

# Harbor Safety Committee

of the San Francisco Bay Region

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

## Draft Minutes

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

**Thursday, April 8, 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; **Capt. David Corbett** (A), San Francisco Bar Pilots; **LTC John Cunningham** (M), US Army Corps of Engineers; **Capt. Sean Daggett** (M), Sause Bros. Inc.; **Ben Eichenberg** (A), San Francisco Baykeeper; **Robert Estrada** (M), Inlandboatmen's Union; **Jeff Ferguson** (M), NOAA; **Scott Grindy** (M), San Francisco Small Craft Harbor; **Troy Hosmer** (M), Port of Oakland; **Capt. Thomas Kirsch** (M), Blue and Gold Fleet; **Dominic Moreno** (M), Port of San Francisco; **Linda Scourtis** (M), Bay Conservation and Development Commission; **Jeff Vine** (M), Port of Stockton.

The meetings are always open to the public.

## Approval of the Minutes-

A motion to accept the minutes of the March 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. A plan is being developed to continue providing remote Zoom access to HSC meetings after in-person meetings resume. Remote access gives people from other regions the opportunity to participate and has increased attendance significantly.

## Coast Guard Report- Capt. Marie Byrd

- Advised that the recent VTS Vessel Continuity Reporting Protocol (VCRP) exercise went well. The exercise took place during a weekday with increased vessel traffic. Special recognition was given to the USACE Dillard for their participation.
- Advised of the planned arrival of a new crane for Everport at the Port of Oakland on June 6th. Bay Bridge clearance is expected to be less than six feet during transit.

Harbor Safety Committee of the SF Bay Region

April 8, 2021 - draft

Page 1

# Harbor Safety Committee

of the San Francisco Bay Region

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

- Advised of two vessels reporting hull fractures in March. A Letter of Warning was issued for a 10-gallon diesel spill.
- Advised that 750 gallons of oil was released from the vessel American Challenger which lost propulsion and grounded near Dillon Beach on March 6<sup>th</sup>. Federal, state, and local response is ongoing. Boom has proved ineffective given the conditions. Environmental cleanup is a priority and the situation will continue to be monitored. More information is available at: <https://calspillwatch.wildlife.ca.gov/>
- Advised of USCG announcements posted to the Maritime Commons Blog: <https://mariners.coastguard.blog/>.
- LT Solares read from the March- 2021 Prevention/Response Report (attached). The American Challenger is classified as a recreational vessel in the report.
- Capt. Korwatch asked if the additional crane to be delivered to the Port of Oakland in June will cause delays and potentially increase anchorage congestion. Troy Hosmer advised that the offload time for the crane is unknown. Capt. Byrd advised that Anchorage 9 congestion has been an issue with increased media attention. There are currently 11 vessels in Anchorage 9 and many waiting offshore. VTS and the Bar Pilots are cooperating to help alleviate the problem caused by multiple factors including Covid-19, new crane arrivals and increased container shipping. Capt. Corbett advised that the Bar Pilots are doing their best to manage the situation. Capt. Byrd advised of a humanitarian incident reported on a foreign flag vessel waiting at anchorage concerning the lack of food for mariners.

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

- Read from the US Army Corps of Engineers, San Francisco District Report (attached). The 2021 dredge season contract process is ongoing. Pinole Shoal Channel will be dredged this year with a government hopper. Plans are being made for upland placement of dredge material. Debris removal numbers for March were above average. A dead whale was recovered off Crissy Field. A study is being conducted on the feasibility of widening the Oakland Turning Basin. Listening sessions are being held regarding recent dredging legislation. 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/](http://www.usace.army.mil/Missions/Civil-Works/Budget/).
- Capt. Korwatch asked about the timeframe for the Oakland Turning Basin widening study. LTC Cunningham advised that it is a three-year study. If approved, it will be at least five or six years until project completion.

# Harbor Safety Committee

**of the San Francisco Bay Region**

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

- Kathi George, Marine Mammal Center, advised that no cause of death has been determined for the dead whale recovered but it was not starving. Four dead gray whales have been found in our region in the last week.
- Jim Anderson thanked USACE for their assistance with salmon releases. Due to dry conditions, new salmon release sites are being considered including Fort Baker and recommendations are welcome.

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

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

- Advised that Chris Hendry, Chevron, has resigned from the HSC. Amanda Wallace, Chevron, has applied for his HSC member position representing tank ship operators.
- Advised that the terms of several HSC members are due to expire. Members who wish to stay on the committee can re-apply.
- Tom Cullen, OSPR Administrator, advised of OSPR's ongoing response to the American Challenger incident. Non-recreational abandoned vessels are a major issue and legislation in the form of AB 1539 has been proposed mandating insurance for commercial vessels. OSPR is analyzing the bill and a hearing will be held on April 26<sup>th</sup>. John Berge asked about the American Challenger's compliance with Washington state derelict vessel regulations. Tom Cullen advised that OSPR is investigating. Jim Haussener, CMANC, advised that there are funding issues for recreational derelict vessel removal and documentation laws have been changed impacting confiscation. Ben Eichenberg asked for information about hazardous material spill reports.

### **NOAA Report- Jeff Ferguson**

- Read from the NOAA HSC Report (attached). The NOAA Marine Debris Program is hosting a webinar series on abandoned and derelict vessels. Vessel Speed Reduction (VSR) for whale protection starts on May 1<sup>st</sup> and information is provided. The NWS predicts dry conditions in April and fire season is approaching.

### **State Lands Commission Report- Mike Melin (report attached)**

### **Report on the Oakland A's Howard Terminal Stadium Proposal Draft EIR- Mike Jacob, PMSA**

- Mike Jacob, PMSA, gave a presentation to the committee on maritime concerns regarding the Oakland A's Howard Terminal stadium proposal draft Environmental Impact Report (EIR) (slides attached). The draft EIR was released on February 26<sup>th</sup> and public comment is open until April

Harbor Safety Committee of the SF Bay Region

April 8, 2021 - draft

Page 3

# Harbor Safety Committee

of the San Francisco Bay Region

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

27<sup>th</sup>. The proposed stadium and development project potentially conflicts with port operations and creates navigation safety issues not fully mitigated in the draft EIR. Concerns with the project include stadium lighting, fireworks, recreational vessel congestion, and potential turning basin expansion issues. The proposed stadium has been reoriented towards the water which could cause stadium lights to impact vessel operators. Congregating recreational vessels could impede navigation. The draft EIR does not contain restrictions on marketing or include safety/security zones ensuring access for emergency vessels. Ferry docking could also be impacted by recreational vessel congregation. Glare caused by fireworks is another concern that has not been addressed adequately. Comparisons to Oracle Park in San Francisco are not applicable to the Howard Terminal site. Using the Coliseum site as an alternate to the Howard Terminal site would eliminate maritime conflict and the need for mitigation. It is requested that the HSC consider providing comment to the City of Oakland on the draft EIR before the deadline.

- Capt. Korwatch proposed that the HSC draft a letter detailing maritime concerns with project. Kevin Donnelly, WETA, Bob Estrada and Capt. Kirsch supported submitting commentary. Once drafted, the HSC will hold a vote to approve the letter before formally submitting it to the City of Oakland. Link to the draft EIR: <https://www.oaklandca.gov/documents/draft-eir-for-the-oakland-as-waterfront-ballpark-district-project/>

## **Work Group Reports-**

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

**Navigation Work Group-** Capt. David Corbett advised that a new crane is scheduled to arrive to the Port of Oakland on June 6<sup>th</sup>. Estimated Bay Bridge clearance for the transit will be 5.5 feet and Golden Gate Bridge clearance will be 10 feet.

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

**Dredge Issues Work Group-** Nothing to report.

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

**Prevention through People Work Group-** Scott Grindy advised of a vessel fire safety flier (attached).

# Harbor Safety Committee

**of the San Francisco Bay Region**

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

## **PORTS Report- Marcus Freeling**

- Advised that the Southampton Shoal LB6 buoy-mounted current meter is offline pending redeployment. The Oakland LB4 buoy-mounted current meter went offline due to a DCP issue. Service will be scheduled.
- Advised of continuing power issues affecting the Richmond Tide Station. The IP modem was rewired to a different battery which should help. Monthly battery replacement is required.
- Advised that the Middle Harbor Park weather station was serviced and a charging problem was repaired. The windbird nosecone assembly was replaced and the station is functioning normally.
- Advised that winch chain replacement is needed for the Amorco current meter.
- Advised that PORTS data is publicly available through NOAA's Tides and Currents website.

## **Public Comment- None**

## **Old Business- None**

## **New Business-**

- Capt. Korwatch advised that the quarterly AMSC meeting is next Tuesday, April 13<sup>th</sup>.
- Linda Scourtis advised that the HSC Plan is being updated and Work Group annual reports are needed.

## **Next Meeting-**

1000-1200, May 13, 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 11:47.

Respectfully submitted:

Capt. Lynn Korwatch



SIGNIFICANT PORT SAFETY AND SECURITY CASES (MARCH 2021)
MARINE CASUALTIES
Allision (02MAR21): A U.S. flag towing vessel allided with the Blackpoint Railroad Bridge in the Petaluma River. Minimal damage was reported for the bridge. Investing Officer to conduct preliminary investigation. Case pends.
Loss of propulsion (05MAR21): A U.S. flag recreational vessel experienced a loss of propulsion while conducting a dead ship tow offshore of Point Reyes, CA. The cause was due to a tow line entanglement which then required a tow separation as well. A COTP order was issued to the vessel requiring repairs and proof of proper operation of the propulsion and associated systems. Satisfactory information was received and reviewed and the COTP order was lifted on 13MAR21. Case closed.
Crewmember Injury (06MAR21): A U.S. flag tank vessel crewmember experienced a right ankle sprain and was deemed not fit for duty. Investing Officer to conduct preliminary investigation. Case pends.
Equipment failure (08MAR21): A U.S. flag ferry vessel experienced a high temp alarm on their starboard engine while transiting the Mare Island Strait. The issue was found to be a broken shaft on the impeller in the pump. The entire pump was replaced. Engine was tested at the dock and underway with satisfactory results. Vessel was cleared to operate. Case closed.
Hull Cracking (16MAR21): A foreign flag bulk carrier took on water at the Richmond terminal. PSC boarded the vessel and noted that the vessel appeared to have a hole and/or crack in the hull, which allowed for water to enter the bilge tank. Another unknown leak was present in the bilge tank, which allowed water ingress into the main engine room bilge. PSC issued an operational control (code 60) to the vessel. Repair proposal was reviewed by the Coast Guard, Class, and Flag. Repairs were made and the deficiency was cleared. A condition of class was placed on the vessel. Case closed.
Allision (19MAR21): A public vessel conducted operational tests at Bay Ship and Yacht in Alameda, CA when it experienced a casualty to the #2 main diesel engine and was unable to unclutch. The casualty caused the vessel to allide with another moored public vessel. No injuries occurred. The point of contact between the two vessels was the vessel's anchor which experienced minor damage. Case pends.
Equipment failure (22MAR21): A U.S. flag ferry vessel reported an electrical wire alarm, while transiting the Mare Island Straits. The vessel submitted a CG-2692. An operational control (code 17) was issued to the vessel. The cause of the issue was a faulty raw water pump. The vessel replaced the raw water pump in kind and the operational control was cleared. Case closed.
Equipment failure (22MAR21): A U.S. flag ferry vessel experienced an overheated port engine while outbound in the Carquinez Straits. An operational control (code 17) was issued to the vessel. The vessel engineers repaired and replaced the injector internal electronics on the cylinder that had the problem. The operational control was cleared. Case closed.
Equipment failure (23MAR21): A foreign flag container ship experienced an overheated engine as they departed Anchorage 9 in the San Francisco Bay. SF Bar Pilot onboard also reported multiple alarms, extremely delayed response times from the engine, and RPM's less than expectations at different propulsion settings. As a precaution, the vessel changed course and safely anchored in temporary Anchorage 8A. Port State Control issued an operational control (code 60) to the vessel. The defective fuel oil high pressure pipe was replaced by ship crew and the engine was tested DEAD SLOW AHEAD and ASTERN, as well as SLOW AHEAD and ASTERN. The undersigned class surveyor reviewed statements from ship crew, supporting photos, and recorded videos. Coast Guard reviewed the survey report and cleared the vessel to depart. Case closed.
Loss of Propulsion (23MAR21): A U.S. flag container ship lost propulsion after disembarking their pilot, while enroute to Honolulu, HI. The vessel was able to regain propulsion and continue its transit. Causative factors of loss of propulsion is unknown at this time. Investigating Officer will conduct preliminary investigation. Case pends.
Loss of Propulsion (27MAR21): A foreign flag chemical tank vessel experienced a loss of propulsion while the vessel was departing Berth 01 in Stockton, CA. Tugs were alongside and immediately assisted the vessel into Berth 14. The cause was thought to be from a flipped switch on the governor. Port State Control issued an operational control (code 60) until the Class Report was received. Port State Control received and reviewed the class report. The code 60 was lifted and vessel was granted permission to get u/w from Stockton. Case closed.
Loss of Propulsion (27MAR21): A U.S. flag ferry vessel experienced a loss of propulsion while transiting the Corte Madera Channel. The cause was a T-Bearing temperature alarm. The ferry experienced other mechanical issues as well. Case pends.
Hull Fracture (28MAR21): A U.S. flagged Ro-Ro Cargo Ship self-reported a fracture in the side shell plate at the aft part of the vessel. The fracture is 115ft above the water line. A domestic marine inspector attended the vessel on 31MAR21. UT shots were conducted in the surrounding areas of the fracture and there were no other fractures identified. Vessel's class society is requiring a temporary repair prior to departure. The vessel plans to lay up for modification after one 14 day trip to Hawaii then complete modifications and conduct permanent repairs to the fractured box structures. ABS will provide all reports of repairs. The classification of the marine casualty is still under investigation. Case pends.
VESSEL SAFETY CONDITIONS
Operational Control (01MAR21): A U.S. flag small passenger vessel was inspected in Alameda, CA and issued an operational control (code 17) because the port main engine emergency shut off was not operable during the Periodic Safety Test Procedure (PSTP) inspection. CG received video of operable emergency stop and cleared the operational control. Case closed.
Operational Control (02MAR21): A U.S. flag small passenger vessel was issued an operational control (code 17) because the vessel was overdue for the 2021 drydock. The vessel conducted a satisfactory drydock exam on 22MAR2021. Case closed.
Operational Control (05MAR21): A U.S. flag small passenger vessel was inspected in Monterey, CA and issued an operational control (code 701) because the vessel's deck had two soft spots in the vicinity of the lazarette hatch and stbd breezeway. The vessel was required to submit a repair proposal with the provisions to strengthen the deck in the two areas and complete the work. The deficiencies
Operational Control (09MAR21): A U.S. flag small passenger vessel was issued an operational control (code 17) because the vessel was overdue for the 2021 drydock and internal structural exam. Case pends.
Operational Control (09MAR21): A U.S. flag small passenger vessel was inspected in Monterey, CA and issued an operational control (code 17) for the following: (1) the vessel's switchboard covers in the port engine room had open wire and posed a shock hazard to the crew (2) the vessel's 110 volt galley outlet does not have a cover and poses a shock hazard to the crew and (3) the vessel's manual fire dampers for the port and starboard engine rooms do not adequately seal. All three repairs were completed to the satisfaction of the Coast Guard. Case closed.
Operational Control (15MAR21): A U.S. flag small passenger vessel was issued an operational control (code 701) because the operator installed new engines and a new generator without the approval of the OCMI. Case pends.
Operational Control (18MAR21): A U.S. flag small passenger vessel was inspected in Richmond, CA and issued an operational control (code 17) because the vessel had an incomplete generator installation. The distribution panel was never installed and the vessel used a jumper cable to tie into vessel's shore power. Case pends.
Operational Control (18MAR21): A U.S. flag small passenger vessel was inspected in San Francisco, CA and issued an operational control (code 17) for the following: (1) ongoing aft cabin removal conversion and (2) outstanding deficiency for overdue annual inspection. Case pends.
Operational Control (22MAR21): A U.S. flag small passenger vessel was issued an operational control (code 17) because the vessel is overdue for the 2021 COI inspection. Case pends.
NAVIGATIONAL SAFETY
Letter of Deviation (LOD), Inop speed log (03MAR2021): A foreign flag tank vessel was issued an Inbound LOD for an inoperable speed log. Satisfactory repairs were conducted. Case closed.
Letter of Deviation (LOD), Inop Gyro Compass (15MAR2021): A foreign flag oil and chemical tanker was issued an Inbound LOD for inoperable gyro compass input to radars. Satisfactory repairs were conducted. Case closed.
Letter of Deviation (LOD), Inop secondary marine radar (15MAR21): A foreign flag bulk carrier was issued an Inbound LOD for an inoperable secondary marine radar. Satisfactory repairs were conducted. Case closed.
SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES
Letter of Warning (02MAR2021): A US Commercial Vessel discharged approximately 10 gallons of red dye diesel into the San Francisco Bay. The owner hired an environmental response company and the source of the pollution was secured. No further discharge. Case Closed.
Civil Penalty (05MAR2021): On 05MAR2021 A Recreational Vessel grounded off of Dillon Beach; conflicting reports estimated between approximately 6,500 gallons of diesel and 0 gallons of diesel remained on board at the time of the incident. A NOFI was issued and enforcement is pending investigation and pollution assessment results. Case Pends.
Letter of Warning (14MAR2021): A recreational vessel sank at the pier in Pittsburg Marina. Approximately 1 gallon of diesel was discharged into the water. The owner hired a salvage company and had the vessel refloated and towed to a boat yard where it was taken out of the water. No further discharge. Case Closed.
Letter of Warning (18MAR2021): A commercial fishing vessel discharged approximately 5 gallons of diesel into the Old Salinas River. Absorbents and sorbent boom was deployed. The source of the pollution was secured and the boat was moved to a boatyard for repairs. No further discharge. Case Closed.
Letter of Warning (20MAR2021): A recreational vessel sank at the Sausalito Yacht Club. An unknown amount of oil was discharged into the water. Absorbents and sorbent booms were deployed. The owner hired a salvage company and had the vessel refloated. No further discharge. Case Closed.



PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
March 2021			
PORT SAFETY CATEGORIES*	Mar-2021	Mar-2020	**3yr Avg
<b>Total Number of Port State Control Detentions:</b>	0	0	0.17
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
<b>Total Number of COTP Orders:</b>	2	2	3.67
Navigation Safety (0), Port Safety & Security (2), ANOA (0)			
<b>Marine Casualties (reportable CG 2692) within SF Bay:</b>	13	9	8.36
Allision (2), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (4), Personnel (1), Other (6), Power (0)			
<b>Total Number of (routine) Navigation Safety issues/Letters of Deviation:</b>	3	0	2.08
Radar (1), Gyro (1), Steering (0), Echo Sounder (0), AIS (0)			
ARPA (0), Speed Log (1), R.C. (0), Other (0)			
<b>Reported or Verified "Rule 9" or other Navigational Rule Violations:</b>	0	0	0.61
<b>Significant Waterway events/Navigation related Cases:</b>	0	0	0.14
<b>Total Port Safety (PS) Cases opened</b>	<b>18</b>	<b>11</b>	<b>15.03</b>
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Mar-2021	Mar-2020	**3yr Avg
U.S. Commercial Vessels	1	0	0.97
Foreign Freight Vessels	0	1	0.19
Public Vessels	1	1	0.67
Commercial Fishing Vessels	1	2	0.86
Recreational Vessels	5	0	5.81
Pollution Discharge Sources (Facilities)	Mar-2021	Mar-2020	**3yr Avg
Regulated Waterfront Facilities	0	0	0.42
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.06
Other Land Sources	1	3	4.11
Mystery Spills - Unknown Sources	4	8	5.17
Number of Pollution Incidents (By Spill Size)	Mar-2021	Mar-2020	**3yr Avg
Spills < 10 gallons	6	6	9.75
Spills 10 - 100 gallons	3	0	1.06
Spills 100 - 1000 gallons	1	1	0.36
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	3	8	7.08
<b>Total Pollution Incidents</b>	<b>13</b>	<b>15</b>	<b>18.25</b>
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Mar-2021	Mar-2020	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	10.00	0.00	12.36
Estimated spill amount from Foreign Freight Vessels	0.00	5.00	0.25
Estimated spill amount from Public Vessels	1.00	2.00	6.29
Estimated spill amount from Commercial Fishing Vessels	5.00	601.00	27.86
Estimated spill amount from Recreational Vessels	0.00	0.00	42.13
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	22.81
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.11
Estimated spill amount from Other Land Sources	77.00	7.00	23.56
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
<b>Total Oil Discharge and/or Hazardous Materials Release (Gallons)</b>	<b>93.00</b>	<b>615.00</b>	<b>135.38</b>
Penalty Actions	Mar-2021	Mar-2020	**3yr Avg
Civil Penalty Cases	1	1	0.11
Notice of Violations	0	0	0.69
Letters of Warning	4	0	4.33
<b>Total Penalty Actions</b>	<b>5</b>	<b>1</b>	<b>5.14</b>
* NOTE: Values represent all cases within the HSC jurisdiction during the period. Significant cases are detailed in the narrative.			
** NOTE: Values represent an average month over a 36 month period for the specified category of information.			

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

**Report of the  
U.S. Army Corps of Engineers, San Francisco District  
April 8, 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 **end of April** and dredging estimated to start beginning of June. **Solicitation currently being advertised on [beta.sam.gov](https://beta.sam.gov). Bids due April 15.**
- b. **Redwood City Harbor** – Planning for the FY21 dredging episode is currently underway with contract award tentatively scheduled for **early May** and dredging estimated to start mid-June. **Solicitation currently being advertised on [beta.sam.gov](https://beta.sam.gov). Bids due April 19.**
- 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 **early July** and dredging estimated to start **mid-August**.
- e. **Sacramento River Deep Water Ship Channel** – Planning for the FY21 dredging episode is currently underway with contract award tentatively scheduled for second **late June** and dredging estimated to start **early July**.
- 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 March 2021 was 90.5 tons. Dillard: 52.5 tons, including 1 abandoned vessel, 1 whale; Raccoon: 10 tons, including 1 abandoned vessel; other boats: 28 tons, including 14 abandoned vessels. Average for March from 2011 to 2020 is 79 tons (Range: 11-231.5).

**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	10	52.5	28	90.5
APR				
MAY				
JUN				
JUL				
AUG				
SEP				
OCT				
NOV				
DEC				

YR TOTAL

314

### March 2021 Debris Removal:



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/>

**Water Resources Development Act (WRDA) of 2020:** 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 starting on March 16 and concluding on April 13 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/](https://www.usace.army.mil/Missions/Civil-Works/Project-Planning/Legislative-Links/wrda_2020/)

## 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 11-15, 2021.

**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 Shoal Channel:** Condition survey of March 24, 2021.  
**Redwood City Harbor:** Condition survey of March 10-11, 2021.  
**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 March 17, 2021.  
**Richmond Outer Harbor (Southampton Shoal):** Condition survey of March 16, 2021.  
**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 March 29, 2021.  
**SF-10 (San Pablo Bay):** Condition survey of March 29, 2021.  
**SF-11 (Alcatraz Island):** Condition survey of April 1, 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.

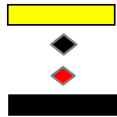
#### Channel Condition Report (CCR):

Attached is the Channel Condition Report (CCR) for all Corps maintained channels dated 5 Apr 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.



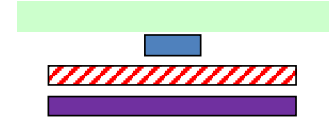
## 2021 O&M DREDGING PLAN\*

Project	Bid Open	Award	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	Estimated CY	Dredge Type	Placement Site				
			FY2021									FY2022										
Oakland Harbor	15-Apr (S)	29-Apr (S)																		1000kcy	Contract Clam Shell	SF-DODS
Redwood City Harbor	19-Apr (S)	3-May (S)																		350kcy 125kcy	Contract Clam Shell	SF-11 Upland
San Joaquin River (Port of Stockton)	18-Jun (S)	2-Jul (S)																	300kcy	Contract Pipeline	Various Upland	
Sacramento River (30 Foot Project)	18-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)	9-Apr (S)														350kcy	WCHC (Portland)	Ocean Beach				
Work Plan Projects																						
Humboldt Interior Channels	N/A	N/A														150kcy	Govt Hopper	HOODS				
<div><div>   </div><div>Solicitation Bid Opening Contract Award Hopper Dredging</div><div><div>Environmental Window Mobilization New SPN Contract Funded for P&amp;S only</div><div>   </div></div></div>																						



Solicitation  
 Bid Opening  
 Contract Award  
 Hopper Dredging

Environmental Window  
 Mobilization  
 New SPN Contract  
 Funded for P&S only



\* Program execution is based on the FY21 Workplan plus FY20 Carryover.

Date of Last Update:

4/5/2021

# REPORT OF CHANNEL CONDITIONS

## 400 FEET WIDE OR GREATER

Page 1 of 1  
Date 4/5/2021

[illegible]

# REPORT OF CHANNEL CONDITIONS

## 400 FEET WIDE OR GREATER

Page 1 of 1  
Date 4/5/2021

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 HUMBOLDT BAY 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)				
Humboldt Bay Bar and Entrance Channel	01-29-2021	500 2113	2.60	48	27.1	36.9	38.3	35.1
Humboldt Bay Eureka Channel	02-06-2021	400 416	1.69	26	3.1	4.4	13.7	7.3
Humboldt Bay Fields Landing Channel	02-04-2021	300 770	2.35	26	13.4	27.0	25.6	19.5
Humboldt Bay North Bay Channel	02-02-2021	400 657	3.04	38	33.6	35.4	34.3	22.9
Humboldt Bay Samoa Channel	02-07-2021	400 1000	1.83	38	33.2	34.8	34.8	18.1

Page 1 of 1  
Date 4/5/2021

ENG FORM 4020-R, NOV 1990



Page 1 of 1  
Date 4/5/2021

ENG FORM 4020-R, NOV 1990

Page 1 of 1  
Date 4/5/2021

ENG FORM 4020-R, NOV 1990

# REPORT OF CHANNEL CONDITIONS

## 400 FEET WIDE OR GREATER

Page 1 of 1  
Date 4/5/2021

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	6	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

Page 1 of 1  
Date 4/5/2021

ENG FORM 4020-R, NOV 1990



Page 1 of 1  
Date 4/5/2021

ENG FORM 4020-R, NOV 1990

Page 1 of 1  
Date 4/5/2021

ENG FORM 4020-R, NOV 1990

Page 1 of 1  
Date 4/5/2021

ENG FORM 4020-R, NOV 1990

Page 1 of 1  
Date 4/5/2021

ENG FORM 4020-R, NOV 1990



Page 1 of 1  
Date 4/5/2021

ENG FORM 4020-R, NOV 1990

Page 1 of 1  
Date 4/5/2021

ENG FORM 4020-R, NOV 1990

Page 1 of 1  
Date 4/5/2021

ENG FORM 4020-R, NOV 1990



---

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@sfnx.org](mailto:hsc@sfnx.org)

---

## San Francisco Clearinghouse Report

April 8, 2021

- ✎ In March the clearinghouse did not contact OSPR regarding any possible escort violations.
- ✎ In March 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 March there were 73 tank vessel arrivals; 15 ATBs, 7 Chemical Tankers, 10 Chemical/Oil Tankers, 21 Crude Oil Tankers, 11 Product Tankers, and 9 Tugs with Barges.
- ✎ In March there were 210 total vessel arrivals.

# San Francisco Bay Clearinghouse Report For March 2021

## San Francisco Bay Region Totals

	<u>2021</u>		<u>2020</u>	
Tanker arrivals to San Francisco Bay	49		78	
ATB arrivals	15		13	
Barge arrivals to San Francisco Bay	9		15	
Total Tanker and Barge Arrivals	73		106	
Tank ship movements & escorted barge movements	249		338	
Tank ship movements	125	50.20%	176	52.07%
Escorted tank ship movements	95	38.15%	138	40.83%
Unescorted tank ship movements	30	12.05%	38	11.24%
Tank barge movements	124	49.80%	162	47.93%
Escorted tank barge movements	21	8.43%	29	8.58%
Unescorted tank barge movements	103	41.37%	133	39.35%

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

Escorts reported to OSPR 0 0

<b>Movements by Zone</b>	<b>Zone 1</b>	<b>%</b>	<b>Zone 2</b>	<b>%</b>	<b>Zone 4</b>	<b>%</b>	<b>Zone 6</b>	<b>%</b>	<b>Total</b>	<b>%</b>
Total movements	151		242		0		110		503	
Unescorted movements	85	56.29%	129	53.31%	0	0.00%	52	47.27%	266	52.88%
Tank ships	68	45.03%	101	41.74%	0	0.00%	43	39.09%	212	42.15%
Tank barges	17	11.26%	28	11.57%	0	0.00%	9	8.18%	54	10.74%
Escorted movements	66	43.71%	113	46.69%	0	0.00%	58	52.73%	237	47.12%
Tank ships	65	43.05%	93	38.43%	0	0.00%	48	43.64%	206	40.95%
Tank barges	1	0.66%	20	8.26%	0	0.00%	10	9.09%	31	6.16%

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	143		723	
ATB arrivals	36		165	
Barge arrivals to San Francisco Bay	32		143	
Total Tanker and Barge Arrivals	211		1,031	
Tank ship movements & escorted barge movements	726		3,467	
Tank ship movements	351	48.35%	1,774	51.17%
Escorted tank ship movements	258	35.54%	1,383	39.89%
Unescorted tank ship movements	93	12.81%	391	11.28%
Tank barge movements	375	51.65%	1,693	48.83%
Escorted tank barge movements	71	9.78%	253	7.30%
Unescorted tank barge movements	304	41.87%	1,440	41.53%

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

Escorts reported to OSPR 0 0

<b>Movements by Zone</b>	<b>Zone 1</b>	<b>%</b>	<b>Zone 2</b>	<b>%</b>	<b>Zone 4</b>	<b>%</b>	<b>Zone 6</b>	<b>%</b>	<b>Total</b>	<b>%</b>
Total movements	432		703		0		289		1,424	
Unescorted movements	231	53.47%	384	54.62%	0	0.00%	149	51.56%	764	53.65%
Tank ships	188	43.52%	293	41.68%	0	0.00%	130	44.98%	611	42.91%
Tank barges	43	9.95%	91	12.94%	0	0.00%	19	6.57%	153	10.74%
Escorted movements	201	46.53%	319	45.38%	0	0.00%	140	48.44%	660	46.35%
Tank ships	180	41.67%	252	35.85%	0	0.00%	122	42.21%	554	38.90%
Tank barges	21	4.86%	67	9.53%	0	0.00%	18	6.23%	106	7.44%

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  
April 2021**

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

NOAA's Marine Debris Program continues to host 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).

The next session is April 28, 2021, at noon Pacific Time. One of the presenters will be Curtis Havel, Harbormaster - Richardson Bay Regional Agency.

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

**Voluntary Vessel Speed Reduction (VSR) Zones in California**

In 2020, NOAA and the USCG issued voluntary VSR requests in California for all vessels 300 gross registered tons (GRT) or larger to reduce speeds to 10-knots when transiting within the designated VSR zones. These VSR requests were broadcast in the USCG Local Notice to Mariners on a weekly basis, over NOAA Weather Radio and through shipping industry email lists.

NOAA's analysis of 2020 AIS data for all vessels 300 gross registered tons or more showed a 64% level of cooperation with the 10-knot speed request in the San Francisco Bay Region VSR zone and 54% in the southern California VSR zone. Over the last ten years there have been 43 confirmed vessel strikes on endangered blue, fin, humpback and sei whales recorded off California, and research estimates that confirmed ship strikes represent a small fraction of actual ship strikes. Total fleet cooperation with these VSR requests will further reduce the risk of fatal ship strikes on endangered whales.

Below is a copy of the letter signed by USCG and NOAA describing this year's VSR that will run from May 15 through November 15.

## **National Weather Service**

Seasonal “normal” weather conditions. As we look ahead into next week, ridging becomes more amplified over the Eastern Pacific which could nudge daytime highs up a few degrees by next Tuesday. Otherwise, we are not expecting significant changes and this also means that the forecast will remain dry into early next week.

Offshore marine forecast shows a moderate northwest wave train generated off the Pacific Northwest will move across the coastal waters through the weekend. Very steep fresh northwest seas are expected this weekend which are hazardous to small craft vessels.

## **END OF REPORT**

Submitted by  
Jeffrey Ferguson  
California Navigation Manager  
NOAA's Office of Coast Survey  
[jeffrey.ferguson@noaa.gov](mailto:jeffrey.ferguson@noaa.gov)



March 31, 2021

To: All Mariners

The National Oceanic and Atmospheric Administration (NOAA) with support from the United States Coast Guard (USCG) annually issues voluntary vessel speed reduction (VSR) requests that go into effect May 1 off of San Francisco and May 15 off of southern California; please see the attached charts. The goal of these seasonal voluntary VSR zones is to reduce the risk of fatal ship strikes to endangered blue, fin, and humpback whales within and near Greater Farallones, Cordell Bank, Monterey Bay, and Channel Islands national marine sanctuaries. These species are protected under the Federal Endangered Species Act (16 U.S.C. 1538 et seq.), the Marine Mammal Protection Act (16 U.S.C. 1361 et seq.), and the National Marine Sanctuaries Act (16 U.S.C. 1431 et seq.). Any unauthorized take of whales, even if unintentional, by vessels transiting in U.S. waters violates federal statutes.

NOAA and the USCG request that all vessels 300 gross registered tons (GRT) or larger reduce speeds to 10-knots when transiting within the designated VSR zones. We request your cooperation with the voluntary VSR to protect whales that annually migrate to their summer and fall feeding areas. All transits by vessels 300 GRT or larger are analyzed by NOAA via Automated Information System (AIS) data provided by the USCG to assess the industry's cooperation.

NOAA and the USCG are committed to the long-term protection of nationally significant marine resources by enhancing marine safety and environmental awareness in the maritime community. We encourage vessel crews to report whale sightings through the Whale Alert App (<http://www.whalealert.org>). If you have questions please contact Sean Hastings, (805) 893-6424, [sean.hastings@noaa.gov](mailto:sean.hastings@noaa.gov). NOAA and the USCG commends your commitment to protecting endangered and threatened whales by cooperating with the 10-knot VSR requests as we strive for a goal of 100% cooperation in 2021 off of San Francisco and southern California.

A handwritten signature in blue ink, reading "William J. Douros".

William J. Douros, Regional Director  
NOAA's Office of National Marine Sanctuaries  
West Coast Region

A handwritten signature in blue ink, reading "Barry A. Thom".

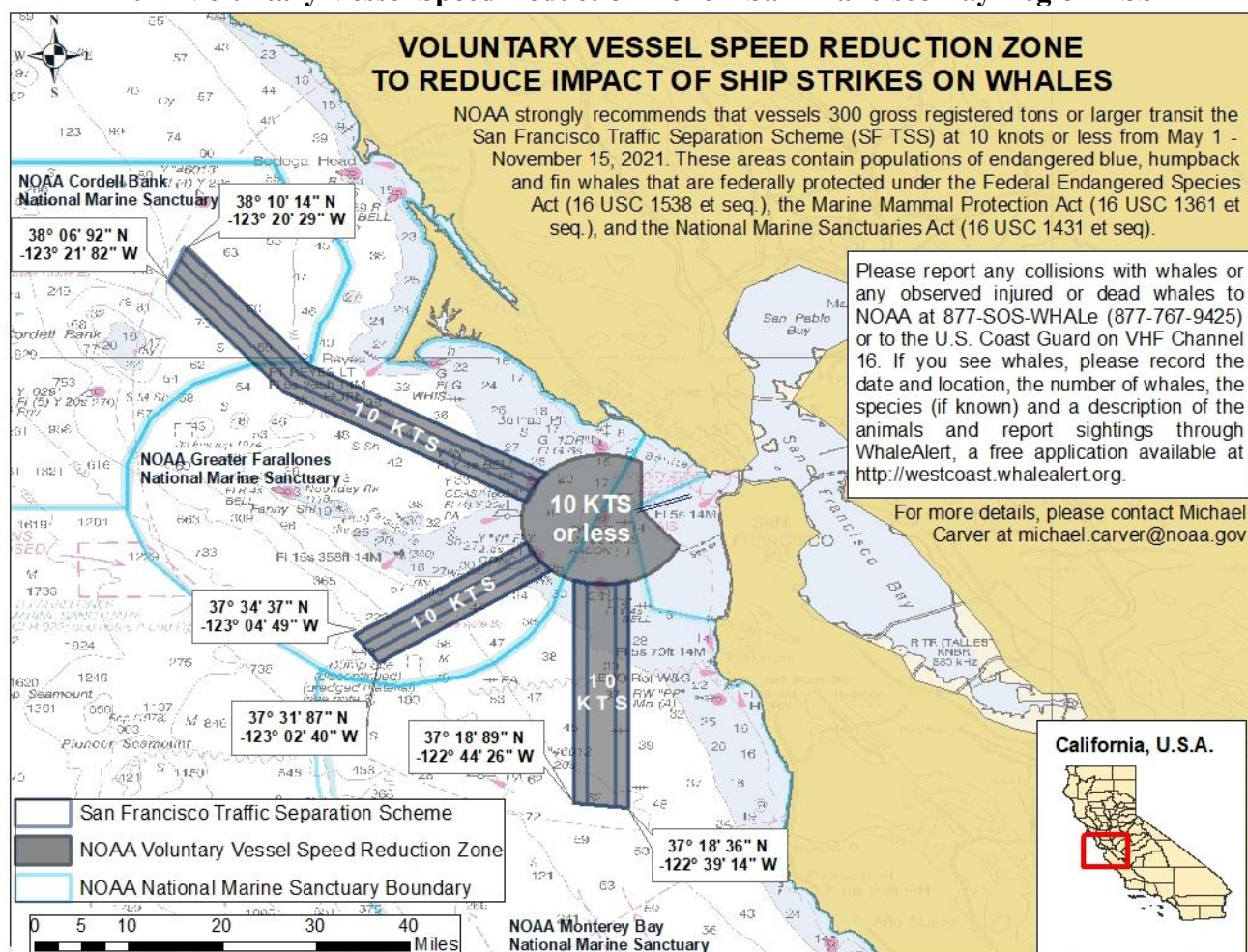
Barry A. Thom, Regional Administrator  
NOAA's National Marine Fisheries Service  
West Coast Region

A handwritten signature in blue ink, reading "Brian K. Penoyer".

Brian K. Penoyer, Rear Admiral  
U.S. Coast Guard  
District Eleven



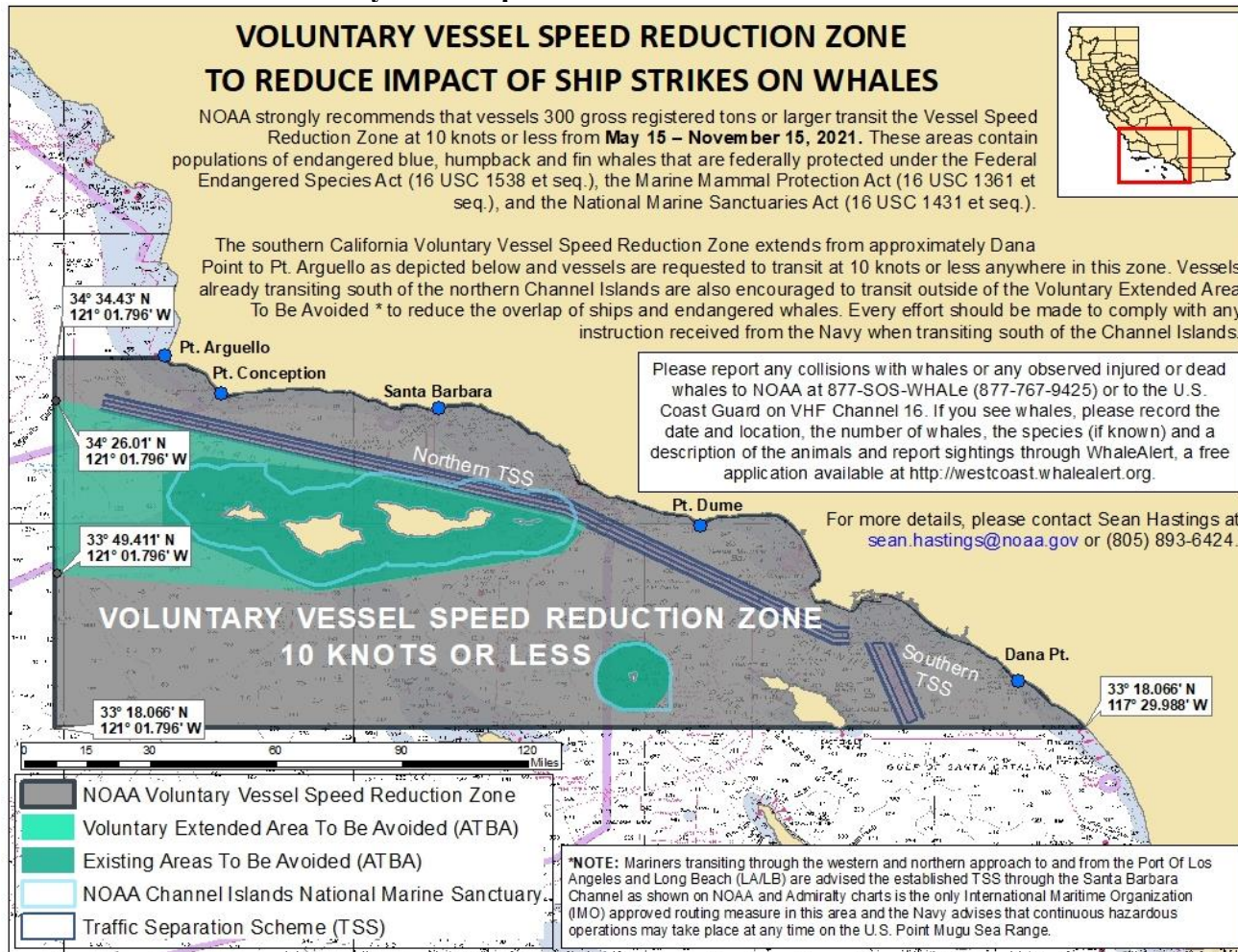
## 2021 Voluntary Vessel Speed Reduction Zone – San Francisco Bay Region TSS







## 2021 Voluntary Vessel Speed Reduction Zone – Southern California





## CALIFORNIA STATE LANDS COMMISSION

### HARBOR SAFETY COMMITTEE MONTHLY REPORT - MARCH COMPARISON

#### VESSEL TRANSFERS

	Total Transfers	Total Vessels Monitored	Total Transfers Percentage
MARCH 1 - 31, 2020	209	57	27.27
MARCH 1 - 31, 2021	174	28	16.09

#### CRUDE OIL / PRODUCT TOTALS

	Crude Oil ( D )	Crude Oil ( L )	Overall Product ( D )	Overall Product ( L )	GRAND TOTAL
MARCH 1 - 31, 2020	15,386,000	0	19,052,392	8,001,082	27,053,474
MARCH 1 - 31, 2021	10,562,752		15,220,872	5,746,905	20,967,777

#### OIL SPILL TOTAL

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

## FIRE SOURCES:

According to BoatUS Marine Insurance, the top five causes for boat fires are:

**Off-Boat Sources:** Fires that start from marinas, other boats, storage facility, a house, or a garage. Every boat owner has a responsibility to prevent boat fires by keeping property around boats safe.

**Engine Electrical:** Wiring harnesses & starters on boats can be a source for boats over 25 years old. Consider replacing old, original wires to maintain good condition.

**Other DC Electrical:** The most common cause of fires are battery-related, from operator, error from improper connection. Check for proper battery cable connections while looking for loose connections, chafed cables, & old battery switches. On older outboards, voltage regulators is the most common cause of fire. Replace the regulators to reduce failure rate on older outboards.

**AC Electrical:** Appliances such as air conditioning, microwaves, space heaters, etc. increases fire risk onboard. Use marine-grade power cords with proper adapters & regular inspection to minimize fire risks from marina pedestals & shore-power inlet, on the boat.

**Other Engine:** Overheating from blocked water intake, exhaust fire from impeller failures due to age or sediment can lead to engine fires onboard. Replace impellers often and after any grounding.

## BOAT FIRE SAFETY TIPS

With the recent increase of boat fires onboard vessels and at marinas, Sector Los Angeles-Long Beach encourages our local boating community to be aware of and remain vigilant against fires, through active prevention and mitigation.

Over the last three months, we have observed a small increase in recreational vessel fires at local marinas. Since January 22nd, we have been notified of four separate fire incidents, which damaged a total of 13 vessels and three individuals were injured as a result.

Preliminary investigations into each case has shown a trend of poor maintenance practices and unattended electronics as cause for the incidents.

Fire safety precautions are especially important in live-aboard, marina communities, and for occupants with limited escape routes during an emergency.



## HOW TO BE PREPARED:

### On the Boat:

- Install smoke & carbon monoxide alarms to alert occupants to a fire.
- Have a fire emergency plan & practice it.
- Inspect electrical wiring, connections, cords, & battery-charging equipment for proper installation & good condition.
- Have appropriate fire extinguishers & make sure they are easily accessible.
- Check cooling & exhaust systems; make sure they work properly.
- Turn off portable heaters when you leave the boat or go to sleep.
- Do not place propane tanks near space heaters.
- Use only certified chargers for electronic devices & don't overload power outlets.
- Adhere to ABYC compliance for electrical installations.

### At the Marina:

- Ask about the types of fire & emergency features at the marina; including smoke alarms & fire suppression equipment.
- Know where the fire extinguishers are located & how to escape.
- Smoke only in designated areas away from any fuel-filling or storage areas.
- Inspect shore power connections for any obvious signs of damage or improper installations.
- Know how to contact help.

Source: [www.usfa.fema.gov](http://www.usfa.fema.gov)

The overarching goal of this flyer, from Sector LA-LB, is to educate the boating community because:

1. The Coast Guard's number one priority is safety of life at sea.
2. It is the Coast Guard's responsibility to uphold federal law to ensure safety of life at sea and to protect the marine environment. Part of enforcing those laws and protections is by sharing information with the boating community for awareness and relationship building.
3. The Coast Guard must uniformly apply and enforce regulations to ensure fairness to all.



If you believe you have encountered a fire hazard, you can assist by contacting your local fire department and providing the following:

- A detailed description of the situation
- Photographs of the of the situation
- Your contact information and location



To request a Vessel Safety Check (VSC), please visit the CG Auxiliary National Website at: [www.cgaux.org](http://www.cgaux.org)

If in doubt, or if you have any other questions, contact the United States Coast Guard with your concerns:

USCG Sector LA-LB  
Incident Management Division  
(310) 521-3780

## SAFETY TIPS



### Boat Fire Safety Tips

