of a sheen at a local marina in Bodega Bay that was reported as being focused around the bilge pump hose from one particular vessel. After investigation it was determined that approximately 1 gal of oily water was discharged from suspected vessel while the bilge pump was operating. A NOFI and LOW were issued. Case closed.
Letter of Warning (06NOV19): IMD received notification of a partially sunk vessel at a local marina in Martinez, CA. As a result of the vessel sinking, approximately 1 gal of diesel was discharged into the water creating a sheen. Local contractors were hired to remove the vessel from the water for salvage. A NOFI and LOW were issued. Case closed.
Letter of Warning (08NOV19): IMD received notification of a sunken vessel at a marina in San Leandro CA. As a result of the vessel sinking approximately 5 gals of fuel was discharged into the water creating a sheen. Local contractors were hired to remove the vessel from the water for salvage. A NOFI and LOW were issued. Case closed.
Letter of Warning (08NOV19): IMD received notification of a pollution potential from a sunken vessel at a pier in San Francisco, CA. Local contractors were hired to remove the vessel from the water for salvage. A NOFI and LOW were issued. Case closed.
Letter of Warning (16NOV19): IMD received notification of a capsized vessel near the shore of Half Moon Bay that discharged approximately 1 gal of gasoline as a result of capsizing. Local contractors were hired to remove the vessel from the water for salvage. A NOFI and LOW were issued. Case closed.
Letter of Warning (26NOV19): IMD received notification of a regulated waterfront facility that experienced an overflow of their oily water separator due to heavy rainfall. Overflow resulted in a discharge of approximately 10 gals of unrecoverable oily water mixture. A NOFI and LOW were issued. Case closed.
Letter of Warning (26NOV19): IMD received notification of a vessel that caught fire and subsequently sank at a local marina in Alameda, CA. As a result of the sinking approximately 30 gals of diesel were discharged creating a sheen on the water. Local fire department worked with contractors to remove the vessel. A NOFI and LOW were issued. Case closed.
Letter of Warning (28NOV19): IMD received notification of a local refinery in Richmond, CA that had discharged approximately 1 gal of gas oil into the water creating a sheen. The discharge was the result of a loading arm failure and was immediately secured and cleaned up by facility personnel. A NOFI and LOW were issued. Case closed.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
November 2019			
PORT SAFETY CATEGORIES*	Nov-2019	Nov-2018	**3yr Avg
Total Number of Port State Control Detentions:	0	0	0.25
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
Total Number of COTP Orders:	2	1	4.03
Navigation Safety (2), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	6	6	9.53
Allision (1), Collision (1), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (1), Propulsion (3), Personnel (0), Other (0), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	1	1	1.81
Radar (0), Gyro (0), Steering (0), Echo Sounder (0), AIS (1)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	0	0	0.61
Significant Waterway events/Navigation related Cases:	0	0	0.31
Total Port Safety (PS) Cases opened	9	8	16.53
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Nov-2019	Nov-2018	**3yr Avg
U.S. Commercial Vessels	1	1	0.86
Foreign Freight Vessels	0	0	0.11
Public Vessels	0	0	0.64
Commercial Fishing Vessels	0	0	0.53
Recreational Vessels	8	12	4.92
Pollution Discharge Sources (Facilities)			
Regulated Waterfront Facilities	1	3	0.39
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.06
Other Land Sources	2	10	3.31
Mystery Spills - Unknown Sources	5	8	4.94
Number of Pollution Incidents within San Francisco Bay			
Spills < 10 gallons	11	3	7.03
Spills 10 - 100 gallons	3	0	1.19
Spills 100 - 1000 gallons	0	0	0.11
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	3	31	7.33
Total Pollution Incidents	17	34	15.67
Oil Discharge/Hazardous Materials Release Volumes by Spill Size			
Estimated spill amount from U.S. Commercial Vessels	1.00	1.00	13.37
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.17
Estimated spill amount from Public Vessels	0.00	0.00	3.10
Estimated spill amount from Commercial Fishing Vessels	0.00	0.00	7.21
Estimated spill amount from Recreational Vessels	45.00	7.00	26.63
Estimated spill amount from Regulated Waterfront Facilities	10.00	1.00	1.97
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.11
Estimated spill amount from Other Land Sources	1.00	0.00	14.59
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	57.00	9.00	67.16
Penalty Actions			
Civil Penalty Cases	0	0	0.00
Notice of Violations	0	0	0.33
Letters of Warning	9	2	3.28
Total Penalty Actions	9	2	3.61
* 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 (DECEMBER 2019)
MARINE CASUALTIES
Loss of propulsion (06DEC19): A U.S. flag ferry vessel experienced a loss of propulsion while getting underway from the Larkspur Ferry Terminal. Both engines declutched while getting away from the pier. The master attempted to re-clutch the engines with negative results. On the second attempt the vessel re-engaged the engines. On the return voyage the vessel experienced the same issue. Case pends.
Loss of propulsion (14DEC19): A U.S. flag commercial fishing vessel experienced a loss of propulsion while transiting inbound through Horseshoe Cove. Causative factor is unknown at this time. Case pends
VESSEL SAFETY CONDITIONS
Operational Control (03DEC19): A U.S. flag small passenger vessel was inspected at the Mare Island Naval Shipyard in Vallejo, CA. An operational control (code 701) was issued due to multiple deficiencies, including crew competency, firefighting, and lifesaving. Case pends.
Operational Control (17DEC19): A U.S. flag small passenger vessel was inspected at the Hyde Street Pier in San Francisco, CA. An operational control (code 701) was issued due to multiple deficiencies, including firefighting and lifesaving. Case pends.
Operational Control (17DEC19): A U.S. flag small passenger vessel was inspected at the South Beach Marina in San Francisco, CA. An operational control (code 701) was issued due to an inoperable portable fire extinguisher. Vessel master provided pictures of new charged portable fire extinguisher. Case closed.
Operational Control (17DEC19): A U.S. flag small passenger vessel was inspected at the KKMI Shipyard in Richmond, CA. An operational control (code 701) was issued due to hull damage. Case Pends.
Operational Control (31DEC19): A U.S. flag towing vessel was inspected in San Francisco, CA. An operational control (code 701) was issued due to a high stack temperature. Case pends.
Operational Control (11DEC19): A foreign flag bulk freight vessel was inspected in anchorage 9 and was issued a COTP Order due to an intoxicated master. The company provided new qualified and medically fit master. COTP Order lifted. Case closed.
GENERAL SAFETY CASES (SIO/CID/WWM)
Rule 9 Violation (26DEC19): During inbound transit to San Francisco, CA, a vessel was impeded by a row boat crossing the eastbound traffic lane from Alcatraz to the entrance of Pier 45. Pilot reduced speed to dead slow ahead and then ordered a hard port rudder to give the row boat safe passage. The row boat came within 1500 yards of the vessel. Case pends.
NAVIGATIONAL SAFETY
Letter of Deviation (LOD), Inop AIS (10DEC19): Vessel was issued an inbound LOD due to an inoperable AIS. VTS reached out to the agent to advise the ship. Case pends.
Letter of Deviation (LOD), Inop S-Band Radar (10DEC19): Vessel was issued an inbound LOD due to an inoperable S-Band Radar. Case pends.
Letter of Deviation (LOD), Inop AIS (31DEC19): Vessel was issued an inbound LOD due to an inoperable AIS. Case closed.
SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES
Letter of Warning (01DEC19): IMD received notification of a sinking sailing vessel at anchor in Pillar Point Harbor with a noticeable sheen around the vessel from the small outboard motor. Harbormaster from a local marina towed the vessel out of the water and boomed it off at one of the marina's launch ramps until the owner could facilitate removal and salvage. A NOFI and LOW were issued. Case closed.
Letter of Warning (02DEC19): IMD received notification of a sinking commercial fishing vessel in Santa Cruz Harbor with a noticeable sheen around the vessel. The responsible party contracted a local salvage company to plug the fuel tanks, secure the fuel leak, and install hard boom around the vessel while a salvage plan was being constructed. Local contractors were hired and removal and salvage of the vessel were completed. A NOFI and LOW were issued. Case closed.
Letter of Warning (03DEC19): IMD received notification of a sinking recreational vessel near Moss Landing, CA with a sheen and a petroleum odor present around the vessel. The harbormaster contracted a local salvage company to float the vessel and remove it from the water for salvage. A NOFI and LOW were issued. Case closed.
Letter of Warning (05DEC19): IMD received notification of a sheen at a local marina in Point Richmond, CA that was reported as being focused around one particular barge. After investigation it was determined that there was no product on board the barge. However, the harbor placed boom around the barge until it was ultimately removed from the water. A NOFI and LOW were issued. Case closed.
Letter of Warning (08DEC19): IMD received notification of a recreational vessel that sank at its dock in a San Mateo, CA. Harbormaster noted a visible sheen around the vessel and boomed off the dock with sorbent boom. Local salvage contractors were hired to remove and salvage the vessel. A NOFI and LOW were issued. Case closed.
Letter of Warning (08DEC19): IMD received notification of a recreational vessel that sank at its dock in a Vallejo, CA. Harbormaster noted a visible sheen around the vessel and boomed off the dock with sorbent boom. Local salvage contractors were hired to remove and salvage the vessel. A NOFI and LOW were issued. Case closed.
Letter of Warning (11DEC19): IMD received notification of a recreational vessel sinking with a visible sheen near Kings Island in Stockton, CA. Sorbent pads and boom were deployed to contain the sheen. The owner completed cleanup and salvage of the vessel. A NOFI and LOW were issued. Case closed.
Letter of Warning (14DEC19): IMD received notification of a fishing vessel that leaked hydraulic oil into the San Francisco Bay from a leaking hydraulic line. The vessel owner cleaned up the product immediately with sorbent pads. A NOFI and LOW were issued. Case closed.
Letter of Warning (25DEC19): IMD received notification of a commercial tug that sank and was causing a visible sheen at a dock in the Port of Stockton. The responsible party hired local contractors to immediately begin cleanup operations, plug the fuel tanks to minimize further leaking, and boom off the affected area with hard and soft sorbent boom combination. Contractors completed removal and salvage of the vessel. A NOFI and LOW were issued. Case closed.
Notice of Violation (01DEC19): IMD received notification of a work barge that sank with a tug onboard at a marina in Tiburon, CA. After investigation it was determined that there was no product onboard the work barge. However, the tug that fell off the barge was creating a sheen in the water around the incident site. The vessel owner boomed off the area with hard boom and began cleanup of the product with sorbent pads. The owner removed the tug from the water and the damaged barge was further investigated to determine if it was repairable before being removed from the water. A NOFI and NOV were issued. Case closed.
Notice of Violation (05DEC19): IMD received notification of a commercial vessel that leaked hydraulic oil into the San Francisco Bay as a result of their hydraulic winch experiencing a malfunction. A NOFI and NOV were issued. Case closed.
Notice of Violation (10DEC19): IMD received notification of a commercial fishing vessel that sank at a pier in Bodega Bay, CA. Local salvage contractors were hired to remove and salvage the vessel. A NOFI and NOV were issued. Case closed.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
December 2019			
PORT SAFETY CATEGORIES*	Dec-2019	Dec-2018	**3yr Avg
Total Number of Port State Control Detentions:	0	0	0.25
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
Total Number of COTP Orders:	1	2	4.00
Navigation Safety (1), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	6	6	9.50
Allision (1), Collision (0), Fire (0), Capsize (0), Grounding (1), Sinking (2)			
Steering (1), Propulsion (1), Personnel (0), Other (0), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	3	2	1.81
Radar (1), Gyro (0), Steering (0), Echo Sounder (0), AIS (2)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	1	0	0.64
Significant Waterway events/Navigation related Cases:	0	0	0.31
Total Port Safety (PS) Cases opened	11	10	16.50
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Dec-2019	Dec-2018	**3yr Avg
U.S. Commercial Vessels	4	2	0.97
Foreign Freight Vessels	0	0	0.11
Public Vessels	0	0	0.64
Commercial Fishing Vessels	3	0	0.61
Recreational Vessels	10	7	5.11
Pollution Discharge Sources (Facilities)			
Regulated Waterfront Facilities	0	1	0.39
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.06
Other Land Sources	2	2	3.56
Mystery Spills - Unknown Sources	3	5	4.92
Number of Pollution Incidents within San Francisco Bay			
Spills < 10 gallons	19	6	7.47
Spills 10 - 100 gallons	1	1	1.14
Spills 100 - 1000 gallons	1	0	0.14
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	1	10	7.36
Total Pollution Incidents	22	17	16.11
Oil Discharge/Hazardous Materials Release Volumes by Spill Size			
Estimated spill amount from U.S. Commercial Vessels	8.00	0.50	13.60
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.17
Estimated spill amount from Public Vessels	0.00	0.00	3.10
Estimated spill amount from Commercial Fishing Vessels	6.00	0.00	7.38
Estimated spill amount from Recreational Vessels	14.00	100.00	25.94
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	1.97
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.11
Estimated spill amount from Other Land Sources	2.00	0.00	17.67
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	30.00	100.50	69.94
Penalty Actions			
Civil Penalty Cases	0	0	0.00
Notice of Violations	3	2	0.42
Letters of Warning	9	2	3.42
Total Penalty Actions	12	4	3.83
* 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
Of the San Francisco Bay Region**

**Report of the
U.S. Army Corps of Engineers, San Francisco District
January 9, 2020**

1. CORPS O&M DREDGING PROGRAM

The following report covers the planned FY 2020 dredging program for San Francisco Bay. While this program is subject to change based on a number of variables, it is based on actual FY 20 appropriations including the FY 2020 Work Plan. Please refer to the Local Notice to Mariners for details of dredge operations.

FY 2020 DREDGING

- a. **SF Main Ship Channel** – The FY20 dredging for SF Main is being planned with expected work forecast to be started in early June 2020 by the Essayons.
- b. **Richmond Inner Harbor** – The FY20 dredging for Richmond Inner is being planned with an expected award in early May 2020.
- c. **Richmond Outer Harbor (and Richmond Long Wharf)** – As Richmond outer was deferred in FY19 it is planned to be dredged in FY20. This is in alignment with the decision to alternate Hopper dredging between Pinole Shoals and Richmond Outer. Dredging for Richmond Outer is expected to commence in June 2020.
- d. **Oakland Harbor** – The FY20 dredging for Port of Oakland is being planned with an expected award in April 2020.
- e. **Redwood City Harbor** – The 2019 dredging contract was planned as a partnership with the Coastal Conservancy in order to place material at a beneficial reuse site. All Environmental coordination including confirmatory sediment testing and analysis for suitability of planned upland placement has been approved. Contract awarded on 17 June to R.E. Staite. A public meeting was held on 26 July and was well received by the community. The NTP was issued on 1 July and dredging is underway. Significant delays have been incurred and a modification has been completed to continue dredging with placement at SF-DODS. All necessary environmental concurrences have been secured.
- f. **San Pablo Bay (Pinole Shoal)** – In alignment with the decision to alternate Hopper dredging between Pinole Shoal and Richmond Outer, this year's dredging will be deferred to 2021.
- g. **Suisun Bay Channel (and New York Slough)** – The FY20 dredging for Suisun Bay Channel is being planned with an expected award in July 2020.

2. DEBRIS REMOVAL – The 2019 debris removal total is 1,490 tons. Debris removal for November 2019 was 52 tons and December 2019 was 94 tons. Dillard: 66 tons including 8 abandoned vessels; Raccoon: 55 tons; other boats: 25 tons including 3 abandoned vessels. Average for November from 2009 to 2018 is 63 tons (Range: 35-135 tons) and average for December from 2009 to 2018 is 92 tons (Range: 0-174 tons).

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	RACCOON	DILLARD	MISC	TOTAL
2019	TONS	TONS	TONS	TONS
JAN	55	0	78	133
FEB	40	0	50	90
MAR	40	29.5	15	84.5
APR	45	35	450	530
MAY	25	136	36	197
JUN	14.5	0	30	44.5
JUL	13.5	0	45	58.5
AUG	0	10	17	27
SEP	0	41.5	30	71.5
OCT	17	26	65	108
NOV	25	27	0	52
DEC	30	39	25	94

YR TOTAL
1,490

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 Draft Report & EIS was released on 10 MAY 19 and is going through concurrent public review, policy review and Agency Technical Review (ATR) through 24 JUN 19. USACE, the NFS, and related stakeholders held a public meeting on 11 JUN 19 for public comment. Concurrent Review comments are being addressed and a final draft is being developed.

Regional Dredge Material Management Plan: On July 19, 2019, the Corps held a public meeting to discuss a Regional Dredge Material Management Plan for the Bay in which many people expressed concern about studies being conducted by the Corps related to the San Francisco Bay to Stockton Navigation Improvement Project. The U.S. Army Corps of Engineers San Francisco District hosted a public meeting on Wednesday, Nov. 13th to present an overview of the District's Navigation Program. The meeting is part of an effort by the Corps to evaluate the agency's San Francisco Bay navigation program in order to best position the program for success over the next several decades. The meeting took place from 6-8 p.m., at the Pinole Library located at 2935 Pinole Valley Rd, Pinole, Calif., 94585. The meeting was held as an opportunity for the public to provide further input about those studies and our navigation program in general.

The draft can be found at:

<http://www.saj.usace.army.mil/About/DivisionsOffices/Planning/EnvironmentalBranch/EnvironmentalDocuments.aspx>

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 June 6, 2019.

Berkeley Marina (Entrance Channel): Condition survey of July 17, 2019.

Islais Creek Channel: Condition survey of July 12, 2019.

Larkspur Ferry Channel: Condition survey of July 11, 2019.

Main Ship Channel: Condition survey of August 8 & 9, 2019.

Mare Island Strait: Condition survey of September 30, 2019.

Marinship Channel (Richardson Bay): Condition survey of August 6, 2019.

Napa River: Condition survey of July 10, 2019.

Northship Channel: Condition survey of June 27, 2019.

Oakland Inner Harbor: Post-dredge survey of October 9, and December 4 & 9-11, 2019.

Oakland Outer Harbor: Post-dredge survey of September 18, and November 13 & 21, 2019.

Petaluma River (Across-the-Flats): Condition survey of December 19, 2017.

Petaluma River (Main Channel): Condition survey of December 12-13, 2017.

Petaluma River (Extended Channel): Condition survey of March 19-26, 2018.

Pinole Shoals Channel: Condition survey of November 14, 19-21, & 25, 2019.

Redwood City Harbor: Condition survey of May 24-28, 2019.

Richmond Inner Harbor: Post-Dredge survey of July, August, September 2019.

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

Richmond Outer Harbor (Longwharf): Condition survey of July 23, 2019.
Richmond Outer Harbor (Southampton Shoal): Condition survey of November 1, 2019.
Sacramento River Deep Water Ship Channel: Condition survey of August 7, 2019.
San Bruno Shoal: Condition survey of September 26, 2019.
San Leandro Marina (and Channel): Condition survey of March 30 and April 1, 2015.
San Rafael (Across-the-Flats): Condition survey of September 24, 2019.
San Rafael (Creek): Condition survey of September 24, 2019.
Stockton Ship Channel: Condition survey of December 2, 2019.
Suisun Bay Channel: Post-dredge survey of October – December 2019.
Suisun Bay Channel (Bullshead Reach): Condition survey of September 13-17, 2019.
Suisun Bay Channel (New York Slough): Post-dredge survey of September 30, and October 17, 22, & 26, 2019.

Disposal Site Condition Surveys:

SF-08 (Main Ship Channel Disposal Site): Condition survey of June 11, 2019.
SF-09 (Carquinez): Condition survey of October 1, 2019.
SF-10 (San Pablo Bay): Condition survey of October 1, 2019.
SF-11 (Alcatraz Island): Condition survey of November 6, 2019.
SF-16 (Suisun Bay Disposal Site): Condition survey of October 2, 2019.
SF-17 (Ocean Beach Disposal Site): Condition survey of October 24, 2019.

Requested Surveys:

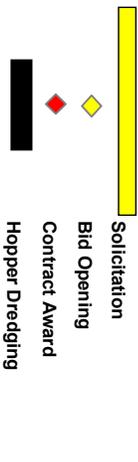
Pre/Post-dredge and condition surveys are scheduled to occur throughout the year for all of San Francisco District's in-bay projects which are planned to be dredged in FY20.

NEW WEB ADDRESS – USACE WORK PLAN:

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

2020 O&M DREDGING PLAN*

Annual	Bid Opening Award Date	FY2020												FY 2021					Estimated CY	Dredge Type	Placement Site						
		OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB									
Oakland Harbor	1 Apr/16 Apr																							750kcy	Contract Clam Shell	DODS/upland least cost	
Richmond Inner Harbor	15 Apr/2 May																								250kcy	Contract Clam Shell	DODS/upland least cost
Stockton Channel	1 Jun/16 Jun																								300kcy	Contract Pipeline	Various Upland
Suisun Bay Channel	18 Jun/5 Jul																								130kcy	Contract Clam Shell	SF-16
SF Main Ship Channel	N/A																								350kcy	Gov Hopper	OBDS/SF-8
Richmond Outer Harbor	N/A																								300kcy	Gov Hopper	SF-11/SF-10
Humboldt Bar & Entrance	N/A																								1000kcy	Contract Hopper	HOODS
Workplan Dependent																											
Noyo O&M	15 May/1 Jun																								40kcy	Pipeline Clam	Upland Disposal Site
Petaluma O&M	26 May/13 Jun																								250kcy	Shell/Pipeline Contract	Upland, SF-10
Sacramento Channel	13 Jun/2 Jul																								200kcy	Pipeline Hopper/Clam	Various Upland
Moss Landing O&M	1 Jul/16 Jul																								90kcy	Shell w/Pipe Contract Clam	SF-14, Beach Site
MOTCO Dredging	24 Jul/31 Jul																								160kcy	Contract Shell	TBD



* Program execution is based on the FY20 President's Budget, expected carryover and Federal Standard plan for each project. Date of Update: 1/7/2020



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

January 9, 2020

- ✎ In November and December the clearinghouse did not contact OSPR regarding any possible escort violations.
- ✎ In November and December the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ✎ The clearinghouse did not contact OSPR in 2019 regarding possible escort violations. The clearinghouse contacted OSPR 1 time in 2018 about a possible escort violation. 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 November there were 100 tank vessel arrivals; 14 ATBs, 3 Chemical Tankers, 15 Chemical/Oil Tankers, 26 Crude Oil Tankers, 22 Product Tankers, and 20 Tugs with Barges.
- ✎ In November there were 271 total vessel arrivals.
- ✎ In December there were 98 tank vessel arrivals; 21 ATBs, 7 Chemical Tankers, 14 Chemical/Oil Tankers, 29 Crude Oil Tankers, 15 Product Tankers, and 12 Tugs with Barges.
- ✎ In December there were 270 total vessel arrivals.

San Francisco Bay Clearinghouse Report For November 2019

San Francisco Bay Region Totals

	<u>2019</u>		<u>2018</u>	
Tanker arrivals to San Francisco Bay	66		56	
ATB arrivals	14		10	
Barge arrivals to San Francisco Bay	20		12	
Total Tanker and Barge Arrivals	100		78	
Tank ship movements & escorted barge movements	327		281	
Tank ship movements	178	54.43%	161	57.30%
Escorted tank ship movements	140	42.81%	122	43.42%
Unescorted tank ship movements	38	11.62%	39	13.88%
Tank barge movements	149	45.57%	120	42.70%
Escorted tank barge movements	20	6.12%	19	6.76%
Unescorted tank barge movements	129	39.45%	101	35.94%

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	202		316		0		125		643	
Unescorted movements	94	46.53%	163	51.58%	0	0.00%	61	48.80%	318	49.46%
Tank ships	69	34.16%	126	39.87%	0	0.00%	56	44.80%	251	39.04%
Tank barges	25	12.38%	37	11.71%	0	0.00%	5	4.00%	67	10.42%
Escorted movements	108	53.47%	153	48.42%	0	0.00%	64	51.20%	325	50.54%
Tank ships	99	49.01%	134	42.41%	0	0.00%	60	48.00%	293	45.57%
Tank barges	9	4.46%	19	6.01%	0	0.00%	4	3.20%	32	4.98%

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 December 2019

San Francisco Bay Region Totals

	<u>2019</u>		<u>2018</u>	
Tanker arrivals to San Francisco Bay	65		74	
ATB arrivals	21		10	
Barge arrivals to San Francisco Bay	12		13	
Total Tanker and Barge Arrivals	98		97	
Tank ship movements & escorted barge movements	338		305	
Tank ship movements	180	53.25%	159	52.13%
Escorted tank ship movements	134	39.64%	129	42.30%
Unescorted tank ship movements	46	13.61%	30	9.84%
Tank barge movements	158	46.75%	146	47.87%
Escorted tank barge movements	21	6.21%	20	6.56%
Unescorted tank barge movements	137	40.53%	126	41.31%

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		332		0		135		666	
Unescorted movements	95	47.74%	181	54.52%	0	0.00%	70	51.85%	346	51.95%
Tank ships	77	38.69%	136	40.96%	0	0.00%	62	45.93%	275	41.29%
Tank barges	18	9.05%	45	13.55%	0	0.00%	8	5.93%	71	10.66%
Escorted movements	104	52.26%	151	45.48%	0	0.00%	65	48.15%	320	48.05%
Tank ships	95	47.74%	131	39.46%	0	0.00%	56	41.48%	282	42.34%
Tank barges	9	4.52%	20	6.02%	0	0.00%	9	6.67%	38	5.71%

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 2019

San Francisco Bay Region Totals

	<u>2019</u>		<u>2018</u>	
Tanker arrivals to San Francisco Bay	878		862	
ATB arrivals	185		137	
Barge arrivals to San Francisco Bay	164		156	
Total Tanker and Barge Arrivals	1,227		1,155	
Tank ship movements & escorted barge movements	4,047		3,723	
Tank ship movements	2,258	55.79%	2,047	54.98%
Escorted tank ship movements	1,807	44.65%	1,612	43.30%
Unescorted tank ship movements	451	11.14%	435	11.68%
Tank barge movements	1,789	44.21%	1,676	45.02%
Escorted tank barge movements	235	5.81%	242	6.50%
Unescorted tank barge movements	1,554	38.40%	1,434	38.52%

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	2,453		3,955		0		1,698		8,106	
Unescorted movements	1,122	45.74%	1,961	49.58%	0	0.00%	778	45.82%	3,861	47.63%
Tank ships	888	36.20%	1,520	38.43%	0	0.00%	697	41.05%	3,105	38.30%
Tank barges	234	9.54%	441	11.15%	0	0.00%	81	4.77%	756	9.33%
Escorted movements	1,331	54.26%	1,994	50.42%	0	0.00%	920	54.18%	4,245	52.37%
Tank ships	1,243	50.67%	1,771	44.78%	0	0.00%	828	48.76%	3,842	47.40%
Tank barges	88	3.59%	223	5.64%	0	0.00%	92	5.42%	403	4.97%

Notes:

1. Information is only noted for zones where escorts are required.
2. All percentages are percent of total movements for the zone.
3. Every movement is counted in each zone transited during the movement.
4. Total movements is the total of all unescorted movements and all escorted movements.



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - DECEMBER COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessels Monitored	Total Transfers Percentage
DECEMBER 1 - 31, 2018	209	55	26.32
DECEMBER 1 - 31, 2019	212	57	26.89

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
DECEMBER 1 - 31, 2018	15,478,000		19,957,800	7,971,206	27,929,006
DECEMBER 1 - 31, 2019	16,072,145	0	20,640,645	7,049,269	27,689,914

OIL SPILL TOTAL

	<u>TERMINAL</u>	<u>VESSEL</u>	<u>Total</u>	<u>Gallons Spilled</u>
DECEMBER 1 - 31, 2018	0	0	0	0
DECEMBER 1 - 31, 2019	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.

Response Equipment Grant Program



**Office of Spill Prevention and Response
California Department of Fish & Wildlife**

Cindy Murphy, Local Government Grants & Outreach Coordinator

Response Equipment Grant

Objective

- To provide grants of response equipment to any local government agency adjacent to waters of the state.
- To pre-stage response equipment to deal with the immediate needs of an oil spill.



Regulations

Using OSPR's existing Local Government Regulations, OSPR may offer "Oil Spill Response Equipment" to any tribe or local government such as:

- **Counties & Cities**
- **Port Districts**
- **Fire Departments**
- **Tribal Nation**
- **Public Utility Districts**
- **Emergency Management Departments**



Rating Criteria

- **Waters of the state - where immediate petroleum releases are likely**
- **Protect economic sites**
- **Availability / proximity to other response resources**
- **Ability to:**
 - **Deploy the equipment**
 - **Personnel**
 - **Boats**
 - **Maintenance**



Funding



- **Grant value of up to 35k**
- **One - page application**
- **60+ Response Equipment Grants**
- **Future grants based on available funds**



Response Equipment

Equipment

- 1000' of boom
- Trailer
- Absorbent materials
- Anchors
- Navigation lights
- Toolbox / PPE



Response Equipment

Training

- 8 hr. course
- Health and Safety
- Equipment familiarization
- Hands-on deployment



FREE boom training



Maintenance checks



Additional Info

- CDFW-Office of Spill Prevention and Response

<https://www.wildlife.ca.gov/OSPR>

- CDFW-OSPR Cal Spill Watch

<https://calspillwatch.dfg.ca.gov/>



QUESTIONS

**Mailing Address:
P.O. Box 944209
Sacramento, CA
94244-2090**

**Physical Address:
1010 Riverside
Parkway
West Sacramento, CA
95605**

