

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, 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.

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- 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 6th. 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/.
- 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.

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- 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 26th. 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 1st 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 26th and public comment is open until April

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27th. 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 6th. 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).

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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 13th.
- 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 11ft 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
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	3.67
Navigation Safety (0), Port Safety & Security (2), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	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)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	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)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	0	0	0.61
Significant Waterway events/Navigation related Cases:	0	0	0.14
Total Port Safety (PS) Cases opened	18	11	15.03
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
Total Pollution Incidents	13	15	18.25
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
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	93.00	615.00	135.38
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
Total Penalty Actions	5	1	5.14

* 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. 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. 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/

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	FY2021												FY2022		Estimated CY	Dredge Type	Placement Site	
			FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB					
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

	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: 4/5/2021

**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	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



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

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

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
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

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
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 (ADV's).

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

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 Manger
NOAA's Office of Coast Survey
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. 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.

Handwritten signature of William J. Douros in blue ink.

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

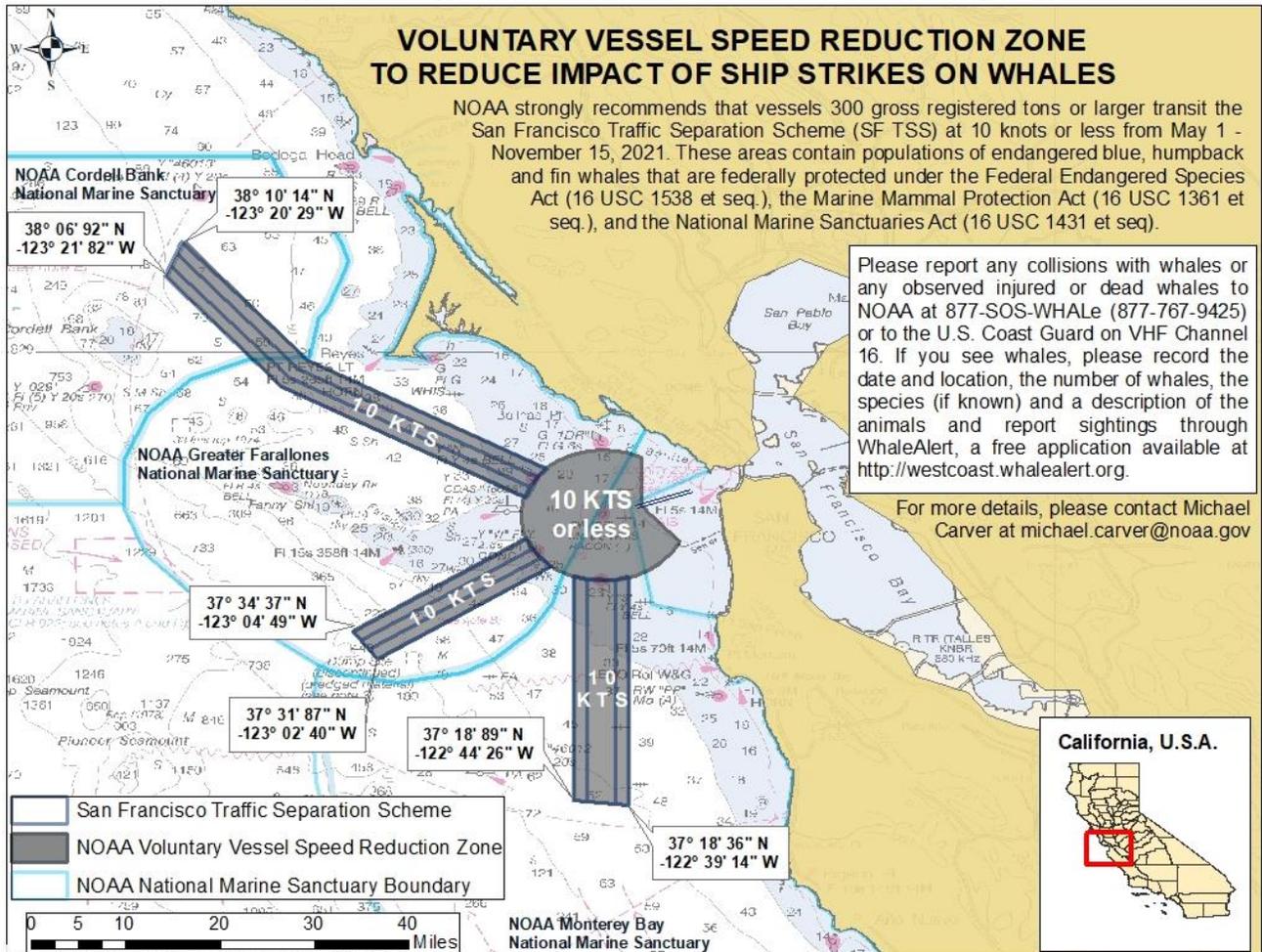
Handwritten signature of Barry A. Thom in blue ink.

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

Handwritten signature of Brian K. Penoyer in blue ink.

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

VOLUNTARY VESSEL SPEED REDUCTION ZONE TO REDUCE IMPACT OF SHIP STRIKES ON WHALES

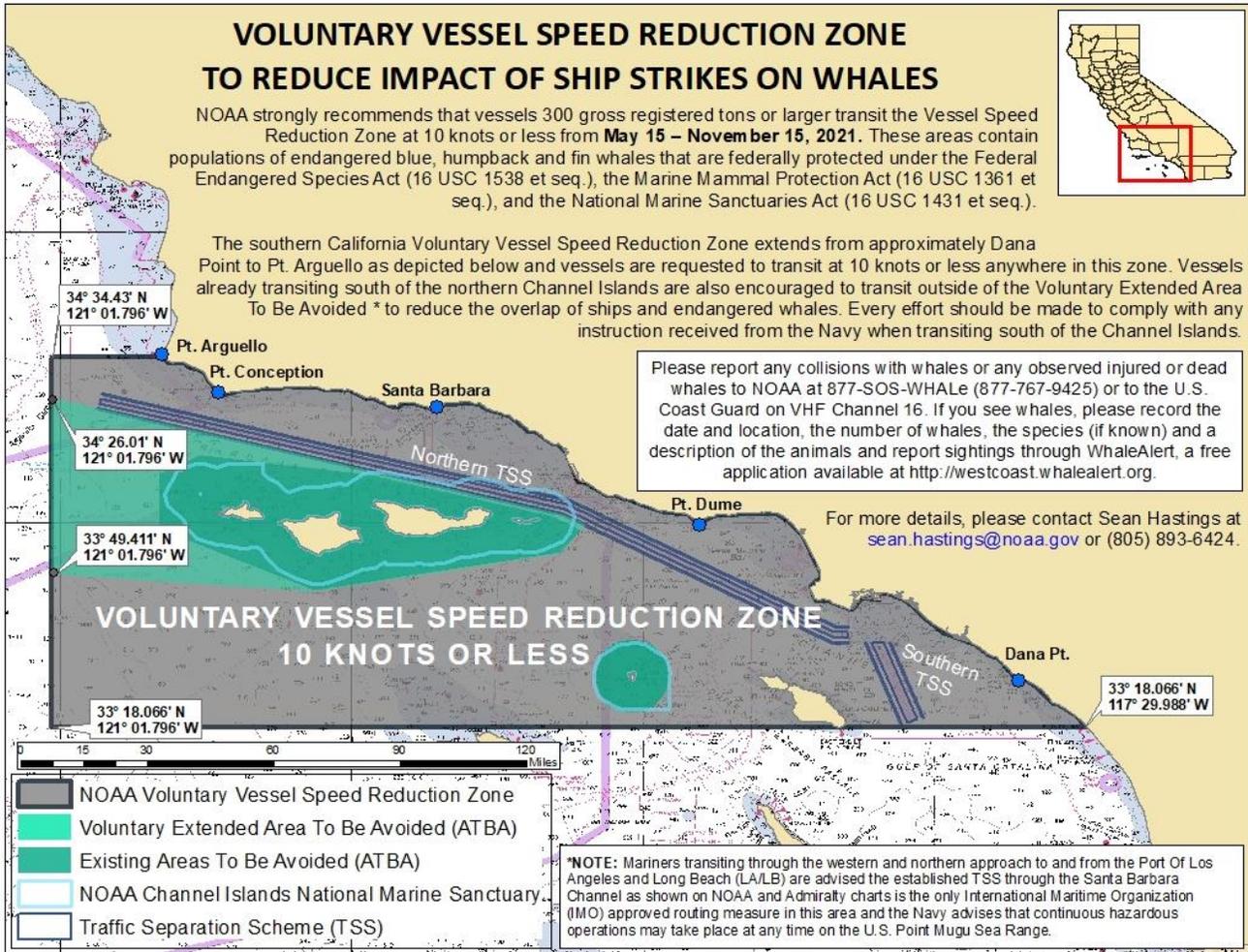
NOAA strongly recommends that vessels 300 gross registered tons or larger transit the Vessel Speed Reduction Zone at 10 knots or less from **May 15 – November 15, 2021**. These areas contain populations of endangered blue, humpback and fin whales that are federally protected under the Federal Endangered Species Act (16 USC 1538 et seq.), the Marine Mammal Protection Act (16 USC 1361 et seq.), and the National Marine Sanctuaries Act (16 USC 1431 et seq.).



The southern California Voluntary Vessel Speed Reduction Zone extends from approximately Dana Point to Pt. Arguello as depicted below and vessels are requested to transit at 10 knots or less anywhere in this zone. Vessels already transiting south of the northern Channel Islands are also encouraged to transit outside of the Voluntary Extended Area To Be Avoided * to reduce the overlap of ships and endangered whales. Every effort should be made to comply with any instruction received from the Navy when transiting south of the Channel Islands.

Please report any collisions with whales or any observed injured or dead whales to NOAA at 877-SOS-WHALE (877-767-9425) or to the U.S. Coast Guard on VHF Channel 16. If you see whales, please record the date and location, the number of whales, the species (if known) and a description of the animals and report sightings through WhaleAlert, a free application available at <http://westcoast.whealalert.org>.

For more details, please contact Sean Hastings at sean.hastings@noaa.gov or (805) 893-6424.





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.

*Maritime Safety Concerns with the
Draft EIR for the Oakland A's Proposed
Stadium Project at Howard Terminal*

April 8, 2021
Harbor Safety Committee

Mike Jacob
Vice President & General Counsel
Oakland, CA



The Oakland A's Proposed Development
at Howard Terminal of a Baseball
Stadium, 3000 Housing Units, 1.5
million Square Feet of Office Space,
Hotel, Retail, and Public Spaces
Presents Inherent Conflicts with the
Working Industrial Seaport and
Navigational Channels Surrounding the
Howard Terminal.



BIG

HOWARD TERMINAL SITE TODAY

OAKLAND ATHLETICS HOWARD TERMINAL APRIL 5, 2021 2



BIG
BIG BROS
FIELD
OPERATIONS

PREVIOUS HOWARD TERMINAL
PREVIOUS BALLPARK & SKYLINE



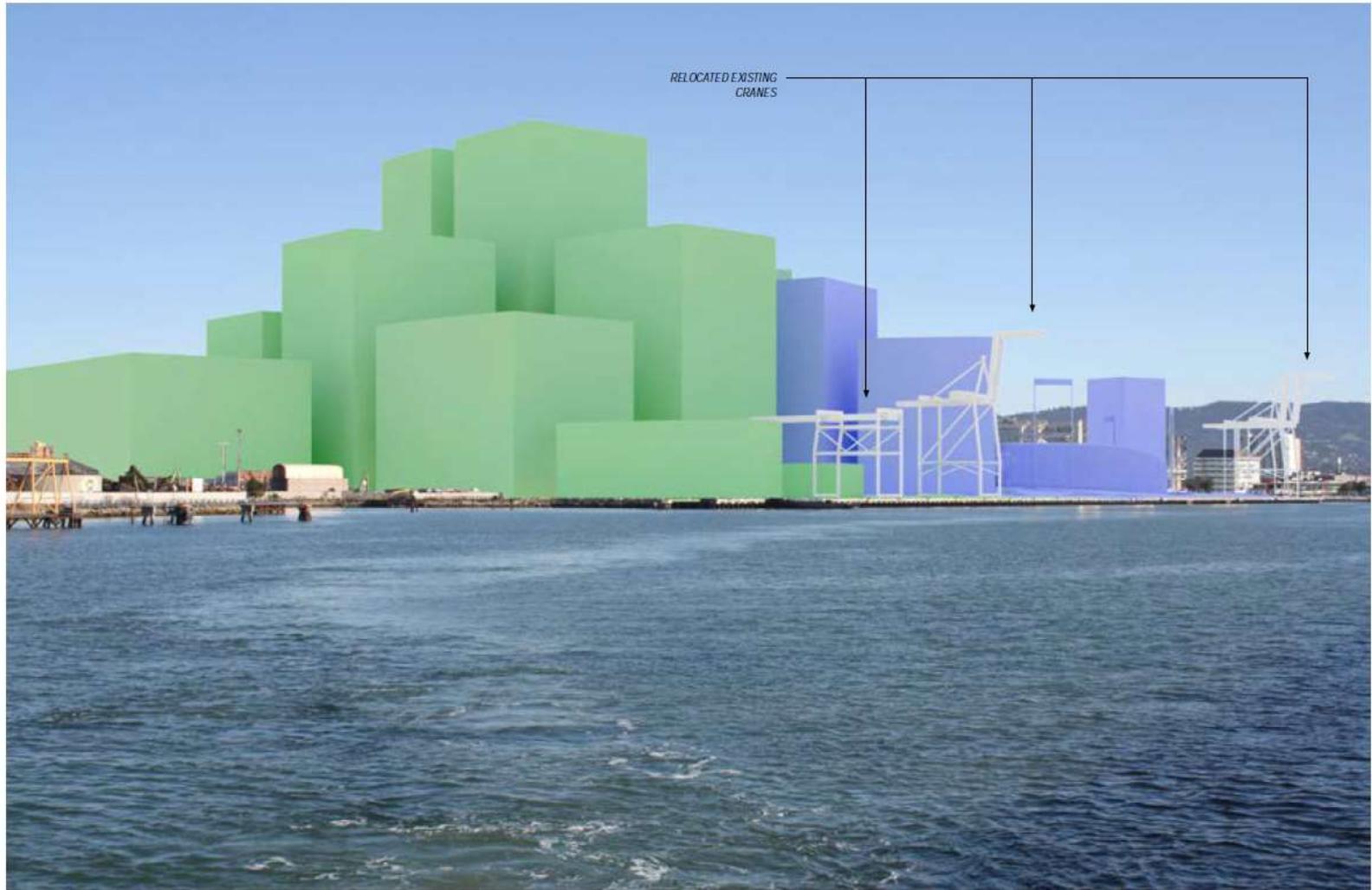
BIG
JAMES
CORNER
FIELD
OFFICES

HOWARD TERMINAL
CURRENT BALLPARK & SKYLINE

OAKLAND ATHLETICS HOWARD TERMINAL | APRIL 5, 2021 | 7



EXISTING



RELOCATED EXISTING
CRANES

FULL BUILDOUT

City of Oakland is the Lead Agency for Environmental Impact Report (EIR) preparation under the California Environmental Quality Act (CEQA).

The City released the Draft EIR on February 26, 2021. Comments are due to the City by April 27, 2021.

This is the only opportunity that the public has to comment on the adequacy and accuracy of the Environmental Impact Report. The City will not accept comments and will not incorporate answers or respond to suggestions to improve the project EIR after April 27th.

We recommend that the Harbor Safety Committee submit comments which identify areas of inadequacy and inaccuracy to the City of Oakland with respect to potential issues of maritime safety.

It is incumbent on the Maritime Community to take the opportunity to address and identify all increased risks and related negative impacts on maritime safety to the City at the Draft EIR stage.

Given the wide cross-section of maritime industry stakeholders represented, the expertise at the table, and the forum for consensus on safety issues exclusive of commercial interests, the Harbor Safety Committee is a leading voice for identifying risks and impacts.

Specifically, given the short timeline at hand, HSC should consider directing the submission of comments to the DEIR which express concern with the adequacy of the project and proposed mitigation measures which it finds result in increased risks to safe navigation when compared to current conditions in the Oakland Estuary and San Francisco Bay.

In other words, HSC should identify when, where and how a risk factor is possible to change in any way compared to the status quo if this project moves forward. These should consider submitting all concerns in a comment letter before the end of the public comment period.

Potential Maritime Safety Issues Discussed in the Draft EIR:

- Maintaining Clear and Controlled Navigational Channels and Turning Basin for Commercial Traffic
- Minimizing Recreational Vessel Interactions in Estuary and Turning Basin
- Stadium Lighting Impacts on Safe Vessel Operations
- Building Glare Impacts on Safe Vessel Operations
- Fireworks Impacts on Safe Vessel Operations
- Maintaining Inner Harbor Turning Basin Expansion Option (“Maritime Reservation Scenario”)

- Maintaining Clear and Controlled Navigational Channels and Turning Basin for Commercial Traffic
- Minimizing Recreational Vessel Interactions in Estuary and Turning Basin

Draft EIR (4.10-36) acknowledges these inherent conflicts:

possible, which reduces, but does not eliminate, the potential for conflict with recreational users in this area. If recreational boaters increase activity, including congregating or anchoring during ballgames, in the channel and turning basin, this could result in a fundamental conflict between the proposed Project and adjacent or nearby water-based uses, including maritime navigation and ferry transit, resulting in the need for mitigation. More specifically, if recreational watercraft are present in adjacent and nearby federal waterways, including the Inner Harbor Turning Basin, or if there is a risk of recreational watercraft impeding the safe transit of commercial ship traffic due to Project activities, a ship's Bar Pilot, in protecting the public, is likely to delay a vessel transit until recreational watercraft are no longer a safety concern. In addition to the vessel directly affected, delays can result in: (a) canceled and rescheduled truck appointments to pick up and drop off containers; (b) delays in subsequent truck appointments for other ships while time is made up for the first ship; (c) delays in the ship's departure from Oakland and arrival at its next port of call; and (d) fees and penalties on terminal operators associated with the delays. If substantial or recurring, these disruptions would create transportation inefficiencies that could require several days or more to return the Port to normal operations and ultimately lead to the risk of shipping companies terminating their business with the Port.

Mitigation Measure LUP-1a: Boating and Recreational Water Safety Plan and Requirements.

The Project sponsor shall develop a protocol for boating and water recreation around the Project site with the approval of the City of Oakland and the Port of Oakland, the San Francisco Bay Area Water Emergency Transportation Authority, the Harbor Safety Committee of the San Francisco Bay Region, and the United States Coast Guard.

The protocol shall specify measures intended to minimize conflicts with maritime navigation resulting in safety hazards and ship delay, and shall be implemented prior to and during baseball games, concerts, and other large events (as defined in the TMP) scheduled at the ballpark or the Waterfront Park. The protocol shall include, but shall not be limited to, the following requirements:

1. Installation and maintenance of signs along the wharf informing recreational watercraft of the prohibition on docking and anchoring adjacent to the Project site, including the wharf adjacent to the Project site;
2. Water-based patrols by the Oakland Police Department during and reasonably prior and subsequent to, all baseball games, concerts, and other large events (as defined in the TMP) at the ballpark or the Waterfront Park, sufficient to remove any boating and water recreation activity that is not in compliance with all the applicable laws, regulations, and rules governing navigation in the shipping channel or in the turning basin, as well as ensuring that no such boating or water recreation activity loiters, anchors, or otherwise impedes maritime navigation;
3. Procedures for response to water-related emergencies adjacent to the Project site during all baseball games, concerts, and other large events (as defined in the TMP) at the ballpark or the Waterfront Park; and
4. Communications by the Project sponsor to its guests, customers, and the public regarding this protocol through communicating on (without limitation) its websites and on communications to those who have purchased entry to ballpark events.

The Project sponsor shall solely fund the cost of all of the above requirements, including the incremental cost of the additional water-based OPD patrols.

The Project sponsor, the City of Oakland, and the Port of Oakland (collectively, the “Approving Parties”) shall reach agreement on a protocol achieving all of these requirements prior to the issuance of a certificate of occupancy and Port Building Permit for the ballpark. During the opening baseball season in which games are played in the ballpark, the Approving Parties shall meet at least monthly to review the effectiveness of the protocol in preventing non-compliant boating activity, shipping delays, and water safety hazards. After this opening baseball season, the Approving Parties shall continue to meet monthly to review the effectiveness of the protocol unless less frequent meetings are mutually agreed upon. Additionally, the Approving Parties shall review annually the number of OPD warnings and citations, safety incidents, and water-related emergency responses to ensure that the safety measures are effective.

The Approving Parties shall make good faith efforts to regularly revise the initial protocol based on the effectiveness and feasibility of the protocol in preventing non-compliant boating activity, shipping delays, and water safety hazards. If the Approving Parties cannot mutually agree to revise the protocol to ensure that it effectively prevents non-compliant boating activity, shipping delays, and water safety hazards within 30 days of first making such efforts, then the Port may require additional operational safety measures that are similar to those listed in the initial protocol, including measures such as increased water-based patrols or enhanced signage, which shall be promptly implemented by Project sponsor at Project sponsor’s sole cost.

Concerns With Mitigation Measure LUP-1a:

- Harbor Safety Committee, USCG and WETA are listed as being included in Safety Plan and Protocol development but are not “Approving Parties” included in Protocol review or implementation. Only “Approving Parties” are the City, the Port, and the A’s.
- City and A’s after the opening baseball season may reduce OPD patrols without any further input, notice, or safety feedback. Any Port objections are limited to re-imposition of initial protocols only.
- OPD patrols only provided based on game and event schedules at the ballpark or waterfront park, but project is intended to create 24/7/365 waterfront access and uses. A’s are not responsible for additional patrols.
- Communications with the Recreational Boating focused on “Anchoring” prohibition instead of problematic “loitering” enforcement needs
- No restrictions on A’s team marketing to promote future conflicts which have already been disclosed (i.e. the A’s creation of “fan flotillas” and a “party barge”)

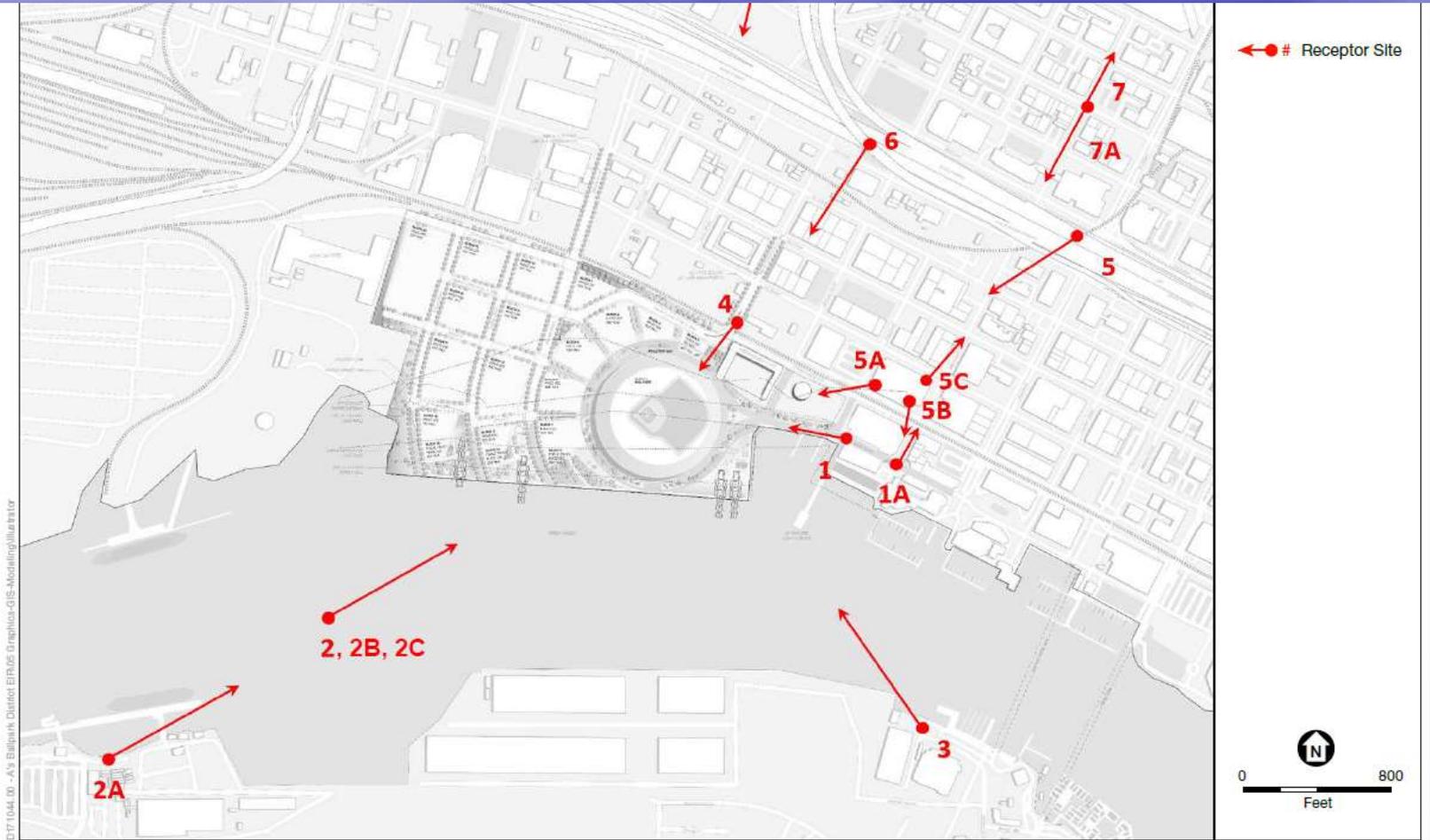
Concerns With Mitigation Measure LUP-1a: (cont'd)

- No provision for imposition of safety zones, security zones or restricted navigational areas for OPD pier and security assets outside of the main navigational channel but proximate to where recreational vessels are likely to loiter and congregate
- No provision for imposition of safety zones or security zones or restricted navigational areas for Ferry terminal and Ferry routes
- No discussion of needs to maintain navigational security in the event of MARSEC levels 2 or 3 with respect to vessel or terminal assets
- Presumption that there are no impacts on Ferry schedules or Ferry landing accessibility
- Lack of evaluation of different event likelihoods to result in different vessel traffic patterns – concerts and fireworks likely to draw both highest concentration of vessels and highest concentration of vessels after dark – and requirements of needs for special permits

➤ Stadium Lighting Impacts on Safe Vessel Operations

Draft EIR (4.10-39-43) acknowledges the need to reduce impacts of ballpark lighting which might impair safe vessel navigation:

navigation. During the EIR scoping process, the City received comments requesting that the EIR analyze the potential effects of light and glare on maritime navigation. For example, the Port of Oakland stated that the EIR should “evaluate the impacts of lighting on navigational safety in the Inner Harbor” and should “identify mitigation measures, including design and operational restrictions relating to light and glare interference, to allow safe vessel navigation in the federal channels in compliance with all applicable standards, such as the Port of Oakland Exterior Lighting Policy.” (Port of Oakland Comments on Waterfront Ballpark NOP of DEIR, p. 10 (January 7, 2019).)¹² Due to the sensitivity of surrounding uses, including use of the nearby turning basin by vessels, a quantitative light and glare analysis was prepared by HLB Lighting Design (2020) (**Appendix AES**).



SOURCE: HLB Lighting Design

Oakland Waterfront Ballpark District Project

Figure 4.1-21
Light and Glare Receptor Locations

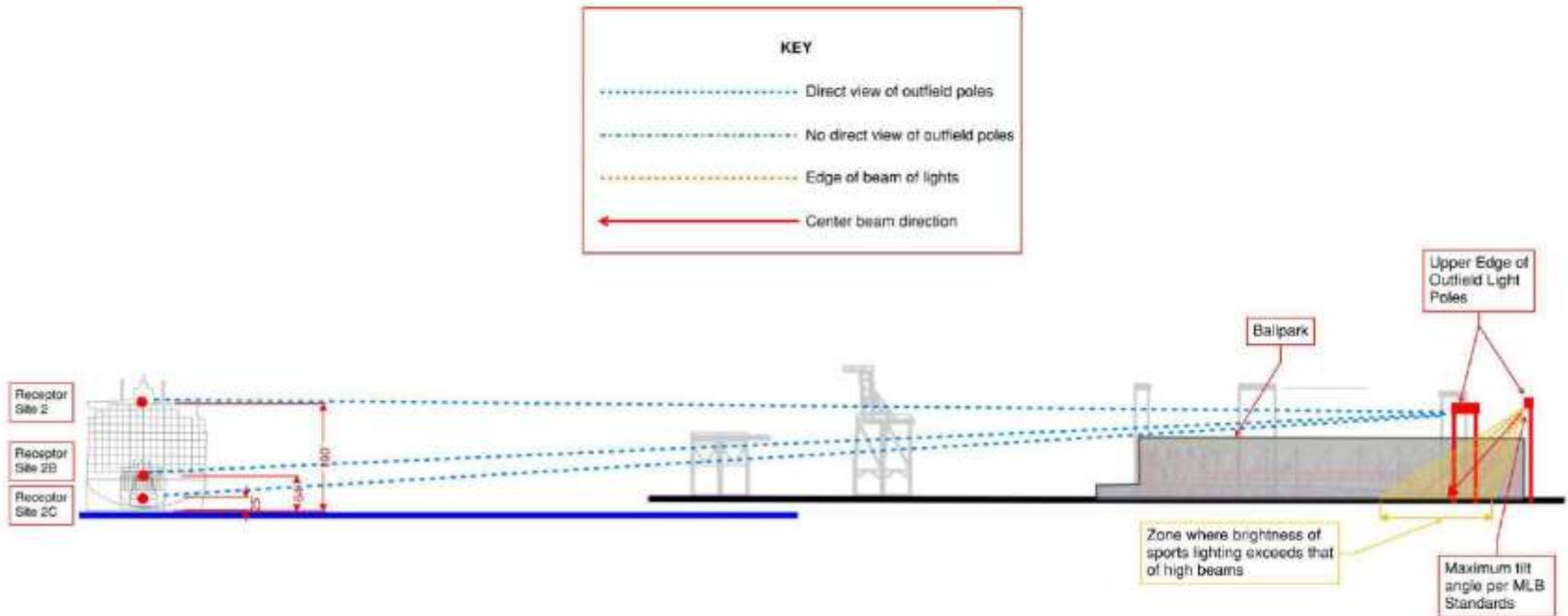


Figure 4.10-7
Section Showing the Line-of-Site Between Receptor Locations 2, 2B, and 2C and the Proposed Project Outfield Lighting Fixture

In summary, the anticipated glare at the turning basin receptor sites from the proposed ballpark lighting is not anticipated to exceed recommended limits per available glare standards (Disability Glare/Veiling Luminance; maximum luminaire intensity in the direction of sensitive sites per EN



HOWARD TERMINAL
HARBOR VIEW

In addition to the maritime pilots navigating vessels for shipping, the Water Emergency Transportation Authority (WETA) operates the San Francisco Bay Ferry, which uses the Jack London Square terminal approximately 550 feet from the outfield lighting stands at the ballpark. The height of ferry pilots' eyes on the San Francisco Bay Ferry vessels are 25 to 30 feet above water and could have a direct line-of-sight to the LED ribbon boards, primary outfield scoreboard, the display on the exterior of the ballpark facing Jack London Square, or field lighting, which would be illuminated at night during games. Both light sources could be a substantial source of nighttime glare for the ferry pilots.

To provide context, the WETA operations department was consulted for the purposes of this analysis. WETA did not indicate that glare from light stands at Oracle Park in San Francisco has been an issue on approach to or departing from Oracle Park before, during, or after baseball games or other events at night. However, WETA did indicate that ballpark lights aimed directly at ferry pilots' eyes could interfere with their ability to dock (Stahnke, 2019). As described in the Lighting Technical Report prepared by HLB Lighting Design, Inc. and shown in Figure 4.10-7, field lighting would be directed downward at the field of play as required by Major League Baseball, and not toward the ferry dock. As shown in the figure, the zone where field lighting would exceed the brightness of an automobile's high beam headlights would not extend beyond the ballpark itself; thus, the brightness experienced by ferry pilots in the Inner Harbor would be substantially lower than the brightness of high beam automobile headlights. Moreover, as described earlier, the light intensity experienced by receptors falls off dramatically as the point of view of a receptor, such as the vessel pilots, is further from the center of the beam. For these reasons, field lighting would not be expected to adversely affect the ability of maritime or ferry pilots to navigate in the Estuary. Scoreboard signage would be in direct view of highway driving positions and thus would be required to comply with the California Vehicle Code, which would limit its perceived brightness from the perspective of a ferry pilot.

Concerns With Lighting Conclusions:

- Regarding lighting, the study relied upon in the DEIR is focused on the direct impact of these factors on one single position and point in time – when the bridge of a vessel is at the center of the turning basin facing the stadium.
- Lighting impacts must include impacts on all safety aspects and components of vessel turning, including tug assets and various additional members of the crew not on the bridge – especially during narrow margin transits in the turning basin.
- Ferry master impacts only mentioned for docking/undocking, but not the ferry approach or while in transit
- No evaluation of lighting impacts in the estuary or at the Ferry terminal included in the lighting study.
- Lighting study conclusions are limited to direct sight impacts, ignoring completely any impacts of reflected light from the water surface.
- Comparisons to Oracle Park are invalid in general, but especially given **new rotation of A's proposed ballpark to be open to the Estuary**

➤ Building Glare Impacts on Safe Vessel Operations

Draft EIR (4.10-39, 4.3-38-39) acknowledges the need to reduce impacts of daytime building Reflection and Glare which might impair safe vessel navigation:

As discussed in Section 4.1, the ballpark alone would not create a substantial source of daytime glare because the façade has been designed without reflective materials and field lighting would not be employed during daytime hours. However, adjacent buildings under Phase 1 and Buildout could create new sources of daytime glare. The potential for substantial new daytime glare from the building facades would be minimized through implementation of **Mitigation Measure BIO-1b, Bird Collision Reduction Measures**, as described in Section 4.3, *Biological Resources*, which would reduce the amount of reflective glass and polished surfaces on proposed buildings.

Mitigation Measure BIO-1b: Bird Collision Reduction Measures.

Prior to the approval of a construction-related permit, the Project sponsor shall prepare and submit a Bird Collision Reduction Plan to the City of Oakland Bureau of Building for review and approval to reduce potential bird collisions to the maximum feasible extent. The Plan shall include all of the following mandatory measures, as well as applicable and specific Project Best Management Practice (BMP) strategies, described below, to reduce bird strike impacts to the maximum feasible extent. The Project sponsor shall implement the approved Plan. Mandatory measures include all of the following:

- v. Apply bird-friendly glazing treatments to no less than 90 percent of all windows and glass between the ground and 60 feet above ground or to the height of existing adjacent landscape or the height of the proposed landscape. Examples of bird-friendly glazing treatments include the following:

Concerns With Building Glare Conclusions in Reliance on BIO-1b:

- Buildings being authorized by the Draft EIR for this project are up to 600 feet tall, but glare reducing requirements of BIO-1b only apply to the first 60 feet of building heights. 90% of the building surface of the tallest buildings are uncontrolled under this mitigation measure, and the tallest components create the most substantial impacts for reflection and glare.
- No evaluation of Glare impacts in the estuary including in the turning basin were conducted
- Buildings are built close to the edge of the navigational channel and turning basin and facing the navigational channel and turning basin, increasing intensity and likelihood of glare impacting safe navigation
- Multiple potential building scenarios present multiple potential glare impacts that have not been studied

➤ Fireworks Impacts on Safe Vessel Operations

Draft EIR (4.10-43) acknowledges that fireworks may impair safe vessel navigation:

Pyrotechnic Events

Refer to Section 4.1, *Aesthetics, Shadow, and Wind* for a more general discussion regarding pyrotechnic events and their effects on nearby uses. This paragraph considers the effects of pyrotechnic events, or fireworks, on adjacent or nearby water-based uses, specifically maritime pilots while they navigate the Inner Harbor. Lighting from these events would result in temporary and short-term increases in glare when looking toward the fireworks in the sky or above the horizon, but would not be expected to substantially interfere with their ability to see navigational aids in the Estuary or on the shoreline.

When viewing navigational aids or physical landmarks along the shoreline, maritime pilots look down toward the water or immediately across the surface of the water at the shoreline from a perspective 25 to 190 feet above water. Because of this downward angle, fireworks are not likely to be in the direct line of site of maritime pilots, and therefore, would not substantially interfere with their ability to navigate the Estuary.

Additionally, the U.S. Coast Guard regulates firework displays that are set off from barges in the San Francisco Bay (33 CFR § 165.1191). Currently, pyrotechnic events using barges are held near Oracle Park during home baseball games, near Pier 39 during the Fourth of July, near Pier 3 during Fleet Week, and near the San Francisco Ferry Building on New Year's Eve, among others. Prior to these events, the U.S. Coast Guard establishes a temporary safety zone during the loading and transit of the fireworks barge, until after completion of the fireworks display to restrict navigation in the vicinity of the fireworks loading, transit, and firing site (typically a 100-foot radius during loading and set-up, and increases to a 560-1,000-foot radius upon commencement of the fireworks display). These regulations are needed to keep spectators and vessels away from the immediate vicinity of the fireworks firing sites to ensure the safety of participants, spectators, and transiting vessels. The Project sponsor would be required to obtain clearance for the pyrotechnic events involving barges from the U.S. Coast Guard, which would include notification of the event in the U.S. Coast Guard's Local Notice to Mariners prior to the event. The U.S. Coast Guard would also determine the radius required for the safety zone.

Given that fireworks displays would be typically above the line of sight of maritime pilots, safety zones would be enforced the U.S. Coast Guard, and notification would be given prior to fireworks displays, pyrotechnic displays are not expected to adversely affect the ability of maritime pilots to navigate the Inner Harbor and the Project would not result in a fundamental conflict in this regard.

Based on the foregoing, and with implementation of Mitigation Measures LUP-1b and BIO-1b, impacts to maritime pilots would not be expected to be substantial or adverse, and the proposed Project would not result in a fundamental conflict with regard to water-based uses, such as maritime navigation, due to light and glare conflicts

Concerns With Fireworks Conclusions:

- The claim that pilots field of vision is limited and that they would not take notice of fireworks is pure conjecture – and wrong
- The conclusion that on commercial vessels that the only source of human errors due to distraction is that of a distracted pilot ignores all other bridge team and tug resources necessary to complete a transit, especially in the turning basin
- No discussion of the impacts of Fireworks on Ferries is included
- No evaluation of the number of OPD patrols necessary to clear recreational vessels from navigational channel and safety zone
- Recreational vessel risks of injury and death increase dramatically at night and in relation to water-based fireworks displays, especially when boaters turn off their navigational lights
- Comparisons to San Francisco waterfront and Oracle Park fireworks displays are not applicable, not a Rule 9 waterway.
- No discussion of where the Fireworks barge is proposed to actually be moored such that the 1,000 foot safety zone radius would not hinder or reduce access to the navigational channel or turning basin.
- No justification given for need for Fireworks over water
- No justification given for need for Fireworks display when vessel is transiting the channel or in turning basin

➤ Maintaining Turning Basin Expansion Option (“Maritime Reservation Scenario”)



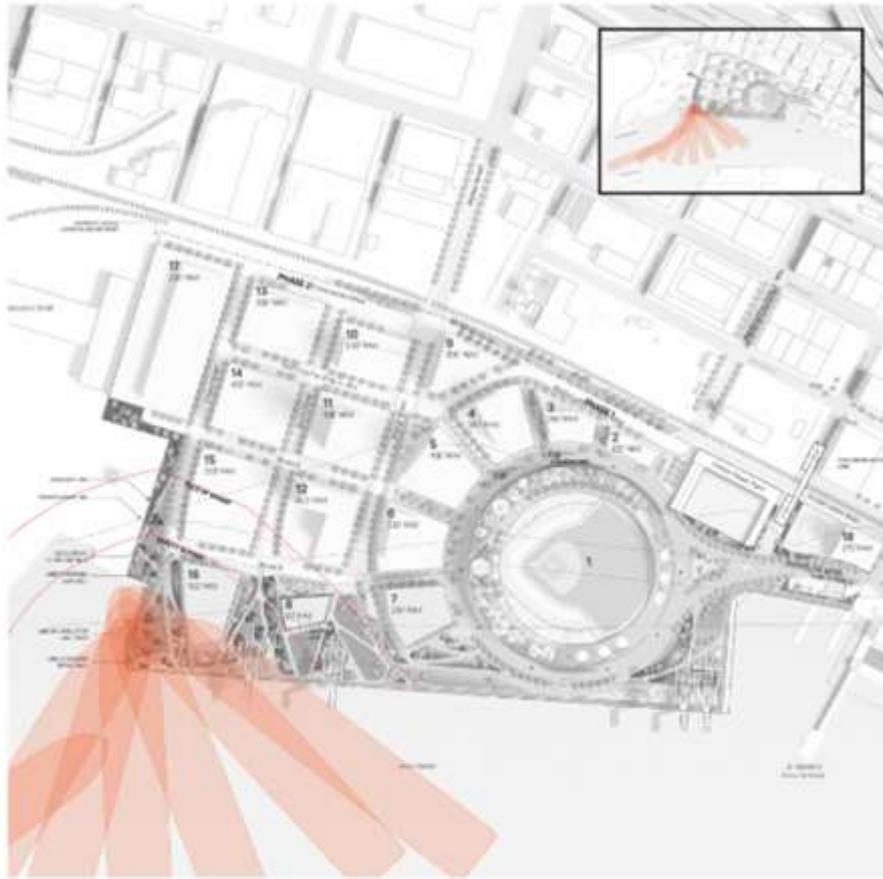
BASE LINE SCENARIO



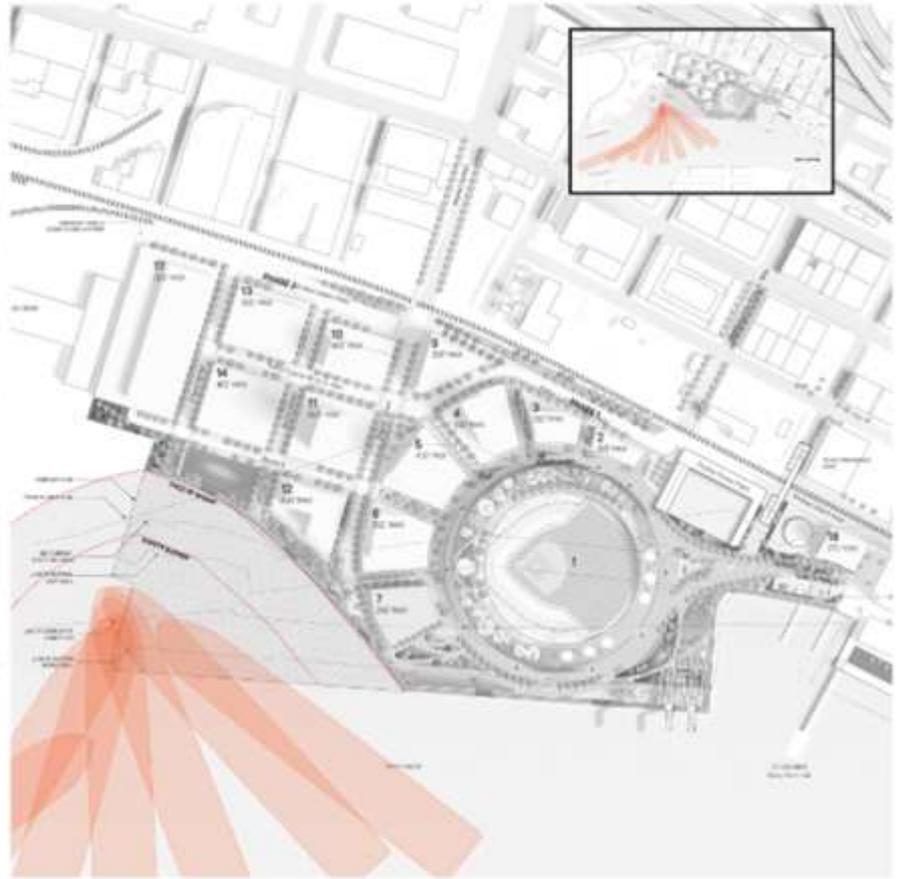
MARITIME RESERVATION SCENARIO

HOWARD TERMINAL
SITE PLANS





BASE LINE SCENARIO



MARITIME RESERVATION SCENARIO

HOWARD TERMINAL
POTENTIAL TURNING BASIN



BIG
JAMES
CORUM
PARTNERS

HOWARD TERMINAL - MRS
TURNING BASIN TERRACE



OAKLAND ATHLETICS HOWARD TERMINAL - APRIL 5, 2021 59



BIG

HOWARD TERMINAL
TURNING BASIN

OAKLAND ATHLETICS HOWARD TERMINAL - APRIL 6, 2021 60

Maritime Reservation Scenario:

Expansion of the Turning Basin increases Safety and minimizes Risk – **with or without the A's Stadium project.**

HSC should consider submitting a comment to the City that maritime safety is enhanced under the Maritime Reservation Scenario and that this is the preferred scenario with respect to optimal safety.

Draft EIR does not discuss the question of whether Turning Basin expansion should also make the turning of **a ship into a spectator focus like proposed by the A's** in its most recent renderings.

Additional Considerations Not Included in DEIR:

- Indemnification by the A's: All Vessel Casualty, Mariner Injury & Jones Act Claims, Standby Time or Delay Charges to Any Commercial Vessel when the Direct or Proximate Cause of the casualty or claim is the result of an impact from **the A's Project or an Event at the Project**
- Navigation First: The **A's** should sign a formal Declaration acknowledging the primacy of the rights of vessels to navigation on the channels of the estuary waterways and deferral all competing rights to the waterway at all times
- Emergency Operations: **The A's should ensure that personnel, equipment, and the environment are not put at greater risk via the diversion of resources to handle the additional tasks of the project and distractions from maritime safety.**
- Safety Zones and Security Zones for Cargo, OPD, and Ferry Vessels: These should be discussed and identified prescriptively in anticipation of request for event permits or MARSEC level 2 and level 3 events in order to accomplish anticipated needs for both safe maneuvering and security. Safe maneuvering should not be limited to technical measurement of maritime space only but should also include consideration of congestion in unpredictable circumstances, such as weather, fire, and other concentrated risks in the maritime domain to enhance safety in a systems view of maritime safety.

Project Alternatives Discussed in the Draft EIR:

6.2.1 Alternative 1: The No Project Alternative

CEQA requires EIRs to analyze a No Project Alternative, which allows decision makers to compare impacts of approving the proposed Project to impacts of not approving the proposed Project (CEQA Guidelines Section 15126.6(e)(1)).

Under the No Project Alternative, the Oakland A's would not relocate to Howard Terminal, which would not be redeveloped with a mix of new uses and would remain in use by the Port of Oakland for maritime uses. For the foreseeable future, uses and activities at Howard Terminal would continue to include truck parking, loaded and empty container storage and staging, longshoreperson training facilities, and occasional berthing of vessels for repair or storage. There would continue to be no public access to the Bay from Howard Terminal, and on- and off-site park and open space improvements proposed as part of the Project would not be constructed. No changes would be made to the regulatory documents governing site uses and maintenance given hazardous materials in the soil and groundwater; no changes would be made to address stormwater runoff; and there would be no increased demand for potable water, wastewater treatment, or public services. The turning basin could be expanded if desired and permitted in the future, as discussed for the Project's Maritime Reserve Scenario.

Land Use

Under Alternative 1, the No Project Alternative, no physical changes would occur at the Project site, and therefore, no impacts would occur. The Project site would continue to be leased for maritime support uses, and existing uses including truck parking, loaded and empty container storage and staging, and a longshoreperson training facility would remain in place. With no change in use, impacts on the Seaport and land use compatibility concerns between Project uses and nearby industrial uses would be avoided, and there would be no need for mitigation of these impacts. The site would not develop as anticipated when it was included in *Plan Bay Area 2040's* Oakland Downtown & Jack London Square Priority Development Area (PDA).

6.2.2 Alternative 2: The Off-Site (Coliseum Area) Alternative

Under this alternative, Howard Terminal would remain in its current use, and the Oakland A's would construct a new ballpark and their proposed mixed-use development at the site of the Oakland Coliseum. No physical changes would occur at Howard Terminal, which would remain in use by the Port of Oakland for maritime uses. Uses and activities at Howard Terminal would continue to include truck parking, loaded and empty container storage and staging, longshoreperson training facilities, and occasional berthing of vessels for repair or storage. There would continue to be no public access to the Bay from Howard Terminal, and on-site park and open space improvements proposed as part of the Project would not be constructed. No changes would be made to the regulatory documents governing site uses and maintenance given hazardous materials in the soil and groundwater, no changes would be made to stormwater runoff, and there would be no increased demand for potable water, wastewater treatment, or public services.

Project at Howard Terminal, although related impacts would be less than significant, as with the CASP EIR Alternative 2C, for the reason explained above. In addition, potential impacts of the proposed Project related to land use compatibility under CEQA would not occur at the Coliseum site, because the Coliseum site is not adjacent to maritime uses like the proposed Project at Howard Terminal, and no mitigation would be required.

Recommended Comments by HSC on Draft EIR Alternatives #1 and #2:

Both Draft EIR Alternative #1 (No Project) and **Alternative #2 (A's Stadium Project at the Current Coliseum Location)** result in increased maritime Safety and minimized Risk of a navigational incident resulting from incompatible uses or undesired concentrations of recreational vessel traffic interacting with commercial vessels.

HSC should consider commenting to the City that maritime safety is enhanced under both DEIR Alternative #1 and Alternative #2.

The logo for the Pacific Merchant Shipping Association (PMSA) features the letters 'PMSA' in a bold, sans-serif font. The letters are filled with a blue-to-black gradient and have a white outline. The 'P' and 'M' are connected at the top, and the 'S' and 'A' are connected at the top. The background of the logo is white.

PACIFIC MERCHANT SHIPPING ASSOCIATION

Oakland, CA

Long Beach, CA

Seattle, WA

www.pmsaship.com

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.

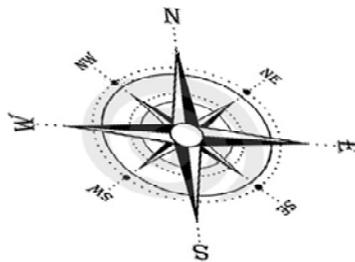
BOAT FIRE SAFETY TIPS

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

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



SAFETY TIPS



Boat Fire Safety Tips

To request a Vessel Safety Check (VSC), please visit the CG Auxiliary National Website at: 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

