

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, March 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: **Cody Aichele-Rothman** (A), Bay Conservation and Development Commission; **Jim Anderson** (M), CA Dungeness Crab Task Force; **John Berge** (M), Pacific Merchant Shipping Association; **Capt. Sean Daggett** (M), Sause Bros. Inc.; **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; **Jessica Vargas** (A), US Army Corps of Engineers; **Jeff Vine** (M), Port of Stockton; **Capt. Howard Wright** (A), United States Coast Guard.

The meetings are always open to the public.

Approval of the Minutes-

A motion to accept the minutes of the February 11, 2021 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. Howard Wright

- Announced his upcoming retirement from the USCG and thanked the HSC for their partnership.
- Advised that a 90-foot fishing vessel, American Challenger, lost propulsion and grounded near Dillon Beach on March 6th. A survey of the vessel was suspended due to hazardous conditions. Pollution is a concern but no environmental damage has been reported.
- Advised that continued salvage of the sunken dredge barge Iron Butterfly in the Petaluma River was performed on March 8th. Additional salvage is planned but the vessel is mostly out of the channel.

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- Advised of a VTS VCRP exercise on March 29th. Details will be presented later in the meeting.
- Advised that the EPA investigation into the Hyde Street Pier oil seepage is ongoing. The source is likely historic and responsible parties are being determined. The seepage has decreased since first reported.
- Advised that findings have been released regarding the Scandies Rose fishing vessel incident. A final report will be issued.
- Advised of USCG announcements posted to the Maritime Commons Blog: <https://mariners.coastguard.blog/>. USCG MSIB 03-21 was issued on the SolarWinds cyber-attack.
- LT Solares read from the February- 2021 Prevention/Response Report (attached).
- John Berge asked about Covid-19 vaccine prioritization for MTS workers. Jim Anderson advised that fishermen are currently in the process of getting vaccinated.

Army Corps of Engineers Report- Jessica Vargas

- Read from the US Army Corps of Engineers, San Francisco District Report (attached). Planning is ongoing for the 2021 dredge season and the bidding process has begun. Debris removal numbers for February were above average. A study is being conducted on the feasibility of widening the Oakland Turning Basin. 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/
- Advised of Water Resources Development Act (WRDA) partner sessions to be held every Tuesday from March 16th – April 13th (details attached). The stakeholder sessions will focus on WRDA 2020 provisions. Information available at: www.usace.army.mil/Missions/Civil-Works/Project-Planning/Legislative-Links/wrda_2020/

Clearinghouse Report- Marcus Freeling (report attached)

OSPR Report- Mike Caliguire

- Advised that the terms of several HSC members are set to expire. Members that wish to stay on the committee can re-apply.
- Advised that Scott Grindy has been reappointed as primary HSC member representing the pleasure boat industry.
- Tom Cullen, OSPR Administrator, advised of OSPR response to the American Challenger incident.

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NOAA Report- Jeff Ferguson

- Read from the NOAA HSC Report (attached). Raster charts are being discontinued in favor of ENC's. The NOAA Marine Debris Program is hosting a webinar series on abandoned and delict vessels. The U.S. Committee on the Marine Transportation System (CMTS) Covid-19 Working Group is asking mariners to fill out a survey on Covid-19 issues. The NWS predicts light rain early next week.
- Julian Rose advised of underwater footage of the sea floor provided by NOAA National Marine Sanctuaries and suggested the HSC invite them to present at a future meeting.

State Lands Commission Report- Mike Melin (report attached)

Report on the Sea Change Hydrogen Fuel Cell Ferry- Elias Van Sickle, Switch Maritime

- Elias Van Sickle, Switch Maritime, gave a presentation to the committee on the Sea Change, formerly called Water-Go-Round, hydrogen fuel cell ferry project that was first presented to the committee in January 2019. The Sea Change ferry is in the final stage of construction and is powered by hydrogen fuel cells and lithium-ion batteries. The project is partially funded by CARB. The 70-foot ferry carries 75 passengers and will be operated in the San Francisco Bay by Hornblower. Fueling will be performed dockside at Pier 80 with hydrogen fuel trucks and takes about two hours to complete. Fully fueled, the ferry's range will be approximately 300 nautical miles. The Sea Change ferry is planned to be the first in a fleet of zero-emission passenger ferries. www.switchmaritime.com

Report on VTS Vessel Continuity Reporting Protocol- Bob Blomerth, Scott Humphrey, USCG VTS

- Bob Blomerth and Scott Humphrey, VTS, gave a report to the committee on upcoming USCG Vessel Continuity Reporting Protocol (VCRP) training and exercise. The VCRP was activated recently when VTS experienced a night shift staffing shortage due to Covid-19 precautions. The activation went well but traffic was light at the time. A VCRP exercise is being planned for March 29th to test the protocol in busier conditions. Remote VCRP training sessions will be held during the week of March 22nd. Specifics are to be determined and community input is welcome. Information is available on the VTS website: www.pacificarea.uscg.mil/vtssf/. Contact: scotthumphrey@uscg.mil

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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.

Prevention through People Work Group- Scott Grindy advised that a BAMO meeting was held yesterday featuring a presentation from Cal Maritime.

PORTS Report- Marcus Freeling

- Advised that the Southampton Shoal LB6 buoy-mounted current meter is offline due to a malfunctioning sensor. Redeployment is needed. Two backup current sensors were unable to be repaired by the manufacturer and will be replaced.
- Advised of a brief outage of the Oakland Outer Harbor LB3 buoy-mounter current meter. The issue was caused by a DCP glitch that was repaired and the station is back online. DCP upgrade is recommended.
- Advised of continuing power issues affecting the Richmond Tide Station. Repair efforts continue but battery replacement is still necessary every three weeks in order to keep the station running.
- Advised of a recent battery charging issue affecting the Oakland Middle Harbor Park weather station. Low batteries were replaced and the charging problem will be investigated.
- Advised that PORTS data is publicly available through NOAA's Tides and Currents website.

Public Comment-

- Veronica Boe, Cal Maritime, announced a virtual gala to celebrate the achievements of alumni on March 26th. This is a fundraiser for the Cal Maritime Foundation with a silent auction starting on March 12th. Please consider donating to the cause and/or attending.
www.csum.edu/support/gala/index.html
- Jerry Bynum, USCG, announced his upcoming retirement and thanked the maritime community for their support over the years.

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Old Business- None

New Business-

- Mike Caliguire swore in Scott Grindy for another term on the HSC as primary member representing the pleasure boat industry.

Next Meeting-

1000-1200, April 8, 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 11:07.

Respectfully submitted:



Capt. Lynn Korwatch

SIGNIFICANT PORT SAFETY AND SECURITY CASES (FEBRUARY 2021)**MARINE CASUALTIES**

Loss of propulsion (02FEB2021): A foreign flag container vessel experienced a loss of propulsion while transiting to San Francisco Bay. The marine casualty was associated with an equipment failure of a generator circuit breaker. A Captain of the Port (COTP) order was issued to the vessel and ABS attended the vessel on 03FEB21 to conduct operational tests of the auxiliary diesel engines. The main engine was tested in ahead and astern modes and found satisfactory. Coast Guard reviewed the survey and cleared the COTP order. Case closed.

Crewmember death (03FEB2021): A foreign flag tank vessel experienced a crewmember death. The chief officer was discovered deceased in the infirmary after complaining of a fever and back pain. Case pends.

Loss of Propulsion (06FEB2021): A U.S. flag commercial fishing vessel experienced a loss of propulsion while transiting in the vicinity of Pt. Bonita in San Francisco Bay. The Master reported the cooling water intake pump belt had parted from the housing and made contact with main engine belt, causing both systems to be inoperable. The vessel crew was able to re-attach the main engine belt. Case closed.

Personnel injury (07FEB2021): The Chief Officer onboard a foreign flag container ship fell and injured his back. The patient was transported to the hospital. Duty Investigating Officer will conduct preliminary investigation. Case pends.

Loss of propulsion (08FEB2021): A foreign flag tank vessel lost propulsion while maneuvering into position at Anchorage 9. The vessel regained propulsion and safely anchored. Class attended the vessel and determined the cause to be faulty electronically controlled main engine cylinder fuel valves, which caused fluctuation of pressure in the hydraulic pressure system and an intermittent loss of system pressure. Coast Guard reviewed the class survey and cleared the vessel to depart. Case closed.

Loss of propulsion (18FEB2021): A foreign flag chemical tanker experienced a loss of propulsion, while conducting mooring operations. Class attended the vessel and provided a class report. Coast Guard reviewed the report and cleared the vessel to depart. Case closed.

Loss of Power (22FEB2021): A foreign flag container ship experienced an equipment failure that led to a loss of power, while shifting from Anchorage 9. Due to a governor motor malfunction, the #2 auxiliary engine experienced an overspeed alarm. The governor was replaced and a satisfactory load test was conducted. Class attended the vessel, verified the repair, and witnessed the operational test of the main generator. The class survey was reviewed and vessel cleared to depart. Case closed.

Loss of propulsion (22FEB2021): A foreign flag tank vessel experienced a loss of propulsion while underway, approximately 100 miles west of Mendocino, CA. The governor control system failed to react to voltage fluctuation, which caused the #1 SSDG to go offline. This event caused a loss of power supply to the electronic control systems for the main propulsion engine and resulted in a loss of main propulsion. Case closed.

Reduction of propulsion (26FEB2021): A foreign flag container ship experienced a reduction of propulsion near the Oakland Estuary and lost propulsion while approaching Pier 56 in Oakland. The cause is likely due to two inoperable exhaust valves. Duty IO will conduct preliminary investigation. Case pends.

VESSEL SAFETY CONDITIONS

Operational Control (01FEB2021): 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 January 2021 drydock examination. A successful drydock examination was conducted on 09FEB2021. Case closed.

Operational Control (01FEB2021): 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 January 2021 drydock examination. Case pends.

Operational Control (01FEB2021): A U.S. flag Navy Ship was inspected at Mare Island, CA and issued an operational control (code 17) for the following: (1) the port lifeboat was not capable of being launched and maneuvered due to the flood tide (2) ports and starboard lifeboats had extremely low fuel levels and were deemed not ready for operational use and (3) starboard side vent shaft with 4 drain holes prevented gastight enclosure. Marine inspectors completed a deficiency check. The port lifeboat was successfully launched and recovered, both lifeboats were filled with fuel, and the drain holes were made gas tight.

Operational Control (02FEB2021): 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 drydock examination. Case pends.

Operational Control (04FEB2021): A foreign flag chemical tankship was examined at Anchorage 9 and issued an operational control (code 17) because the port lifeboat/rescue boat was damaged on the starboard side. The class report was reviewed by Port State Control and the vessel was cleared to depart on 07FEB2021. Case closed.

Operational Control (10FEB2021): A U.S. flag small passenger vessel was inspected in Oakland, CA and issued an operational control (code 701) because the marine inspector noted penetrations in the #2 void negatively affecting the watertight integrity. Marine inspector received photo verification of temporary repairs to the #2 void bulkhead. Case closed.

Operational Control (10FEB2021): A foreign flag bulk carrier was examined at the Port of Richmond, CA and issued an operational control (code 17) because the PSCO observed an excessive delay when starting the emergency fire pump, exceeding 20 minutes. The cause was determined to be air trapped in the fire main system due to condition of loading. Class

Operational Control (11FEB2021): A U.S. flagged Navy Ship was inspected at Mare Island, CA and issued an operational control (code 17) because the vessel experienced a loss of power to the forward third of the vessel which caused various fire alarm pull boxes and smoke detectors to be inoperable. Preliminary Class Report from ABS surveyor stated temporary repairs were completed and the issue was corrected. Final repairs will be conducted during the next port of call in San Diego. Case closed.

Operational Control (12FEB2021): A U.S. flag small passenger vessel was inspected in Moss Landing, CA and issued an operational control (code 17) because the lazarette hatch was not watertight. Marine inspectors attended the vessel and verified the watertight condition of the deck hatch for the lazarette. Case closed.

Operational Control (15FEB2021): A crewmember onboard a foreign flag bulk carrier experienced signs and symptoms consistent with the novel coronavirus. A COTP order was issued. The crewmember tested negative with a rapid test and a PCR test. The COTP order was rescinded on 16FEB. Case closed.

Operational Control (16FEB2021): A U.S. flag small passenger vessel was inspected in Fisherman's Wharf, CA and issued an operational control (code 17) for the following: (1) the lifesaving rigging needed to be verified by a Marine Inspector and (2) the EPIRB was not arranged float free and activate. Proper lifesaving arrangements and the EPIRB installation were verified by a marine inspector. Operational control cleared. Case closed.

Operational Control (25FEB2021): A U.S. flag small passenger vessel was issued an operational control because the vessel did not complete its annual inspection within the required timeframe. Case pends.

NAVIGATIONAL SAFETY

Nothing Significant to Report

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (01FEB2021): A research vessel discharged approximately 1 gallon of hydraulic oil from a deck crane into Moss Landing Bay. Absorbents were applied and the sheen dissipated naturally. The source of pollution for this incident was secured. A Notice of Federal Interest (NOFI) and Letter of Warning (LOW) were issued. Case closed.

Letter of Warning (05FEB2021): A ferry discharged approximately 1 gallon of diesel into the Bay. The operator applied diapers and boom and the sheen dissipated naturally. A NOFI and LOW were issued. Case closed.

Letter of Warning (06FEB2021): A foreign flag commercial vessel discharged approximately 1 gallon of hydraulic fluid into the San Joaquin River. The fluid dissipated naturally and a NOFI and LOW were issued. Case closed.

Letter of Warning (08FEB2021): A recreational vessel anchored in Monterey Bay discharged 1 gallon of diesel and bilge water into the bay. The spill dissipated naturally and a NOFI and a LOW were issued. Case closed.

Letter of Warning (09FEB2021): A recreational vessel discharged an unknown amount of oil into the Monterey Harbor due to unknown reasons at the fuel dock. The spill dissipated naturally and a NOFI and LOW were issued. Case closed.

Notice of Violation (09FEB2021): A Regulated Marine Facility discharged mixed oil from a 16-inch marine transfer pipeline in Richmond, CA. The rate of discharge was reported as 5-gallons per minute. Final quantification is being determined by the facility in coordination with OSPR. The facility completed the cleanup and a NOFI was issued, a NOV is pending. Case closed.

Notice of Violation (10FEB2021): A research vessel discharged fuel or oil product from the main engine of the vessel into Monterey Bay. The engines were secured and boom was applied along with cleanup efforts. A NOFI and a NOV were issued. Case closed.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

February 2021

PORT SAFETY CATEGORIES*	Feb-2021	Feb-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	2	3.61
Navigation Safety (0), Port Safety & Security (2), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	9	7	8.00
Allision (1), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (4), Personnel (2), Other (1), Power (2)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	0	4	2.08
Radar (0), Gyro (0), Steering (0), Echo Sounder (0), AIS (0)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	0	1	0.64
Significant Waterway events/Navigation related Cases:	0	0	0.14
Total Port Safety (PS) Cases opened	11	14	14.64
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Feb-2021	Feb-2020	**3yr Avg
U.S. Commercial Vessels	3	0	0.94
Foreign Freight Vessels	1	1	0.19
Public Vessels	0	0	0.64
Commercial Fishing Vessels	0	0	0.83
Recreational Vessels	4	4	5.67
Pollution Discharge Sources (Facilities)	Feb-2021	Feb-2020	**3yr Avg
Regulated Waterfront Facilities	1	1	0.42
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.06
Other Land Sources	1	4	4.08
Mystery Spills - Unknown Sources	8	2	5.06
Number of Pollution Incidents (By Spill Size)	Feb-2021	Feb-2020	**3yr Avg
Spills < 10 gallons	9	9	9.58
Spills 10 - 100 gallons	0	0	0.97
Spills 100 - 1000 gallons	1	1	0.33
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	8	2	7.00
Total Pollution Incidents	18	12	17.89
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Feb-2021	Feb-2020	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	3.00	0.00	12.09
Estimated spill amount from Foreign Freight Vessels	1.00	1.00	0.25
Estimated spill amount from Public Vessels	0.00	0.00	6.26
Estimated spill amount from Commercial Fishing Vessels	0.00	0.00	27.72
Estimated spill amount from Recreational Vessels	4.00	4.00	42.13
Estimated spill amount from Regulated Waterfront Facilities	750.00	1.00	22.81
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.11
Estimated spill amount from Other Land Sources	1.00	153.00	21.42
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	759.00	159.00	132.80
Penalty Actions	Feb-2021	Feb-2020	**3yr Avg
Civil Penalty Cases	0	0	0.08
Notice of Violations	2	1	0.69
Letters of Warning	6	2	4.22
Total Penalty Actions	8	3	5.00

* 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.

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

1. CORPS O&M DREDGING PROGRAM

The following report covers the FY 2021 dredging program for San Francisco Bay. 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 February 2021 was 124.5 tons. Dillard: 30.5 tons, including 1 abandoned vessel; Raccoon: 29 tons; other boats: 65 tons. Average for February from 2011 to 2020 is 89 tons (Range: 34 -198).

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	RACCOON	DILLARD	MISC	TOTAL
2021	TONS	TONS	TONS	TONS
JAN	37	48	14	99
FEB	29	30.5	65	124.5
MAR				
APR				
MAY				
JUN				
JUL				
AUG				
SEP				
OCT				
NOV				
DEC				

YR TOTAL
223.5

DEBRIS REMOVAL IN FEBRUARY 2021:



Photo Credit: Marty Plisch (USACE 2021)

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

Oakland Harbor Turning Basins Widening Study: This study will investigate and determine if there is a technically feasible, economically justifiable, and environmentally acceptable recommendation for federal participation in a navigation improvement project to the existing -50-foot Oakland Harbor Federal Navigation Project. The existing federal navigation channel was designed for a 6,500 twenty-foot equivalent units (TEU) capacity ship with a 1,139-foot length overall, 140-foot beam, and 48-foot draft as part of the Oakland Harbor Navigation Improvement (-50-Foot) Deepening Project. The vessels routinely calling on the harbor today are longer and wider. The Port of Oakland and the San Francisco District are investigating inefficiencies currently experienced by vessels in harbor where the current fleet exceeds the maximum dimensions of the constructed project. The investigation includes alternatives to improve both the inner and the outer turning basins.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

None to report.

5. OTHER WORK

Regional Dredge Material Management Plan: Comments have been received on the draft final Project Management Plan (PMP) and the Corps is working to incorporate these comments into the final PMP.

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.

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: Condition survey of February 24, 2021.

Oakland Inner Harbor (Brooklyn Basin): Condition survey of 15-20 January 2021.

Oakland Outer Harbor: Condition survey of February 25, 2021.

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 March 2, 2021.

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 February 3-6, 2021.

San Bruno Shoal: Condition survey of February 26, 2021.

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 February 9, 2021.

San Rafael (Creek): Condition survey of February 9, 2021.

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 March 3, 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 8 Mar 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. Please see the respective bathymetric plots for locations (highlighted in red) of the shoaliest soundings reports in the CCR.

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	5-Apr (S)	21-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)	13-Jun (S)	28-Jun (S)				■	◆	◆	■	▨	▨	▨	▨	▨	▨	▨	300kcy	Contract Pipeline	Various Upland
Sacramento River (30 Foot Project)	12-Jun (S)	28-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																			
Humboldt Interior Channels	N/A	N/A				■	■	■	■	■	■	■	■	■	■	■	150kcy	Govt Hopper	HOODS

	Solicitation		Environmental Window
	Bid Opening		Mobilization
	Contract Award		New SPN Contract
	Hopper Dredging		Funded for P&S only

* Program execution is based on the FY21 Workplan plus FY20 Carryover. Date of Last Update: 3/5/2021

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)				
San Bruno Shoal San Bruno Shoal	02-26-2021	500	5.66	30	28.9	31.1	31.6	30.5
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
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
Moss Landing Moss Landing	01-15-2021	120 405	0.98	15	13.2	12.0	11.2	10.9

Water Resources Development Act (WRDA) Partner Sessions:

The Office of the Assistant Secretary of the Army for Civil Works (ASA(CW)) is issuing this notice for a comment period for stakeholders and other interested parties to provide input and recommendations to the ASA(CW) on any provisions in the Water Resources Development Act (WRDA) of 2020. The Office of the ASA(CW) will consider all comments received by May 7, 2021 before any implementation guidance is issued.

Five stakeholder sessions will be held to enable the public to provide input on any provisions in WRDA 2020. Commenters can provide information on any provision of interest during each session. We encourage stakeholders with specific interests to a U.S. Army Corps of Engineers (Corps) mission area to participate in the session aligned with that mission area. The ASA(CW) and the Corps will co-host focused sessions using webinars/teleconferences.

WRDA 2020 passed and can be found at:

<https://transportation.house.gov/imo/media/doc/BILLS-116s1811-SUS.pdf>. As the U.S. Army Corps of Engineers, Civil Works (USACE CW) begins to work on implementation guidance for applicable WRDA provisions, we intend to gather feedback from our partners. Five partner sessions will be held every Tuesday starting on March 16 and concluding on April 13 from 1:00 to 3:00 pm Eastern. For more information on these sessions and the public comment period to gather input on WRDA provisions, visit: https://www.usace.army.mil/Missions/Civil-Works/Project-Planning/Legislative-Links/wrda_2020/.



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

March 11, 2021

- ✎ In February the clearinghouse did not contact OSPR regarding any possible escort violations.
- ✎ In February 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 February there were 67 tank vessel arrivals; 9 ATBs, 7 Chemical Tankers, 7 Chemical/Oil Tankers, 16 Crude Oil Tankers, 1 LPG, 16 Product Tankers, and 11 Tugs with Barges.
- ✎ In February there were 194 total vessel arrivals.

San Francisco Bay Clearinghouse Report For February 2021

San Francisco Bay Region Totals

	<u>2021</u>		<u>2020</u>	
Tanker arrivals to San Francisco Bay	47		67	
ATB arrivals	9		16	
Barge arrivals to San Francisco Bay	11		13	
Total Tanker and Barge Arrivals	67		96	
Tank ship movements & escorted barge movements	235		364	
Tank ship movements	93	39.57%	177	48.63%
Escorted tank ship movements	63	26.81%	145	39.84%
Unescorted tank ship movements	30	12.77%	32	8.79%
Tank barge movements	142	60.43%	187	51.37%
Escorted tank barge movements	28	11.91%	51	14.01%
Unescorted tank barge movements	114	48.51%	136	37.36%

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

Escorts reported to OSPR 0 0

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	140		226		0		98		464	
Unescorted movements	80	57.14%	139	61.50%	0	0.00%	59	60.20%	278	59.91%
Tank ships	71	50.71%	109	48.23%	0	0.00%	54	55.10%	234	50.43%
Tank barges	9	6.43%	30	13.27%	0	0.00%	5	5.10%	44	9.48%
Escorted movements	60	42.86%	87	38.50%	0	0.00%	39	39.80%	186	40.09%
Tank ships	48	34.29%	61	26.99%	0	0.00%	29	29.59%	138	29.74%
Tank barges	12	8.57%	26	11.50%	0	0.00%	10	10.20%	48	10.34%

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 2021

San Francisco Bay Region Totals

	<u>2021</u>		<u>2020</u>	
Tanker arrivals to San Francisco Bay	94		723	
ATB arrivals	21		165	
Barge arrivals to San Francisco Bay	23		143	
Total Tanker and Barge Arrivals	138		1,031	
Tank ship movements & escorted barge movements	477		3,467	
Tank ship movements	226	47.38%	1,774	51.17%
Escorted tank ship movements	163	34.17%	1,383	39.89%
Unescorted tank ship movements	63	13.21%	391	11.28%
Tank barge movements	251	52.62%	1,693	48.83%
Escorted tank barge movements	50	10.48%	253	7.30%
Unescorted tank barge movements	201	42.14%	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	281		461		0		189		931	
Unescorted movements	146	51.96%	255	55.31%	0	0.00%	97	51.32%	498	53.49%
Tank ships	120	42.70%	192	41.65%	0	0.00%	87	46.03%	399	42.86%
Tank barges	26	9.25%	63	13.67%	0	0.00%	10	5.29%	99	10.63%
Escorted movements	135	48.04%	206	44.69%	0	0.00%	92	48.68%	433	46.51%
Tank ships	115	40.93%	159	34.49%	0	0.00%	74	39.15%	348	37.38%
Tank barges	20	7.12%	47	10.20%	0	0.00%	18	9.52%	85	9.13%

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
March 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. The "LAST EDITION" of chart 18665 has been announced in the local notice to mariners. A NOAA press release contains additional information (attached below).

This started a 6-month clock and all printed and downloaded 18665 charts from this point forward will have a note on the bottom, stating, "This is the Last Edition of this chart. It will be canceled on August 26, 2021." (see image below)

18665

This is the Last Edition of this chart. It will be canceled on Aug 26, 2021
11th Ed., Aug. 2004. Last Correction: 2/24/2021. Cleared through:
LNM: 0721 (2/16/2021), NM: 0921 (2/27/2021)

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

Last month, NOAA's Marine Debris Program hosted the first session of a monthly webinar series called, *Salvaging Solutions to Abandoned and Derelict Vessels*. The series will continue

every fourth Wednesday of the month, and will feature experts on a topic related to abandoned and derelict vessels (ADVs).

Last month's session had 286 participants, about 40% from federal agencies, 25% from state governments and the rest a combination of tribal representatives, private sector and NGOs.

The next session is March 24, 2021, at noon Pacific Time, to discuss addressing ADVs before and after storms. More information available at:

<https://marinedebris.noaa.gov/outreach/salvaging-solutions-abandoned-and-derelict-vessels-webinar-series>

Monthly webinars are planned through October, sign up for the marine debris newsletter to get future updates:

https://public.govdelivery.com/accounts/USNOAANOS/subscriber/new?topic_id=USNOAANOS_194

U.S. Committee on the Marine Transportation System (CMTS)

The [U.S. Committee on the Marine Transportation System](#) (CMTS) [COVID-19 Working Group](#) (C-19 WG) encourages mariners from all segments of the U.S. maritime industry to take ten minutes to anonymously complete the "Mariner Mental Health Needs during Covid-19" online survey at <https://redcap.iths.org/surveys/?s=RR933YTPKK>. The confidential survey asks mariners a variety of questions about COVID-19, mental health, and their experiences and feelings when aboard a vessel during the challenges of this worldwide pandemic. No mariner identification data will be collected. Survey participation from a significant portion of the mariners in each industry segment is critical to understanding how the COVID-19 pandemic has affected their mental health. The survey is available from January 22 through May 31, 2021.

National Weather Service

Longer term forecast shows some more light rain chances Sunday into early Monday with a light to moderate strength system. Later next week the pattern should remain active enough to keep some rain chances in the forecast, although no sign of a particularly strong system at this time.

END OF REPORT

Submitted by
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California Navigation Manger
NOAA's Office of Coast Survey
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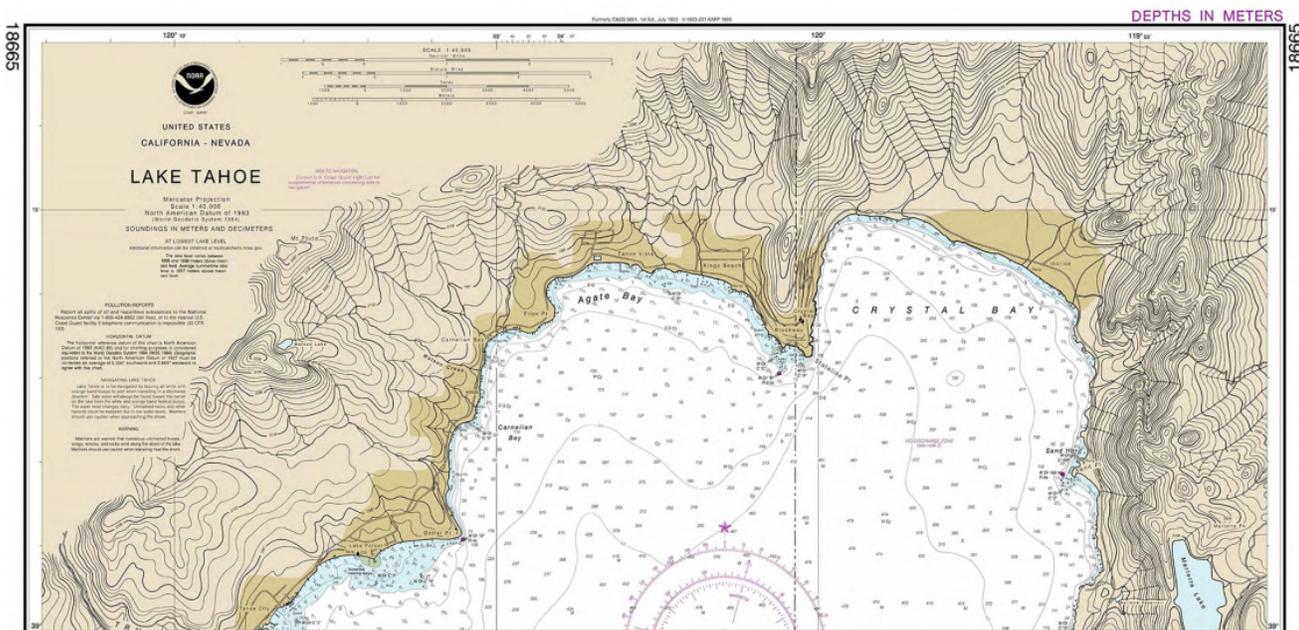
National Oceanic and Atmospheric
Administration
U.S. Department of Commerce

NOAA begins transition exclusively to electronic navigation charts

Digital updates are easier, quicker, increase mariner safety

Oceans & Coasts | Charting | nautical charts and maps

February 26, 2021 — NOAA will begin to implement its sunset plan for paper nautical charts this month, starting with the current paper chart 18665 of Lake Tahoe. After August, NOAA's electronic navigational chart will be the only NOAA nautical chart of the area.



This is the first traditional paper chart to be fully supplanted by an electronic chart as part of NOAA's Office of Coast Survey Raster Sunset Plan, which includes a new process to notify mariners of the transition of individual paper charts to electronic charts. These charts are easier to update and maintain, keeping mariners safer with up-to-date information on marine hazards.

As part of the sunset plan, [released in 2019](#), mariners will be officially notified of this chart's cancellation in the U.S. Coast Guard Local Notice to Mariners. A note in the lower left corner of the chart will state that it is the last paper edition and it will be canceled six months later on August 26.

NOAA will continue to announce the cancellation of additional paper charts as the sunset plan progresses, initially based on volume of sales or downloads, and in regions with improved [NOAA electronic navigational chart coverage](#). Cancellation of all traditional paper and associated raster chart products will be completed by January 2025.

NOAA announced the [start of a five-year process to end traditional paper nautical chart production](#) in late 2019 via a [Federal Register Notice](#). While NOAA is sunsetting its traditional nautical chart products, it is undertaking a major effort to improve the data consistency and provide larger scale coverage within its electronic navigational chart product suite.

Over the next four years, NOAA will work to ease the transition to electronic products by providing access to paper chart products based on electronic data. The online [NOAA Custom Chart tool](#) enables users to create their own paper and PDF charts from the latest NOAA ENC data.

Media contact:

Jerry Slaff, 202-236-6662

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CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - FEBRUARY COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessels Monitored	Total Transfers Percentage
FEBRUARY 1 - 29, 2020	204	57	27.94
FEBRUARY 1 - 28, 2021	153	25	16.34

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
FEBRUARY 1 - 29, 2020	14,183,400	0	18,505,400	6,940,459	25,445,859
FEBRUARY 1 - 28, 2021	9,538,650		13,826,467	5,443,785	19,270,252

OIL SPILL TOTAL

	<u>TERMINAL</u>	<u>VESSEL</u>	<u>Total</u>	<u>Gallons Spilled</u>
FEBRUARY 1 - 29, 2020	0	0	0	0
FEBRUARY 1 - 28, 2021	1	0	1	Other - 100 Gallons

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.