

# 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, November 10, 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 10:01.

**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: **LTC Kevin Arnett** (M), US Army Corps of Engineers; **John Berge** (M), Pacific Merchant Shipping Association; **Capt. Sean Daggett** (M), Sause Bros. Inc.; **Jeff Ferguson** (M), NOAA; **David Fisch** (M), Port of Redwood City; **Kathi George** (M), The Marine Mammal Center; **Scott Grindy** (M), San Francisco Small Craft Harbor; **Troy Hosmer** (M), Port of Oakland; **Capt. Thomas Kirsch** (M), Blue and Gold Fleet; **Capt. Taylor Lam** (M), United States Coast Guard; **Capt. Paul Ruff** (M), San Francisco Bar Pilots; **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 October 14, 2021, meeting was made and seconded. The minutes were approved without dissent.

### Comments by Chair- Capt. Lynn Korwatch

Welcomed the committee members and audience. There will not be a December HSC meeting. The scheduled vote on updated VSR best practices has been postponed. A Navigation Work Group meeting on VSR issues will be held after today's HSC meeting.

### Coast Guard Report- Capt. Taylor Lam

- The USCG hosted a multi-agency cruise ship mass rescue tabletop exercise on October 28<sup>th</sup>. The exercise was successful and lessons learned will be shared.
- Operation Safe Crab is underway focusing on crab fishing vessel safety.
- The USCG issued MSIB 06-21 on October 20<sup>th</sup> regarding a towing vessel steering failure issue.

# Harbor Safety Committee

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- The comment period is open for USCG PAC-PARS, a multi-year offshore vessel traffic study. For information and comments: [Federal Register :: Port Access Route Study: The Pacific Coast From Washington to California](#)
- The Coast Guard will be meeting with the Port of Oakland next week to further collaboration.
- CWO Micky Price read from the October- 2021 Prevention/Response Report (attached).

## **Army Corps of Engineers Report- LCR Kevin Arnett**

- LCR Arnett has joined the committee as the new USACE San Francisco District Commander.
- Jessica Vargas read from the US Army Corps of Engineers, San Francisco District Report (attached). FY 2021 dredging is being completed. FY 2022 dredge projects are being planned. Debris removal for October was below average. The debris removal vessel Dillard has been repaired and will be back in service soon. WRDA 2020 implementation guidance has been released. Surveys are posted and a channel condition report is included.
- Scott Grindy advised of sand accumulation affecting the San Francisco Marina due to dredging for Ocean Beach restoration. Jessica Vargas advised that USACE will look into the issue.

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

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

- David Fisch, Port of Redwood City, was sworn in as the primary HSC member representing the port.
- A notice of HSC membership vacancies has been distributed. Expiring members are encouraged to reapply. Contact: [michael.caliguire@wildlife.ca.gov](mailto:michael.caliguire@wildlife.ca.gov)
- Ted Mar, OSPR, advised that response to the Southern California pipeline spill is winding down.
- Tom Cullen, OSPR Administrator, advised that the American Challenger destruction decision is expected soon.

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

- Read from the NOAA HSC Report for November 2021 (attached). The NOAA survey vessel Fairweather will be returning to SF Bay in January for maintenance and additional surveying. The NWS reports that La Nina conditions are still in effect which could bring drier than normal conditions this winter.
- Capt. Paul Ruff asked about autonomous surveying vessels in the region. Autonomous sail drones crossing the TSS are a potential safety issue. Jeff Ferguson advised that autonomous

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surveying is expanding but he was not familiar with the specific operation. The USCG is the regulating agency.

## **State Lands Commission Report- Robert Booker (report attached)**

### **Report on Sail GP 2022- Melanie Roberts, Sail GP**

- Melanie Roberts, Sail GP, gave a presentation to the committee on plans for Sail GP 2022 (slides attached). The sailboat race is planning to return to San Francisco in 2022 for their Grand Final. The racing event is scheduled to take place on March 26-27 with free sailing practice from March 14-23 and race rehearsal from March 24-25. An exclusion zone race box will be established off the City Front from 12:30 – 15:45 on race days. A smaller box will be established for rehearsal. The race box will be similar to the one in place for Sail GP 2019, but the Crissy Field side will be open. Nine sailboats are expected to compete in the race. Planning meetings with the USCG will be scheduled.
- Andrew Sullivan, SFBA, asked about notification and enforcement of the exclusion zone for kiteboarders. Melanie Roberts advised that the race box will be marked with high visibility buoys and notification will be issued. The buoys will be removed after each race day. Twenty enforcement boats will also be patrolling the perimeter. Ferry access to Pier 39 will be maintained. An on-water supervisor will be present. LCDR Miller, USCG, advised that rulemaking for the event is underway. Capt. Korwatch suggested that Sail GP provide an additional HSC briefing in February before the event.

### **Work Group Reports-**

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

**Navigation Work Group-** Capt. Paul Ruff: VSR best practices are still being finalized. A balance between vessel speed required for pilot boarding and whale safety is needed. VSR ends on November 15<sup>th</sup>. A Work Group meeting is being held after today's HSC meeting to further discuss VSR issues. An HSC vote will be held to approve the best practices when complete. There have been several recent incidents involving windsurfers and kiteboarders getting too close to ships. There is not much a ship pilot can do to avoid collision with these small vessels.

**Ferry Operations Work Group-** Capt. Tom Kirsch: Ferry operators have encountered autonomous surveying vessels and there are questions about their permitting. Capt. Lam advised that the USCG will look into the issue. Sail drones are not actually categorized as vessels and there are limited regulations. New regulations are being considered. Contact the USCG if there are any incidents.

Harbor Safety Committee of the SF Bay Region

November 10, 2021

Page 3

# Harbor Safety Committee

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

**PORTS Work Group-** Troy Hosmer: Nothing to report.

**Prevention through People Work Group-** Scott Grindy: Nothing to report.

**PORTS Report- Marcus Freeling**

- Redeployment of Southampton Shoal LB6, Oakland LB4, and Oakland LB3 buoy-mounted current meters is being planned and equipment refurbished. Service of the UP Railroad Bridge wind station is being scheduled. The Richmond Tide Station's charging issue has improved since IP modem replacement. A NOAA team is currently in the region servicing PORTS tide stations. NOAA was not able to service the tide stations in 2020 due to Covid-19. Routine PORTS maintenance is ongoing.
- PORTS data is publicly available through NOAA's Tides and Currents website:  
<https://tidesandcurrents.noaa.gov/ports/index.html?port=sf>

**Public Comment-**

- A question was asked about Sail GP exclusion zone dates. LCDR Miller advised that a smaller zone will be in effect for rehearsal on March 24-25 and a larger zone for the actual race on March 26-27.

**Old Business- None**

**New Business- None**

**Next Meeting-**

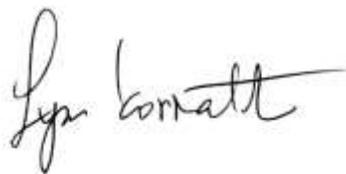
1000-1200, January 13, 2022  
Remote Meeting via Zoom

**Adjournment-**

A motion to adjourn to meeting was made and seconded. The motion passed without dissent and the meeting adjourned at 11:00.

Respectfully submitted:

Capt. Lynn Korwatch



Harbor Safety Committee of the SF Bay Region  
November 10, 2021

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

**Loss of Propulsion, (01OCT21):** A foreign flagged container ship experienced a loss of propulsion during its transit from Los Angeles to San Francisco, approximately 52 nautical miles west of Point Conception. The vessel's main propulsion engine suffered a material failure. The vessel performed a dead ship tow into the Port of Oakland and conducted repairs. Case closed.

**Allision, (11OCT21):** A U.S. flagged towing vessel reported an allision between the barge it was pushing and the Suisun Bay Channel Light 22. No significant damage was reported on the barge, tug or ATON. ATON was observed still operating properly after the allision occurred. Case pends.

**Equipment Failure, (16OCT21):** A U.S. flagged passenger vessel experienced a raw water pump failure on port side engine while underway with passengers near Treasure Island. The vessel shutdown port engine and returned to the SF ferry building on the starboard engine. The vessel dropped off passengers and returned to maintenance facility to conduct repairs. Case closed.

**Allision, (23OCT21):** A U.S. flagged passenger vessel reported an allision with a semi-submerged 16ft white vessel while transiting from the Vallejo Ferry Terminal to the San Francisco Ferry Building. The vessel continued its voyage to the SF Ferry Building with no issues. The vessel was assessed for structural integrity and mechanical issues while moored up to the pier. Damage was limited to a 2ft scratch above the waterline on outer starboard side of vessel. PSCO complete an internal structural exam of starboard hull and the vessel was found to be in satisfactory condition. Case closed.

**NAVIGATIONAL SAFETY**

**Letter of Deviation (LOD), Inoperable S-Band Radar (01OCT2021):** A U.S. flagged chemical tanker was issued an inbound LOD for inoperable S-Band radar. Repairs were conducted and equipment is working properly. Case closed.

**Letter of Deviation (LOD), Inoperable AIS (05OCT2021):** A U.S. flagged bulk carrier was issued an inbound LOD for inoperable AIS. Repairs were conducted and equipment is working properly. Case closed.

**Letter of Deviation (LOD), Malfunctioning AIS (07OCT2021):** A U.S. flagged bulk carrier was issued an inbound LOD for malfunctioning AIS. Case closed.

**Letter of Deviation (LOD), Inoperable S-Band Radar (10OCT2021):** A U.S. flagged container ship was issued an inbound LOD for inoperable echo depth sounding device. Repairs were conducted and equipment is working properly. Case closed.

**Letter of Deviation (LOD), Inoperable S-Band Radar (27OCT2021):** A U.S. flagged bulk carrier was issued an inbound and outbound LOD for malfunctioning AIS. Case pends.

### VESSEL SAFETY CONDITIONS

Operational Control, (01OCT21): A U.S. flagged small passenger vessel was issued an operational control (Code 701) for having insufficient battery terminals and loose wiring. Battery was replaced and wires were repaired. Case Closed.
Operational Control, (04OCT21): A foreign flagged container ship was inspected at the port of Oakland and issued an operational control (Code 17) for multiple leaks in the rudder cooling system piping. Vessel conducted repairs and both an attending class technician and PSCO certified repairs. Case closed.
Operational Control, (05OCT2021): A foreign flagged container ship was issued a Captain of the Port (COTP) Order due to loss of propulsion and main engine failure. Vessel performed a dead ship tow into the Port of Oakland and conducted repairs. Case Closed.
Operational Control, (06OCT21): A U.S. flagged passenger ferry was issued an operational control (Code 17) due to excessive rotting throughout the entire wheelhouse where lifesaving equipment is stored. Vessel is required to replace the rotted wood prior to movement. Case pends.
Operational Control, (06OCT21): A U.S. flagged towing vessel had two crewmembers onboard their vessel test positive for COVID-19. The vessel was issued a Captain of the Port (COTP) order and ordered to remain at Anchorage 9 until the affected crewmembers were replaced or received negative test results. All crewmembers were replaced and vessel was cleaned. Case closed.
Operational Control, (07OCT21): A foreign flagged chemical tanker was inspected at Anchorage 9 in the San Francisco Bay and issued an operational control (code 17) for failing to have appropriate equipment to perform closed testing of cargo tanks atmosphere as required by their Certificate of Fitness. Vessel was issued a new Certificate of Fitness. Case closed.
Operational Control, (08OCT21): A foreign flagged dry cargo ship experienced a reduction in propulsion while underway and inbound to San Francisco Bay. The vessel was issued a Captain of the Port (COTP) order and instructed to proceed to berth with a tug escort. Repairs were made by the vessel and cleared by both an attending class representative and Port State Control officer. Case closed.
Operational Control, (09OCT21): A U.S. flagged recreational vessel was issued a Captain of the Port (COTP) order for operating an passenger vessel without a valid COI. The vessel was ordered to cease operations until a valid COI was issued, the vessel was operated by a holder of a U.S. Coast Guard Merchant Mariner credential, proof of a chemical drug testing program for employment was in place, and the vessel had proof of a Certificate of Documentation. Case closed.
Operational Control, (12OCT21): A foreign flagged bulk carrier reported a malfunctioning alarm for the 15 PPM oily water separating equipment and issued an operational control (Code 17). Vessel conducted repairs and they were verified by an attending class representative and Port State Control officer. Case closed.
Operational Control, (14OCT21): A foreign flagged chemical tanker was inspected at Anchorage 9 in San Francisco and issued a operational control (Code 17) for a water jacket leak on the #5 main engine cylinder. Repairs were made by the vessel and cleared by both an attending class representative and Port State Control officer. Case closed.
COVID-19 positive passenger, (14OCT21): A passenger ship reported a positive COVID-19 test for a passenger onboard while at berth in San Francisco. Passenger was asymptomatic and immediately isolated within their cabin. The vessel followed all CDC guidance and passenger was removed from vessel. Vessel was permitted to depart after all procedural guidance was followed. Case closed.
Operational Control, (15OCT21): A foreign flagged bulk carrier was inspected at Anchorage 9 in San Francisco and issued an operational control (Code 17) for 02 temporary repairs on the #1 general service fire pump. Repairs were verified by an attending class representative and operational code was cleared. Case closed.
Operational Control, (18OCT21): A U.S. flagged small passenger vessel was inspected at Pier 39 in San Francisco and issued an operational control (Code 17) for a soft patch on the fire main piping system. Vessel conducted repairs and PSCO attested to repairs. Case closed.
Operational Control, (18OCT21): A U.S. flagged towing vessel was issued an operational control for failure to maintain a valid USCG Certificate of Inspection. Annual inspection was conducted and COI was issued. Case closed.
Operational Control, (20OCT21): A foreign flagged bulk carrier experienced a loss of electrical power while underway from Anchorage 9 enroute to Stockton. The vessel was issued a Captain of the Port (COTP) order and instructed to remain at Anchorage 9 until the cause of the loss of power was identified and repairs were made. Vessel conducted repairs and they were cleared by an attending class representative and Port State Control officer. Case closed.
Operational Control, (20OCT21): A foreign flagged container ship was inspected at the Port of Oakland and issued an operational control (code 17) for excess accumulation of fuel oil and oil soaked lagging near the main engine #6 cylinder head. The accumulation of oil was due to a burst fuel line 2 weeks prior. The part was replaced and the area was cleaned of all oil. Case closed.
Operational Control, (21OCT21): A U.S. flagged barge began taking on water while transiting through the San Pablo Bay enroute to Bradford Island and eventually beached itself on the south shore of Mare Island. The vessel was issued a Captain of the Port (COTP) order requiring completion of repairs prior to movement. Case Pends.

### SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (04OCT2021): On 04OCT2021, IMD received notification that a recreational vessel, moored in Potato Slough, sank and discharged approximately 6 gallons of oil. IMD investigated and found that the source of oil was coming from a compressor, on the stern of the vessel, that had residual gear oil in it. The owner deployed sorbent boom, but was unable to contain the sheen or remove the pollution source, therefore, the case was federalized. Contractors were hired to properly deploy boom around the vessel and remove the remaining pollution threat. The source of pollution was secured with no further discharge. A NOFI and LOW were issued. Case Closed.

Letter of Warning (06OCT2021): On 06OCT2021, IMD received notification that a recreational vessel sank at the Hyde Street Pier in San Francisco, discharging approximately 15 gallons of diesel. The local harbormaster was able to deploy sorbent boom and absorbent material quickly, containing most of the discharge. The owner, who had insurance, hired local contractors to refloat and remove the vessel from the waterway. The source of pollution was secured with no further discharge. A NOFI and LOW were issued. Case Closed.

Letter of Warning (20OCT2021): On 20OCT2021, IMD received notification that a recreational vessel was partially submerged IVO Grisley Island, in Suisun, CA, and discharged approximately 10 gallons of Gasoline. IMD determined that the vessel was abandoned with no one on-board. IMD was able to contact the owner who hired local contractors to remove the vessel. The source of pollution was secured with no further discharge. A NOFI and LOW were issued. Case Closed.

Letter of Warning (22OCT2021): On 22OCT2021, IMD received notification that a recreational vessel sank at the Santa Cruz Harbor Marina and discharged approximately 1 gallon of diesel into the waterway. Harbor patrol personnel responded, deployed sorbent boom around the vessel, and hired local contractors to remove the vessel from the water. The source of pollution was secured with no further discharge. A NOFI and LOW were issued. Case Closed.

Letter of Warning (23OCT2021): On 23OCT2021, IMD received notification that a recreational vessel discharged approximately 1 gallon of oil into Richardson Bay. IMD concluded that the owner spilled oil into the bilge while changing the engine oil. Subsequently, the bilge pump discharged the oil into the waterway. The Harbor Master responded by deploying sorbent boom around the vessel and confirmed the source was secured. A NOFI and LOW were issued. Case Closed.

Letter of Warning (26OCT2021): On 26OCT2021, IMD received notification that a recreational vessel sank at the Grand Marina in Oakland, CA, discharging approximately 5 gallons of diesel into the Oakland Estuary. The owner hired local contractors to refloat and remove the vessel from the waterway. The source of pollution was secured with no further discharge. A NOFI and LOW were issued. Case Closed.

Letter of Warning (31OCT2021): On 31OCT2021, IMD received notification that an abandoned recreational vessel was sinking in the Sacramento River and had discharged approximately 1 gallon of gasoline into the waterway. The vessel was towed to a nearby pier where it subsequently sank. Fire department personnel applied sorbent boom around the vessel in order to contain the pollution threat. IMD was unsuccessful in reaching the owner, therefore, the project was federalized and local contractors removed the vessel 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			
October 2021			
PORT SAFETY CATEGORIES*	Oct-2021	Oct-2020	**3yr Avg
Total Number of Port State Control Detentions:	0	0	0.11
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
Total Number of COTP Orders:	4	3	3.67
Navigation Safety (4), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	3	10	7.86
Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (2), Personnel (1), Other (0), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	5	2	2.17
Radar (3), Gyro (0), Steering (0), Echo Sounder (0), AIS (2)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	0	0	0.53
Significant Waterway events/Navigation related Cases:	0	0	0.06
<b>Total Port Safety (PS) Cases opened</b>	<b>12</b>	<b>15</b>	<b>14.39</b>
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Oct-2021	Oct-2020	**3yr Avg
U.S. Commercial Vessels	0	1	0.89
Foreign Freight Vessels	0	0	0.22
Public Vessels	0	1	0.58
Commercial Fishing Vessels	0	0	0.72
Recreational Vessels	8	4	6.42
Pollution Discharge Sources (Facilities)	Oct-2021	Oct-2020	**3yr Avg
Regulated Waterfront Facilities	0	0	0.44
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.06
Other Land Sources	0	2	3.47
Mystery Spills - Unknown Sources	12	9	5.11
Number of Pollution Incidents (By Spill Size)	Oct-2021	Oct-2020	**3yr Avg
Spills < 10 gallons	7	7	10.39
Spills 10 - 100 gallons	1	1	1.06
Spills 100 - 1000 gallons	0	0	0.39
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	12	9	6.08
<b>Total Pollution Incidents</b>	<b>20</b>	<b>17</b>	<b>17.92</b>
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Oct-2021	Oct-2020	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	0.00	5.00	12.30
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.28
Estimated spill amount from Public Vessels	0.00	2.00	5.60
Estimated spill amount from Commercial Fishing Vessels	0.00	0.00	29.78
Estimated spill amount from Recreational Vessels	35.00	13.00	84.49
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	2.00	29.01
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
<b>Total Oil Discharge and/or Hazardous Materials Release (Gallons)</b>	<b>35.00</b>	<b>22.00</b>	<b>184.39</b>
Penalty Actions	Oct-2021	Oct-2020	**3yr Avg
Civil Penalty Cases	0	0	0.11
Notice of Violations	0	1	0.89
Letters of Warning	7	4	5.17
<b>Total Penalty Actions</b>	<b>7</b>	<b>5</b>	<b>6.17</b>
* NOTE: Values represent all cases within the HSC jurisdiction during the period. Significant cases are detailed in the narrative.			
** NOTE: Values represent an average month over a 36 month period for the specified category of information.			

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

**Report of the  
U.S. Army Corps of Engineers, San Francisco District  
November 10, 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 has completed the planning phase and fully transitioned 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.**

Planning for the FY22 dredging program is currently underway based on FY22 President's Budget amounts. **The FY22 project schedules will be published beginning in December.**

**FY 2021 DREDGING**

- a. **Oakland Harbor** – A contract for maintenance dredging was awarded to the Dutra Group on April 29. **Dredging started 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 started on June 23 and finished on September 15.
- 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 started on September 9 and will continue through November.**
- 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 completed on October 27.**
- 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 the last load was delivered the evening of September 18.
- g. **Suisun Bay Channel (and New York Slough)** – A contract for maintenance dredging was awarded to Curtin Maritime on July 7. **Dredging started on September 17 and is now expected to be completed by the end of November following a temporary demobilization of the dredge plant to southern California to aid in oil spill related work.**

- 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. **A contract was awarded to the Dutra Group on September 27 and dredging is expected to be complete by the end of November.**
- 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 October 2021 was 9.5 tons. Dillard: 0 tons (out of service for repair); Raccoon: 10.5 tons; other boats: 5 tons, including 2 abandoned vessels. Average for October from 2011 to 2020 is 60 tons (Range: 12-108).

**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	10.5	0	7	17.5
OCT	4.5	0	5	9.5
NOV				
DEC				

YR TOTAL
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678.5
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#### 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) began work on implementation guidance for applicable WRDA provisions in March 2021. 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. **Implementation guidance is being published on a rolling basis. To date, implementation guidance has been published for 14 sections of WRDA 2020. For more information on WRDA 2020 and to view 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 October 14, 2021.  
**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 September 29, 2021.  
**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 September 20, 21, & 28, 2021.  
**Oakland Inner Harbor:** Post dredge surveys (6 total) of July - October, 2021.  
**Oakland Inner Harbor (Brooklyn Basin):** Condition survey of 15-20 January 2021.  
**Oakland Outer Harbor:** Post dredge survey of October 12, 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 October 25, 2021.  
**Redwood City Harbor:** Post dredge surveys of September 1, 6, 16, and 19, 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 September 22-23, 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 September 27, 2021.  
**Suisun Bay Channel (Bullshead Reach):** Condition survey of September 27, 2021.  
**Suisun Bay Channel (New York Slough):** Condition survey of September 27, 2021.

Disposal Site Condition Surveys:

**SF-08 (Main Ship Channel Disposal Site):** Condition survey of Jul 27, 2021.  
**SF-09 (Carquinez):** Condition survey of October 5, 2021.  
**SF-10 (San Pablo Bay):** Condition survey of October 5, 2021.  
**SF-11 (Alcatraz Island):** Condition survey of November 2, 2021.  
**SF-16 (Suisun Bay Disposal Site):** Condition survey of October 20, 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 **5 NOV 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 (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 (A)	27-Sep (A)					■	◆	■	■	■	■	■	▨	▨		200kcy	Contract Clam Shell	SF-DODS	
Humboldt Bar & Entrance Channels	N/A	N/A				■	■	ESS	■	■	■	■	■	■	■	■		1100kcy	Govt Hopper	HOODS
San Pablo Bay (Pinole Shoal)	N/A	N/A					■	ESS	■	■	■	■	■	■	■	■		250kcy	Govt Hopper	SF-9/ SF-10
SF Main Ship Channel	22-Mar (A)	16-Apr (A)	■	◆	◆		■	WCH	■	■	■	■	■	■	■		350kcy	WCHC (Portland)	Ocean Beach	

	Solicitation	ESS Essayons	
	Bid Opening	WCH West Coast Hopper Contract	Environmental Window
	Contract Award		Mobilization
	Hopper Dredging		New SPN Contract
			Funded for P&S only

\* Program execution is based on the FY21 Workplan plus FY20 Carryover. Date of Last Update: 11/5/2021



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)				
Redwood City Harbor Redwood City Harbor	09-16-2021	300 943	3.94	30	30.1	30.0	30.3	30.3
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	10-14-2021	1000 4178	2.90	37	11.5	12.5	19.0	17.2
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	10-16-2020	100 361	4.06	8	+1.5	0.5	1.0	+0.9
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	09-29-2021	400 606	3.37	30	27.3	29.1	31.8	32.1
Larkspur Channel Larkspur Channel	07-11-2019	231 542	2.37	13	6.5	10.0	9.7	8.0
Northship Channel Northship Channel	09-20-2021	3576 4769	5.97	45	23.1	38.2	37.8	35.2
Berkeley Marina Berkeley Marina	04-22-2021	100 142	1.36	6	3.5	3.8	4.3	4.3
Bodega Bay Bodega Bay	09-24-2021	100 400	3.46	12	3.4	10.0	10.5	7.9
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

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)				
Noyo River Channel	02-10-2021	97 150	0.67	10	8.3	9.9	10.5	3.6
Crescent City Entrance Channel	02-08-2021	200 320	0.42	20	18.1	19.4	19.0	17.2
Crescent City Inner Harbor Basin Channel	02-08-2021	200 300	0.39	15	14.8	14.8	15.0	13.8
Crescent City Marina Access Channel	02-08-2021	228 170	0.22	15	4.8	10.6	12.2	9.5
Pinole Shoal Channel Pinole Shoal Channel	10-25-2021	600 1644	10.36	35	30.8	35.5	35.7	34.4
Suisun Bay Channel Suisun Bay Channel	07-20-2021	300 350	13.86	35	33.7	34.2	34.0	30.0
Suisun Bay Channel Anchorage Suisun Bay Channel Anchorage	04-27-2021	400	0.90	35	33.8	No Data	No Data	No Data
New York Slough New York Slough	09-27-2021	400 411	4.42	35	35.2	35.6	35.2	35.1

















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

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## San Francisco Clearinghouse Report

November 10, 2021

- ☞ In October the clearinghouse did not contact OSPR regarding any possible escort violations.
- ☞ In October 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 October there were 95 tank vessel arrivals; 19 ATBs, 7 Chemical Tankers, 12 Chemical/Oil Tankers, 19 Crude Oil Tankers, 24 Product Tankers, and 14 Tugs with Barges.
- ☞ In October there were 208 total vessel arrivals.

# San Francisco Bay Clearinghouse Report For October 2021

## San Francisco Bay Region Totals

	<u>2021</u>		<u>2020</u>	
Tanker arrivals to San Francisco Bay	62		54	
ATB arrivals	19		15	
Barge arrivals to San Francisco Bay	14		10	
Total Tanker and Barge Arrivals	95		79	
Tank ship movements & escorted barge movements	326		257	
Tank ship movements	187	57.36%	140	54.47%
Escorted tank ship movements	145	44.48%	111	43.19%
Unescorted tank ship movements	42	12.88%	29	11.28%
Tank barge movements	139	42.64%	117	45.53%
Escorted tank barge movements	20	6.13%	21	8.17%
Unescorted tank barge movements	119	36.50%	96	37.35%

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

Escorts reported to OSPR 0 0

<b>Movements by Zone</b>	<b>Zone 1</b>	<b>%</b>	<b>Zone 2</b>	<b>%</b>	<b>Zone 4</b>	<b>%</b>	<b>Zone 6</b>	<b>%</b>	<b>Total</b>	<b>%</b>
Total movements	195		320		0		135		650	
Unescorted movements	93	47.69%	160	50.00%	0	0.00%	59	43.70%	312	48.00%
Tank ships	70	35.90%	119	37.19%	0	0.00%	52	38.52%	241	37.08%
Tank barges	23	11.79%	41	12.81%	0	0.00%	7	5.19%	71	10.92%
Escorted movements	102	52.31%	160	50.00%	0	0.00%	76	56.30%	338	52.00%
Tank ships	99	50.77%	143	44.69%	0	0.00%	68	50.37%	310	47.69%
Tank barges	3	1.54%	17	5.31%	0	0.00%	8	5.93%	28	4.31%

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	588		723	
ATB arrivals	152		165	
Barge arrivals to San Francisco Bay	121		143	
Total Tanker and Barge Arrivals	861		1,031	
Tank ship movements & escorted barge movements	2,845		3,467	
Tank ship movements	1,572	55.25%	1,774	51.17%
Escorted tank ship movements	1,227	43.13%	1,383	39.89%
Unescorted tank ship movements	345	12.13%	391	11.28%
Tank barge movements	1,273	44.75%	1,693	48.83%
Escorted tank barge movements	213	7.49%	253	7.30%
Unescorted tank barge movements	1,060	37.26%	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	1,739		2,770		0		1,190		5,699	
Unescorted movements	779	44.80%	1,374	49.60%	0	0.00%	518	43.53%	2,671	46.87%
Tank ships	607	34.91%	1,033	37.29%	0	0.00%	459	38.57%	2,099	36.83%
Tank barges	172	9.89%	341	12.31%	0	0.00%	59	4.96%	572	10.04%
Escorted movements	960	55.20%	1,396	50.40%	0	0.00%	672	56.47%	3,028	53.13%
Tank ships	894	51.41%	1,200	43.32%	0	0.00%	600	50.42%	2,694	47.27%
Tank barges	66	3.80%	196	7.08%	0	0.00%	72	6.05%	334	5.86%

### 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

November 2021

### NOAA Ship FAIRWEATHER survey

The FAIRWEATHER will be back to conduct additional survey work starting in January 2022. While the ship is in the shipyard getting repairs, one or two launches will be underway conducting hydrographic survey operations.

Will have more details at our next meetings, but the launches could be working for a couple of months and complete a significant additional area.



### National Weather Service

Nothing unusual to report from NWS. Still in La Nina conditions, however, recent atmospheric rivers brought significant rains which may help offset the usual “drier than normal” associated with a typical La Nina.

### END OF REPORT

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 - OCTOBER COMPARISON

#### VESEL TRANSFERS

	Total Transfers	Total Vessels Monitored	Total Transfers Percentage
OCTOBER 1 - 31, 2020	175	28	16.00
OCTOBER 1 - 31, 2021	191	41	21.47

#### CRUDE OIL / PRODUCT TOTALS

	Crude Oil ( D )	Crude Oil ( L )	Overall Product ( D )	Overall Product ( L )	GRAND TOTAL
OCTOBER 1 - 31, 2020	9,125,362	320,000	14,955,718	4,733,171	19,688,889
OCTOBER 1 - 31, 2021	9,807,818	0	17,803,996	5,903,785	23,707,781

#### OIL SPILL TOTAL

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

*UNITED STATES SAIL GRAND PRIX | SAN FRANCISCO*

**SAIL GP**

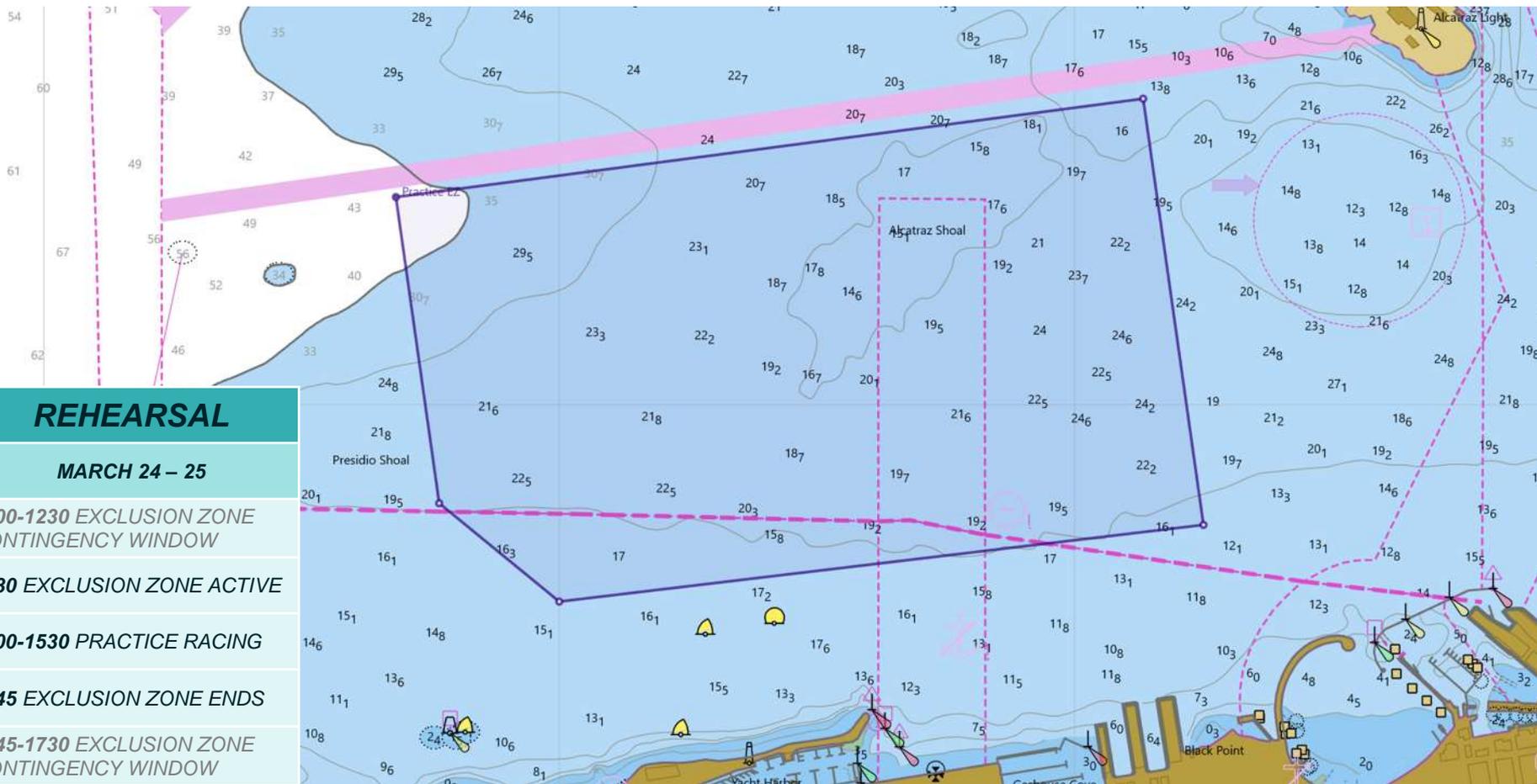
**POWERED BY NATURE.™**

*HARBOR SAFETY COMMITTEE MEETING: NOVEMBER 10, 2021*

# SAILING SCHEDULE

<b>FREE SAILING</b>	<b>REHEARSAL</b>	<b>RACING</b>
<b>MARCH 14 – MARCH 23</b>	<b>MARCH 24 – 25</b>	<b>MARCH 26 – 27</b>
<i>NO EXCLUSION ZONE</i>  <i>UP TO 9 BOATS SAILING</i>  <i>TRAINING AREA: CITY FRONT OR SOUTH BAY</i>	<i>1200-1230 EXCLUSION ZONE CONTINGENCY WINDOW</i>	<i>1200-1230 EXCLUSION ZONE CONTINGENCY WINDOW</i>
	<b>1230 EXCLUSION ZONE ACTIVE</b>	<b>1230 EXCLUSION ZONE ACTIVE</b>
	<b>1400-1530 PRACTICE RACING</b>	<b>1400-1530 RACING</b>
	<b>1545 EXCLUSION ZONE ENDS</b>	<b>1545 EXCLUSION ZONE ENDS</b>
	<i>1545-1730 EXCLUSION ZONE CONTINGENCY WINDOW</i>	<i>1545-1730 EXCLUSION ZONE CONTINGENCY WINDOW</i>

# MAXIMUM EXCLUSION ZONE: REHEARSAL RACING



## REHEARSAL

MARCH 24 – 25

1200-1230 EXCLUSION ZONE  
CONTINGENCY WINDOW

1230 EXCLUSION ZONE ACTIVE

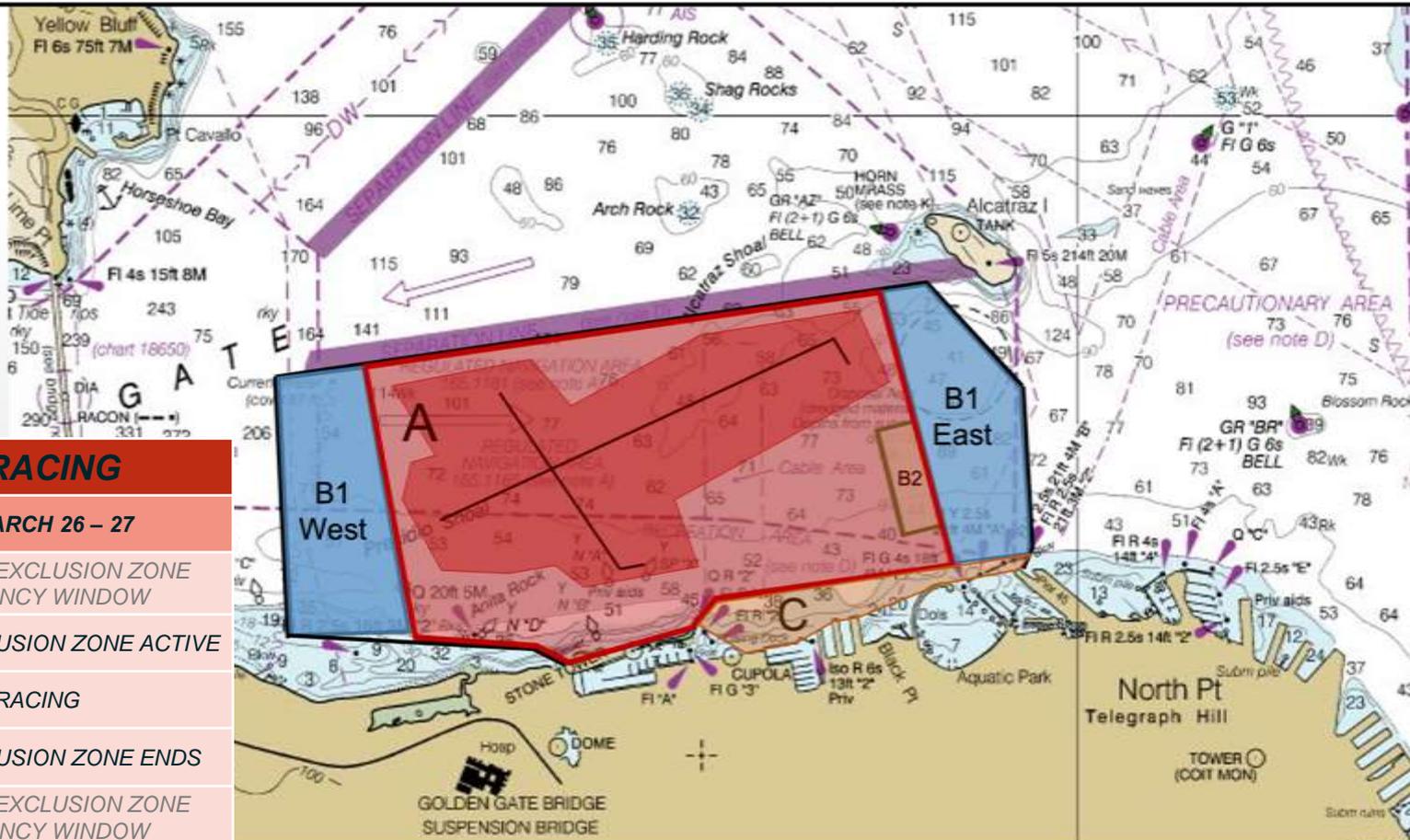
1400-1530 PRACTICE RACING

1545 EXCLUSION ZONE ENDS

1545-1730 EXCLUSION ZONE  
CONTINGENCY WINDOW

# Proposed Special Local Regulation: Sail Grand Prix 2022

## San Francisco, CA – March 26<sup>th</sup> and 27<sup>th</sup>, 2022



- Max Footprint
- Zone A - Race Box (Closed)
- Zone B1 - Spectator Area
- Zone B2 - Ticketed Area
- Zone C - No Loitering or Anchoring Zone

**RACING**

**MARCH 26 – 27**

1200-1230 EXCLUSION ZONE CONTINGENCY WINDOW

1230 EXCLUSION ZONE ACTIVE

1400-1530 RACING

1545 EXCLUSION ZONE ENDS

1545-1730 EXCLUSION ZONE CONTINGENCY WINDOW