

# 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 14, 2021

Remote Meeting Via Zoom

10 Commodore Drive, Emeryville, 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 10:00.

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; **LTC John Cunningham** (M), US Army Corps of Engineers; **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; **Chris Hendry** (M), Chevron Shipping Company; **Troy Hosmer** (M), Port of Oakland; **Capt. Thomas Kirsch** (M), Blue and Gold Fleet; **Dominic Moreno** (M), Port of San Francisco; **Julian Rose** (M), Marathon Petroleum; **Capt. Paul Ruff** (M), San Francisco Bar Pilots; **Linda Scourtis** (M), Bay Conservation and Development Commission; **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 12, 2020 meeting was made and seconded. The minutes were approved without dissent.

### Comments by Chair- Capt. Lynn Korwatch

Welcomed the committee members and audience.

### Coast Guard Report- Capt. Marie Byrd

- Advised that foggy conditions are expected to continue for several days.
- Advised that the USCG Vessel Continuity Reporting Protocol was recently activated. VTS experienced a temporary staffing shortage during the night shift on December 18<sup>th</sup> due to possible Covid-19 exposure. The reporting protocol activation was successful and improvements will continue to be made to the plan which was also developed as a blueprint for other for other ports facing similar VTS outages.

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- Advised of the arrival of the heavy lift vessel Zhen Hua carrying disassembled cranes for the Port of Oakland. Thanks to all involved in safely planning the vessel's transit.
- Advised of a sunken dredge barge in the Petaluma River which is impeding navigation. Ownership issues are delaying salvage.
- Advised that the latest Small Passenger Vessel Newsletter contains information on updated inspections in response to the Conception dive boat fire. The USCG is continuing the Operation Safe Tug inspection program.
- Advised that comments are welcome on a Notice of Proposed Rulemaking for electronic submission of facilities operation and emergency manuals. <https://mariners.coastguard.blog/>
- Advised that crab season is open and thanked those who participated in Operation Safe Crab.
- Advised of several recent fatalities related to heavy surf and urged caution.
- LT Solarez read from the November and December- 2020 Prevention/Response Reports (attached). Government vessels are categorized as Public Vessels in the reports.

## **Army Corps of Engineers Report- LTC John Cunningham**

- Read from the US Army Corps of Engineers, San Francisco District Report (attached). The 2020 dredge season was successful but challenging. Planning is underway for the 2021 dredge season. Oakland and Petaluma dredging is complete. The barge Iron Butterfly has sunk in the Petaluma River. The owner is attempting to salvage the barge and it has not been abandoned so USACE does not have the authority to remove it. The issue is being monitored. Most of Stockton Channel dredging was completed but a bid protest delayed the project. Debris removal numbers for November and December were below average. Surveys have been posted. The USACE Work Plan is available at: [www.usace.army.mil/Missions/Civil-Works/Budget/](http://www.usace.army.mil/Missions/Civil-Works/Budget/). Deputy Commander LTC Stephanie Radford is deploying to Afghanistan and will be replaced temporarily by Chris Schooley. Sixteen nationwide permits have been reissued and will appear in the federal register.
- Capt. Korwatch asked about USACE permits for underwater cables and if burial depth is maintained. LTC Cunningham advised that the permits currently issued are for minimally invasive projects that are not under navigation channels. Cables are not inspected by USACE after permit issuing but compliance with the permit is required.
- Capt. Byrd thanked USACE for the Dillard's recovery of a Point Bonita Channel Marker which broke free.
- Julian Rose advised that Pinole Shoal Channel emergency dredging has improved channel condition but it is still not at project depth in all areas. The issue should be monitored as Pinole

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Shoal Channel depth is a limiting factor for all vessels transiting upriver. LTC Cunningham advised that Pinole Shoal hopper dredging is being planned for 2021.

## **Clearinghouse Report- Marcus Freeling (report attached)**

### **OSPR Report- Mike Caliguire**

- New and returning HSC members were sworn into the committee. Julian Rose, Chris Hendry, and Linda Scourtis were reappointed to the HSC. Dakota Jude, Kinder Morgan, was appointed as Alternate member representing Marine Oil Terminal Operators.
- Advised that the OSPR finance audit is complete. OSPR is looking at waterfront renewable non-petroleum hydrocarbon fuel regulation.
- Tom Cullen, OSPR Administrator, advised that it has been a busy holiday season and reported on the ongoing Kinder Morgan pipeline spill which has released 62 thousand gallons of gasoline underground. Air and water quality are being monitored. A seepage oil spill is also being responded to at Hyde Street Pier. A four-year audit of OSPR has indicated that causal factors for oil spills need to be addressed. In addition, drills and exercises should be spread out more throughout the year. Regulations are being finalized for non-floating oils and fee increases. OSPR is also looking to expand authority to non-petroleum products. Abandoned and derelict vessels are a priority.

### **NOAA Report- Jeff Ferguson (report attached)**

- Sturgeon mortality is a concern and the public is being asked to assist by reporting any dead sturgeon found (see report).
- Advised of the ongoing plan to discontinue raster charts. ENC's are being fully updated and provide more detailed information than raster products. An informational flyer is attached.
- Brian Garcia, NWS, advised of recent king tides and large ocean swells in the region. La Nina is still in place with drier than average conditions predicted. Post wildfire debris flows are a concern during storms. There is a high wind event predicted this weekend.
- Capt. Korwatch asked if chart changes will affect the small boating community. Jeff Ferguson advised that they will need to transition to ENC's or use the NOAA chart tool for printed charts.
- Julian Rose asked if channel depth will be included on the charts. Jeff Ferguson advised that ENC's will be updated as soon as possible with USACE survey data.

### **State Lands Commission Report- (November and December reports attached)**

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## **Work Group Reports-**

**Tug Work Group-** Capt. Sean Daggett advised that there was nothing to report.

**Navigation Work Group-** Capt. Paul Ruff advised that there was nothing to report.

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

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

**PORTS Work Group-** Troy Hosmer advised that there was nothing to report. Capt. Korwatch asked if there were any Bay Bridge clearance issues when transporting the new cranes to the Port of Oakland. PORTS maintains an air gap sensor on the Bay Bridge and the bridge can deflect significantly depending on conditions. Troy Hosmer advised that the cranes were shipped disassembled and clearance was not an issue.

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

## **PORTS Report- Marcus Freeling**

- Advised that all SF PORTS stations are operational.
- Advised of continuing power issues affecting the Richmond Tide Station. The station was removed from shore power due to wiring issues. Backup solar panels are providing power but not enough to keep the batteries charged. A solar panel was replaced but that did not fix the problem. Battery replacement is necessary every three weeks. NOAA usually performs yearly maintenance on all PORTS tide stations but the 2020 service is delayed due to Covid-19.
- Advised that the SF Pier 1 weather station experienced wind speed data issues. The windbird nosecone was replaced and the station is now functioning normally.
- Advised that PORTS data is publicly available through NOAA's Tides and Currents website.

## **Public Comment-**

- Capt. Korwatch introduced guests from the Port of New Orleans who are observing the HSC.
- Glenn Galman, Cal OES, thanked the USCG for prompt notification of the activation of the VTS Vessel Continuity Reporting Protocol. Cal OES is updating the state Emergency Plan.
- Dominic Moreno advised of the ongoing Hyde Street Harbor oil seep. The source is still being investigated but is most likely historic. Crabbing vessels in the vicinity are advised to close water

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intake valves and not pump in water. A notice has been sent out to the industry and the issue is being monitored.

- Catharine Hooper asked about the cruise ship industry at the Port of San Francisco. Dominic Moreno advised that cruise cancelations are being received. The industry is being very cautious regarding Covid-19 and cruises might not return until fall.

**Old Business- None**

**New Business- None**

**Next Meeting-**

1000-1200, February 11, 2021  
Remote Meeting via Zoom

**Adjournment-**

A motion to adjourn to meeting was made and seconded. The motion passed without dissent and the meeting adjourned at 11:12.

Respectfully submitted:



Capt. Lynn Korwatch

## SIGNIFICANT PORT SAFETY AND SECURITY CASES (NOVEMBER 2020)

### MARINE CASUALTIES

Loss of Steering (01NOV2020): A foreign flag vehicle carrier experienced a loss of steering while transiting outbound through the Carquinez Strait. The crew of the vessel was able to successfully switch steering modes from follow up to non-follow up mode without further incident. A COTP Order was issued and the vessel crew initiated repairs. Repairs were completed in accordance with the issued COTP order. Case closed.

Loss of steering (05NOV2020): A U.S. flag pilot vessel experienced a loss of steering due to a missing cotter pin on the steering ram in the vicinity of the San Francisco Bay sea buoy. Successful repairs were made and the vessel continued its transit. Case closed.

Loss of propulsion (05NOV2020): A foreign flag container vessel experienced a loss of propulsion while transiting inbound near the San Francisco Sea Buoy. The cause of the casualty was a starter valve failure. The vessel was issued a COTP order to proceed to anchorage 9 for repairs. The main engine starting air valve and pilot valve for cylinder no. 8 were replaced. Class attended the vessel on 05NOV2020 and witnessed a successful propulsion check from the bridge, ECR and locally. The COTP order was lifted on 06NOV2020. Case closed.

Loss of propulsion (11NOV2020): A U.S. flag small passenger vessel experienced a loss of propulsion and allision with Pier 45, while getting underway from Pier 42 in San Francisco. The loss of propulsion was due to operator error and two windows were shattered from the impact. All propulsion systems were checked and working as designed. Windows were replaced with weathertight plywood panels while new windows are enroute delivery. Vessel was cleared to carry passengers. Case closed.

Loss of propulsion (12NOV2020): A foreign flag bulk carrier experienced a loss of propulsion due to a failed high pressure fuel pump. The defective high pressure fuel pump was replaced. Class attended the vessel and witnessed a successful propulsion check from the bridge, ECR and locally. Case closed.

Partial submersion (20NOV2020): A U.S. flag dredge barge partially separated from its mooring lines and became partially submerged in the navigable channel of the Petaluma River. The position of the barge is impacting approximately 85% of the channel and the barge is not adequately marked or lit. A COTP order was issued requiring the vessel to be adequately marked and lit and for a salvage plan to be submitted NLT 22NOV2020. Salvage operations are ongoing. Case pends.

### VESSEL SAFETY CONDITIONS

Operational Control (03NOV2020): A foreign flag container vessel was issued an operational control (Code 17) after the pilot reported the AIS and AIS Pilot plug worked intermittently. The vessel ordered a technician who replaced the AIS. Newly installed certified AIS and Pilot plug is satisfactory. Case closed.

Operational Control (13NOV2020): A U.S. flag small passenger vessel was issued an operational control (Code 60) because the vessel failed to undergo an annual inspection within the required 3 months before or after the COI anniversary date. Case closed.

Operational Control (20NOV2020): A foreign flag bulk carrier was issued an operational control (Code 17) during a PSC B exam conducted in Redwood City, CA due to the following: (1) PSCO observed unapproved temporary repair to the main engine lube oil plate cooling sea water intake pipe and (2) PSCO observed multiple frays on the head and spring mooring lines. Class remotely attended the vessel and Port State Control examiners reviewed the class report. The Code 17 was lifted. Case closed.

Operational Control (29NOV2020): A foreign flag bulk carrier was issued a COTP Order because an unsuitable supply of food with questionable nutritional value, quality and variety was discovered during a routine port state control B exam. The vessel is ordered to remain at Anchorage 9 and adhere to the restrictions laid out in COTP Order 21-009. On 15DEC the COTP Order was satisfied and lifted. Case closed.

### NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inop anchor windlass (16NOV2020): A foreign flag container vessel was issued an inbound LOD for an inoperable port anchor windlass. Repairs were unable to be completed while in San Francisco Bay. An outbound LOD was issued on 21NOV2020. Case closed.

Letter of Deviation (LOD), Inop speed log (23NOV2020): A foreign flagged bulk carrier was issued an inbound LOD for an inoperable speed log. Repairs satisfactorily completed. Case closed.

### SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (LOW) (08NOV2020): A 42 foot fishing vessel washed up on the rocks at Marina Park in Emeryville. A rainbow sheen approximately 100' by 10' was observed near the fishing vessel. The owner was unable to complete salvage and the Federal On Scene Coordinator (FOSC) authorized the fund to be opened. A local salvage company conducted a fuel assessment. When it was determined that no fuel remained on board, the vessel was turned over to the city for removal. Case Closed.

Letter of Warning (LOW) (11NOV2020): Cargo vapors released from the mast vent of a tanker released to atmosphere and created a small petroleum discharge. The oil was cleaned up and no further action required. Case Closed.

Letter of Warning (LOW) (11NOV2020): Incident Management Division (IMD) received a report of a 120' by 30' sheen. The sheen was approximately 5 gallons of gasoline slop that contained gasoline; the responsible party was identified and secured the bilge pump. Sorbent pads were used and the owner towed the vessel to a boat yard for repairs. Case Closed.

Letter of Warning (LOW) (12NOV2020): 4 gallons of gasoline discharged from a leak in a fuel hose, which occurred during refueling operations in Pillar Point. The fuel pier immediately secured the valve, shutdown the system, deployed boom and sorbent pads, and isolated the area. All cleanup efforts completed. Case Closed.

Letter of Warning (LOW) (13NOV2020): Incident Management Division (IMD) received a report that a company spilled some sludge during a clean out of an above ground tank. This caused a 40' by 10' sheen of unknown quantity and unknown substance in the Oakland Estuary. Clean up efforts were completed. Case Closed.

Letter of Warning (LOW) (14NOV2020): A 42' pleasure craft discharge of approximately 01 gallons of diesel from their bilge pump into the San Francisco Bay. The source of pollution for this incident was secured. Product was unrecoverable. Case Closed.

Letter of Warning (LOW) (21NOV2020): Incident Management Division (IMD) received a notification from STA Monterey of an oily discharge coming from an unmanned vessel in Monterey Harbor. IMD spoke to the owner who stated there was an equipment failure in the engine room that resulted in an approximate 1 oz of oily mixture being released from the bilge into Monterey Harbor. The source was secured and the bilges were cleaned. All other product will dissipate naturally. Case Closed.

Letter of Warning (LOW) (22NOV2020): A recreational vessel discharged approximately 3 gallons of oil into the Sacramento River due to a runaway engine. The fire department responded to the incident, due to initially believing the vessel was on fire, and placed boom around the vessel to contain the majority of the pollution. The owner hired an Oil Spill Response Organization (OSRO) to clean up the remaining oil. Case Closed.

Notice of Violation (NOV) (30NOV2020): A vessel intentionally discharged diesel fuel into San Francisco Bay. At the time of the discharge, the bilge water contained weathered petroleum products, about 2 inches of water, and a commercial chemical. The marina had boom already deployed at the time of the incident. All products in the water were allowed to naturally dissipate. Case Closed.

**PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS**

**November 2020**

<b>PORT SAFETY CATEGORIES*</b>	<b>Nov-2020</b>	<b>Nov-2019</b>	<b>**3yr Avg</b>
<b>Total Number of Port State Control Detentions:</b>	<b>0</b>	<b>0</b>	<b>0.17</b>
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
<b>Total Number of COTP Orders:</b>	<b>4</b>	<b>4</b>	<b>3.94</b>
Navigation Safety (1), Port Safety & Security (3), ANOA (0)			
<b>Marine Casualties (reportable CG 2692) within SF Bay:</b>	<b>8</b>	<b>7</b>	<b>8.33</b>
Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (2), Propulsion (4), Personnel (1), Other (1), Power (0)			
<b>Total Number of (routine) Navigation Safety issues/Letters of Deviation:</b>	<b>2</b>	<b>3</b>	<b>1.89</b>
Radar (0), Gyro (0), Steering (0), Echo Sounder (0), AIS (0)			
ARPA (0), Speed Log (1), R.C. (0), Other (1)			
<b>Reported or Verified "Rule 9" or other Navigational Rule Violations:</b>	<b>0</b>	<b>0</b>	<b>0.69</b>
<b>Significant Waterway events/Navigation related Cases:</b>	<b>0</b>	<b>0</b>	<b>0.17</b>
<b>Total Port Safety (PS) Cases opened</b>	<b>14</b>	<b>14</b>	<b>15.19</b>
<b>MARINE POLLUTION RESPONSE</b>			
<b>Pollution Discharge Sources (Vessels)</b>	<b>Nov-2020</b>	<b>Nov-2019</b>	<b>**3yr Avg</b>
U.S. Commercial Vessels	1	1	0.94
Foreign Freight Vessels	0	0	0.19
Public Vessels	1	0	0.61
Commercial Fishing Vessels	0	0	0.83
Recreational Vessels	8	8	5.61
<b>Pollution Discharge Sources (Facilities)</b>	<b>Nov-2020</b>	<b>Nov-2019</b>	<b>**3yr Avg</b>
Regulated Waterfront Facilities	0	1	0.39
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.06
Other Land Sources	3	2	4.03
Mystery Spills - Unknown Sources	2	5	5.22
<b>Number of Pollution Incidents (By Spill Size)</b>	<b>Nov-2020</b>	<b>Nov-2019</b>	<b>**3yr Avg</b>
Spills < 10 gallons	12	11	9.19
Spills 10 - 100 gallons	0	3	1.06
Spills 100 - 1000 gallons	1	0	0.28
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	2	3	7.36
<b>Total Pollution Incidents</b>	<b>15</b>	<b>17</b>	<b>17.89</b>
<b>Oil Discharge/Hazardous Materials Release Volumes by Spill Size</b>	<b>Nov-2020</b>	<b>Nov-2019</b>	<b>**3yr Avg</b>
Estimated spill amount from U.S. Commercial Vessels	1.00	1.00	12.62
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.36
Estimated spill amount from Public Vessels	1.00	0.00	2.10
Estimated spill amount from Commercial Fishing Vessels	0.00	0.00	27.71
Estimated spill amount from Recreational Vessels	171.00	45.00	42.80
Estimated spill amount from Regulated Waterfront Facilities	0.00	10.00	1.97
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.11
Estimated spill amount from Other Land Sources	5.00	1.00	21.42
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
<b>Total Oil Discharge and/or Hazardous Materials Release (Gallons)</b>	<b>178.00</b>	<b>57.00</b>	<b>109.09</b>
<b>Penalty Actions</b>	<b>Nov-2020</b>	<b>Nov-2019</b>	<b>**3yr Avg</b>
Civil Penalty Cases	0	0	0.08
Notice of Violations	1	0	0.58
Letters of Warning	7	9	4.11
<b>Total Penalty Actions</b>	<b>8</b>	<b>9</b>	<b>4.78</b>
* 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 2020)

### MARINE CASUALTIES

Allision (13DEC2020): A U.S. flagged small passenger vessel experienced an allision with the pier at Ryer Island Ferry East Landing. A very strong current and a mechanical shutdown likely contributed to the casualty. Minimal damage to the pier and no damage to the vessel was reported. Case pends.

Reduction in Propulsion (14DEC2020): A foreign flag container vessel experienced a reduction of propulsion while proceeding from Anchorage 9 to Oakland, CA. A COTP order was issued to the vessel, which required a class survey. A class surveyor attended the vessel and found that the Maine Engine No. 12 cylinder hydraulic control valve malfunctioned. The failed hydraulic control valve was replaced with a spare and satisfactory propulsion checks were conducted from the Bridge, ECR and Locally. COTP order was lifted on 15DEC2020. Case closed.

Loss of Propulsion (16DEC2020): A foreign flag vehicle carrier experienced a loss of propulsion while mooring in Benicia, CA due to emptied starter air tank. The vessel also experienced an electrical failure to the bow thruster while mooring. A Code 17 deficiency was issued to the vessel. Class attended the vessel and witnessed satisfactory repair. Case closed.

Loss of Propulsion (18DEC2020): A U.S. flag commercial fishing vessel experienced a loss of propulsion approx. 8 NM NW of the Noyo River due to entanglement with fishing gear. MSD Humboldt will conduct the preliminary investigation. Case pends.

Allision (18DEC2020): A foreign flag bulk carrier experienced an allision with the pier at the California Redwood Company in Eureka, CA. No damage to the vessel was reported and minor damage to the pier was reported. Both the pier and the vessel remain in service. MSD Humboldt will conduct the preliminary investigation. Case pends.

Loss of Propulsion (25DEC2020): A foreign flagged bulk carrier experienced a loss of propulsion while transiting into the San Francisco Bay near Bonita Point. The cause was deemed to be a loose control wire for the main engine governor. Class attended the vessel and successfully tested the engine ahead and astern. Port State Control reviewed the class report of survey and lifted the COTP order on 27DEC2020. Case closed.

Allision (30DEC2020): A U.S. flag pilot vessel struck the anchor chain of the HONOURABLE HENRY JACKMAN while shifting berths in San Francisco Bay. There was no damage to the HONOURABLE HENRY JACKMAN and the pilot vessel reported that they may have bent their prop. A thorough inspection of the prop will be conducted and reported back. Awaiting incident classification and 2692. Case pends.

### VESSEL SAFETY CONDITIONS

Operational Control (03DEC2020): A foreign flag bulk carrier was examined at Anchorage 9 and issued an operational control (Code 17) due to the following: (1) the vessel's Safety Management System does not include required Maritime Labor Convention requirements and (2) PSCO observed multiple ISM discrepancies. Coast Guard conducted an ISM expanded exam and discovered that the company and crew failed to fully implement requirements of the ISM Code through their SMS procedures. An external audit was recommended. The deficiencies were rectified to the satisfaction of the Coast Guard on 17DEC2020 and the vessel was cleared to depart the port. Case closed.

Operational Control (03DEC2020): A U.S. flagged small passenger vessel was inspected in San Francisco, CA and issued an operational control (Code 17) due to the following: (1) the current Certificate of Documentation was not onboard the vessel and (2) the annual servicing records for the portable fire extinguishers were not available for inspection. The operational control was lifted on 14DEC2020 after documentation was provided to the Coast Guard. Case closed.

Operational Control (10DEC2020): A foreign flag bulk carrier was examined in Stockton, CA and issued an operational control (Code 17) due to the following: (1) an atomized fuel leak observed on the #2 generator, #2 cylinder and (2) splices observed on 02 mooring lines. The deficiencies were rectified and the operational control was lifted on 18DEC2020. Case closed.

Operational Control (21DEC2020): A foreign flag general cargo ship carrying three gantry cranes as cargo was issued a COTP order because the vessel's stability and operational limitations of lowering and raising the gantry cranes on board posed a threat to the port, crew, and the environment while anchored at Drakes Bay and during transit under the Golden Gate and San Francisco-Oakland Bay bridges. Vessel safely moored in Anchorage 9 on 30DEC2020. COTP order was lifted. Case closed.

Operational Control (22DEC2020): A U.S. flagged small passenger vessel was issued an operational control (Code 17) because the vessel did not complete its annual inspection within the 3 months before or after the COI anniversary date. Case pends.

### NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inop speed log (02DEC2020): A foreign flag bulk carrier was issued an outbound LOD for an inoperable speed log. Repairs were not conducted in port and vessel was issued a deficiency to conduct repairs during their next port of call in Long Beach. Case closed.

Letter of Deviation (LOD), Inop echo depth sounder and speed log (02DEC2020): A foreign flag bulk carrier was issued an inbound LOD for an inoperable echo depth sounder and speed log. Repairs were not conducted in port. A flag dispensation letter was received for the inoperable equipment and the vessel was issued an outbound LOD. Case closed.

Letter of Deviation (LOD), Inop primary marine radar (18DEC2020): A foreign flag container vessel was issued an inbound and outbound LOD for an inoperable primary marine radar. Repairs were not made in the San Francisco COTP zone. Case closed.

Letter of Deviation (LOD), Inop secondary marine radar (26DEC2020): A foreign flag bulk carrier was issued an inbound LOD for an inoperable secondary marine radar. Repairs have yet to be conducted. Case pends.

### SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (LOW) (15DEC2020): A 64 foot recreational vessel overfilled fuel tanks at a marina in Half Moon Bay. Approximately 5 gals were discharged into the water. The harbor master and owner were able to recover most of the product with sorbent pads. No further discharge reported. Case Closed.

Notice of Violation (NOV) (16DEC2020): A 64 foot recreational vessel went aground and sank, while entering the Martinez Marina. The owner was unable to secure salvage and the FOSC authorized the fund to be opened. It was determined that no fuel remained on board, the vessel was turned back over to the owner. Case Closed.

Letter of Warning (LOW) (21DEC2020): A 20 foot recreational vessel caught fire and sank at a marina in Bethel Island. A rainbow sheen approximately 100' by 10' was observed with areas of red dye diesel. The marina hired local salvage and clean up company who boomed the area and removed the debris from the area. Case Closed.

**PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS**

**December 2020**

<b>PORT SAFETY CATEGORIES*</b>	<b>Dec-2020</b>	<b>Dec-2019</b>	<b>**3yr Avg</b>
<b>Total Number of Port State Control Detentions:</b>	<b>0</b>	<b>0</b>	<b>0.17</b>
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
<b>Total Number of COTP Orders:</b>	<b>3</b>	<b>4</b>	<b>4.03</b>
Navigation Safety (0), Port Safety & Security (3), ANOA (0)			
<b>Marine Casualties (reportable CG 2692) within SF Bay:</b>	<b>7</b>	<b>8</b>	<b>8.53</b>
Allision (3), Collision (0), Fire (0), Capsize (1), Grounding (0), Sinking (0)			
Steering (0), Propulsion (4), Personnel (0), Other (0), Power (0)			
<b>Total Number of (routine) Navigation Safety issues/Letters of Deviation:</b>	<b>5</b>	<b>2</b>	<b>1.94</b>
Radar (2), Gyro (0), Steering (0), Echo Sounder (1), AIS (0)			
ARPA (0), Speed Log (2), R.C. (0), Other (0)			
<b>Reported or Verified "Rule 9" or other Navigational Rule Violations:</b>	<b>0</b>	<b>0</b>	<b>0.69</b>
<b>Significant Waterway events/Navigation related Cases:</b>	<b>0</b>	<b>0</b>	<b>0.17</b>
<b>Total Port Safety (PS) Cases opened</b>	<b>15</b>	<b>14</b>	<b>15.53</b>
<b>MARINE POLLUTION RESPONSE</b>			
<b>Pollution Discharge Sources (Vessels)</b>	<b>Dec-2020</b>	<b>Dec-2019</b>	<b>**3yr Avg</b>
U.S. Commercial Vessels	0	4	0.94
Foreign Freight Vessels	0	0	0.19
Public Vessels	1	0	0.64
Commercial Fishing Vessels	0	3	0.83
Recreational Vessels	4	10	5.72
<b>Pollution Discharge Sources (Facilities)</b>	<b>Dec-2020</b>	<b>Dec-2019</b>	<b>**3yr Avg</b>
Regulated Waterfront Facilities	0	0	0.39
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.06
Other Land Sources	0	2	4.03
Mystery Spills - Unknown Sources	3	3	5.31
<b>Number of Pollution Incidents (By Spill Size)</b>	<b>Dec-2020</b>	<b>Dec-2019</b>	<b>**3yr Avg</b>
Spills < 10 gallons	3	19	9.28
Spills 10 - 100 gallons	2	1	1.11
Spills 100 - 1000 gallons	1	1	0.31
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	3	1	7.44
<b>Total Pollution Incidents</b>	<b>9</b>	<b>22</b>	<b>18.14</b>
<b>Oil Discharge/Hazardous Materials Release Volumes by Spill Size</b>	<b>Dec-2020</b>	<b>Dec-2019</b>	<b>**3yr Avg</b>
Estimated spill amount from U.S. Commercial Vessels	0.00	8.00	12.62
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.36
Estimated spill amount from Public Vessels	150.00	0.00	6.26
Estimated spill amount from Commercial Fishing Vessels	0.00	6.00	27.71
Estimated spill amount from Recreational Vessels	36.00	14.00	43.80
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	0.00	2.00	21.42
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
<b>Total Oil Discharge and/or Hazardous Materials Release (Gallons)</b>	<b>186.00</b>	<b>30.00</b>	<b>114.26</b>
<b>Penalty Actions</b>	<b>Dec-2020</b>	<b>Dec-2019</b>	<b>**3yr Avg</b>
Civil Penalty Cases	0	0	0.08
Notice of Violations	1	3	0.61
Letters of Warning	2	9	4.17
<b>Total Penalty Actions</b>	<b>3</b>	<b>12</b>	<b>4.86</b>

\* 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 14, 2021**

**1. CORPS O&M DREDGING PROGRAM**

The following report covers the FY 2020 dredging program for San Francisco Bay. The FY20 program will wrap up with the completion of dredging at Moss Landing Harbor, CA. All projects that received funding in FY20 were successfully executed despite the many challenges encountered along the way. The Corps team is currently working on the planning phase of the FY21 dredging program and will be presented at the February Harbor Safety Committee meeting.

**FY 2020 DREDGING**

- a. **SF Main Ship Channel** – The Government Hopper Dredge Essayons completed all dredging activities at the Main Ship Channel on July 1 and has departed the Bay Area for the season.
- b. **Richmond Outer Harbor (and Richmond Long Wharf)** – The Government Hopper Dredge Essayons completed all dredging activities at Richmond Outer Harbor on June 27. Note that, per environmental requirements limiting hopper dredging in San Francisco Bay, Richmond Outer Harbor and San Pablo Bay (Pinole Shoal) are hopper-dredged in alternating years. Pinole Shoal was dredged in FY19, thus, Richmond Outer was dredged in FY20.
- c. **Oakland Harbor** – A maintenance dredging contract was awarded to Manson Construction on May 1. **Dredging completed on November 21. No window extension was needed this year.**
- d. **Richmond Inner Harbor** – A maintenance dredging contract was awarded to Curtin Maritime on May 7. Dredging began late July and was completed on September 16.
- e. **Suisun Bay Channel (and New York Slough)** – A maintenance dredging contract was awarded to Curtin Maritime on June 30. Emergency dredging took place at Bulls Head Channel from July 20 to 24. Production dredging began on September 18 and was completed on October 23.
- f. **Petaluma River Channel** – A maintenance dredging contract was awarded to Pacific Dredging and Construction on July 31. Cutterhead/pipeline dredging began in the upriver section on September 4 and was completed by October 15, when the environmental window closed. **Clamshell dredging of the across-the-flats reach was completed by November 30.**
- g. **San Joaquin River (Port of Stockton)** – The bid protest was decided in favor of the Government and dredging began on September 30. **Two environmental window extensions were requested and granted up to December 30. The Port of Stockton and the Corps prioritized remaining reaches and was able to complete most of the dredging work by December 30.**
- h. **Sacramento River Deep Water Ship Channel** – A maintenance dredging contract was awarded to Ross Island Sand & Gravel on July 16. Dredging began early August and was completed on September 15.

- i. **Redwood City Harbor** – The FY19 dredging was completed at the end of January 2020. Since Redwood City is on a two-year cycle, the next dredging episode is planned for FY21. Work planned for FY20 includes condition surveys and preliminary prep for the next dredging cycle.
- j. **San Pablo Bay (Pinole Shoal)** – Note that, per environmental requirements limiting hopper dredging in San Francisco Bay, Richmond Outer and Pinole Shoal are hopper-dredged in alternating years. Pinole Shoal was dredged in FY19, next scheduled dredging will occur in the summer of 2021.

**2. DEBRIS REMOVAL** – Debris removal for December 2020 was 24 tons. Raccoon: 18 tons; other boats: 6 tons, including 3 abandoned vessels. The annual total debris removal for 2020 is 714 tons. Average for December from 2010 to 2019 is 88 tons (Range: 0-174).

**BASEYARD DEBRIS COLLECTION TOTALS:**

MONTH	RACCOON	DILLARD	MISC	TOTAL
2020	TONS	TONS	TONS	TONS
JAN	45	57	28	130
FEB	33	39	45	117
MAR	15	5.5	29	49.5
APR	12	8	0	20
MAY	21	26	19	66
JUN	12	36	0	48
JUL	15	26	8	49
AUG	70	9	10	89
SEP	4	9	16	29
OCT	0	62	6	68
NOV	10	14.5	0	24.5
DEC	18	0	6	24

YR TOTAL
714

### 3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

None to report.

### 4. EMERGENCY (URGENT & COMPELLING) DREDGING

**San Pablo Bay (Pinole Shoal):** The District Commander issued an emergency dredging declaration for Pinole Shoal on October 28 following consultation with the U.S. Coast Guard and Harbor Safety Committee. The Government Dredge Essayons returned to the Bay Area from November 6 to 9 and removed the hazardous shoal.

### 5. OTHER WORK

**Regional Dredge Material Management Plan:** A draft final PMP was released for a 30 days public comment on November 19, 2020. Information on the RDMMP and how to submit comments on the PMP can be found on our website: <https://www.spn.usace.army.mil/Missions/Projects-and-Programs/Regional-Dredge-Material-Management-Plan/>. Due to the holidays, the review cycle is extended till 15 Jan 21.

### 6. 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 Naval Navigation Channel:** Condition survey of November 23 and 24, 2020.  
**Berkeley Marina (Entrance Channel):** Condition survey of April 30, 2020.  
**Islais Creek Channel:** Condition survey of April 15, 2020.  
**Larkspur Ferry Channel:** Condition survey of April 8, 2020.  
**Main Ship Channel:** Condition survey of June 14-15, 2020.  
**Mare Island Strait:** Condition survey of June 24, 2020.  
**Marinship Channel (Richardson Bay):** Condition survey of June 23, 2020.  
**Napa River:** Condition survey of March 5, 10-11, 2020.  
**Northship Channel:** Condition survey of April 21-24, 2020.  
**Oakland Inner Harbor:** Post-dredge survey of August 12 and 2, 28, 30 October 2, 28 and 30, 2020.  
**Oakland Outer Harbor:** Post-dredge survey of November 2, 4 and 11 2020.  
**Petaluma River (Across-the-Flats):** Post-dredge condition survey of December 15, 2020.  
**Petaluma River (Main Channel):** Post-dredge survey of October 10, 12, and 16 2020.  
**Petaluma River (Extended Channel):** Post-dredge survey of October 10, 12, and 16 2020.  
**Pinole Shoals Channel:** Post dredge survey of November 10 and 20, 2020.  
**Redwood City Harbor:** Condition survey December 8 and 9, 2020.  
**Richmond Inner Harbor:** Condition survey of October 7-8, 2020.  
**Richmond Inner Harbor (Santa Fe Channel):** Condition survey of December 20, 2016.  
**Richmond Outer Harbor (Longwharf):** Condition survey of November 6, 2020.  
**Richmond Outer Harbor (Southampton Shoal):** Condition survey of November 6, 2020.  
**Sacramento River Deep Water Ship Channel:** Condition Survey of September 25-27, 2020.  
**San Bruno Shoal:** Condition survey of April 9, 2020.  
**San Leandro Marina (and Channel):** Condition survey of March 30 and April 1, 2015.  
**San Rafael (Across-the-Flats):** Condition survey of May 28, 2020.  
**San Rafael (Creek):** Condition survey of May 28, 2020.

**Stockton Ship Channel:** Condition survey of September 25-27, 2020.

**Suisun Bay Channel:** Post dredge survey of October 16, 22, 23, 2020.

**Suisun Bay Channel (Bullshead Reach):** Post dredge survey of October 16, 22, 23, 2020.

**Suisun Bay Channel (New York Slough):** Post dredge survey of October 01, 2020.

Disposal Site Condition Surveys:

**SF-08 (Main Ship Channel Disposal Site):** Condition survey of April 14, 2020.

**SF-09 (Carquinez):** Condition survey of October 21, 2020.

**SF-10 (San Pablo Bay):** Condition survey of October 21, 2020.

**SF-11 (Alcatraz Island):** Condition survey of December 4, 2020.

**SF-16 (Suisun Bay Disposal Site):** Condition survey of May 17, 2020.

**SF-17 (Ocean Beach Disposal Site):** Condition survey of April 14, 2020.

**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\*

Project	Bid Open	Award	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	Estimated CY	Dredge Type	Placement Site
			FY2020						FY2021									
Oakland Harbor	13-Apr (A)	1-May (A)														890kcy	Contract Clam Shell	SF-DODS
Richmond Inner Harbor	24-Apr (A)	7-May (A)														223kcy	Contract Clam Shell	SF-DODS
San Joaquin River (Port of Stockton)	15-Jun (A)	29-Jun (A)														285kcy	Contract Pipeline	Various Upland
Suisun Bay Channel	17-Jun (A)	30-Jun (A)														74kcy 33kcy	Contract Clam Shell	Upland SF-16
SF Main Ship Channel	N/A	N/A														350kcy	Govt Hopper	OBDS/SF-8
Richmond Outer Harbor	N/A	N/A														250kcy	Govt Hopper	SF-11/SF-10
Humboldt Bar & Entrance Channels	N/A	N/A														1320kcy	Contract Hopper	HOODS
Humboldt Interior Channels	N/A	N/A														150kcy	Govt Hopper	HOODS
Workplan Funded Projects in Order of Award Date																		
Noyo River and Harbor	5-Jun (A)	29-Jun (A)														22kcy	Pipeline	Upland
Sacramento River (30 Foot Project)	6-Jul (A)	16-Jul (A)														145kcy	Contract Pipeline	Various Upland
Crescent City Harbor	13-Jul (A)	27-Jul (A)														20kcy	Hydraulic/Pipeline	Wheeler Island
Petaluma River	15-Jul (A)	31-Jul (A)														200kcy	Clam Shell/Pipeline	Upland, SF-10
Moss Landing Harbor	16 Sep (A)	24-Sep (A)														85kcy	Hopper/Clam Shell w/Pipe	SF-14, Beach Site
San Rafael Creek (P&S only)	N/A	N/A														TBD	TBD	TBD

Solicitation Bid Opening Contract Award Hopper Dredging	Environmental Window Mobilization New SPN Contract Funded for P&S only	   
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\* Program execution is based on the FY20 Workplan plus FY19 Carryover.



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Harbor Safety Committee of the  
San Francisco Bay Region Clearing House  
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San Francisco, California 94133-1131  
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## San Francisco Clearinghouse Report

January 14, 2021

- ✎ In November and December 2020, the clearinghouse did not contact OSPR regarding any possible escort violations.
- ✎ In November and December 2020, the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ✎ The clearinghouse contacted OSPR 1 time in 2020 regarding a possible escort violation. 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 times in 2009; 4 times in 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 72 tank vessel arrivals; 16 ATBs, 8 Chemical Tankers, 10 Chemical/Oil Tankers, 16 Crude Oil Tankers, 11 Product Tankers, and 11 Tugs with Barges.
- ✎ In November there were 218 total vessel arrivals.
- ✎ In December there were 75 tank vessel arrivals; 13 ATBs, 3 Chemical Tankers, 13 Chemical/Oil Tankers, 16 Crude Oil Tankers, 1 LPG, 15 Product Tankers, and 14 Tugs with Barges.
- ✎ In December there were 231 total vessel arrivals.

# San Francisco Bay Clearinghouse Report For November 2020

## San Francisco Bay Region Totals

	<u>2020</u>		<u>2019</u>	
Tanker arrivals to San Francisco Bay	45		66	
ATB arrivals	16		14	
Barge arrivals to San Francisco Bay	11		20	
Total Tanker and Barge Arrivals	72		100	
Tank ship movements & escorted barge movements	247		327	
Tank ship movements	137	55.47%	178	54.43%
Escorted tank ship movements	103	41.70%	140	42.81%
Unescorted tank ship movements	34	13.77%	38	11.62%
Tank barge movements	110	44.53%	149	45.57%
Escorted tank barge movements	20	8.10%	20	6.12%
Unescorted tank barge movements	90	36.44%	129	39.45%

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

Escorts reported to OSPR 0 0

<b>Movements by Zone</b>	<b>Zone 1</b>	<b>%</b>	<b>Zone 2</b>	<b>%</b>	<b>Zone 4</b>	<b>%</b>	<b>Zone 6</b>	<b>%</b>	<b>Total</b>	<b>%</b>
Total movements	152		242		0		101		495	
Unescorted movements	70	46.05%	120	49.59%	0	0.00%	48	47.52%	238	48.08%
Tank ships	52	34.21%	86	35.54%	0	0.00%	43	42.57%	181	36.57%
Tank barges	18	11.84%	34	14.05%	0	0.00%	5	4.95%	57	11.52%
Escorted movements	82	53.95%	122	50.41%	0	0.00%	53	52.48%	257	51.92%
Tank ships	76	50.00%	103	42.56%	0	0.00%	48	47.52%	227	45.86%
Tank barges	6	3.95%	19	7.85%	0	0.00%	5	4.95%	30	6.06%

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 2020

## San Francisco Bay Region Totals

	<u>2020</u>		<u>2019</u>	
Tanker arrivals to San Francisco Bay	48		65	
ATB arrivals	13		21	
Barge arrivals to San Francisco Bay	14		12	
Total Tanker and Barge Arrivals	75		98	
Tank ship movements & escorted barge movements	255		338	
Tank ship movements	126	49.41%	180	53.25%
Escorted tank ship movements	89	34.90%	134	39.64%
Unescorted tank ship movements	37	14.51%	46	13.61%
Tank barge movements	129	50.59%	158	46.75%
Escorted tank barge movements	18	7.06%	21	6.21%
Unescorted tank barge movements	111	43.53%	137	40.53%

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

Escorts reported to OSPR 0 0

<b>Movements by Zone</b>	<b>Zone 1</b>	<b>%</b>	<b>Zone 2</b>	<b>%</b>	<b>Zone 4</b>	<b>%</b>	<b>Zone 6</b>	<b>%</b>	<b>Total</b>	<b>%</b>
Total movements	148		247		0		106		501	
Unescorted movements	77	52.03%	144	58.30%	0	0.00%	55	51.89%	276	55.09%
Tank ships	55	37.16%	107	43.32%	0	0.00%	54	50.94%	216	43.11%
Tank barges	22	14.86%	37	14.98%	0	0.00%	1	0.94%	60	11.98%
Escorted movements	71	47.97%	103	41.70%	0	0.00%	51	48.11%	225	44.91%
Tank ships	67	45.27%	89	36.03%	0	0.00%	44	41.51%	200	39.92%
Tank barges	4	2.70%	14	5.67%	0	0.00%	7	6.60%	25	4.99%

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 2020

## San Francisco Bay Region Totals

	<u>2020</u>		<u>2019</u>	
Tanker arrivals to San Francisco Bay	723		878	
ATB arrivals	165		185	
Barge arrivals to San Francisco Bay	143		164	
Total Tanker and Barge Arrivals	1,031		1,227	
Tank ship movements & escorted barge movements	3,467		4,053	
Tank ship movements	1,774	51.17%	2,257	55.69%
Escorted tank ship movements	1,383	39.89%	1,804	44.51%
Unescorted tank ship movements	391	11.28%	453	11.18%
Tank barge movements	1,693	48.83%	1,796	44.31%
Escorted tank barge movements	253	7.30%	241	5.95%
Unescorted tank barge movements	1,440	41.53%	1,555	38.37%

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

Escorts reported to OSPR 0 #REF!

<b>Movements by Zone</b>	<b>Zone 1</b>	<b>%</b>	<b>Zone 2</b>	<b>%</b>	<b>Zone 4</b>	<b>%</b>	<b>Zone 6</b>	<b>%</b>	<b>Total</b>	<b>%</b>
Total movements	2,093		3,381		0		1,410		6,884	
Unescorted movements	1,033	49.35%	1,798	53.18%	0	0.00%	681	48.30%	3,512	51.02%
Tank ships	821	39.23%	1,410	41.70%	0	0.00%	630	44.68%	2,861	41.56%
Tank barges	212	10.13%	388	11.48%	0	0.00%	51	3.62%	651	9.46%
Escorted movements	1,060	50.65%	1,583	46.82%	0	0.00%	729	51.70%	3,372	48.98%
Tank ships	986	47.11%	1,351	39.96%	0	0.00%	650	46.10%	2,987	43.39%
Tank barges	74	3.54%	232	6.86%	0	0.00%	79	5.60%	385	5.59%

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.

## **NOAA Report to the San Francisco Bay Harbor Safety Committee January 2021**

### **From NOAA's National Marine Fisheries Service**

Recently adult sturgeon mortality has been observed throughout the SF Bay/Delta with increased reporting over the last two years. Much of the mortality has been documented by both local fisheries biologists and concerned citizens. The cause of mortality at this time is unclear. In an attempt to better understand the threats posed to sturgeon in the SF Bay/Delta we ask that you please report any sturgeon carcass sightings to [CAsturgeonresearch@gmail.com](mailto:CAsturgeonresearch@gmail.com). If possible please include a picture, geographic location, cause of mortality (if identified) and an object of known size for scale.

### **From NOAA's Office of Coast Survey**

Just over a year ago, NOAA's Office of Coast Survey announced a five-year plan to discontinue the production of raster and paper chart products. The plan continues, therefore, in approximately 4 years, users should expect that raster chart products will no longer be available from NOAA.

The Electronic Navigational Chart (ENC) is NOAA's primary navigation product and will typically be more up to date and have more information than the corresponding raster product. Over time the difference between the two products will increase.

More information on the "raster sunset" plan can be found on Coast Survey's website here: <https://nauticalcharts.noaa.gov/charts/noaa-raster-charts.html#ending-raster-chart-production>

Also, below is a one page flier with additional details.

If you have any questions or concerns about the raster sunset plan, please contact Coast Survey's California Navigation Manager, Jeffrey Ferguson at [jeffrey.ferguson@noaa.gov](mailto:jeffrey.ferguson@noaa.gov).

## ENC-First Production Strategy

While still suitable for navigation, traditional NOAA paper and raster nautical charts are now falling out of sync with their corresponding electronic navigational chart (NOAA ENC®) products. For the past several years, NOAA has followed an “ENC-First” production strategy that recognizes the preeminence of the ENC product. In fact, in November 2019, NOAA announced that it will cancel and end production of all traditional paper nautical charts by January 2025.

### Why NOAA is focusing on ENCs and ending traditional paper chart production

Most vessels on international voyages are now required to use electronic navigational charts and since 2016, the U.S. Coast Guard has allowed commercial vessels on domestic voyages to use ENCs in lieu of paper charts. Many chart plotters and other devices used by recreational boaters can now display NOAA ENCs that are provided through commercial subscription services or downloaded directly from the NOAA Coast Survey website. Over the past decade, use of paper and raster charts has fallen by half, while the use of ENCs has increased sevenfold, yet it takes the same level of effort to maintain both product lines. Given its greater availability and use, resources are now focused on maintaining and improving the ENC product, such as creating larger scale (more detailed) ENC coverage in many areas.

### Why paper chart content is starting to differ from ENCs

Prior to traditional chart production ending, users may notice differences between paper charts and ENCs. There are two broad categories of data that are applied onto NOAA ENCs and paper / raster nautical charts. One is “Critical Corrections,” such as newly discovered shoals and other dangers to navigation, as well as changes in the positions or characteristics of aids to navigation (buoys, beacons, and lights). These are typically changes that are published by the U.S. Coast Guard in weekly Local Notice to Mariners. Critical corrections are applied to ENCs first, then applied to paper and raster nautical charts. These changes generally appear on both products within a week of each other.

However, data from the other category, new “Routine” source data, are now ONLY applied to NOAA ENCs and not to traditional paper and raster nautical charts. Routine data includes the results of ordinary hydrographic and shoreline surveys, which could be extensive. If any specific dangers are revealed in the course of routine surveys, they are extracted from the data and classified as Critical Corrections to be applied to all products.

### Option for paper charts after the discontinuation of traditional paper nautical chart production

Cancellation of traditional NOAA paper nautical charts, raster navigational charts (NOAA RNC®) and other associated raster chart products, such as BookletCharts™ will begin in 2021 and will be completed by January 2025.

The online NOAA Custom Chart (NCC) application at <https://devgis.charttools.noaa.gov/pod> was developed to enable users to create their own customized charts directly from the latest NOAA ENC data. While these custom charts will not fulfill carriage requirements for vessels legally required to carry charts, they will contain all of the latest up-to-date information.



## CALIFORNIA STATE LANDS COMMISSION

### HARBOR SAFETY COMMITTEE MONTHLY REPORT -NOVEMBER COMPARISON

#### VESSEL TRANSFERS

	Total Transfers	Total Vessels Monitored	Total Transfers Percentage
NOVEMBER 1 - 30, 2019	219	61	27.85
NOVEMBER 1 - 30, 2020	173	26	15.03

#### CRUDE OIL / PRODUCT TOTALS

	Crude Oil ( D )	Crude Oil ( L )	Overall Product ( D )	Overall Product ( L )	GRAND TOTAL
NOVEMBER 1 - 30, 2019	15,535,000	120,000	20,124,819	7,518,198	27,643,017
NOVEMBER 1 - 30, 2020	9,125,362	320,000	13,421,714	4,630,364	18,052,078

#### OIL SPILL TOTAL

	<u>TERMINAL</u>	<u>VESSEL</u>	<u>Total</u>	<u>Gallons Spilled</u>
NOVEMBER 1 - 30, 2019	2	0	2	11
NOVEMBER 1 - 30, 2020	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 - DECEMBER COMPARISON

#### VESSEL TRANSFERS

	Total Transfers	Total Vessels Monitored	Total Transfers Percentage
DECEMBER 1 - 31, 2019	210	57	27.14
DECEMBER 1 - 31, 2020	171	28	16.37

#### CRUDE OIL / PRODUCT TOTALS

	Crude Oil ( D )	Crude Oil ( L )	Overall Product ( D )	Overall Product ( L )	GRAND TOTAL
DECEMBER 1 - 31, 2019	16,072,145		20,640,645	7,049,269	27,689,914
DECEMBER 1 - 31, 2020	7,907,977	178,000	12,882,400	3,884,135	16,766,535

#### OIL SPILL TOTAL

	<u>TERMINAL</u>	<u>VESSEL</u>	<u>Total</u>	<u>Gallons Spilled</u>
DECEMBER 1 - 31, 2019	0	0	0	0
DECEMBER 1 - 31, 2020	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.*