

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, February 10, 2022

Remote Meeting Via Zoom

10 Commodore Drive, Emeryville, CA

Capt. Lynn Korwatch (M), Marine Exchange of the San Francisco Bay Region (Marine Exchange), Chair of the Harbor Safety Committee (HSC); called the meeting to order at 10:00.

Marcus Freeling (A), Marine Exchange, confirmed the presence of a quorum of the HSC.

Committee members (M) and alternates (A) in attendance with a vote: **Cody Aichele-Rothman** (A), Bay Conservation and Development Commission; **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; **Troy Hosmer** (M), Port of Oakland; **Capt. Thomas Kirsch** (M), Blue and Gold Fleet; **Capt. Taylor Lam** (M), United States Coast Guard; **Dominic Moreno** (M), Port of San Francisco; **Capt. Paul Ruff** (M), San Francisco Bar Pilots; **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 January 13, 2022, meeting was made and seconded. The minutes were approved without dissent. Minor corrections to the Coast Guard Report were submitted.

Comments by Chair- Capt. Lynn Korwatch

Welcomed the committee members and audience. HSC meetings will continue to be held remotely until further notice.

Coast Guard Report- Capt. Taylor Lam

- There have been several recent Port Safety and Security cases. In late January, a bulk carrier was found to have severe safety deficiencies including an inoperable engine room fire extinguishing system. Repairs were made and vessel was allowed to depart.
- On January 12th, the USCG received notification of an abandoned tug adrift in the San Joaquin Channel. No responsible party was identified and the USCG activated the Oil Spill Liability Trust Fund. Contractors re-anchored the vessel and removed all oil on-board. No pollution was discharged. State Lands has taken possession of the vessel slated for destruction.

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- Removal of the grounded vessel American Challenger will be conducted under Unified Command. Planning and assessments are underway.
- As Covid-19 conditions improve, the USCG will be returning to in-person meetings and partnerships. A Sector San Francisco open house will be held in April.
- LTJG Harris read from the January- 2022 Prevention/Response Report (attached).
- David Fisch asked about procedures to establish a buffer between recreational and commercial vessels at the Port of Redwood City. LCDR Miller advised that the USCG can follow up offline.

Army Corps of Engineers Report- Jessica Vargas

- Read from the US Army Corps of Engineers, San Francisco District Report (attached). FY 2022 dredge projects are being planned. A report will be released regarding an assessment to determine if the Redwood City Harbor should be dredged annually. Debris removal for January was above average and included the abandoned tug referenced in the Coast Guard Report. Public comment for the Oakland Harbor Turning Basins Widening Study has been extended until February 14th. The quarterly LTMS Management Committee Meeting is on March 11th. Surveys are posted and a channel condition report is included.

Clearinghouse Report- Marcus Freeling (report attached)

OSPR Report- Mike Caliguire

- A notice of HSC membership vacancies was previously distributed. Expiring members are encouraged to reapply. Contact: michael.caliguire@wildlife.ca.gov
- Cody Aichele-Rothman, BCDC, was sworn in as a new HSC alternate member.
- Michael Bender was sworn in as the new HSC alternate member representing pleasure boat operators.
- Capt. Cullen welcomed the new HSC members. Response to the Southern California pipeline oil spill has concluded and an after-action report will be released. Removal of abandoned and derelict vessels is a priority.

NOAA Report- Jeff Ferguson

- Read from the NOAA HSC Report for February 2022 (attached). The NOAA survey vessel Fairweather is still docked in Alameda for maintenance and additional surveying is being conducted in the bay. The cancelation of NOAA raster charts in favor of ENCs is ongoing. The NWS reports that La Nina conditions are still in effect and continuing dry weather is predicted.

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State Lands Commission Report- Robert Booker (report attached)

- Capt. Korwatch asked if increasing oil transfers affect gasoline prices. Robert Booker advised that gasoline prices are mostly linked with the barrel price of oil. Joy Hall, Conoco Phillips, advised that state taxation also affects prices at the pump.

Work Group Reports-

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

Navigation Work Group- Capt. Paul Ruff: VSR best practices are being finalized. The HSC will vote on the updates to be included in the Harbor Safety Plan.

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

Dredge Issues Work Group- Nothing to report.

PORTS Work Group- Troy Hosmer: Nothing to report.

Prevention through People Work Group- The next BAMO meeting is on March 11th. Capt. Korwatch advised that Sail GP 2022 is on March 26-27. A pre-event report on will be given at the March HSC meeting.

PORTS Report- Marcus Freeling

- Equipment upgrades and redeployment of Southampton Shoal LB6, Oakland LB4, and Oakland LB3 buoy-mounted current meters will be performed in late February. The UP Railroad Bridge wind station was serviced and is back online. There have been problems with power supply from the bridge. 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-

- Brian Garcia, NWS, asked about local impacts from the recent tsunami. Dominic Moreno advised that the port suffered no damage. Jim Haussener, CMANC, advised that there was minor damage to the Santa Cruz Harbor. Cody Aichele-Rothman advised of a small issue affecting a private pier. Brian Garcia advised that the National Tsunami Warning Center categorized the tsunami as an advisory level event. Alerts are sent out for warning level events

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only. Capt. Ruff advised of a recent meeting with VTS on tsunami modeling and suggested the HSC consider developing best practices for tsunami response.

- Allen Garfinkle, BOPC, advised that the Pilot Exam is upcoming. For information: [Pilot Trainee Training Program | BOPC \(ca.gov\)](#)
- Jim Haussener announced that a PICYA Boat Parade is on February 19th at the TI Ferry Terminal. Opening Day on the Bay is on April 24th.
- Justin Taschek, Port of Oakland, advised that the comment period for the Oakland Turning Basins Widening Study was extended until February 14th. Additional comments are welcome.
- Capt. Ruff advised that Treasure Island construction could impact VTS radar coverage which is a concern.

Old Business- None

New Business-

- Cody Aichele-Rothman advised that the annual Harbor Safety Plan Update is upcoming.

Next Meeting-

1000-1200, March 10, 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 10:49.

Respectfully submitted:



Capt. Lynn Korwatch

SIGNIFICANT PORT SAFETY AND SECURITY CASES (JANUARY 2022)**MARINE CASUALTIES**

Equipment Failure (16JAN2022): A foreign flagged bulk carrier reported no pilot house control while preparing to get underway from Oakland, CA. The vessel replaced a spool valve and regained pilot house control. Case closed.

Crewmember Injury (23JAN2022): A U.S. flagged container ship was transiting through the Pacific Ocean in route to Oakland, CA and reported a chronic back injury to a crewmember. The vessel continued to Oakland, CA without issue. Case closed.

Passenger Injury (24JAN2022): A U.S. flagged small passenger vessel reported 02 injured passengers while crossing the brow from the ferry to Pier 43. One passenger was treated on scene and the other was transported to the hospital with a head injury. Case closed.

VESSEL SAFETY CONDITIONS

Operational Control (04JAN2022): A foreign flagged general cargo ship reported multiple crew members with COVID-19 symptoms while at berth in the Port of Oakland, CA. The vessel was issued a Captain of the Port Order that required all COVID-19 positive to be treated and replaced as necessary to meet the minimum safe manning requirements. The vessel satisfied the COTP requirements. Case closed.

Operational Control (05JAN2022): A foreign flagged bulk carrier reported a sheen inside a cargo hold that was filled with ballast water while transiting through San Francisco Bay. A Captain of the Port Order was issued requiring the vessel to remain at berth until the water was discharged appropriately and the cause was identified. The vessel conducted repairs and satisfied the COTP requirements. Case closed.

Operational Control (07JAN2022): A U.S. flagged small passenger vessel was inspected in Napa Valley Marina and issued an operational control (code 17, prior to departure) for expired inflatable buoyant apparatus servicing. Vessel provided servicing receipts of IBAs. Case closed.

Operational Control (10JAN2022): A U.S. flagged small passenger vessel was inspected at Pier 50 in San Francisco, CA and issued an operational control (code 60, prior to movement) for system's pressure switch inability to enable engine and/or generator shutdown. Engine shutdowns were properly connected and tested satisfactorily. Case closed.

Operational Control (10JAN2022): A U.S. flagged small passenger vessel was inspected and issued an operational control (code 17, prior to departure) for emissions sensor providing faulty readings. The vessel provided manufacturers technician report and photographs identifying and correcting repairs made to cylinder and SCR. Case closed.

Operational Control (18JAN2022): A U.S. flagged small passenger vessel was inspected at Mare Island, CA and issued an operational control (code 701, prior to the carriage of passengers). The vessel is undergoing extensive refurbishment of interior spaces and will require future fire load calculations and inclined stability test upon completion. Case pends.

Operational Control (18JAN2022): A foreign flagged bulk carrier experienced a reduction in propulsion when departing the Port of Stockton in route to Anchorage 9. A Captain of the Port Order was issued that required a one tug escort for the vessel to Anchorage 9. While in route the vessel conducted repairs and was able to go from slow ahead to medium ahead, but was unable to make full RPMs. The vessel conducted repairs at Anchorage 9 and satisfied the COTP requirements. Case closed.

Operational Control (19JAN2022): A foreign flagged bulk carrier was inspected at the Port of Richmond, CA and issued a Captain of the Port Order for inoperable CO2 pilot lines and several untethered valve actuators. The vessel was required to conduct hourly rounds on any running machinery in the main machinery room until the fire extinguishing system was serviced. The vessel conducted repairs and satisfied the COTP requirements. Case closed.

Vessel Detention (19JAN2022): A foreign flagged bulk carrier was inspected at the Port of Richmond, CA and detained for IMO related deficiencies. Case Pends.

Operational Control (23JAN2022): A foreign flagged bulk carrier experienced difficulty starting their main engines while preparing to transit from Stockton to Richmond and issued a Captain of the Port Order that required them to remain at berth until the issue was identified and repaired. The COTP report was amended to allow ship to be towed to another berth while awaiting repairs. The vessel conducted repairs and satisfied the COTP requirements. Case closed.

Operational Control (25JAN2022): A U.S. flagged small passenger vessel reported damage sustained while mooring to Pier 43 in San Francisco and issued an operational control (code 701, prior to the carriage of passengers/cargo). Marine inspector conducted damage survey. Case pends.

Operational Control (26JAN2022): A foreign flagged containership experienced difficulty starting their main engines while preparing to transit from Anchorage 9 to Oakland, CA. A Captain of the Port Order as issued that required them to remain at anchorage until the issue was identified and repaired. The vessel conducted repairs and satisfied the COTP requirements. Case closed.

Operational Control (28JAN2022): A U.S. flagged small passenger vessel was inspected in Svedsen's Bay Marine and issued an operational control (Code 60, prior to movement) for fire extinguishing equipment not having been serviced since 2020. Case pends.

Operational Control (31JAN2022): A U.S. flagged small passenger vessel was inspected at Pier 50 in San Francisco, CA and issued an operational control (code 17, prior to departure) for inoperable bilge pumps. The vessel conducted repairs and marine inspector satisfactorily witnessed operation. Case closed.

Operational Control (31JAN2022): A U.S. flagged small passenger vessel was issued an operational control (code 17, prior to carriage of passengers) for failure to schedule drydock and internal structural examinations. Case pends.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inoperable AIS (02JAN22): A foreign flagged containership was issued an inbound LOD for malfunctioning AIS. Repairs were conducted and equipment is working properly. Case closed.

Letter of Deviation (LOD), Inoperable anchor (08JAN22): A foreign flagged containership was issued an inbound and outbound LOD for inoperable anchor. A one tug escort was required for transit while in port. Case closed.

Letter of Deviation (LOD), Inoperable magnetic compass (10JAN22): A foreign flagged containership was issued an inbound LOD for inoperable gyrocompass. Vessel restricted from operating with less than 2NM visibility and East of the Union Pacific Bridge. Repairs were conducted and equipment is working properly. Case closed.

Letter of Deviation (LOD), Inoperable gyrocompass (10JAN22): A foreign flagged car carrier was issued an inbound LOD for inoperable gyrocompass. Vessel restricted from operating with less than 2NM visibility and East of the Union Pacific Bridge. Repairs were conducted and equipment is working properly. Case closed.

Letter of Deviation (LOD), Inoperable magnetic compass (10JAN22): A foreign flagged car carrier was issued an inbound LOD for inoperable magnetic compass. Repairs were conducted and equipment is working properly. Case closed.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (04JAN2022): IMD received notification that a recreational vessel sank at a marina and discharged approximately 49 gallons of diesel into San Rafael Bay. The harbor master and owner immediately deployed boom around the vessel. The owner hired local contractors to remove any remaining pollution before ultimately refloating the vessel. The source of pollution was secured with no further discharge. A NOFI and LOW were issued. Case Closed.

Letter of Warning (07JAN2022): IMD received notification that a recreational vessel sank and discharged approximately 1 gallon of diesel at a marina in Benicia, CA. IMD contacted the owner and local fire department who both stated that the vessel had sank overnight and was quickly refloated by the morning. During the process of refloating, the vessel discharged a small amount of diesel. Sorbent boom was placed around the vessel and at the entrance to the marina. The source of pollution was secured with no further discharge. A NOFI and LOW were issued. Case Closed.

No Enforcement Action (12JAN2022): IMD received notification that a tug was adrift in the San Joaquin Channel. The local Sheriff's Department was on-scene and temporarily anchored the vessel. While on-board, the Sheriff's deputies estimated that 150-300 gallons of diesel was on-board. Due to the pollution potential and hazard to navigation, the USCG assumed the response under the OSLTF after failing to identify an owner. Local contractors were hired to re-anchor the vessel, after it was determined to be drifting, and the USCG began discussing response options with EPA, OSPR, ACOE, State Lands, and Sacramento Sheriff. Contractors returned on 14JAN2022 and removed roughly 2,000 gallons of oily water. Subsequently, ACOE agreed to tow the vessel to a local contractor facility where State Lands Commission assumed control of the destruction of the vessel. The source of pollution was secured with no discharge. Case Closed.

Letter of Warning (26JAN2022): IMD received notification that a commercial fishing vessel had discharged approximately 1 gallon of oily bilge at a marina in Suisun City, CA. IMD concluded that the vessel had a small leak that caused the bilge pump to kick on, discharging residual oil that was in the bilge. The owner implemented corrective measure to prevent future discharges. 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			
January 2022			
PORT SAFETY CATEGORIES*	Jan-2022	Jan-2021	**3yr Avg
Total Number of Port State Control Detentions: SOLAS (1), STCW (0), MARPOL (0), ISM (0), ISPS (0)	1	0	0.14
Total Number of COTP Orders: Navigation Safety (5), Port Safety & Security (1), ANOA (0)	6	6	3.86
Marine Casualties (reportable CG 2692) within SF Bay: Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0) Steering (0), Propulsion (2), Personnel (1), Other (0), Power (0)	3	3	7.44
Total Number of (routine) Navigation Safety issues/Letters of Deviation: Radar (0), Gyro (1), Steering (0), Echo Sounder (0), AIS (1) ARPA (0), Speed Log (0), R.C. (0), Other (3)	5	1	2.28
Reported or Verified "Rule 9" or other Navigational Rule Violations:	0	0	0.53
Significant Waterway events/Navigation related Cases:	0	0	0.06
Total Port Safety (PS) Cases opened	15	10	14.31
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Jan-2022	Jan-2021	**3yr Avg
U.S. Commercial Vessels	0	0	0.81
Foreign Freight Vessels	0	0	0.19
Public Vessels	3	0	0.69
Commercial Fishing Vessels	1	1	0.78
Recreational Vessels	2	5	6.22
Pollution Discharge Sources (Facilities)	Jan-2022	Jan-2021	**3yr Avg
Regulated Waterfront Facilities	0	0	0.31
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.06
Other Land Sources	0	1	2.94
Mystery Spills - Unknown Sources	8	3	4.78
Number of Pollution Incidents (By Spill Size)	Jan-2022	Jan-2021	**3yr Avg
Spills < 10 gallons	4	10	10.28
Spills 10 - 100 gallons	2	0	1.14
Spills 100 - 1000 gallons	0	0	0.39
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	8	0	4.97
Total Pollution Incidents	14	10	16.78
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Jan-2022	Jan-2021	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	0.00	0.00	12.25
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.28
Estimated spill amount from Public Vessels	61.00	0.00	7.40
Estimated spill amount from Commercial Fishing Vessels	1.00	1.00	29.83
Estimated spill amount from Recreational Vessels	50.00	13.00	85.96
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	22.53
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.11
Estimated spill amount from Other Land Sources	0.00	1.00	28.76
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	112.00	15.00	187.12
Penalty Actions	Jan-2022	Jan-2021	**3yr Avg
Civil Penalty Cases	0	0	0.11
Notice of Violations	0	2	0.86
Letters of Warning	3	2	5.44
Total Penalty Actions	3	4	6.42
* 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
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**Report of the
U.S. Army Corps of Engineers, San Francisco District
February 10, 2022**

1. CORPS O&M DREDGING PROGRAM

The FY 2021 program wrapped up with the completion of the Oakland Harbor maintenance dredging project on 9 January 2022. Planning for the FY22 dredging program is currently underway based on FY22 President's Budget amounts. The FY22 project schedules are included in this report following the 2021 O&M Dredging Plan. Adjustments may be made to future schedules if and when an FY 2022 Appropriations bill is passed by Congress and a subsequent Work Plan is announced.

FY 2022 DREDGING

- a. **San Rafael Creek** – Planning for maintenance dredging of the San Rafael Creek is currently underway with a contract award tentatively scheduled for early May and dredging estimated to start mid-June. Dredging will be performed in both the Inner Canal and Across-the-Flats reaches of the project. The last time this project was dredged was back in 2011.
- b. **Richmond Inner Harbor** – Planning for the FY22 dredging episode is currently underway with contract award tentatively scheduled for late May and dredging estimated early July to start.
- c. **San Joaquin River (Port of Stockton)** – Planning for the FY22 dredging episode is currently underway with contract award tentatively scheduled for mid-June and dredging estimated to start beginning of August.
- d. **Sacramento River Deep Water Ship Channel** – Planning for the FY22 dredging episode is currently underway with contract award tentatively scheduled for late June and dredging estimated to start mid-August.
- e. **Suisun Bay Channel (and New York Slough)** – Planning for the FY22 dredging episode is currently underway with contract award tentatively scheduled for early July and dredging estimated to start mid-August.
- f. **Napa River** – Planning for maintenance dredging of the Napa River is currently underway with a contract award tentatively scheduled for early August and dredging estimated to start mid-September. Dredging will be performed in the upper reaches only. The project was previously dredged in 2016.
- g. **Oakland Harbor** – Planning for the FY22 dredging episode is currently underway. Initially, contract award was scheduled for late August, and dredging for mid-October based on the Tier III sediment testing requirement for DMMO suitability determination. The recent Tier I extension allows re-examination of the timeline, in context with other SPN Nav project schedules.
- h. **SF Main Ship Channel** – The Government Hopper Dredge Essayons is scheduled to dredge the Main Ship Channel during the last half of May. The dredged material placement will return to the near-shore site as in previous years.

- i. **Richmond Outer Harbor (and Richmond Long Wharf)** – Following completion of the Main Ship Channel, the Essayons will move to Richmond Outer Harbor in early June and complete maintenance dredging there. Upon completion of Richmond Outer Harbor, Essayons will depart the Bay Area.
- j. **San Pablo Bay (Pinole Shoal)** – Dredging is deferred to FY23 to remain in compliance with the Water Quality Certification for SF Bay Area Dredging.
- k. **Redwood City Harbor** – This project is currently on a 2-year cycle and dredging last occurred in FY21. An assessment was done that shows it may be cost-effective to switch to annual maintenance dredging. Final draft review is in progress.

2. EMERGENCY (URGENT & COMPELLING) DREDGING: None at this time.

3. DEBRIS REMOVAL –Debris removal for January was 374 tons. Dillard: 374 tons; Raccoon: 0 tons (out of service for repair); other boats: 0 ton. Average debris removal for January from 2012 to 2021 is 127 tons (Range: 35-417).

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	RACCOON	DILLARD	MISC	TOTAL
2022	TONS	TONS	TONS	TONS
JAN	0	374	0	374
FEB				
MAR				
APR				
MAY				
JUN				
JUL				
AUG				
SEP				
OCT				
NOV				
DEC				

YR TOTAL
374

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. The scope of the tentatively selected plan 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. **An NED waiver to continue with a Comprehensive Benefits Plan (CBP), which includes electric dredging, was submitted to the Assistant Secretary of the Army (ASA) by USACE Headquarters. The Final decision by the ASA to continue with the CBP is pending after their assessment of the public review comments. The Draft Integrated Feasibility Report (IFR) was released on 17 December 2021 for public comment. Public comment was extended to February 14, 2022, at the request of three stakeholders, Earth Justice, EPA, and BCDC. The Agency Technical Review (ATR) was launched on 20 December 2021, ATR comments were received and responded to on Monday February 7, 2022. The 3x3x3 feasibility study is on track and on budget. However, 3X3X3 compliance will need to be reassessed after public comments are received.**

5. OTHER WORK

San Francisco District Dredging Day: The San Francisco District held a Dredging Day virtual open house on January 27, 2022. The virtual open house was attended by approximately 80 individuals and included informational presentations from various offices within the San Francisco District that work to deliver our dredging program. Participating offices included Hydrographic Surveys, O&M Navigation, Contracting, Environmental, DMMO, and the Executive Office.

LTMS Management Committee Meeting: The Management Committee quarterly meeting for the Long-Term Management Strategy (LTMS) for San Francisco Bay Area dredged material is scheduled for March 11th. The public portion of the meeting will begin at 11:30 am and will be held virtually. Current agenda items include USACE FY22 dredging overview, San Pablo Bay Disposal Site Reference Data, and dredged material beneficial reuse site updates. For more information on the meeting, please email Jessica Vargas at Jessica.M.Vargas@usace.army.mil

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/>

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 composite surveys July 2021 to January 8, 2022.
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 January 12-18, 2022.
Redwood City Harbor: Post dredge surveys of September 1, 6, 16, and 19, 2021.
Richmond Inner Harbor: Condition survey of January 6, 2022.
Richmond Inner Harbor (Santa Fe Channel): Condition survey of December 20, 2016.
Richmond Outer Harbor (Longwharf): Condition survey of November 8, 2021.
Richmond Outer Harbor (Southampton Shoal): Condition survey of November 10, 2021.
Sacramento River Deep Water Ship Channel: Condition Survey of December 15-18, 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 December 10-14, 2021.
Suisun Bay Channel: Post-dredge survey of November 29, 2021.
Suisun Bay Channel (Bullshead Reach): Post-dredge survey of November 29, 2021.
Suisun Bay Channel (New York Slough): Post-dredge 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 January 4, 2022.
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 have been completed for all of San Francisco District's in-bay projects dredged in FY21.

Channel Condition Report (CCR):

Attached is the Channel Condition Report (CCR) for all Corps maintained channels dated **7 FEB 2022**. 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.



FY 2022 DREDGING PLAN



Project	Bid Open	Award	FY2022										FY2023		Estimated CY	Dredge Type	Placement Site		
			FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN				FEB	
CONTRACT CLAMSHELL OR CUTTERHEAD PIPELINE																			
Richmond Inner Harbor	9-May (S)	24-May (S)															250kcy	Contract Clam Shell	SF-DODS
San Rafael Creek	20-May (S)	3-Jun (S)															220kcy	Contract Clam Shell	SF-10 SF-DODS
San Joaquin River (Port of Stockton)	2-Jun (S)	16-Jun (S)															300kcy	Contract Pipeline	Various Upland
Sacramento River (30 Foot Project)	13-Jun (S)	27-Jun (S)															150kcy	Contract Pipeline	Various Upland
Suisun Bay Channel	23-Jun (S)	8-Jul (S)															175kcy	Contract Clam Shell	SF-16
Napa River	18-Jul (S)	1-Aug (S)															75kcy	Contract Clam Shell	TBD
Oakland Harbor	17-Aug (S)	31-Aug (S)															450kcy 450kcy	Contract Clam Shell	SF-DODS Upland
WEST COAST HOPPER CONTRACT																			
Humboldt Bar & Entrance Channels	7-Mar (S)	23-Mar (S)						WCH									1100kcy	WCHC (Portland)	HOODS
GOVERNMENT HOPPER																			
Humboldt Interior Channels	N/A	N/A				YAQ											150kcy	Govt Hopper	HOODS
SF Main Ship Channel	N/A	N/A					ESS										350kcy	Govt Hopper	OBDS/SF-8
Richmond Outer Harbor	N/A	N/A					ESS										250kcy	Govt Hopper	SF-11/SF-10
	Solicitation		WCH	West Coast Hopper Contract					Environmental Window										
	Bid Opening		YAQ	Gov't Dredge Yaquina					Mobilization										
	Contract Award		ESS	Gov't Dredge Essayons					New SPN Contract										
	Hopper Dredging								Funded for P&S only										

* Program execution is based on the FY22 President's Budget.

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						
San Bruno Shoal San Bruno Shoal	10-28-2021	500	3.94	30	30.1	30.0	30.3	30.3
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	11-29-2021	300 350	13.86	35	35.1	35.6	35.1	34.9
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



Harbor Safety Committee of the
San Francisco Bay Region Clearing House
c/o Marine Exchange of the San Francisco Bay Region
10 Commodore Drive
Emeryville, California 94608
415-441-6600 -- hsc@sfmtx.org

San Francisco Clearinghouse Report

February 10, 2022

- ✎ In January the clearinghouse did not contact OSPR regarding any possible escort violations.
- ✎ In January the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ✎ The clearinghouse has not contacted OSPR in 2022 regarding possible escort violations. The clearinghouse did not contact OSPR in 2021 regarding 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 January there were 85 tank vessel arrivals; 23 ATBs, 2 Chemical Tankers, 11 Chemical/Oil Tankers, 20 Crude Oil Tankers, 1 LPG, 18 Product Tankers, and 10 Tugs with Barges.
- ✎ In January there were 205 total vessel arrivals.

San Francisco Bay Clearinghouse Report For January 2022

San Francisco Bay Region Totals

	<u>2022</u>		<u>2021</u>	
Tanker arrivals to San Francisco Bay	52		47	
ATB arrivals	23		12	
Barge arrivals to San Francisco Bay	10		12	
Total Tanker and Barge Arrivals	85		71	
Total tank ship & tank barge movements	298		242	
Tank ship movements	162	54.36%	133	54.96%
Escorted tank ship movements	128	42.95%	100	41.32%
Unescorted tank ship movements	34	11.41%	33	13.64%
Tank barge movements	136	45.64%	109	45.04%
Escorted tank barge movements	21	7.05%	22	9.09%
Unescorted tank barge movements	115	38.59%	87	35.95%

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

Escorts reported to OSPR 0 0

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	179		292		0		123		594	
Unescorted movements	78	43.58%	146	50.00%	0	0.00%	58	47.15%	282	47.47%
Tank ships	65	36.31%	112	38.36%	0	0.00%	54	43.90%	231	38.89%
Tank barges	13	7.26%	34	11.64%	0	0.00%	4	3.25%	51	8.59%
Escorted movements	101	56.42%	146	50.00%	0	0.00%	65	52.85%	312	52.53%
Tank ships	94	52.51%	126	43.15%	0	0.00%	59	47.97%	279	46.97%
Tank barges	7	3.91%	20	6.85%	0	0.00%	6	4.88%	33	5.56%

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 2022

San Francisco Bay Region Totals

	<u>2022</u>		<u>2021</u>	
Tanker arrivals to San Francisco Bay	52		694	
ATB arrivals	23		193	
Barge arrivals to San Francisco Bay	10		148	
Total Tanker and Barge Arrivals	85		1,035	
Tank ship movements & escorted barge movements	298		3,431	
Tank ship movements	162	54.36%	1,959	57.10%
Escorted tank ship movements	128	42.95%	1,513	44.10%
Unescorted tank ship movements	34	11.41%	446	13.00%
Tank barge movements	136	45.64%	1,472	42.90%
Escorted tank barge movements	21	7.05%	246	7.17%
Unescorted tank barge movements	115	38.59%	1,226	35.73%

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

Escorts reported to OSPR 0 0

<u>Movements by Zone</u>	<u>Zone 1</u>	<u>%</u>	<u>Zone 2</u>	<u>%</u>	<u>Zone 4</u>	<u>%</u>	<u>Zone 6</u>	<u>%</u>	<u>Total</u>	<u>%</u>
Total movements	179		292		0		123		594	
Unescorted movements	78	43.58%	146	50.00%	0	0.00%	58	47.15%	282	47.47%
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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

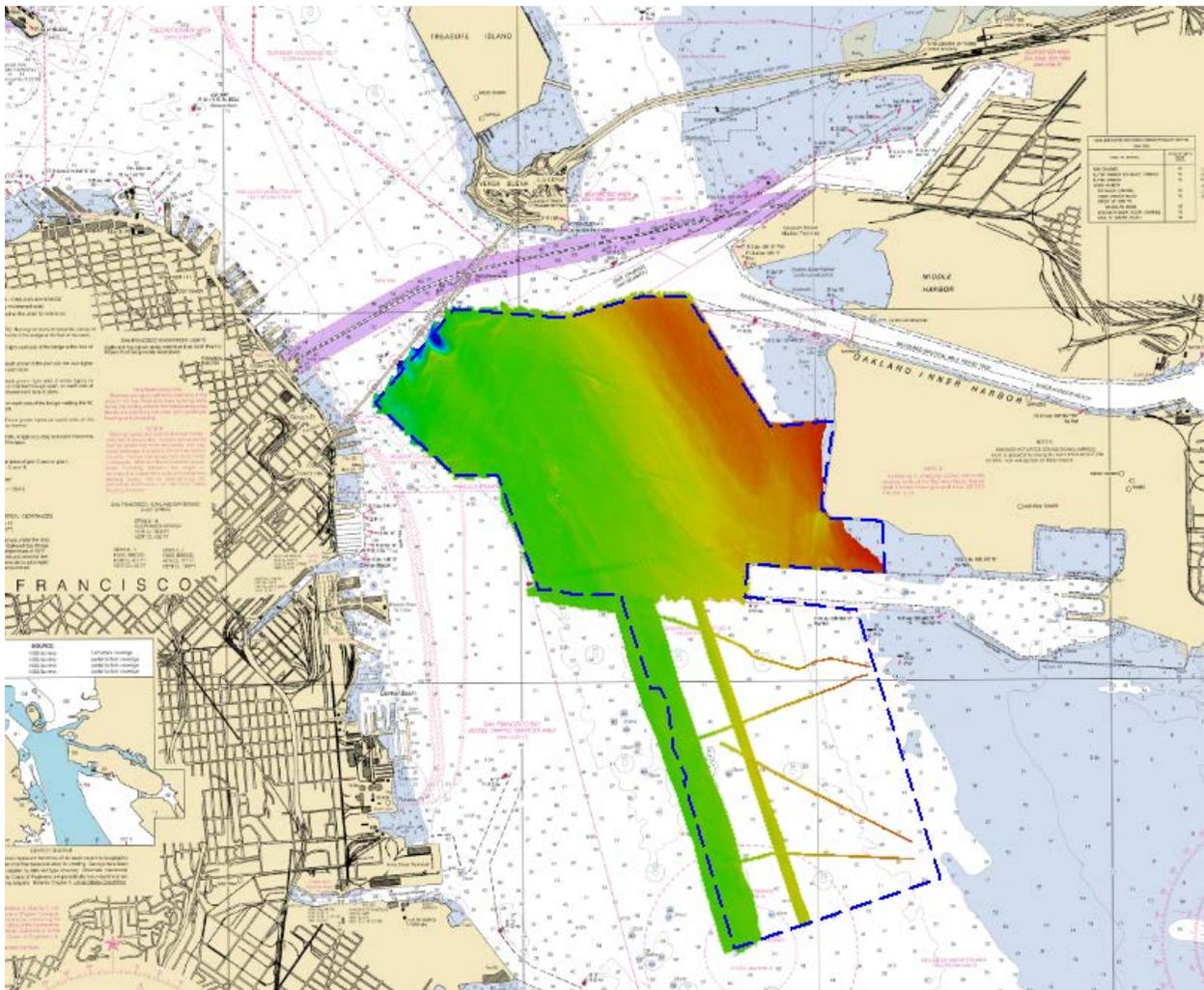
February 2022

NOAA Ship FAIRWEATHER survey

The FAIRWEATHER conducted additional survey work in San Francisco Bay.

See coverage charlet below to see the areas completed this year. Next week they should complete the southern half of the survey area, then end survey operations in the Bay.

All this data will take a few months to process and validate. Once validated, it will be publicly available and will be used to update the nautical charts.



Transitioning to Electronic Navigational Charts (ENC)

Monthly reminder that NOAA continues the process to discontinue production of raster chart products.

Charts on the “to be canceled” list will be announced in the Local Notice to Mariners. The most recent USCG D11 LNM has 20 charts listed as being in “LAST EDITION” status. You can also see the current list on our website at:

<https://www.charts.noaa.gov/MCD/DoleLastEdByChart.shtml>

NOAA’s Custom Chart Tool can be used to convert ENC data to a PDF that looks similar to a raster chart. A few Print on Demand vendors are using the Tool to continue to sell paper charts in areas where raster charts have been discontinued.

The Custom Chart Tool is available here: <https://devgis.charttools.noaa.gov/pod/>

National Weather Service

Nothing unusual to report from NWS.

High pressure drives warm and dry conditions leading into the weekend. Some cooling by early next week but with a period of gusty winds. Conditions look to remain dry at least through the middle of February.

Still in a La Nina condition, which should remain through the Spring.

END OF REPORT

Submitted by
Jeffrey Ferguson
California Navigation Manager
NOAA’s Office of Coast Survey
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CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - JANUARY COMPARISON

VESEL TRANSFERS

	Total Transfers	Total Vessels Monitored	Total Transfers Percentage
JANUARY 1 - 31, 2021	169	24	14.20
JANUARY 1 - 31, 2022	194	20	10.31

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
JANUARY 1 - 31, 2021	10,541,306	0	15,348,615	4,710,541	20,059,156
JANUARY 1 - 31, 2022	11,973,421	158,000	17,731,579	6,143,112	23,874,691

OIL SPILL TOTAL

	<u>TERMINAL</u>	<u>VESSEL</u>	<u>Total</u>	<u>Gallons Spilled</u>
JANUARY 1 - 31, 2021	0	0	0	0
JANUARY 1 - 31, 2022	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.