

# 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, September 9, 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: **Capt. Jordan Baldueza** (A), United States Coast Guard; **John Berge** (M), Pacific Merchant Shipping Association; **Capt. Sean Daggett** (M), Sause Bros. Inc.; **Ben Eichenberg** (A), San Francisco Baykeeper; **Jeff Ferguson** (M), NOAA; **Kathi George** (M), The Marine Mammal Center; **Scott Grindy** (M), San Francisco Small Craft Harbor; **Capt. Thomas Kirsch** (M), Blue and Gold Fleet; **Dominic Moreno** (M), Port of San Francisco; **Julian Rose** (M), Marathon Petroleum; **Capt. Paul Ruff** (M), San Francisco Bar Pilots; **Linda Scourtis** (M), Bay Conservation and Development Commission; **Jessica Vargas** (A), US Army Corps of Engineers; **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 July 8, 2021 meeting was made and seconded. The minutes were approved without dissent.

## Comments by Chair- Capt. Lynn Korwatch

Welcomed the committee members and audience. The decision was made to continue holding HSC meetings remotely until further notice.

## Coast Guard Report- Capt. Jordan Baldueza

- There has been an increase in illegal charter operations on Lake Tahoe. Passenger safety is the primary concern. A workshop was held recently to address the issue in addition to increased enforcement. Illegal charters are also a problem in the Bay Area and local workshops are planned.
- The vessel Global Striker recently suffered an outbreak of Covid-19 onboard. The vessel contacted USCG and medical treatment was provided.

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- The vessel NYK Delphinus has departed for Asia after undergoing repairs at the Port of Oakland following an offshore engine fire on May 14<sup>th</sup>.
- The USCG will be hosting a multi-agency cruise ship mass rescue exercise on October 28<sup>th</sup>. Planning is underway. Contact Paul Martin, USCG, for information: [paul.r.martin@uscg.mil](mailto:paul.r.martin@uscg.mil).
- LT Soares read from the July and August- 2021 Prevention/Response Reports (attached).
- Capt. Baldueza advised that enforcement will be increased during the 9/11 anniversary but no specific threats have been detected.

## **Army Corps of Engineers Report- Jessica Vargas**

- Read from the US Army Corps of Engineers, San Francisco District Report (attached). Most 2021 dredge season contracts have been awarded. Main Ship Channel dredging is ongoing. Debris removal numbers for August were above average. Surveys have been posted and a channel condition report is included.

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

## **OSPR Report- Mike Caliguire**

- Mariah Swenson, AMPORTS, has resigned from the HSC. Membership vacancies will be posted. Patrick Forrester has been appointed as the alternate HSC member representing the Port of San Francisco. He was sworn into the committee.
- Capt. Tom Cullen, OSPR Administrator, advised that a bill has been passed expanding OSPR authority over non-petroleum products and renewables. The American Challenger salvage is ongoing but operations were temporarily suspended as the USCG obtains approval to destroy the vessel. State Lands has received funding for the removal of commercial derelict vessels in the delta.

## **NOAA Report- Jeff Ferguson**

- Read from the NOAA HSC Report for September 2021 (attached). Pinole Shoal Channel CATZOC certification has been renewed. NOAA Marine Debris Program updates have been issued. The NOAA ship Fairweather is due to arrive in the bay next week to conduct survey operations. Shoaling was detected in the Main Ship Channel and has been added to the charts. The NWS reports increased fire risk this fall. La Nina conditions are no longer predicted and a more normal winter pattern is developing.

## **State Lands Commission Report- Robert Booker (July and August reports attached)**

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## **Report on the USCG Pacific Coast Port Access Route Study (PAC-PARS)- USCG**

- Capt. Baldueza advised that PAC-PARS is the first comprehensive evaluation of maritime traffic patterns along the pacific coast.
- LTJG Nicholas Buch, USCG District 11, gave a presentation to the committee on the Pacific Coast Port Access Route Study (PAC-PARS) (slides attached). The Port and Waterways Safety Act gives the USCG authority over marine traffic separation schemes and vessel routing. A study is being initiated to determine any mitigation required due to increased vessel traffic and other maritime impacts including marine sanctuary expansion, energy development and aquaculture. Phase 1 of the study involves data collection and public comment. Phases 2 and 3 will focus on data analysis, modeling, and recommended mitigation measures. Phase 4 will conclude the study by publishing recommendations to inform future rulemaking. The study is expected to take 2 - 5 years. For more information contact: [pacpars@uscg.mil](mailto:pacpars@uscg.mil)
- John Berge suggested the HSC participate in the study by providing public comment. Capt. Korwatch agreed pending USCG guidance.

## **Work Group Reports-**

**Tug Work Group-** Capt. Sean Daggett: Nothing to report.

**Navigation Work Group-** Capt. Paul Ruff: VSR best practices are being finalized. An HSC vote will be held to approve the best practices when complete. Fleet Week is scheduled for October. The presence of increased numbers of drifting vessels offshore does not appear to be impacting whales. Capt. Baldueza advised that a Fleet Week planning meeting is being held next week. Dominic Moreno advised that five Navy ships are expected to participate in the event this year. Kathi George advised that whales are not currently in the bay but are offshore feeding in large numbers.

**Ferry Operations Work Group-** Capt. Tom Kirsch: Nothing to report

**Dredge Issues Work Group-** Julian Rose: The Gulf of the Farallones Marine Sanctuary Advisory Council is exploring ways to reduce whale ship strike risk including possible VSR extension and TSS changes. Participation is welcome.

**PORTS Work Group-** Nothing to report.

**Prevention through People Work Group-** Scott Grindy: There are plans for Fleet Week Humanitarian Village on Marina Green featuring disaster planning booths. A BAMO meeting will be held next week.

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## **PORTS Report- Marcus Freeling**

- Redeployment of the Southampton Shoal LB6, Oakland LB4, and Oakland LB3 buoy-mounted current meters has been delayed. New current profilers have been acquired and equipment is being refurbished. Power issues continue to affect the Richmond Tide Station and monthly battery replacement is required. A malfunctioning charge controller was replaced at the Port Chicago Tide Station yesterday and data is back online. The UP Railroad Bridge wind station is offline and an escort to the station for servicing will be scheduled.
- PORTS data is publicly available through NOAA's Tides and Currents website:  
<https://tidesandcurrents.noaa.gov/ports/index.html?port=sf>

## **Public Comment-**

- Fred Meitz, World Ocean Council, advised of continued outreach for participation in a WOC/CeNCOOS data collection program. A roundtable meeting was held on June 23<sup>rd</sup> and individual meetings with partner organizations will focus on data collection methods.
- Lauren Gularte, WETA, advised of outreach for their 2050 Business Plan. Stakeholder input is welcome. More information will be provided through the HSC.
- Brian Garcia, NWS, advised that dry lightning is predicted tonight with increased fire danger. Dry conditions are expected to persist.

## **Old Business- None**

## **New Business-**

- Capt. Korwatch advised that rescheduling of the November HSC meeting will be considered. The regularly scheduled meeting falls on Veteran's Day this year.

## **Next Meeting-**

1000-1200, October 14, 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 11:05.

Respectfully submitted: Capt. Lynn Korwatch

<b>SIGNIFICANT PORT SAFETY AND SECURITY CASES (JULY 2021)</b>	
<b>MARINE CASUALTIES</b>	
Loss of Propulsion, M/V LOVELY MARTHA (11JUL2021): A US flag small passenger vessel experienced a loss of propulsion while transiting through the Bay. A clogged fuel system caused the loss of propulsion, and the F/V AMIGO towed the vessel back to homeport at Fisherman's Wharf. Case pends.	
Allision, M/V SAN JOAQUIN RIVER (16JUL2021): A US flag tug allided with the Oakland Innner Harbor Turn Basin Light B while transiting through the harbor. The ATON was damaged and left leaning, the vessel reported no damage.	
Collision, M/V ADVENTURE CAT 2 (17JUL2021): A US flag small passenger vessel experienced a collison with a recretational vessel in the vicinity of the Golden Gate Bridge. The ADEVENTURE CAT 2 reported being under sail at the time of collision. Both vessels safely moored. Coast Guard to investigate. Case pends.	
Grounding, M/V INDEPENDENCE (22JUL2021): A US flag tug experienced a minor grounding in the vicinity of Brother's Island. Vessel reported no injurues or damage to the vessel. Vessel moored up safely at Oakland Berth 9. Case pends.	
Man Overboard, M/V HOG HEAVEN (23JUL2021): A US flag commercial fishing vessel reported that a passenger fell overboard and was quickly recovered approximately 1.5 miles offshore of Muir Beach. The passenger reported minor injuries, but emergency medical services were not requested or required. DIO to investigate. Case pends.	
Injury, M/V SEA WOLF (23JUL2021): A US flag commercial fishing vessel reported a passenger injury approximately 2.5 miles inside of the Golden Gate Bridge while transiting inbound. The passenger fell while onboard the vessel and suffered multiple injuries; a cut to his head, leg abrasion and experienced shoulder pain. Another passenger onboard provided first aid and the injured passenger was released to Emergency Medical Services when the vessel returned to Emeryville Marina.	
Allision, M/V ALMA (25JUL2021): A US flag sailing vessel experienced an allision with the south tower of the Golden Gate Bridge while transiting inbound. There was no damage to the bridge and minimal damage to vessel. IO to investigate. Case pends.	
Allision, M/V BARBARA LIND (29JUL2021): A US flag tug was reported by a local resident to have allided with the Black Point Swing Rail Road Bridge while transiting through. The tug was pushing a barge when it collided with the bridge which caused damage and a piece of wood to fall from the bridge. IO to investigate. Case pends.	
Medical Emergency, M/V CHARDONNAY II (31JUL2021): A US flag small passenger vessel reported a medical emergency onboard approximately 2.3 mile west of Santa Cruz. The vessel returned to the Santa Cruz fuel pier and transferred passnger to Emergency Medical Services. IO to investigate. Case pends.	

### VESSEL SAFETY CONDITIONS

Operational Control M/V VEGA GRANAT (05JUL2021): A foreign flag bulk freight vessel was issued a Captain of the Port Order due to; inoperable S-band radar, boiler, main engine governor, and remote steering gear No. 2. The vessel was required to complete repairs of these deficiencies prior to movement from Anchorage 8. The COTP order was lifted on 14JUL2021 after a port state control inspection uncovered multiple additional deficiencies and separate control actions. Case Closed.

Vessel Detention M/V VEGA GRANAT (14JUL2021): A foreign flag bulk freight vessel was inspected in Anchorage 8 and detained due to multiple deficiencies. The vessel was issued a total of 15 deficiencies and detained under 3 separate categories; Load lines, SOLAS, and ISM Code. Several deficiencies are still outstanding. Case pends.

Operation Control T/V BRANDY BAR (14JUL2021): A U.S. flag towing vessel was issued an operational control (code 60 - prior to movement ) for not having a valid COI. A Coast Guard inspection was scheduled. Case Pends.

Operational Control M/V ABLIANI (15JUL2021): A foreign flag tank vessel was issued a Captain of the Port order requiring an inspection by a US Coast Guard boarding team prior to the vessel entering port. A Declaration of Security was required to be signed and implemented as well. Case closed.

Operational Control M/V RUBY (15JUL2021): A U.S. flag small passenger vessel was issued an operational control (code 701 - prior to carriage of passengers) due to non-compliance with annual inspection. Case pends.

Operational Control M/V ADVENTURE CAT 2 (18JUL2021): A US flag small passenger vessel was issued an operational control (Code 701- prior to carriage of passengers) for repairs conducted on the vessel's hull. A Marine Inspector must witness all steps of repairs. Case pends.

Operational Control T/V SILVER EAGLE (15JUL2021): A US flag towing vessel was issued an operational control (code 60 - prior to movement) for not having a valid COI. A Coast Guard inspection was scheduled. Case pends.

Operational Control M/V TAHOE DREAMER (19JUL2021): A US flag small passenger vessel was issued a Captain of the Port order to immediately cease operations and provide the Coast Guard with correct vessel documentation, licensing and certifications. Case pends.

Operational Control M/V CALIFORNIA SUNSET (20JUL2021): A US flag small passenger vessel was issued an operational control (code 701- prior to the carriage of passengers) due to non-compliance with annual inspection. Vessel must also undergo a dry dock examination. Case pends.

Operational Control M/V PACIFIC BULKER (20JUL2021): A foreign flag bulk freight vessel was issued an operational control (code 17- prior to departure from COPT zone) for the crew's inability to properly don immersion suits within the required time. A port state control team completed an inspection and verified correction of the deficiencies. Case closed.

Operational Control M/V ONE HAMMERSMITH (22JUL2021): A foreign flag container vessel was issued two operational controls (code 17 - prior to departure from COPT zone) for an inoperable smoke alarm and crew's inability to properly don immersion suits within the required time frame. A port state control team completed an inspection and verified correction of the deficiencies. Case closed.

### SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (05JUL2021): On 05JUL2021, IMD received notification that a recreational vessel, moored at a marina in Berkley, CA, discharged approximately 5 gallons of bilge oil into the San Francisco Bay. The owner and the harbormaster deployed boom and absorbent pads and cleaned up what could be recovered. The source of pollution was secured with no further discharge. A NOFI and LOW were issued. Case Closed.

Letter of Warning (06JUL2021): On 06JUL2021, IMD received notification that a recreational vessel, moored at a marina in San Francisco, CA, discharged approximately 1 gallon of diesel into the San Francisco Bay. It was determined that the diesel had been discharged through the bilge pump, following vessel maintenance. The owner and the harbormaster deployed boom and

Letter of Warning (08JUL2021): On 08JUL2021, IMD received notification that a recreational vessel, fueling at a pier in San Francisco, CA, discharged approximately 2 gallons of diesel into the San Francisco Bay. It was determined that the diesel had been discharged through an overboard discharge pump. The owner hired local contractors to recover the diesel and the majority was recovered. The source of pollution was secured with no further discharge. A NOFI and LOW were issued. Case Closed.

Letter of Warning (15JUL2021): On 15JUL2021, IMD received notification that a commercial fishing vessel was taking on water at a harbor near Half Moon Bay and discharged approximately 1 gallon of oily bilge water. The owner successfully dewatered the vessel and deployed absorbent boom. The source of pollution was secured with no further discharge. A NOFI and LOW were issued. Case Closed.

Notice of Violation (21JUL2021): On 21JUL2021, IMD received notification that a recreational vessel sank at a slip on the San Joaquin River, near Pittsburgh, CA, and discharged approximately 1 gallon of Gasoline. The harbormaster responded by deploying absorbent boom and pads. The owner hired local contractors to refloat the vessel and tow it to a separate location for salvage. The source of pollution was secured with no further discharge. A NOFI and NOV were issued. Case Closed.

Letter of Warning (24JUL2021): On 24JUL2021, IMD received notification that a recreational vessel discharged approximately 8 gallons of diesel into the Monterey Bay near Orwood, CA. It was determined that the diesel had been discharged through the bilge pump, following vessel maintenance. The owner and the harbormaster deployed boom and absorbent pads and cleaned up what could be recovered. The source of pollution was secured with no further discharge. A NOFI and LOW were issued. Case Closed.

Letter of Warning (27JUL2021): On 27JUL2021, IMD received notification that a recreational vessel discharged approximately 1 gallon of motor oil into Carmel Bay near Pebble Beach, CA. It was determined that the owner had put too much oil in the motor, causing it to leak oil into the water while running. The owner and the harbormaster, with the help of a local fire department, deployed boom and absorbent pads and cleaned up what could be recovered. The source of pollution was secured with no further discharge. A NOFI and LOW were issued. Case Closed.

Letter of Warning (28JUL2021): On 28JUL2021, IMD received notification that a recreational vessel sank at a private dock in New York Slough, near Pittsburgh, CA, and discharged approximately 2 gallons of gasoline. The owner hired a local contractor to deploy boom around the vessel and had it refloated and removed from the waterway. The source of pollution was secured with no further discharge. A NOFI and LOW were issued. Case Closed.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
July 2021			
PORT SAFETY CATEGORIES*	Jul-2021	Jul-2020	**3yr Avg
Total Number of Port State Control Detentions:	2	0	0.19
SOLAS (1), STCW (0), MARPOL (0), ISM (1), ISPS (0)			
Total Number of COTP Orders:	1	1	3.28
Navigation Safety (1), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	6	5	8.06
Allision (1), Collision (1), Fire (0), Capsize (0), Grounding (1), Sinking (0)			
Steering (0), Propulsion (2), Personnel (1), Other (0), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	0	4	2.17
Radar (0), Gyro (0), Steering (0), Echo Sounder (0), AIS (0)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	1	0	0.53
Significant Waterway events/Navigation related Cases:	0	0	0.11
<b>Total Port Safety (PS) Cases opened</b>	<b>10</b>	<b>10</b>	<b>14.33</b>
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Jul-2021	Jul-2020	**3yr Avg
U.S. Commercial Vessels	0	1	0.94
Foreign Freight Vessels	0	0	0.22
Public Vessels	2	0	0.61
Commercial Fishing Vessels	1	1	0.78
Recreational Vessels	7	7	6.11
Pollution Discharge Sources (Facilities)	Jul-2021	Jul-2020	**3yr Avg
Regulated Waterfront Facilities	0	0	0.44
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.06
Other Land Sources	0	4	3.47
Mystery Spills - Unknown Sources	2	7	5.14
Number of Pollution Incidents (By Spill Size)	Jul-2021	Jul-2020	**3yr Avg
Spills < 10 gallons	10	12	10.22
Spills 10 - 100 gallons	0	1	0.92
Spills 100 - 1000 gallons	0	0	0.36
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	2	7	6.28
<b>Total Pollution Incidents</b>	<b>12</b>	<b>20</b>	<b>17.78</b>
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Jul-2021	Jul-2020	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	0.00	15.00	12.38
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.28
Estimated spill amount from Public Vessels	2.00	0.00	5.63
Estimated spill amount from Commercial Fishing Vessels	1.00	1.00	27.08
Estimated spill amount from Recreational Vessels	20.00	15.00	59.10
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	22.83
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.11
Estimated spill amount from Other Land Sources	0.00	10.00	33.48
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
<b>Total Oil Discharge and/or Hazardous Materials Release (Gallons)</b>	<b>23.00</b>	<b>41.00</b>	<b>160.89</b>
Penalty Actions	Jul-2021	Jul-2020	**3yr Avg
Civil Penalty Cases	0	1	0.11
Notice of Violations	1	1	0.78
Letters of Warning	7	5	4.78
<b>Total Penalty Actions</b>	<b>8</b>	<b>7</b>	<b>5.67</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.			



PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
August 2021			
PORT SAFETY CATEGORIES*	Aug-2021	Aug-2020	**3yr Avg
Total Number of Port State Control Detentions:	0	2	0.19
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
Total Number of COTP Orders:	14	1	3.58
Navigation Safety (13), Port Safety & Security (1), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	6	6	7.92
Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (1), Propulsion (4), Personnel (0), Other (1), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	4	0	2.17
Radar (1), Gyro (0), Steering (0), Echo Sounder (1), AIS (0)			
ARPA (0), Speed Log (1), R.C. (0), Other (1)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	0	1	0.53
Significant Waterway events/Navigation related Cases:	0	0	0.08
<b>Total Port Safety (PS) Cases opened</b>	<b>24</b>	<b>10</b>	<b>14.47</b>
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Aug-2021	Aug-2020	**3yr Avg
U.S. Commercial Vessels	0	0	0.94
Foreign Freight Vessels	0	0	0.22
Public Vessels	0	1	0.61
Commercial Fishing Vessels	0	0	0.75
Recreational Vessels	14	6	6.28
Pollution Discharge Sources (Facilities)	Aug-2021	Aug-2020	**3yr Avg
Regulated Waterfront Facilities	0	0	0.44
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.06
Other Land Sources	3	6	3.50
Mystery Spills - Unknown Sources	2	3	5.08
Number of Pollution Incidents (By Spill Size)	Aug-2021	Aug-2020	**3yr Avg
Spills < 10 gallons	10	14	10.39
Spills 10 - 100 gallons	2	2	0.94
Spills 100 - 1000 gallons	2	0	0.36
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	5	0	6.19
<b>Total Pollution Incidents</b>	<b>19</b>	<b>16</b>	<b>17.89</b>
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Aug-2021	Aug-2020	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	0.00	0.00	12.38
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.28
Estimated spill amount from Public Vessels	0.00	1.00	5.63
Estimated spill amount from Commercial Fishing Vessels	0.00	0.00	21.53
Estimated spill amount from Recreational Vessels	889.00	20.00	83.60
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	22.83
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.11
Estimated spill amount from Other Land Sources	75.00	60.00	27.23
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
<b>Total Oil Discharge and/or Hazardous Materials Release (Gallons)</b>	<b>964.00</b>	<b>81.00</b>	<b>173.58</b>
Penalty Actions	Aug-2021	Aug-2020	**3yr Avg
Civil Penalty Cases	0	0	0.11
Notice of Violations	1	0	0.81
Letters of Warning	12	5	4.97
<b>Total Penalty Actions</b>	<b>13</b>	<b>5</b>	<b>5.89</b>
* NOTE: Values represent all cases within the HSC jurisdiction during the period. Significant cases are detailed in the narrative.			
** NOTE: Values represent an average month over a 36 month period for the specified category of information.			

SIGNIFICANT PORT SAFETY AND SECURITY CASES (AUGUST 2021)	
MARINE CASUALTIES	
Loss of Propulsion, M/V USNS HENSON (02AUG21): A U.S. flag research ship experienced a generator failure while underway. This failure was caused by a worn overspeed trip lever and limit switch malfunction, ultimately leading to a loss of propulsion. Coast Guard Sector Puget Sound Marine Inspector attended the vessel and witnessed satisfactory operation of the generator's prime mover. LOP was not attributed to fuel switching. Case closed.	
Equipment Failure, M/V R.J. PFEIFFER (03AUG21): A U.S. flag container ship experienced a main engine fuel pump seal failure while underway from Oakland. Vessel anchored in Anchorage 7 and conducted repairs. Vessel did not experience loss of propulsion or loss of power. Case closed.	
Loss of Propulsion, M/V ARKADIA (08AUG21): A foreign flag container vessel reported a loss of propulsion while underway from Oakland Terminal. Control of the main engine was transferred to emergency control stand for maneuvering until vessel anchored at Anchorage 9. The pneumatic valves no. 25 and no. 84 malfunctioned and cut-off fuel pumps. Valves were replaced and main engine was reported to be working properly. Case closed.	
Loss of propulsion, M/V MOKIHANA (10AUG21): A U.S. flag vehicle carrier experienced a loss of propulsion while underway. The casualty was caused by a blown fuse on the starboard steering pump. American Bureau of Shipping attended the vessel and witnessed satisfactory repairs and operation of the steering pump. LOP was not attributed to fuel switching. Case closed.	
Equipment Failure, CFV SMEAGOL (21AUG21): A U.S. flag fishing vessel was disabled and adrift while operating commercially. Vessel was safely towed to pier 45, San Francisco. Case pends.	
Equipment Failure, R/V FALKOR (23AUG21): A foreign flag research vessel reported a cylinder from the starboard main engine not firing correctly while outbound from San Diego pilot station. The vessel reported no loss of propulsion and was assisted into the San Francisco Bay with tugs. Repairs were conducted at berth. Case closed.	
Equipment Failure, M/V ADM. WM. M. CALLAGHAN (27AUG21): A U.S. flag vehicle carrier's main engine throttle experienced erratic response time to its command signaling unit while underway from Alameda Point. The engine was shut down and vessel was assisted to dock with tugs. An electro pneumatic unit I/P converter was replaced and the engine was successfully tested. Case closed.	
Line Fouling, M/V CARINA (28AUG21): A U.S. flag passenger vessel experienced a line fouling in the starboard propeller upon mooring in Oakland. The lines rendered the starboard drive inoperable. Vessel had divers clear lines from propeller. Normal propulsion verified. Case closed.	
NAVIGATIONAL SAFETY	
Letter of Deviation (LOD), Inop Secondary Anchor, M/V TSUKUBA GALAXY (02AUG21): a foreign flag oil/chem tanker was issued an inbound LOD for a missing secondary anchor. Repairs were conducted and replacement anchor was placed onboard the vessel.	
Letter of Deviation (LOD), Inop Speed/Distance Indicator Device, M/V DODO (08AUG21): A foreign flag bulk freight vessel was issued an inbound LOD for inoperable speed indicator device. Repairs were conducted and the equipment is working properly. Case closed.	
Letter of Deviation (LOD), Inop Echo Depth Sounding Device/Recorder, M/V PRESIDENT WILSON (23AUG21): A U.S. flag container ship was issued an outbound LOD for inoperable echo depth sounding device. Repairs were conducted and equipment is working properly. Case closed.	
Letter of Deviation (LOD), Inop Secondary Marine Radar, M/V PRESIDENT KENNEDY (30AUG21): A U.S. flag container vessel was issued an inbound LOD for inoperable secondary marine radar. Case pends.	

VESSEL SAFETY CONDITIONS	
Operational Control, M/V LYRA (02AUG21): A U.S. flag vessel reported a crack in the bottom plating of the port jet room. The Coast Guard issued a Code 701 requiring repair of the issue prior to the carriage of passengers. The crack was drill stopped and then clad welded. Coast Guard witnessed corrected deficiencies and the operational control was lifted. Case closed.	
Operational Control, M/V IRIS SKY (02AUG21): A foreign flag vessel bulk freight vessel was inspected in Sacramento and issued a code 17 deficiency due to the crew's inability to don immersion suits within the required time. The Coast Guard witnessed the corrected deficiency and the operational control was lifted. Case closed.	
Operational Control, M/V NV 6996 LD (05AUG21): A U.S. flag small passenger vessel was issued a Captain of the Port Order for operating without a valid U.S. Coast Guard Certificate of Inspection. Case pends.	
Operational Control, M/V CF 7669 VL (05AUG21): A U.S. flag small passenger vessel was issued a Captain of the Port Order for operating without a valid U.S. Coast Guard Certificate of Inspection. Case pends.	
Operational Control, CRYSTAL BAY MARINE (05AUG21): A U.S. marina and charterer was issued a Captain of the Port Order for operating without a valid U.S. Coast Guard Certificate of Inspection. Case pends.	
Operational Control, M/V DIAMOND (07AUG21): A U.S. flag small passenger vessel was issued a Captain of the Port Order for operating without a valid U.S. Coast Guard Certificate of Inspection. Case pends.	
Operational Control, M/V BLUE ZEPHYR (07AUG21): A U.S. flag small passenger vessel was issued a Captain of the Port order for operating without a valid U.S. Coast Guard Certificate of Inspection. Case pends.	
Operational Control, M/V STUYVESANT (13AUG21): A U.S. flag dredger reported accidental discharge of CO2 into their engine room while underway in the vicinity of South Channel offshore Ocean Beach. Vessel did not lose propulsion and safely anchored. Coast Guard issued the vessel a code 17 to rectify deficiency prior to departure. Coast Guard verified repairs by attending class surveyor and inspected completed survey of CO2 system. Code 17 was lifted. Case closed.	
Operational Control, M/V NV 0837 LD (16AUG21): A U.S. flag small passenger vessel was issued a Captain of the Port Order for operating without a valid U.S. Coast Guard Certificate of Inspection. Case pends.	
Operational Control, M/V NV 3502 LD (16AUG21): A U.S. flag small passenger vessel was issued a Captain of the Port Order for operating without a valid U.S. Coast Guard Certificate of Inspection. Case pends.	
Operational Control, M/V CF 7640 RV (16AUG21): A U.S. flag small passenger vessel was issued a Captain of the Port Order for operating without a valid U.S. Coast Guard Certificate of Inspection. Case pends.	
Operational Control, M/V CF 4824 XN (16AUG21): A U.S. flag small passenger vessel was issued a Captain of the Port Order for operating without a valid U.S. Coast Guard Certificate of Inspection. Case pends.	
Operational Control, M/V BBC MANITOBA (20AUG21): A foreign flag container vessel was issued a Code 17 and 60 for firefighting and engine room maintenance. 6 CO2 bottles were not properly connected, excessive fuel leaking from every cylinder on M/E and on the boiler. Vessel was required to conduct an safety audit and repair issues. Case closed.	
Operational Control, M/V PRESIDENT WILSON (23AUG21): A U.S. flag container ship was issued a Code 17 for inoperable echo depth sounding device. Repairs were conducted and equipment is working properly. Case closed.	
Operational Control, M/V GLENPARK (23AUG21): A foreign flag bulk freight vessel was issued a Captain of the Port Order that required a security boarding prior to entry into the San Francisco Bay. Case closed.	
Operational Control, M/T MARAN SAGITTA (26AUG21): a foreign flag tank vessel was issued a Code 17, prior to departure from San Francisco's Captain of the Port zone, for inappropriately sized immersion suits and improper PFD's onboard the vessel. Vessel ordered new immersion suits and PFD's to comply with applicable requirements. Case closed.	
Operational Control, M/V ATLANTIS UNITY (28AUG21): A foreign flag bulk freight vessel was suspected of illegally discharging ballast water. Vessel was inspected at the Port of Oakland, CA and issued a Captain of the Port order instructing the vessel to remain at berth in Oakland, and not discharge ballast due to invalid Ballast Water Treatment System onboard. The requirements for a BWTS were satisfied and COPT was lifted on 29AUG21. Case closed.	
Operational Control, M/V STAR CARIOCA (30AUG21): A foreign flag bulk freight vessel was issued a Code 17, prior to departure from San Francisco's Captain of the Port zone, for an inoperable starting solenoid on the emergency generator.	
Operational Control, M/V TANTAT (30AUG21): A foreign flag bulk freight vessel had 6 crew members onboard test positive for COVID-19. A Captain of the Port order was issued to keep the vessel at anchorage until all members tested negative or a complete crew change out occurs. Case pends.	
Operational Control, M/V GLOBAL STRIKER (30AUG21): A foreign flag bulk freight vessel had 19 crew members onboard test positive for COVID-19. A Captain of the Port order was issued to keep the vessel at anchorage until all members tested negative or a complete crew change out occurs. Case pends.	
Operational Control, M/V MARE ISLAND (31AUG21) A U.S. flag small passenger vessel was inspected in Vallejo, CA and issued a Code 60, rectify deficiencies prior to movement, due to inability to pump bilges in starboard jet room and #3 void space. Case pends.	

### SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (03AUG2021): On 03AUG2021, IMD received notification that a recreational vessel ran aground on the rocks IVO Pt. Reyes. Following the SAR case, IMD federalized the incident and opened the OSLTF to fund removal operations of pollution. Due to surf conditions the vessel broke into pieces before any pollution could be removed, an estimated 70 gallons of diesel discharged into the Gulf of the Farallones. A NOFI and LOW were issued. Case Closed.

Letter of Warning (03AUG2021): On 03AUG2021, IMD received notification that a tractor operating in Stockton, CA had overturned after executing a sharp maneuver. The overturned tractor discharged approximately 75 gallons of diesel into the adjacent slough which is a tributary to the San Joaquin River. The company secured the source of pollution and hired contractors to conduct cleanup of recoverable products. A NOFI and LOW were issued. Case Closed.

Letter of Warning (07AUG2021): On 07AUG2021, IMD received notification that a vacuum truck conducting transfer operations in Oakland Harbor, had discharged oily waste as a result of the top popping off of their 55 gallon drum during operations. The product inside was expelled and discharged into the harbor creating a sheen. The company had a cleanup crew on site standing by as protocol for transfer operations and immediately cleaned up the pollution and secured the source. A NOFI and LOW were issued. Case Closed.

Letter of Warning (07AUG2021): On 07AUG2021, IMD received notification that a recreational vessel, moored at a marina in San Mateo, CA, discharged approximately 1 gallon of diesel into the San Francisco Bay after a malfunction during a fueling evolution. The owner and the harbormaster deployed absorbent pads and cleaned up what could be recovered. The source of pollution was secured with no further discharge. A NOFI and LOW were issued. Case Closed.

Letter of Warning (07AUG2021): On 07AUG2021, IMD received notification that a recreational vessel, moored at a private dock in Discovery Bay, CA discharged approximately 1 gallon of gasoline into Discovery Bay after sinking at its berth. The owner hired local contractors to float the vessel and recover what pollution remained. The source of pollution was secured with no further discharge. A NOFI and LOW were issued. Case Closed.

Letter of Warning (12AUG2021): On 12AUG2021, IMD received notification that a recreational vessel, moored at a marina in Sacramento, CA discharged approximately 1 quart of engine oil into the Sacramento River after inadvertently initializing their bilge pumps. Due to environmental conditions none of the product was recovered as it had dissipated naturally. The source of pollution was secured with no further discharge. A NOFI and LOW were issued. Case Closed.

Letter of Warning (12AUG2021): On 12AUG2021, IMD received notification that a recreational vessel, moored at a marina in Oakland, CA, discharged approximately 1 gallon of diesel into the Oakland Estuary during a fueling evolution from a portable fuel container. Due to environmental conditions none of the product was recovered as it had dissipated naturally. The source of pollution was secured with no further discharge. A NOFI and LOW were issued. Case Closed.

Letter of Warning (17AUG2021): On 17AUG2021, IMD received notification that a recreational vessel, moored at a marina in Martinez, CA, discharged approximately 50 gallons of diesel into the Carquinez Strait after sinking at its berth. The owner hired local contractors who cleaned up the recoverable pollution and salvaged the vessel. The source of pollution was secured with no further discharge. A NOFI and LOW were issued. Case Closed.

Letter of Warning (19AUG2021): On 19AUG2021, IMD received notification that a recreational vessel, moored at a marina in Bethel Island, CA, discharged approximately 2 gallons of oily waste into Piper Slough as a result of sinking at its berth. Due to the owner's lack of response to communication efforts and inability to act quickly, IMD opened the OSLTF and hired local contractors. The vessel was raised, all tanks and vents were plugged, and the source of pollution was secured with no further discharge. A NOFI and LOW were issued. Case Closed.

Letter of Warning (27AUG2021): On 27AUG2021, IMD received notification that a vehicle drove into the water near Palo Alto, CA, discharging approximately 19 gallons of gasoline into the San Francisco Bay, and creating a sheen. The owner utilized their own resources the following morning and removed the vehicle from the water. The source of pollution was secured with no further discharge. A NOFI and LOW were issued. Case Closed.

Letter of Warning (30AUG2021): On 30AUG2021, IMD received notification that a recreational vessel, moored at a marina in Oakland, CA, discharged approximately 1 gallon of oily water into the San Francisco Bay, after inadvertently initializing their bilge pumps. The owner cleaned up the bilge spaces and repaired a leak that led to the ingress of water and the harbormaster deployed boom and absorbent pads to clean up what pollution could be recovered. The source of pollution was secured with no further discharge. A NOFI and LOW were issued. Case Closed.

Letter of Warning (31AUG2021): On 31AUG2021, IMD received notification that a recreational vessel, moored at a marina in Sacramento, CA, discharged approximately 1 gallon of bilge oily water into the Sacramento River. The harbormaster deployed boom and absorbent pads and cleaned up what could be recovered. The owner hired a local contractor to repair their vessel and secure the leak which led to the bilge pumps initializing. The source of pollution was secured with no further discharge. A NOFI and LOW were issued. Case Closed.

Notice of Violation (29AUG2021): On 29AUG2021, IMD received notification that a recreational vessel sank IVO the Farrallon Islands and discharged approximately 280 gallon of diesel. The owner, who had insurance, had began a claim for location and removal operations but at the time of this report it is still unknown if insurance will seek salvage and recovery due to water depths and environmental conditions. It is assumed a total discharge of all products on board occurred given the circumstances. The source of pollution was unable to be secured and Marine Sanctuary Director is now running the case for pursuing further insurance action. A NOFI and NOV were issued. Case Closed.

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

**Report of the  
U.S. Army Corps of Engineers, San Francisco District  
September 9, 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 wrapping up the planning phase and transitioning to the execution 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** – A contract for maintenance dredging was awarded to the Dutra Group on April 29. Dredging got underway on June 21 and is expected to finish by the end of November.
- b. **Redwood City Harbor** – A contract for maintenance dredging was awarded to Curtin Maritime on May 10. Dredging got underway on June 23 and is expected finish by mid-October.
- c. **San Pablo Bay (Pinole Shoal)** – The Government Hopper Dredge Essayons arrived on station June 9 and dredged for approximately 8 days. Next dredging event will occur in summer 2023. (Hopper dredging in San Francisco Bay continues to be limited to one event per year in accordance with our 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)** – A contract for maintenance dredging was awarded to Pacific Dredge on July 6. Dredging is estimated to start early September.
- e. **Sacramento River Deep Water Ship Channel** – A contract for maintenance dredging was awarded to Ross Island Sand & Gravel on June 23. Dredging started on August 5 and expected to finish by October 31.
- f. **SF Main Ship Channel** – The West Coast Hopper Contract was awarded to the Dutra Group on April 16 by the Corps' Portland District. Dredging started on August 7 with initial placement at the near-shore site. Sand pump-ashore to Ocean Beach began on August 11 and is expected to continue through September.
- g. **Suisun Bay Channel (and New York Slough)** – A contract for maintenance dredging was awarded to Curtin Maritime on July 7. Dredging is estimated to start following completion of the Redwood City project, around middle of October.
- h. **Richmond Inner Harbor** – Original Bid Opening was held on July 12. The solicitation was subsequently cancelled with no award following a bid protest. A new solicitation was issued on August 20 with bids due by September 20.

- 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. EMERGENCY (URGENT & COMPELLING) DREDGING

None at this time.

**3. DEBRIS REMOVAL** – Debris removal for August 2021 was 75 tons. Dillard: 55 tons; Raccoon: 20 tons. Average for August from 2011 to 2020 is 47 tons (Range: 5-89).

### 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	19	12.5	10	41.5
MAY	9	30.5	75	114.5
JUN	7	56.5	14	77.5
JUL	19	10	0	29
AUG	20	55	0	75
SEP				
OCT				
NOV				
DEC				

YR TOTAL
651.5

#### 4. 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. **Currently, the scope of the tentatively selected alternative includes expansion of both inner and outer basins for a 1,310-foot design vessel. This expansion is expected to meet the needs of the future fleet. The 3x3x3 feasibility study is on track and on budget and the Project Delivery Team is targeting a Tentatively Selected Plan (TSP) milestone of September 28 and the release of a DRAFT Integrated Feasibility Report (IFR) by December of 2021 for public comment.**

#### 5. OTHER WORK

**Regional Dredge Material Management Plan:** Following public and stakeholders' outreach for the PMP, the project is now in phase 1 gap analysis to address the key issues as identified by the stakeholders from the virtual charrettes held in July 2020. SFEI has been contracted to perform this phase and is coordinating with the Interagency Working Group (IWG) to provide expert advice and review of work products associated with the RDMMP Gaps Analysis, including prioritizing the knowledge gaps identified by the project team and reviewing the scopes of work produced to address those knowledge gaps. 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:**

<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, five partner sessions were held March 16 through April 13. The partner sessions and the public comment period were used to gather input on WRDA provisions and implementation guidance. For more information on WRDA 2020 and the work on implementation guidance 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 22, 2021.  
**Islais Creek Channel:** Condition survey of August 26, 2021.  
**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 and April 20, 2021.  
**Napa River:** Condition survey of March 11-15, 2021.  
**Northship Channel:** Condition survey of April 21-24, 2020.  
**Oakland Inner Harbor:** Condition survey of May 5, 2021.  
**Oakland Inner Harbor (Brooklyn Basin):** Condition survey of 15-20 January 2021.  
**Oakland Outer Harbor:** Condition survey of May 4, 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 June 24 – July 7, 2021.  
**Redwood City Harbor:** Interim survey (Reach 2) of July 22, 2021, and post dredge survey (Reach 4) of August 16, 2021.  
**Richmond Inner Harbor:** Condition survey of July 31, 2021 and August 2, 2021.  
**Richmond Inner Harbor (Santa Fe Channel):** Condition survey of December 20, 2016.  
**Richmond Outer Harbor (Longwharf):** Condition survey of July 30, 2021.  
**Richmond Outer Harbor (Southampton Shoal):** Condition survey of July 30, 2021.  
**Sacramento River Deep Water Ship Channel:** Condition Survey of July 8-12, 2021.  
**San Bruno Shoal:** Condition survey of February 26, 2021.  
**San Francisco Main Ship Channel:** Condition survey of July 23 and 28, 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 July 8-12, 2021.  
**Suisun Bay Channel:** Condition survey of July 20, 2021.  
**Suisun Bay Channel (Bullshead Reach):** Condition survey of July 20, 2021.  
**Suisun Bay Channel (New York Slough):** Condition survey of July 21, 2021.

Disposal Site Condition Surveys:

**SF-08 (Main Ship Channel Disposal Site):** Condition survey of Jul 27, 2021.  
**SF-09 (Carquinez):** Condition survey of July 15, 2021.  
**SF-10 (San Pablo Bay):** Condition survey of July 15, 2021.  
**SF-11 (Alcatraz Island):** Condition survey of August 6, 2021.  
**SF-16 (Suisun Bay Disposal Site):** Condition survey of May 26, 2021.  
**SF-17 (Ocean Beach Disposal Site):** Condition survey of July 27, 2021.

#### **Requested Surveys:**
































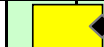






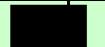
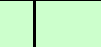
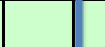































Pre/Post-dredge and condition surveys are scheduled to occur throughout the year for all of San Francisco District's in-bay projects which are planned to be dredged in FY21.

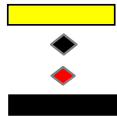


**Channel Condition Report (CCR):**

Attached is the Channel Condition Report (CCR) for all Corps maintained channels dated 7 SEP 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.

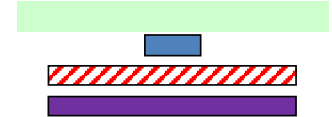
## 2021 O&M DREDGING PLAN\*

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 (A)	29-Apr (A)														1000kcy	Contract Clam Shell	SF-DODS		
Redwood City Harbor	26-Apr (A)	10-May (A)														350kcy 125kcy	Contract Clam Shell	SF-11 Upland		
Sacramento River (30 Foot Project)	11-Jun (A)	23-Jun (A)														150kcy	Contract Pipeline	Various Upland		
San Joaquin River (Port of Stockton)	21-Jun (A)	6-Jul (A)														300kcy	Contract Pipeline	Various Upland		
Suisun Bay Channel	29-Jun (A)	7-Jul (A)															175kcy	Contract Clam Shell	SF-16	
Richmond Inner Harbor	20-Sep (S)	28-Sep (S)																200kcy	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 (A)	16-Apr (A)														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:

9/2/2021

# REPORT OF CHANNEL CONDITIONS

## 400 FEET WIDE OR GREATER

Page 1 of 1  
Date 9/7/2021

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# REPORT OF CHANNEL CONDITIONS

## 400 FEET WIDE OR GREATER

Page 1 of 1  
Date 9/7/2021

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	08-25-2021	500 2113	2.60	48	34.0	45.2	39.9	32.3
Humboldt Bay Eureka Channel	04-22-2021	400 416	1.69	26	2.6	4.0	13.4	6.8
Humboldt Bay Fields Landing Channel	04-21-2021	300 770	2.35	26	15.6	26.6	25.4	20.0
Humboldt Bay North Bay Channel	04-23-2021	400 657	3.04	38	31.7	34.4	33.8	21.7
Humboldt Bay Samoa Channel	04-22-2021	400 1000	1.83	38	32.6	35.1	34.8	17.9

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Date 9/7/2021

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# REPORT OF CHANNEL CONDITIONS

## 400 FEET WIDE OR GREATER

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Date 9/7/2021

ENG FORM 4020-R, NOV 1990

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Date 9/7/2021

ENG FORM 4020-R, NOV 1990



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Date 9/7/2021

ENG FORM 4020-R, NOV 1990

# REPORT OF CHANNEL CONDITIONS

## 400 FEET WIDE OR GREATER

Page 1 of 1  
Date 9/7/2021

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 RICHMOND HARBOR 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)				
Richmond Inner Harbor Entrance Channel	07-31-2021	809 1021	0.96	38	36.0	36.3	36.4	35.8
Richmond Inner Harbor Approach Channel	07-31-2021	809 1201	3.09	38	33.7	35.2	35.9	35.3
Richmond Inner Harbor Santa Fe Channel	02-26-2019	195 509	0.37	38	33.7	35.4	36.4	No Data
Richmond Outer Harbor Richmond Outer Harbor	07-30-2021	600 1291	3.25	45	40.5	45.3	44.6	42.6
Richmond Outer Harbor Longwharf Turning Basin	07-29-2021	2188 5598	0.88	45	34.3	No Data	No Data	No Data

Page 1 of 1  
Date 9/7/2021

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# REPORT OF CHANNEL CONDITIONS

## 400 FEET WIDE OR GREATER

Page 1 of 2  
Date 9/7/2021

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)				
Redwood City Harbor Redwood City Harbor	05-19-2021	300 943	3.94	30	22.4	25.6	25.1	22.2
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	4.6	6.0	6.4	6.4
Islais Creek Islais Creek	08-27-2021	500 1424	1.71	40	30.7	37.5	37.5	23.9
Alameda Naval Air Alameda Naval Air	11-23-2020	1000 4178	2.90	37	11.4	12.5	18.9	17.1
San Rafael ATF Across the Flats	02-09-2021	100	2.25	8	2.4	4.2	4.0	2.3
San Rafael River Inner Canal Channel	02-09-2021	60 160	1.55	6	0.7	1.6	0.9	1.4
Petaluma River Main Channel	06-03-2020	100 361	4.06	8	No Data	1.4	2.8	No Data
Petaluma River ATF Across the Flats	12-15-2020	200 206	5.68	8	6.3	8.8	8.3	8.2
Mare Island Strait 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	04-22-2021	100 142	1.36	6	3.5	3.8	4.3	4.3
Bodega Bay Bodega Bay	08-11-2020	100 400	3.46	12	3.6	11.0	11.0	7.5
Moss Landing Moss Landing	03-31-2021	120 405	0.98	6	13.2	12.3	11.1	10.9
Noyo River Entrance Channel	02-10-2021	97 150	0.67	10	6.1	9.6	10.6	7.6





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

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## San Francisco Clearinghouse Report

September 9, 2021

- ✎ In July and August the clearinghouse did not contact OSPR regarding any possible escort violations.
- ✎ In July and August 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 July there were 100 tank vessel arrivals; 18 ATBs, 6 Chemical Tankers, 10 Chemical/Oil Tankers, 26 Crude Oil Tankers, 25 Product Tankers, and 15 Tugs with Barges. In July there were 231 total vessel arrivals.
- ✎ In August there were 97 tank vessel arrivals; 20 ATBs, 4 Chemical Tankers, 13 Chemical/Oil Tankers, 21 Crude Oil Tankers, 27 Product Tankers, and 12 Tugs with Barges. In August there were 209 total vessel arrivals.

# San Francisco Bay Clearinghouse Report For July 2021

## San Francisco Bay Region Totals

	<u>2021</u>		<u>2020</u>	
Tanker arrivals to San Francisco Bay	67		51	
ATB arrivals	18		10	
Barge arrivals to San Francisco Bay	15		8	
Total Tanker and Barge Arrivals	100		69	
Tank ship movements & escorted barge movements	311		237	
Tank ship movements	179	57.56%	117	49.37%
Escorted tank ship movements	138	44.37%	94	39.66%
Unescorted tank ship movements	41	13.18%	23	9.70%
Tank barge movements	132	42.44%	120	50.63%
Escorted tank barge movements	21	6.75%	11	4.64%
Unescorted tank barge movements	111	35.69%	109	45.99%

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	203		304		0		123		630	
Unescorted movements	88	43.35%	149	49.01%	0	0.00%	50	40.65%	287	45.56%
Tank ships	64	31.53%	108	35.53%	0	0.00%	49	39.84%	221	35.08%
Tank barges	24	11.82%	41	13.49%	0	0.00%	1	0.81%	66	10.48%
Escorted movements	115	56.65%	155	50.99%	0	0.00%	73	59.35%	343	54.44%
Tank ships	107	52.71%	136	44.74%	0	0.00%	64	52.03%	307	48.73%
Tank barges	8	3.94%	19	6.25%	0	0.00%	9	7.32%	36	5.71%

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 August 2021

## San Francisco Bay Region Totals

	<u>2021</u>		<u>2020</u>	
Tanker arrivals to San Francisco Bay	65		66	
ATB arrivals	20		15	
Barge arrivals to San Francisco Bay	12		12	
Total Tanker and Barge Arrivals	97		93	
Tank ship movements & escorted barge movements	300		277	
Tank ship movements	196	65.33%	135	48.74%
Escorted tank ship movements	162	54.00%	103	37.18%
Unescorted tank ship movements	34	11.33%	32	11.55%
Tank barge movements	104	34.67%	142	51.26%
Escorted tank barge movements	11	3.67%	16	5.78%
Unescorted tank barge movements	93	31.00%	126	45.49%

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	190		292		0		132		614	
Unescorted movements	66	34.74%	122	41.78%	0	0.00%	47	35.61%	235	38.27%
Tank ships	45	23.68%	88	30.14%	0	0.00%	41	31.06%	174	28.34%
Tank barges	21	11.05%	34	11.64%	0	0.00%	6	4.55%	61	9.93%
Escorted movements	124	65.26%	170	58.22%	0	0.00%	85	64.39%	379	61.73%
Tank ships	122	64.21%	161	55.14%	0	0.00%	78	59.09%	361	58.79%
Tank barges	2	1.05%	9	3.08%	0	0.00%	7	5.30%	18	2.93%

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	466		723	
ATB arrivals	114		165	
Barge arrivals to San Francisco Bay	94		143	
Total Tanker and Barge Arrivals	674		1,031	
Tank ship movements & escorted barge movements	2,224		3,467	
Tank ship movements	1,206	54.23%	1,774	51.17%
Escorted tank ship movements	940	42.27%	1,383	39.89%
Unescorted tank ship movements	266	11.96%	391	11.28%
Tank barge movements	1,018	45.77%	1,693	48.83%
Escorted tank barge movements	174	7.82%	253	7.30%
Unescorted tank barge movements	844	37.95%	1,440	41.53%

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

Escorts reported to OSPR 0 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	1,361		2,163		0		918		4,442	
Unescorted movements	613	45.04%	1,083	50.07%	0	0.00%	405	44.12%	2,101	47.30%
Tank ships	482	35.42%	819	37.86%	0	0.00%	360	39.22%	1,661	37.39%
Tank barges	131	9.63%	264	12.21%	0	0.00%	45	4.90%	440	9.91%
Escorted movements	748	54.96%	1,080	49.93%	0	0.00%	513	55.88%	2,341	52.70%
Tank ships	691	50.77%	919	42.49%	0	0.00%	456	49.67%	2,066	46.51%
Tank barges	57	4.19%	161	7.44%	0	0.00%	57	6.21%	275	6.19%

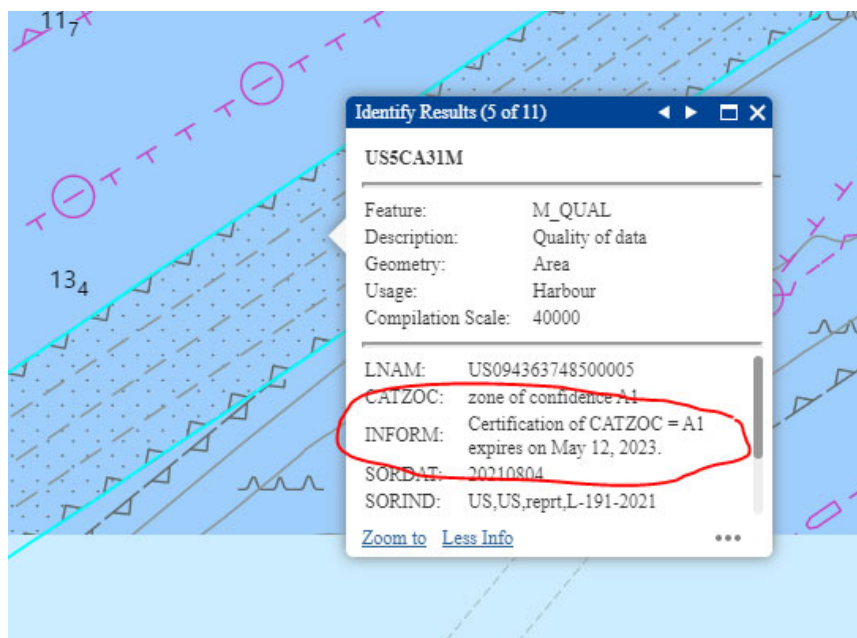
### Notes:

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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 September 2021

### Pinole Shoal Channel CATZOC

The certification of CATZOC = A1, has been renewed. It now expires on 5/12/2023. Thanks to the Army Corps of Engineers (COE) survey team for providing the high quality survey data NOAA needed to review, which allowed us to renew the CATZOC of A1.



### NOAA Marine Debris Program updates.

- **Salvaging Solutions to Abandoned and Derelict Vessel Webinar** - Each month's webinar features experts on a topic related to abandoned and derelict vessels. The next two webinar dates will be on Sep 22 2021 - 12:00 PM PDT discussing ADV Info Hub Reflections as well as Oct 27 2021 - 12:00 PM PDT discussing Vessel Disposal. A recording of each webinar will be posted as soon as they become available. More information can be found on the [NOAA MDP Salvaging Solution webpage](#).
- **NOAA Marine Debris Program FY21 Removal Funding Opportunity** - The NOAA MDP announced our FY 2022 Marine Debris Removal notice of funding opportunity. The priority areas include abandoned and derelict vessels and other mid to large-scale debris. The letter of intent is due 9/24/21. The FY 2022 Marine Debris Prevention notice of funding opportunity is planned to be announced in September. For more information on the MDP FY 2022 grant opportunities and eligibility, please visit [Grants.gov](#) and the [NOAA MDP's website](#).

**NOAA Ship FAIRWEATHER coming to town.**



Survey launch that will be doing the majority of survey work, especially in shallow waters and nearshore, etc.



NOAA ship FAIRWEATHER may survey deeper areas and/or act as “hotel” ship at anchor or alongside.





## Updating Nautical Charts of San Francisco Bay, California Hydrographic Survey Operation, 2021

The San Francisco Bay project will provide updated bathymetry to maintain data infrastructure for one of the Nation's key waterways. The project will address reports of shoaling, obstruction concerns, and chart discrepancies. Charting updates to this area were requested by the U.S. Army Corps of Engineers, San Francisco Bar Pilots, The San Francisco Bay Conservation and Development Commission, local port agencies, U.S. Geological Survey, and others. Current hydrographic data is imperative to safe navigation and the support of national commerce.

The project includes approaches to the ports of Richmond, Oakland, and San Francisco. These waters also provide passage to the Redwood City and Stockton Ports. New data will enhance the safety of cargo and tanker traffic transiting to these ports, support commercial fishing, recreational boating, and marine tourism based in the region. The acquired data will greatly improve the understanding of the region's bathymetry.

NOAA Ship *Fairweather* and its small boats are expected to survey approximately 30 square nautical miles, with a focus on reported shoaling and overbank depths. The vessels performing these surveys are equipped to collect multibeam data and will be operating in daylight hours. The ship may be towing sensors, which will restrict its ability to maneuver. The data collected will be processed and used to provide navigational information and products, including nautical charts, to the public.

The map below displays the planned survey area for September 2021.

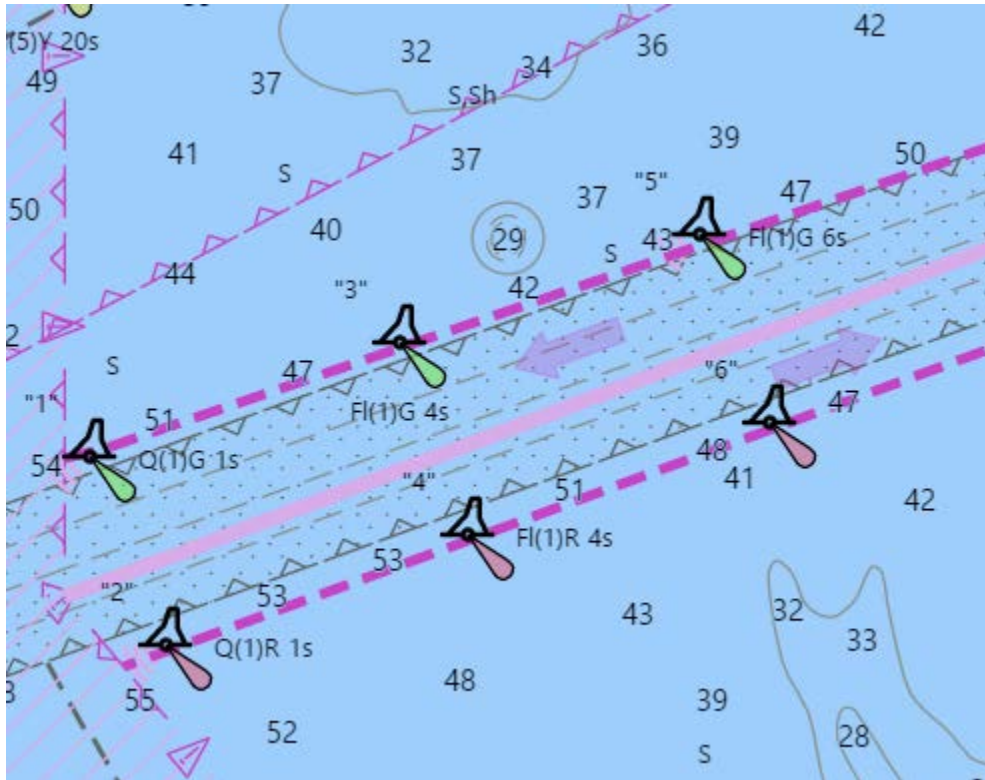


Questions may be addressed to the following. Please reference the survey number OPR-L361-FA-21.

- NOAA's California Navigation Manager  
Jeffrey.Ferguson@noaa.gov
- NOAA Project Manager  
Starla.Robinson@noaa.gov

## Shoaling reported

In July a report of shoaling was received for a point north of the main ship channel between buoys 3 and 5. It was reported in the Local Notice to Mariners and applied to the NOAA chart products. 29 foot reported in charted depths of 37-40 feet.



## National Weather Service

Continued dry conditions are expected into the fall. Fire season and drought will persist as a result.

Early early early outlook on winter points to more of a normal pattern developing in the December time frame.

## 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)





## CALIFORNIA STATE LANDS COMMISSION

### HARBOR SAFETY COMMITTEE MONTHLY REPORT - JULY COMPARISON

#### **VESSEL TRANSFERS**

	Total Transfers	Total Vessels Monitored	Total Transfers Percentage
JULY 1 - 31, 2020	168	32	19.05
JULY 1 - 31, 2021	197	62	31.47

#### **CRUDE OIL / PRODUCT TOTALS**

	Crude Oil ( D )	Crude Oil ( L )	Overall Product ( D )	Overall Product ( L )	GRAND TOTAL
JULY 1 - 31, 2020	8,276,000	98,000	14,270,124	5,305,416	19,575,540
JULY 1 - 31, 2021	12,702,108	0	19,984,624	6,455,909	26,440,533

#### **OIL SPILL TOTAL**

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



## CALIFORNIA STATE LANDS COMMISSION

### HARBOR SAFETY COMMITTEE MONTHLY REPORT - AUGUST COMPARISON

#### **VESSEL TRANSFERS**

	Total Transfers	Total Vessels Monitored	Total Transfers Percentage
AUGUST 1 - 31, 2020	173	30	17.34
AUGUST 1 - 31, 2021	178	67	37.64

#### **CRUDE OIL / PRODUCT TOTALS**

	Crude Oil ( D )	Crude Oil ( L )	Overall Product ( D )	Overall Product ( L )	GRAND TOTAL
AUGUST 1 - 31, 2020	11,073,000	250,000	16,339,100	5,445,289	21,784,389
AUGUST 1 - 31, 2021	12,515,713	0	20,291,029	4,572,006	24,863,035

#### **OIL SPILL TOTAL**

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



# PACIFIC COAST PORT ACCESS ROUTE STUDY (PAC-PARS)

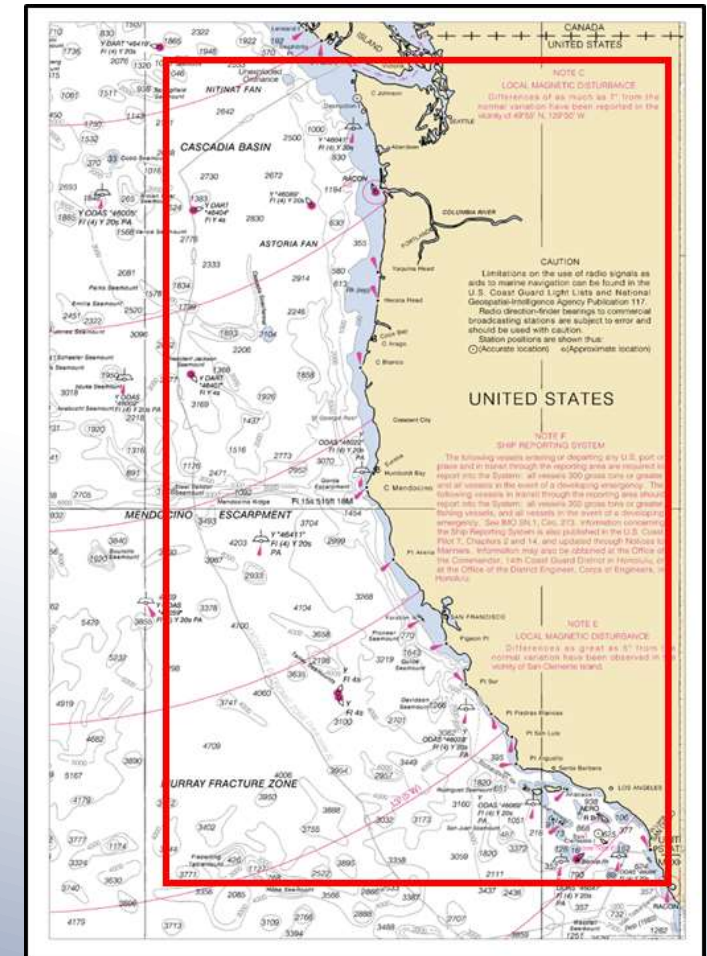




## U.S. Coast Guard Eleventh District

### What is the Pacific Coast Port Access Route Study?

- Port and Waterways Safety Act (PWSA)
  - P.L. 95-474; 33 U.S.C. 1223
- Requirements:
  - Required before establishing new or adjusting existing FAIRWAYS and/or TRAFFIC SEPARATION SCHEMES.
  - Coordinate with stakeholders for safe routes.
- Coast Guard Responsibility
  - Federal Regulations manage routes with:
    - Fairways
    - Traffic Separation Schemes
    - Channels
    - Aids to Navigation
  - Navigation Safety Risk Assessment

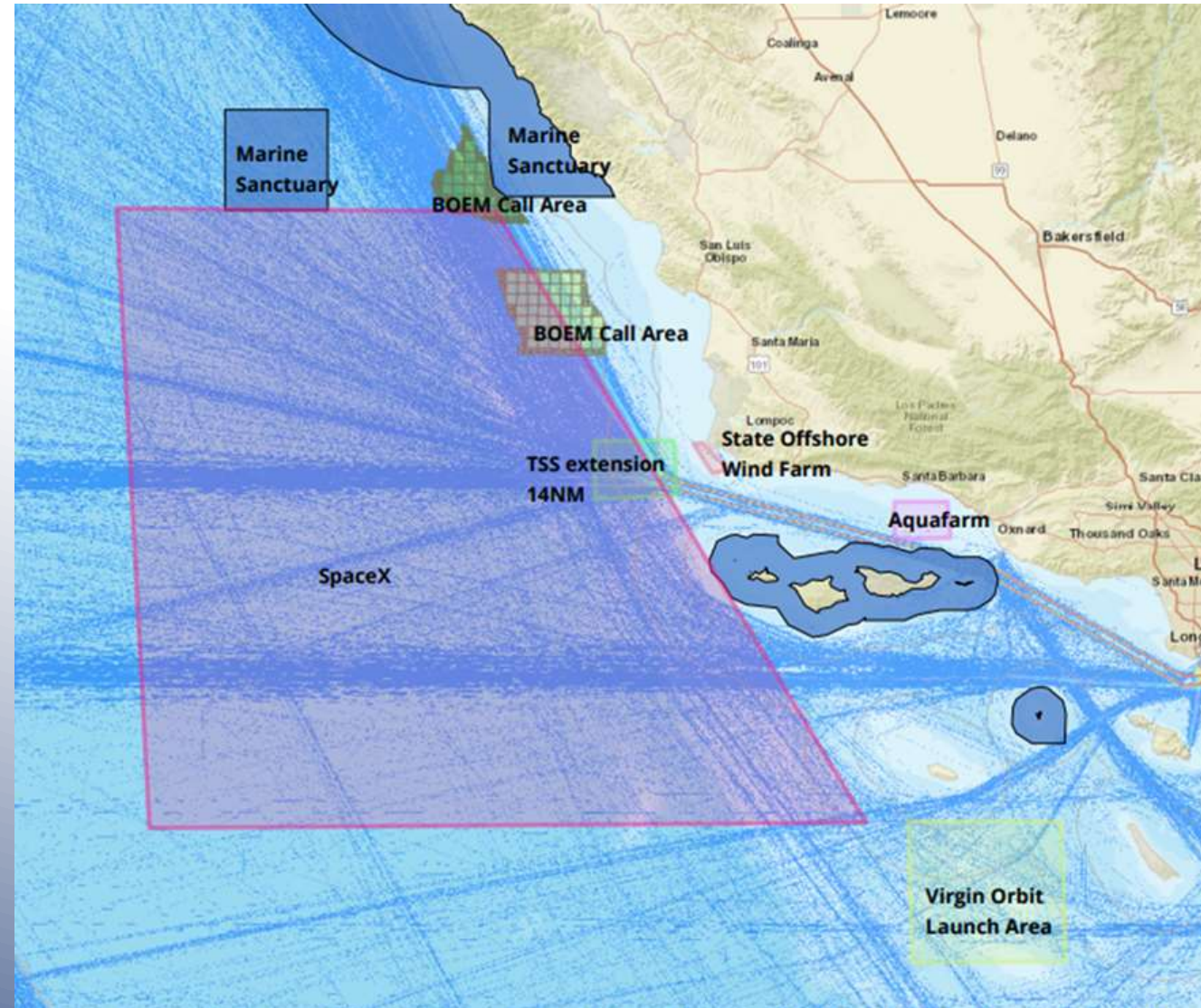




## U.S. Coast Guard Eleventh District

### What is prompting the PAC-PARS study?

- NOAA proposed Area to be Avoided expansion around Channel Island.
- BOEM Call Areas
- Proposed Chumash Heritage National Marine Sanctuary
- New development of offshore infrastructure like:
  - Offshore Renewable Energy Platforms
  - Aquafarms
  - Commercial & Government Space Activities
  - Increased shipping
  - Military Exercises
  - Military Tests



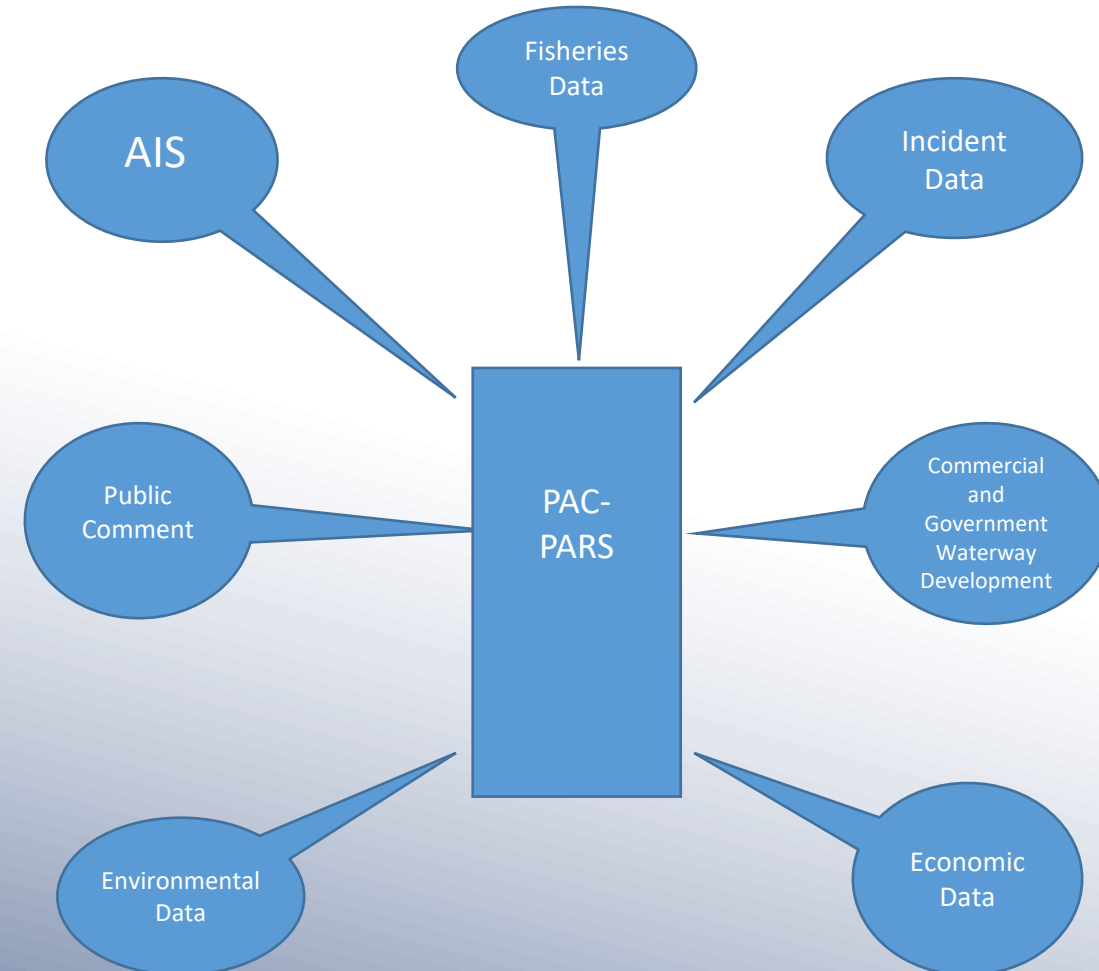




## U.S. Coast Guard Eleventh District

### Phase 1 – Data Gathering

- Determine Shipping Routes Based on AIS
  - Data will be used to produce density plots by vessel type.
- Stakeholder & Public Outreach
  - Local, regional, national, and international port stakeholders are encouraged to comment.
  - Open communications with towing vessel industry and fisheries through public forums and federal register comments.
- Gather Marine Transportation System Data
  - Dive into the economic benefits of coastal industries.
- Planning Guidelines & Recommendations
  - Previous studies were reviewed for past comments and recommendations.

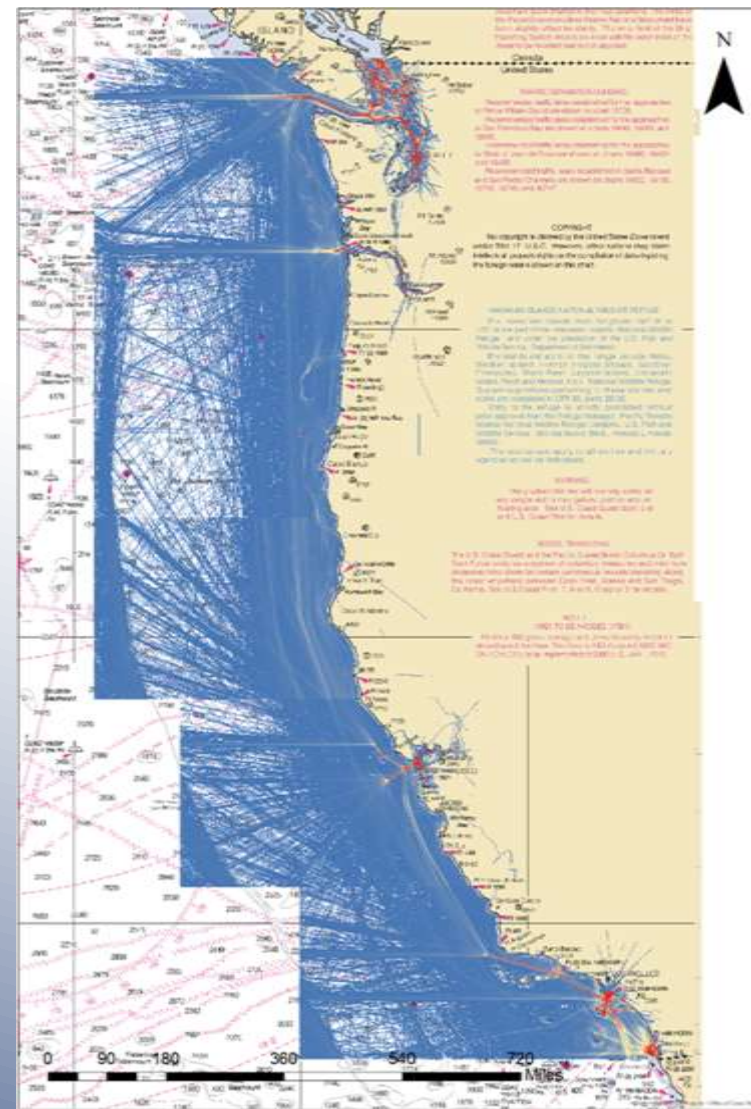




## U.S. Coast Guard Eleventh District

### Phase 2 – Applying Suitability Criteria

- Analyze the AIS data to determine existing shipping routes
- The Red-Yellow-Green methodology
  - To determine where there are high, medium, or low conflict areas of the study area.
  - Apply risk criteria to the area, and again to any proposed changes.
  - Assess if mitigating measures can be implemented to decrease risk.





## U.S. Coast Guard Eleventh District

### Phase 3 – Modeling & Analysis

- Develop a GIS model to show all current and future developments and traffic data.
- Evaluate options if new routing measures are necessary.
- Identify navigation safety corridors from recommended routes and traffic data.
  - Develop recommendations from the model.



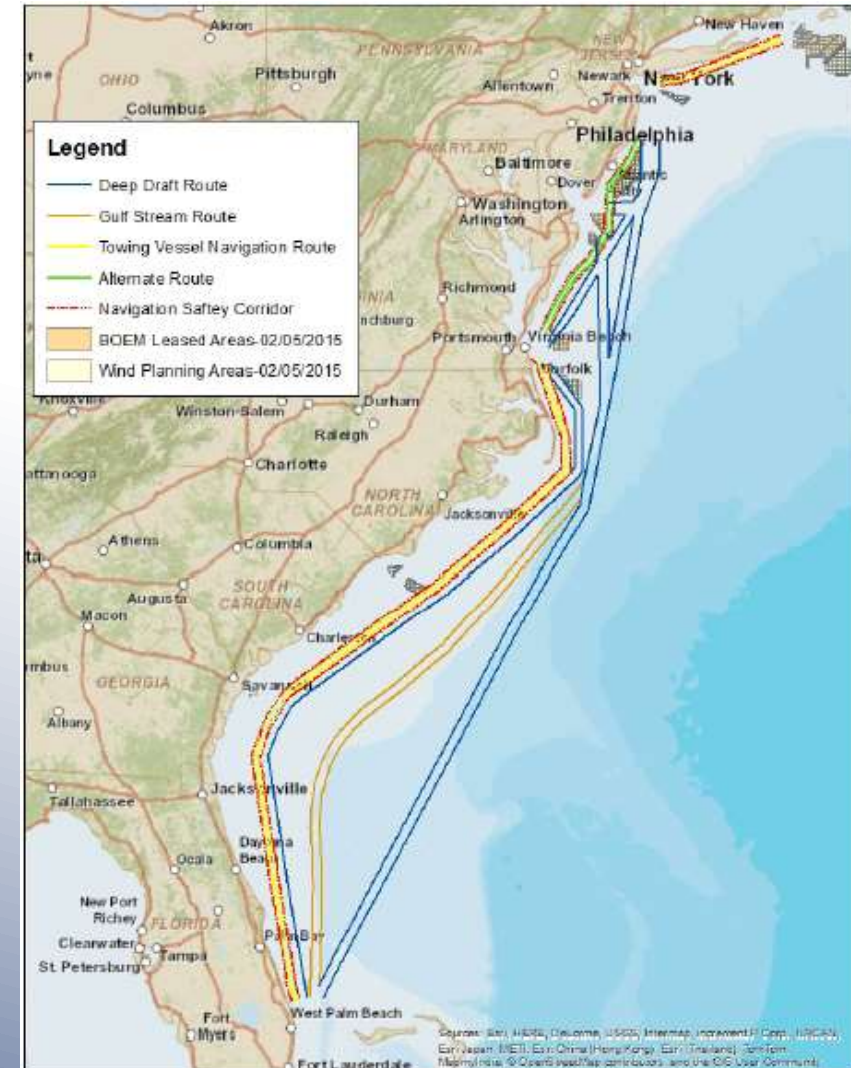




## U.S. Coast Guard Eleventh District

### Phase 4 – Implementing Study Results

- Any recommendations or proposed mitigating measures will be published in the final study
- The image to the right are the recommended routes determined by the Atlantic Coast PARS





U.S. Coast Guard  
Eleventh District

## Questions?

- Flyers for info and access will be distributed.
- A shared mailbox was created for the study:
  - [PACPARS@USCG.MIL](mailto:PACPARS@USCG.MIL)
- Docket "USCG-2021-0345"

***District Eleven (D11) and District Thirteen (D13) are collaboratively conducting a “Pacific Coast – Port Access Route Study” (PAC-PARS).***

**Public comment is critical to the Coast Guard’s effort to provide services in the final analysis of the PAC-PARS. Please see the links on the back of this pamphlet to submit your comment.**



Harbor Safety Committees are a great opportunity to discuss waterway management practices with the Coast Guard.



Access to the study can be found by scanning the QR Code at the bottom of this flyer, or visit:

<https://www.regulations.gov>

And search the docket number:

**“USCG-2021-0345”**

Questions or concerns can be sent to:

**PACPARS@USCG.MIL**

**Please submit all official comments to the docket above.**  
**Comments and related material must be received on or before 25 January, 2022.**

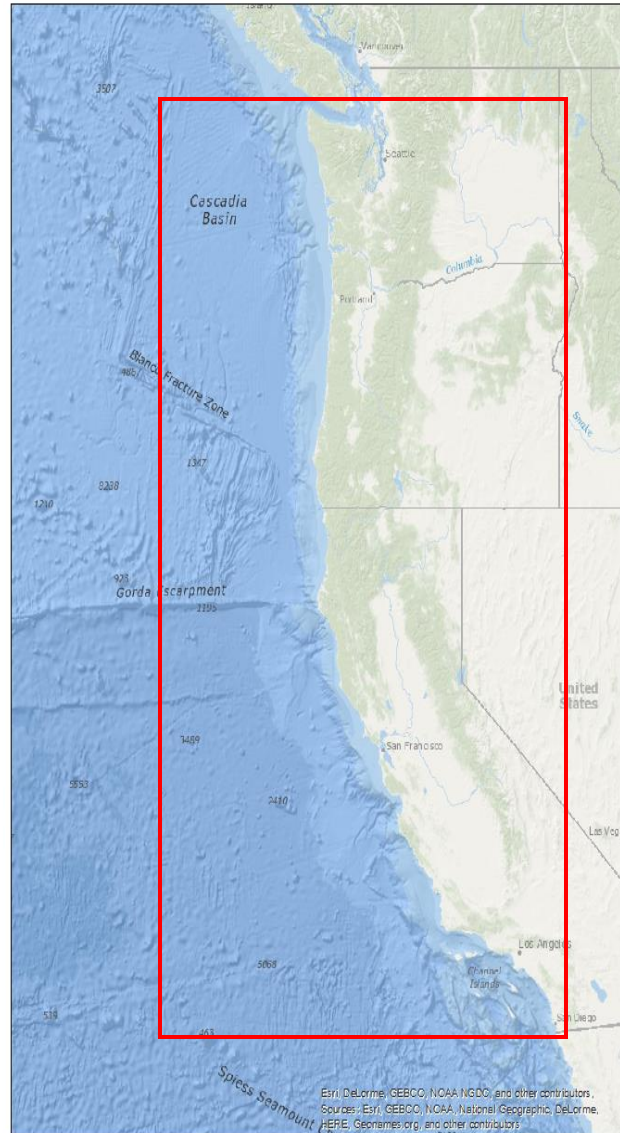
# PACIFIC COAST PORT ACCESS ROUTE STUDY (PAC-PARS)



## What is the Pacific Coast Port Access Route Study (PAC-PARS)?

The PAC-PARS is a study through the U.S. Coast Guard (USCG) to evaluate the usage of coastal waterways by vessel tracking data as well as the public's comment. The study is a required process to determine if current navigation protocols are adequate for existing and future traffic levels.

***The PAC-PARS will be the first comprehensive evaluation of all vessel traffic patterns that utilize the Pacific Coast waterways outside of California, Oregon, and Washington.***



## What is prompting the PAC-PARS study?

Vessel traffic, offshore renewable energy infrastructure, aquaculture, and commercial and government rocket testing are a few changes occurring along the West Coast. The USCG is conducting a study on navigational conditions for coastal and outer-continental shelf transits. The USCG wants to ensure that safe navigation can be maintained as development continues.

***The study will provide a baseline to assist with future determinations of waterway suitability for current and future waterway needs.***

## What areas are we looking into?

The primary ports of the Pacific Coast Port Access Route Study (PAC-PARS) are: San Diego, CA, Los Angeles/Long Beach, CA, San Francisco, CA, Humboldt Bay, CA, Coos Bay, OR, Yaquina Bay, OR, Astoria, OR, Grays Harbor, WA, and Puget Sound, WA.