

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, February 11, 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; **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.

The meetings are always open to the public.

Approval of the Minutes-

A motion to accept the minutes of the January 14, 2021 meeting was made and seconded. The minutes were approved without dissent.

Comments by Chair- Capt. Lynn Korwatch

Welcomed the committee members and audience. Advised that HSC attendance has increased significantly since moving to the remote Zoom format last year due to Covid-19 restrictions.

- Capt. Paul Ruff advised of a February 2nd incident at SF Pier 7 involving a person in the water and in distress. The Bar Pilots office is located at Pier 9 and a nearby pilot boat was able to quickly assist and rescue the individual.

Coast Guard Report- Capt. Marie Byrd

- Advised of the continued focus on water safety and thanked the Bar Pilots for their response to the Pier 7 incident.

Harbor Safety Committee

of the San Francisco Bay Region

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

- Advised of Tuesday's Chevron pipeline oil spill. Boom was deployed and cleanup efforts are ongoing including the use of skimmers. Shoreline detection teams have also been deployed. It is estimated that between 504 and 756 gallons of diesel were released into the bay with some recovered. Ben Eichenberg advised of concerns regarding the response and asked about reported delays in notification and boom deployment. Chris Hendry advised that it is an active situation with multi-agency response and a full investigation will be conducted. Tom Cullen, OSPR Administrator, reported that the spill was first detected at 14:30 and boom deployment began at 15:06, well within time standards. OSPR has found the response to be appropriate and transparent. The cause of the leak is still being determined but any release into the bay is unacceptable. Ben Eichenberg advised reviewing pipeline safety regulations and the use of automatic shutoffs. Capt. Korwatch advised that OPSR has been providing liaison updates on the incident. Contact OSPR to be added to the list of recipients.
- Advised that some progress has been made towards removing a sunken dredge barge in the Petaluma River. The owner is still attempting to salvage the vessel and it has been moved mostly out of the channel.
- Advised of an incident on January 23rd near the Benicia Bridge involving a disabled and adrift 30-ton tug which had been converted into a commercial fishing vessel. The vessel was towed to a facility where 350 gallons of oily wastewater were removed.
- Advised that a fishing vessel recently sunk in the Humboldt Bay Channel impacting the arrival of two deep draft vessels to the port. USACE assisted with sonar to facilitate the quick reopening of the channel.
- Advised that the USCG has issued MSIB 02-21 on Covid-19 safety requirements for commercial vessels (attached).
- Advised that statistics have been released showing that there were only 69 marine casualties in 2020, well below the average of 114 per year.
- LT Solares read from the January- 2021 Prevention/Response Report (attached).

Army Corps of Engineers Report- LTC John Cunningham

- Read from the US Army Corps of Engineers, San Francisco District Report (attached). Planning is ongoing for the 2021 dredge season and the FY2021 Work Plan has been received. Pinole Shoal Channel dredging is being planned for June with a government hopper. Stockton dredging is being planned for August. Debris removal numbers for January were below average and included several abandoned vessels. Surveys have been posted and a channel condition report is included. The USACE Work Plan is available at: www.usace.army.mil/Missions/Civil-Works/Budget/.

Harbor Safety Committee of the SF Bay Region

February 11, 2021

Page 2

Harbor Safety Committee

of the San Francisco Bay Region

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

- Julian Rose thanked USACE for including the channel condition report. Operational controlling depth as determined by the Bar Pilots can be different than the depth listed and channels should be analyzed on a case-by-case basis.
- Jim Haussener, CMANC, asked about strategies to prevent bid protests which have adversely impacted regional dredging projects. LTC Cunningham advised that the issue is being addressed but no changes to the bidding process were made this year. Transparency is a priority.

Clearinghouse Report- Marcus Freeling (report attached)

OSPR Report- Mike Caliguire

- Advised that OSPR is focused on response the Chevron oil spill. OSPR office employees are still working remotely due to Covid-19. Regulations have been proposed concerning non-tank vessel fees.
- Advised that an HSC vacancy announcement was sent out for a representative of the pleasure boat industry. Membership applications are being accepted.
- Advised that both Capt. Korwatch and Marcus Freeling have been reappointed to the HSC for another term representing the maritime information exchange community. Capt. Korwatch has also been reappointed as HSC Chair. Both were sworn in.
- Tom Cullen, OSPR Administrator, advised that abandoned and derelict vessels account for a significant percentage of oil spill responses and thanked USACE for their work on the issue. An oil spill technology workshop with Chevron is scheduled for February 22-26.

NOAA Report- Jeff Ferguson

- Read from the NOAA HSC Report (attached). Raster charts are being discontinued in favor of ENCs. The NOAA Marine Debris Program is holding a webinar on February 24th on abandoned vessels. Report sightings of lost shipping containers to NOAA's Marine Debris Program Coordinator. Atmospheric river conditions have ended and drier weather is predicted.
- Capt. Korwatch advised that the NOAA PORTS program is 30 years old and asked stakeholders to submit informal reports on how SF PORTS data has been beneficial.

State Lands Commission Report- Ronald Maria (report attached)

Work Group Reports-

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

Harbor Safety Committee

of the San Francisco Bay Region

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Navigation Work Group- Capt. Paul Ruff advised that the Bar Pilots use PORTS and will submit a testimonial. A pipeline crossing the Sacramento Channel has been identified as an abandoned PG&E gas line and is being investigated. Repairs have been made to the malfunctioning Pinole Shoal Channel range light ATON. Capt. Korwatch asked the Navigation WG to monitor any developments regarding the proposed new BART tube near Anchorage 9.

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

Dredge Issues Work Group- Julian Rose advised of Suisun Bay shoaling east of the UPRR Bridge. This is the same location that experienced shoaling last year and required emergency dredging.

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

Prevention through People Work Group- Scott Grindy advised of an upcoming BAMO meeting in March and thanked the USACE Dillard for marina debris removal.

PORTS Report- Marcus Freeling

- Advised that the Southampton Shoal LB6 buoy-mounted current meter is offline. A bad battery was replaced but the station continued to lose power. A charging problem is suspected.
- Advised of continuing power issues affecting the Richmond Tide Station. Repairs have been attempted and will continue but battery replacement is still necessary every three weeks in order to keep the station running.
- Thanked Julian Rose for helping to facilitate access to the Amorco NOAA Station this week. The dock has been temporarily closed and access restricted. The Amorco visibility sensor and current meter were serviced.
- Advised that PORTS data is publicly available through NOAA's Tides and Currents website.

Public Comment-

- Veronica Boe, Cal Maritime, announced that the 10th annual Cal Maritime Women in Maritime Leadership Summit will be held virtually on March 4-5.
www.csum.edu/diversity/wml/index.html.
- Dennis Deisinger, Mare Island Dry Dock, submitted comments regarding the Cal Maritime summit: The keynote speaker will be one of Cal Maritime's esteemed women alum, Captain Kate McCue, CMA-1999, who commands large cruise ships for Celebrity Cruise Lines and was the first American woman captain of a major cruise ship. Cal Maritime will also host a virtual gala to celebrate the achievements of alum and industry titans on March 26th. This is a fundraiser for

Harbor Safety Committee of the SF Bay Region

February 11, 2021

Page 4

Harbor Safety Committee

of the San Francisco Bay Region

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

the Cal Maritime Foundation with a silent auction starting on March 12th and culminating in a virtual party on the 26th. Please consider donating to the cause and/or attending.

www.csum.edu/support/gala/index.html

- Jessica Ryals, Cal Maritime, introduced herself to the committee as the new chief mate of the Golden Bear.

Old Business- None

New Business- None

Next Meeting-

1000-1200, March 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 11:24.

Respectfully submitted:



Capt. Lynn Korwatch

SIGNIFICANT PORT SAFETY AND SECURITY CASES JANUARY 2021)**MARINE CASUALTIES**

Sinking (03JAN21): A U.S. flag small passenger vessel sank at the pier of the Berkeley Marina. No people were reported to be on board at the time and there was no sheen in the water. The case remains proven erroneous and no enforcement actions were taken. Sector SF Incident Management Division (IMD) issued a Notice of Federal Interest (NOFI) to the owner of the sunken vessel. The vessel was fully raised from the water and all environmental threats were mitigated. Case closed.

Loss of Steering (07JAN21): A foreign flag bulk carrier experienced a loss of steering, while transiting outbound from the Port of Stockton. The vessel had an assist tug on scene and anchored approximately 1 NM west of New York Point. The crew troubleshot the issue and renewed both relays for the Port and Starboard no. 1 steering pump. The class society attended the vessel at anchorage in Pittsburg, CA and witnessed a satisfactory steering test with individual test of steering pump no. 1 and 2; all with satisfactory results. The COTP order was lifted. Case closed.

Reduction in Propulsion (16JAN21): A foreign flag bulk carrier experienced a reduction in propulsion while in the Main Ship Channel, west of the Golden Gate Bridge. The pilot on board reported that the vessel had a high jacket water temperature which caused the reduction. Duty IO will conduct a preliminary investigation. Case pends.

Loss of Propulsion (21JAN21): A U.S. flag commercial fishing vessel experienced a loss of propulsion as it was crab fishing, 10 nautical miles west of Bodega Bay, California. The vessel's operator contacted the U.S. Coast Guard and was safely towed into port by Coast Guard Station Bodega Bay. Case pends.

Loss of Propulsion (21JAN21): A U.S. flag commercial fishing vessel experienced a loss of propulsion as it was returning to port from a fishing trip. The U.S. Coast Guard issued a Notice of Federal Interest (NOFI) to the owner of the vessel and accessed the Oil Spill Liability Trust Fund to mitigate the threat of pollution. Over 300 gallons of oily water was removed from the bilges. Case pends.

Sinking (27JAN21): The U.S. flag passenger vessel sank at the Berkeley Marina and released approximately 5 gallons of motor oil. Case pends.

VESSEL SAFETY CONDITIONS

Operational Control (04JAN21): A U.S. flag small passenger vessel was issued an operational control (Code 17) because the Certificate of Inspection (COI) of the vessel expired and is overdue for renewal. Case pends.

Operational Control (05JAN21): A U.S. flag small passenger vessel was issued an operational control (Code 701) because (1) the owner/operator needs to repair vessel to original specifications and (2) the vessel's stability letter did not include the permission to carry cargo. Vessel is required to undergo a drydock inspection and undergo a stability test prior to carrying cargo. Case pends.

Operational Control (05JAN21): A U.S. flag small passenger vessel was inspected in Monterey, CA and issued an operational control (Code 701) for the following: (1) a wasted valve on the bilge pump prime unable to be capped, (2) damage to the fiberglass hull at the stem, and (3) drills not conducted. The operator replaced the wasted valve and cracked pipe, made a satisfactory repair to the damaged stem and completed drills to the satisfaction of the attending marine inspector. Case closed.

Operational Control (06JAN21): A foreign flag heavy lift carrier was inspected at the Port of Oakland, CA and issued an operational control (Code 17) for the following: (1) cargo not secured as per cargo securing manual (2) watertight hatch covers with missing nuts and broken securing posts, and (3) shock hazard. The administration initiated a detention during the Port State Control examination. All deficiencies were rectified and the vessel was cleared to depart on 24JAN21. Case closed.

Operational Control (06JAN21): A U.S. flag small passenger vessel was issued an operational control (Code 60) because the vessel failed to schedule a drydock and internal structural examination within two years of the last drydock as indicated on the COI. Case pends.

Operational Control (12JAN21): A U.S. flag recreational vessel was issued a COTP Order because U.S. Coast Guard pollution investigators discovered an active discharge of diesel and other hydrocarbons from the vessel as a result of the boat's poor condition. The vessel is to remain moored until repairs are made or a tow plan is provided to the CG for review. Case pends.

Operational Control (14JAN21): A U.S. flag small passenger vessel was issued an operational control (Code 60) because the vessel underwent unauthorized structural repairs without notifying the OCM. Case pends.

Operational Control (19JAN21): A U.S. flag small passenger vessel was issued an operational control (Code 17) because the vessel did not complete its annual inspection. Case pends.

Operational Control (19JAN21): A U.S. flag small passenger vessel was issued an operational control (Code 17) because the vessel did not schedule an inspection prior to the expiration date on the COI. Case pends.

Operational Control (19JAN21): A U.S. flag small passenger vessel was issued an operational control (Code 17) because the operator did not make the vessel available for the required 2020 drydock inspection. Case pends.

Operational Control (20JAN21): A U.S. flag small passenger vessel was issued an operational control (Code 17) because the vessel incurred damage to the upper stem, following a wind storm and while moored at the dock. Case pends.

Operational Control (25JAN21): A U.S. flag ready reserve ship was issued an operational control (Code 60) because the vessel's third anniversary date was October 19, 2020 and no inspection was conducted. Case pends.

Operational Control (27JAN21): A U.S. flag small passenger vessel was issued an operational control (Code 701) because the vessel failed to schedule an annual inspection within the required timeframe. Case pends.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inop secondary marine radar (19JAN21): A U.S. flag tank vessel was issued an outbound LOD for an inoperable secondary marine radar. Repairs were not conducted in San Francisco. Case closed.

Letter of Deviation (LOD), Inop primary marine radar (20JAN21): A foreign flag bulk carrier was issued an outbound LOD for an inoperable primary marine radar. Repairs were not conducted in San Francisco. Case closed.

Letter of Deviation (LOD), Inop primary and secondary marine radars (26JAN21): A foreign flag chemical tank ship was issued an inbound LOD for an inoperable primary and secondary marine radar. Repairs were satisfactorily completed and the LOD was lifted 27JAN21. Case closed.

Letter of Deviation (LOD), Inop speed/distance indicator device (29JAN21): A foreign flag woodchip carrier was issued both an inbound and outbound LOD for an inoperable speed/distance indicator device. Repairs were not conducted. Case closed.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (03JAN2021): A commercial fishing vessel sank at the pier in Berkeley Marina. Approximately 01 gal of diesel was discharged into the water. The owner hired a salvage company and had the vessel refloated. No further discharge. Case Closed.

Notice of Violation (21JAN2021): A recreational vessel ran aground by the bay trail in San Mateo and discharged approximately 01 gal of oily mixture into San Francisco Bay. The owner was unable to be contacted and the Federal On-Scene Coordinator (FOSC) authorized the fund to be opened. A local salvage company came to remove the threat of pollution from the vessel. The source of pollution for this incident was secured and pollution removed. Case Closed.

Notice of Violation (27JAN2021): A marina fuel dock discharged approximately 01 gallon of gasoline into the Oakland Estuary. The sheen came from an old fuel line that was no longer in use and had been capped off. The Harbor Master wrapped the pipe with pads and duct tape which stopped the fuel leak until the pipe could be removed by a contractor. A contractor was hired to clear and remove the out of service fuel line. The source of pollution for this incident was secured and no further environmental threat exists. Case Closed.

Letter of Warning (28JAN2021): A recreational vessel sank at the Berkeley Marina and discharged approximately 05 gallons of motor oil into the San Francisco Bay. The owner placed boom and sorbent pads out. The owner hired a salvage company and had the vessel refloated and the area cleaned up. Case Closed.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

January 2021

PORT SAFETY CATEGORIES*	Jan-2021	Jan-2020	**3yr Avg
Total Number of Port State Control Detentions:	0	0	0.17
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
Total Number of COTP Orders:	2	3	3.78
Navigation Safety (0), Port Safety & Security (2), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	7	7	8.28
Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (2)			
Steering (1), Propulsion (3), Personnel (0), Other (1), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	4	5	2.00
Radar (3), Gyro (0), Steering (0), Echo Sounder (0), AIS (0)			
ARPA (0), Speed Log (1), R.C. (0), Other (0)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	1	0	0.69
Significant Waterway events/Navigation related Cases:	0	0	0.17
Total Port Safety (PS) Cases opened	13	15	15.08
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Jan-2021	Jan-2020	**3yr Avg
U.S. Commercial Vessels	0	1	0.92
Foreign Freight Vessels	0	0	0.19
Public Vessels	0	2	0.64
Commercial Fishing Vessels	1	1	0.86
Recreational Vessels	5	2	5.69
Pollution Discharge Sources (Facilities)	Jan-2021	Jan-2020	**3yr Avg
Regulated Waterfront Facilities	0	0	0.39
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.06
Other Land Sources	1	1	4.08
Mystery Spills - Unknown Sources	3	1	5.19
Number of Pollution Incidents (By Spill Size)	Jan-2021	Jan-2020	**3yr Avg
Spills < 10 gallons	10	6	9.47
Spills 10 - 100 gallons	0	0	1.00
Spills 100 - 1000 gallons	0	0	0.31
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	0	2	7.25
Total Pollution Incidents	10	8	18.03
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Jan-2021	Jan-2020	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	0.00	5.00	12.57
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.36
Estimated spill amount from Public Vessels	0.00	2.00	6.26
Estimated spill amount from Commercial Fishing Vessels	1.00	1.00	27.74
Estimated spill amount from Recreational Vessels	13.00	2.00	42.16
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	1.00	1.00	21.45
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	15.00	11.00	112.62
Penalty Actions	Jan-2021	Jan-2020	**3yr Avg
Civil Penalty Cases	0	0	0.08
Notice of Violations	2	1	0.64
Letters of Warning	2	3	4.17
Total Penalty Actions	4	4	4.89

* 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.



Marine Safety Information Bulletin

Commandant
U.S. Coast Guard
Inspections and Compliance Directorate
2703 Martin Luther King Jr Ave SE, STOP 7501

MSIB Number: 02-21
Date: February 1, 2021
E-Mail: wearamask@uscg.mil
Washington, DC 20593-7501

COVID-19 Safety Requirements in the Maritime Transportation System

The President issued Executive Order (13998), Promoting COVID-19 Safety in Domestic and International Travel that requires masks be worn on all “public maritime vessels, including ferries” to mitigate the risk of spreading COVID-19. The Centers for Disease Control and Prevention (CDC) issued order, [Requirement for Persons to Wear Masks while on Transportation Hubs, 29JAN2021](#), requires all persons travelling on all commercial vessels to wear a mask.

This Order requires conveyance operators to use best efforts to ensure that any person on the conveyance wears a mask when boarding, disembarking, and for the duration of travel. Depending on the circumstances, best efforts may include:

- boarding only those persons who wear masks;
- instructing persons that Federal law requires wearing a mask on the conveyance and failure to comply constitutes a violation of Federal law;
- monitoring persons on board the conveyance for anyone who is not wearing a mask and seeking compliance from such persons;
- at the earliest opportunity, disembarking any person who refuses to comply;
- providing persons with prominent and adequate notice to facilitate awareness and compliance of the requirement of this Order to wear a mask; best practices may include, if feasible, advanced notifications on digital platforms, such as on apps, websites, or email; posted signage in multiple languages with illustrations; printing the requirement on transit tickets; or other methods as appropriate.

The CDC has guidance on the definition of a mask and how to properly wear a mask at the following link <https://www.cdc.gov/quarantine/masks/mask-travel-guidance.html>

Under Title 42 of the United States Code section 268, the Coast Guard is charged with enforcing CDC quarantine orders. Owners, operators, and crew of vessels that fail to implement the mask wearing order above may be subject to civil or criminal penalties from the CDC. Furthermore, based on the scientific determination of the CDC, the Coast Guard finds that failure to wear a mask creates an undue safety risk by increasing the risk of transmission of COVID-19 between passengers, the crew of the vessel, and port operators. COVID-19 is known to cause severe illness and death which impacts the safe operations of ships and port facilities. The Coast Guard has broad authority to control the movement and operations of a vessel based on a hazardous condition found on that vessel (see 33 CFR § 160.111). Vessels that have not implemented the mask requirement may be issued a Captain of the Port (COTP) order directing the vessel’s movement and operations; repeated failure to impose the mask mandate could result in civil penalties and/or criminal action.

Persons that wish to report vessels not operating in accordance with the Executive Order or CDC Order may email the Coast Guard at wearamask@uscg.mil. This shared email inbox is not monitored on a continuous basis. If there is an emergency, it should not be reported to this email inbox, but rather to local authorities through proper emergency channels.

Vessel owners and operators are encouraged to monitor the CDC website at <https://www.cdc.gov/> for the most up to date guidance.

State, local, Tribal, and territorial laws or rules imposing public health measures that are more protective of public health than those required by the CDC, are an acceptable equivalency for these requirements. Vessel operators who believe local mask wearing requirements fit this exemption should contact the local COTP.

Questions concerning this notice may be forwarded to Coast Guard Office of Commercial Vessel Compliance, at wearamask@uscg.mil.

Richard V. Timme, RDML, U. S. Coast Guard, Assistant Commandant for Prevention Policy sends

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

**Report of the
U.S. Army Corps of Engineers, San Francisco District
February 11, 2021**

1. CORPS O&M DREDGING PROGRAM

The following report covers the FY 2021 dredging program for San Francisco Bay. The FY20 program has wrapped up with the completion of dredging at Moss Landing Harbor, CA, in January. The FY21 Work Plan was released to the public on January 19 and the Corps team is currently working on the planning phase for all dredging projects that received funding. The attached 2021 O&M Dredging Plan contains the list of funded projects, estimated procurement milestones, and dredging timelines.

FY 2021 DREDGING

- a. **Oakland Harbor** – Planning for the FY21 dredging episode is currently underway with contract award tentatively scheduled for mid-April and dredging estimated to start beginning of June.
- b. **Redwood City Harbor** – Planning for the FY21 dredging episode is currently underway with contract award tentatively scheduled for end of April and dredging estimated to start mid-June.
- c. **San Pablo Bay (Pinole Shoal)** – Planning for the FY21 dredging episode is currently underway with dredging tentatively scheduled for first half of June by Government Hopper Dredge Essayons. We continue to be limited to only one hopper dredge project per year by the Water Quality Certification. Pinole Shoal is being dredged this year while Richmond Outer Harbor will be deferred until FY22.
- d. **San Joaquin River (Port of Stockton)** – Planning for the FY21 dredging episode is currently underway with contract award tentatively scheduled for mid-June and dredging estimated to start beginning of August.
- e. **Sacramento River Deep Water Ship Channel** – Planning for the FY21 dredging episode is currently underway with contract award tentatively scheduled for second half of June and dredging estimated to start beginning of August.
- f. **SF Main Ship Channel** – Planning for the FY21 dredging episode is currently underway with contract award tentatively scheduled for first half of April. The work will be advertised via the West Coast Hopper Contract managed by the Portland District. Dredging is estimated to start beginning of August. Placement of sand will be by pump ashore to the Ocean Beach site.
- g. **Suisun Bay Channel (and New York Slough)** – Planning for the FY21 dredging episode is currently underway with contract award tentatively scheduled for first half of July and dredging estimated to start mid-August.
- h. **Richmond Inner Harbor** – Planning for the FY21 dredging episode is currently underway with contract award tentatively scheduled for end of July and dredging estimated to start mid-September.

- i. **Richmond Outer Harbor (and Richmond Long Wharf)** – We continue to be limited to only one hopper dredge project per year by the Water Quality Certification. Pinole Shoal is being dredged this year while Richmond Outer Harbor will be deferred until FY22.

2. DEBRIS REMOVAL – Debris removal for January 2021 was 99 tons. Dillard: 48 tons, including 9 abandoned vessels; Raccoon: 37 tons, including 2 abandoned vessels; other boats: 14 tons, including 4 abandoned vessels. Average for January from 2011 to 2020 is 126 tons (Range: 35-417).

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	RACCOON	DILLARD	MISC	TOTAL
2021	TONS	TONS	TONS	TONS
JAN	37	48	14	99
FEB				
MAR				
APR				
MAY				
JUN				
JUL				
AUG				
SEP				
OCT				
NOV				
DEC				

YR TOTAL
99

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

None to report.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

None to report.

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 draft final PMP can be found on our website: <https://www.spn.usace.army.mil/Missions/Projects-and-Programs/Regional-Dredge-Material-Management-Plan/>

USACE Work Plan Web Address: <http://www.usace.army.mil/Missions/Civil-Works/Budget/>

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 Inner Harbor (Brooklyn Basin): Condition survey of 15-20 January 2021.
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 Francisco Main Ship Channel: Condition survey of 20-21 Jan 2021.

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 January 25-26, 28-29, February 1, 2021.
Suisun Bay Channel: Condition survey of January 21, and February 2, 2021.
Suisun Bay Channel (Bullshead Reach): Condition survey of January 21, and February 2, 2021.
Suisun Bay Channel (New York Slough): Condition survey of January 21, and February 2, 2021.

Disposal Site Condition Surveys:

SF-08 (Main Ship Channel Disposal Site): Condition survey of April 14, 2020.
SF-09 (Carquinez): Condition survey of January 12, 2021.
SF-10 (San Pablo Bay): Condition survey of January 12, 2021.
SF-11 (Alcatraz Island): Condition survey of January 6, 2021.
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 FY21.

Channel Condition Report (CCR):

Attached is the Channel Condition Report (CCR) for all Corps maintained channels dated 9 Feb 2021. The CCR is generated by the USACE eHydro database and is not a substitute for the controlling depths set by the SF Bar Pilots.

2021 O&M DREDGING PLAN*

Project	Bid Open	Award	FY2021												FY2022		Estimated CY	Dredge Type	Placement Site
			FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB				
Oakland Harbor	2-Apr (S)	16-Apr (S)		■	◆	◆	■	▨	▨	▨	▨	▨	▨	▨	▨	▨	1000kcy	Contract Clam Shell	SF-DODS
Redwood City Harbor	15-Apr (S)	28-Apr (S)		■	◆	◆	■	▨	▨	▨	▨	▨	▨	▨	▨	▨	350kcy 125kcy	Contract Clam Shell	SF-11 Upland
San Joaquin River (Port of Stockton)	29-May (S)	11-Jun (S)				■	◆	◆	■	▨	▨	▨	▨	▨	▨	▨	300kcy	Contract Pipeline	Various Upland
Sacramento River (30 Foot Project)	7-Jun (S)	22-Jun (S)				■	◆	◆	■	▨	▨	▨	▨	▨	▨	▨	150kcy	Contract Pipeline	Various Upland
Suisun Bay Channel	24-Jun (S)	8-Jul (S)				■	◆	◆	■	▨	▨	▨	▨	▨	▨	▨	175kcy	Contract Clam Shell	SF-16
Richmond Inner Harbor	10-Jul (S)	23-Jul (S)					■	◆	◆	■	▨	▨	▨	▨	▨	▨	250kcy	Contract Clam Shell	SF-DODS
Humboldt Bar & Entrance Channels	N/A	N/A				■											1100kcy	Govt Hopper	HOODS
San Pablo Bay (Pinole Shoal)	N/A	N/A					■										250kcy	Govt Hopper	SF-9/ SF-10
SF Main Ship Channel	22-Mar (S)	5-Apr (S)		■	◆	◆				■							350kcy	WCHC (Portland)	Ocean Beach
Work Plan Projects																			
San Rafael Creek (not funded)	TBD	TBD															214kcy	Contract Clamshell	SF-11
Napa River (not funded)	TBD	TBD															265kcy	Contract Clamshell	Imola Ave. Napa Pipe
Humboldt Interior Channels	N/A	N/A				■											150kcy	Govt Hopper	HOODS

	Solicitation		
	Bid Opening		
	Contract Award		
	Hopper Dredging		

* Program execution is based on the FY21 Workplan plus FY20 Carryover. Date of Last Update: 2/8/2021

REPORT OF CHANNEL CONDITIONS
400 FEET WIDE OR GREATER

To: Navigation Interests		From: US Army Corps of Engineers San Francisco District 450 Golden Gate Ave San Francisco, CA 94102						
RIVER/HARBOR NAME AND STATE OTHER CALIFORNIA					MINIMUM DEPTHS IN EACH 1/4 WIDTH OF CHANNEL ENTERING FROM SEAWARD			
NAME OF CHANNEL	DATE OF SURVEY	AUTHORIZED PROJECT			LEFT OUTSIDE QUARTER (feet)	LEFT INSIDE QUARTER (feet)	RIGHT INSIDE QUARTER (feet)	RIGHT OUTSIDE QUARTER (feet)
		WIDTH (feet)	LENGTH (miles)	DEPTH (feet)				
Redwood City Harbor Redwood City Harbor	12-08-2020	300 943	3.94	30	24.9	26.7	26.8	24.4
San Bruno Shoal San Bruno Shoal	09-26-2019	500	5.66	30	29.0	30.7	31.5	30.7
Richardson Bay/Marinship Richardson Bay/Marinship	06-23-2020	300 1069	2.11	20	No Data	6.0	6.4	No Data
Islais Creek Islais Creek	07-17-2018	500 1424	1.71	40	30.6	38.7	39.2	24.8
Alameda Naval Air Alameda Naval Air	12-27-2019	1000 4178	2.90	37	12.0	No Data	19.5	17.7
San Rafael ATF Across the Flats	05-28-2020	100	2.25	8	No Data	4.8	4.4	No Data
San Rafael River Inner Canal Channel	05-28-2020	60 160	1.55	5	No Data	2.9	2.9	No Data
Petaluma River Main Channel	08-28-2020	100 361	4.06	8	+2.8	+1.1	+3.7	+3.8
Petaluma River ATF Across the Flats	12-15-2020	200 206	5.68	8	6.3	8.8	8.3	8.2
Mare Island Strait Causeway to Asylum Slough	07-10-2019	75 245	3.19	15	2.1	10.4	10.1	8.5
Napa River Asylum Slough to Napa City	07-10-2019	102 183	9.92	10	0.9	2.1	1.2	1.2
Mare Island Strait Mare Island Strait	06-24-2020	400 606	3.37	30	26.7	28.6	31.3	31.7
Larkspur Channel Larkspur Channel	07-11-2019	231 542	2.37	13	6.5	10.0	9.7	8.0
Northship Channel Northship Channel	06-27-2019	3576 4769	5.97	45	23.3	39.1	39.0	36.1
Berkeley Marina Berkeley Marina	07-17-2019	100 142	1.36	15	3.6	3.5	4.1	4.2
Bodega Bay Bodega Bay	08-11-2020	100 400	3.46	12	3.6	11.0	11.0	7.5

REPORT OF CHANNEL CONDITIONS
400 FEET WIDE OR GREATER

To: Navigation Interests		From: US Army Corps of Engineers San Francisco District 450 Golden Gate Ave San Francisco, CA 94102						
RIVER/HARBOR NAME AND STATE OTHER CALIFORNIA					MINIMUM DEPTHS IN EACH 1/4 WIDTH OF CHANNEL ENTERING FROM SEAWARD			
NAME OF CHANNEL	DATE OF SURVEY	AUTHORIZED PROJECT			LEFT OUTSIDE QUARTER (feet)	LEFT INSIDE QUARTER (feet)	RIGHT INSIDE QUARTER (feet)	RIGHT OUTSIDE QUARTER (feet)
		WIDTH (feet)	LENGTH (miles)	DEPTH (feet)				
Moss Landing Moss Landing	01-15-2021	120 405	0.98	15	13.2	12.0	11.2	10.9
Noyo River Entrance Channel	06-05-2020	97 150	0.67	10	7.1	9.4	9.5	7.2
Noyo River Channel	06-05-2020	97 150	0.67	10	2.3	5.0	5.2	4.0
Crescent City Entrance Channel	07-29-2020	200 320	0.42	20	18.9	20.3	19.7	17.7
Crescent City Inner Harbor Basin Channel	07-29-2020	200 300	0.39	15	14.8	14.9	15.0	13.5
Crescent City Marina Access Channel	09-25-2020	999	999.00	15	7.0	10.7	11.9	9.1
Pinole Shoal Channel Pinole Shoal Channel	11-10-2020	600 1644	10.36	35	30.2	35.6	36.0	33.6
Suisun Bay Channel Suisun Bay Channel	01-21-2021	300 350	13.86	35	32.8	34.1	33.9	31.0
Suisun Bay Channel Anchorage Suisun Bay Channel Anchorage	01-21-2021	400	0.90	35	36.3	No Data	No Data	No Data
New York Slough Stockton Ship Channel	01-25-2021	400 411	4.42	35	33.8	34.1	34.9	32.5
SAN LEANDRO MARINA Approach Channel	03-30-2015	200	3.50	7	2.8	3.6	3.4	3.2
SAN LEANDRO MARINA North Arm	03-15-2010	170	0.30	7	2.7	3.6	3.8	3.9
SAN LEANDRO MARINA South Arm	03-15-2010	150	0.30	7	3.3	4.7	4.6	4.8



Harbor Safety Committee of the
San Francisco Bay Region Clearing House
c/o Marine Exchange of the San Francisco Bay Region
10 Commodore Drive
Emeryville, California 94608
415-441-6600 -- hsc@sfmtx.org

San Francisco Clearinghouse Report

February 11, 2021

- ✎ In January the clearinghouse did not contact OSPR regarding any possible escort violations.
- ✎ In January the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ✎ The clearinghouse has not contacted OSPR so far in 2021 regarding any possible escort violations. 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 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 January there were 71 tank vessel arrivals; 12 ATBs, 5 Chemical Tankers, 10 Chemical/Oil Tankers, 20 Crude Oil Tankers, 12 Product Tankers, and 12 Tugs with Barges.
- ✎ In January there were 216 total vessel arrivals.

San Francisco Bay Clearinghouse Report For January 2021

San Francisco Bay Region Totals

	<u>2021</u>		<u>2020</u>	
Tanker arrivals to San Francisco Bay	47		75	
ATB arrivals	12		19	
Barge arrivals to San Francisco Bay	12		14	
Total Tanker and Barge Arrivals	71		108	
Total tank ship & tank barge movements	242		387	
Tank ship movements	133	54.96%	197	50.90%
Escorted tank ship movements	100	41.32%	153	39.53%
Unescorted tank ship movements	33	13.64%	44	11.37%
Tank barge movements	109	45.04%	190	49.10%
Escorted tank barge movements	22	9.09%	33	8.53%
Unescorted tank barge movements	87	35.95%	157	40.57%

Percentages above are percent of total tank ship & tank 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	141		235		0		91		467	
Unescorted movements	66	46.81%	116	49.36%	0	0.00%	38	41.76%	220	47.11%
Tank ships	49	34.75%	83	35.32%	0	0.00%	33	36.26%	165	35.33%
Tank barges	17	12.06%	33	14.04%	0	0.00%	5	5.49%	55	11.78%
Escorted movements	75	53.19%	119	50.64%	0	0.00%	53	58.24%	247	52.89%
Tank ships	67	47.52%	98	41.70%	0	0.00%	45	49.45%	210	44.97%
Tank barges	8	5.67%	21	8.94%	0	0.00%	8	8.79%	37	7.92%

Notes:

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

San Francisco Bay Clearinghouse Report For 2021

San Francisco Bay Region Totals

	<u>2021</u>		<u>2020</u>	
Tanker arrivals to San Francisco Bay	47		723	
ATB arrivals	12		165	
Barge arrivals to San Francisco Bay	12		143	
Total Tanker and Barge Arrivals	71		1,031	
Tank ship movements & escorted barge movements	242		3,467	
Tank ship movements	133	54.96%	1,774	51.17%
Escorted tank ship movements	100	41.32%	1,383	39.89%
Unescorted tank ship movements	33	13.64%	391	11.28%
Tank barge movements	109	45.04%	1,693	48.83%
Escorted tank barge movements	22	9.09%	253	7.30%
Unescorted tank barge movements	87	35.95%	1,440	41.53%

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

Escorts reported to OSPR 0 1

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	141		235		0		91		467	
Unescorted movements	66	46.81%	116	49.36%	0	0.00%	38	41.76%	220	47.11%
Tank ships	49	34.75%	83	35.32%	0	0.00%	33	36.26%	165	35.33%
Tank barges	17	12.06%	33	14.04%	0	0.00%	5	5.49%	55	11.78%
Escorted movements	75	53.19%	119	50.64%	0	0.00%	53	58.24%	247	52.89%
Tank ships	67	47.52%	98	41.70%	0	0.00%	45	49.45%	210	44.97%
Tank barges	8	5.67%	21	8.94%	0	0.00%	8	8.79%	37	7.92%

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 February 2021

NOAA Raster Chart Sunset

As part of NOAA's 4-year plan to discontinue production of raster chart products, raster chart 18665 - Lake Tahoe, will cease production this year. In the next month, NOAA will announce the "LAST EDITION" of chart 18665 in the local notice to mariners.

This will start a 6-month clock and all printed and downloaded 18665 charts from that point forward will have a new note on the bottom, stating, "This is the Last Edition of this chart. It will be cancelled on September 1, 2021." (Actual date TBD).

After the cancellation date, raster chart 18665 will no longer be seen on the Office of Coast Survey chart catalog, raster chart viewer or any other raster product. An Electronic Navigational Chart (ENC) of Lake Tahoe will still be available. (ENC - US5CA98M)

The last edition of the chart and other historic charts will always be available via the historic chart website: <https://historicalcharts.noaa.gov/>

Future cancellations are likely still a few years away. This initial cancellation is in part to test the process.

As always, more information is available on our website:

<https://nauticalcharts.noaa.gov/charts/noaa-raster-charts.html#ending-raster-chart-production>

And feel free to contact the California Navigation Manager at jeffrey.ferguson@noaa.gov if you have specific questions or concerns.

NOAA Marine Debris Program - Webinar to discuss Abandoned and Derelict Vessels

NOAA's Marine Debris Program is hosting a new monthly webinar series called, *Salvaging Solutions to Abandoned and Derelict Vessels*. Every fourth Wednesday of the month, the webinar will feature experts on a topic related to abandoned and derelict vessels (ADV), to share perspectives and solutions from across the country on common ADV issues.

The webinar series will spotlight successes and challenges from specialists across federal, state, and local governments, nongovernmental organizations, universities, and industry in the hope that the shared knowledge will help communities reduce the numbers of ADVs nationwide.

The first session is February 24, 2021, at noon Pacific Time.

For more information and details on how to connect, see the web site:

<https://blog.marinedebris.noaa.gov/new-monthly-webinar-salvaging-solutions-abandoned-and-derelict-vessels>

NOAA Marine Debris Program - Lost Shipping Containers

The recent loss of 730+ containers from the M/V MAERSK ESSEN a couple weeks ago and 1,800+ containers from the M/V ONE APUS in early December (both north of Hawaii) has sparked renewed interest within NOAA about the issue of lost containers. Shipping containers can be a potential source of both hazardous materials and marine debris. In most cases, containers are expected to sink fairly quickly and typically do not carry particularly hazardous cargo, so they are often perceived as relatively short-term hazards to navigation.

Lost close to shore, as has happened in CA waters in recent years, containers and their contents may cause impacts to bottom habitats, shorelines, and anchoring/mooring areas. Understanding the potential drift and impacts of containers lost on the high seas can be particularly challenging.

If local port partners become aware of shipping containers lost or observed off CA, please contact Sherry Lippiatt (NOAA's Marine Debris Coordinator in CA, sherry.lippiatt@noaa.gov). For containers lost/observed further afield, Sherry can put local Port partners in touch with the proper regional NOAA Marine Debris Coordinator.

National Weather Service

The atmospheric rivers that brought heavy rain last month have ended. For the next week or more, looks generally dry and relatively quiet, with a few little hits of quick moving light rain. March may produce a bit more rain.

END OF REPORT

Submitted by
Jeffrey Ferguson
California Navigation Manger
NOAA's Office of Coast Survey
jeffrey.ferguson@noaa.gov



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - JANUARY COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessels Monitored	Total Transfers Percentage
JANUARY 1 - 31, 2020	238	60	25.21
JANUARY 1 - 31, 2021	170	24	14.12

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
JANUARY 1 - 31, 2020	16,371,000	100,000	20,781,932	10,418,512	31,200,444
JANUARY 1 - 31, 2021	10,541,306		15,348,615	4,710,541	20,059,156

OIL SPILL TOTAL

	<u>TERMINAL</u>	<u>VESSEL</u>	<u>Total</u>	<u>Gallons Spilled</u>
JANUARY 1 - 31, 2020	0	0	0	0
JANUARY 1 - 31, 2021	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.