

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

October 13, 2022

Port of Oakland, Exhibit Room

530 Water Street, Oakland 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 10:05.

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.; **Kevin Donnelly** (A), WETA; **Jeff Ferguson** (M), NOAA; **Capt. Taylor Lam** (M), United States Coast Guard; **Capt. Paul Ruff** (M), San Francisco Bar Pilots; **Justin Taschek** (A), Port of Oakland; **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 September 8, 2022, meeting was made and seconded. The minutes were approved without dissent.

Comments by the Chair- Capt. Lynn Korwatch

Welcomed the committee members and audience. The HSC has resumed in-person meetings but will continue to provide remote access via Zoom.

Coast Guard Report- Capt. Taylor Lam

- Fleet Week 2022 was held successfully with security coordinated between thirty agency partners. Sunday's Blue Angels airshow was canceled due to fog.
- The Coast Guard will be hosting a Small Passenger Vessel Industry Day on November 4th at the Bay Model. New regulations and credentialing issues will be discussed.
- Unified Command is still in place managing removal of the grounded vessel American Challenger from Dillon Beach. Oil pollution and fifty-three thousand pounds of debris have been removed but alternate sources of funding are needed for full vessel removal.

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- Sector San Francisco is conducting a Waterways Analysis and Management System (WAMS) study of regional ATONs. Details will be provided.
- LT William Harris read from the September- 2022 Prevention/Response Report (attached).

Army Corps of Engineers Report- Jessica Vargas

- Read from the US Army Corps of Engineers, San Francisco District Report (attached). FY22 dredging projects are underway or completed. The FY23 Dredging Plan should be released in December. Debris removal for September was below average. Debris removal vessels were out for service but are now back on duty. Surveys are posted and a channel condition report is included. USACE participated in the Fleet Week.

Clearinghouse Report- Marcus Freeling (report attached)

OSPR Report- Mike Zamora

- Ted Mar, OSPR, has retired and will be replaced by Jon Victoria.
- Efforts are being made in coordination with the Marine Exchange to update HSC membership. A membership vacancy announcement is being finalized and will be distributed to the committee. Contact: michael.zamora@wildlife.ca.gov
- OSPR is involved with response to the American Challenger. Capt. Lam advised that Unified Command is still in place and is monitoring the vessel. Funding from the Oil Spill Liability Trust Fund has been exhausted and alternate funding is needed for full removal.

NOAA Report- Jeff Ferguson

- Raster charts continue to be phased out in favor of ENC's. The NWS predicts seasonal weather patterns. Drought conditions remain in place.
- Capt. Daggett asked about carriage requirements for printed charts. Jeff Ferguson advised that the issue is being addressed.

State Lands Commission Report- Bob Devila (report attached)

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Work Group Reports-

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

Navigation Work Group- Capt. Paul Ruff: Nothing to report.

Ferry Operations Work Group- Kevin Donnelly: Nothing to report.

Dredge Issues Work Group- Nothing to report.

PORTS Work Group- Justin Taschek: Nothing to report.

Prevention through People Work Group- Nothing to report.

PORTS Report- Marcus Freeling

- The Southampton Shoal LB6, Oakland LB4, and Oakland LB3 buoy-mounted current meters are still offline due to shore station equipment issues. Contractors will be hired to repair the stations and install new equipment. The Port Chicago Tide Station was inspected and floating debris was found potentially impacting a tide gauge. The issue will be addressed and the station is still online. A team from NOAA will be fully servicing PORTS tide stations in November and December. 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-

- Mathew McGoffin, UC Berkeley, advised of research on wave predictions and asked for input from industry. The project focusses on a wave prediction algorithm and autonomous ocean sensors. Contact: matthew.j.mcgoffin@berkeley.edu
- Capt. Korwatch advised that a presentation from the Marine Mammal Center on Whale Safe San Francisco will be given at the November HSC meeting.
- Capt. Korwatch announced that the Propeller Club will be holding a meeting on October 25th. Capt. Lam advised that the meeting will focus on cybersecurity issues and the USCG will be presenting.
- Capt. Korwatch announced that the AMSC will be meeting next Tuesday, October 18th, at the Port of Oakland.

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Old Business- None

New Business- None

Next Meeting-

1000-1200, November 10, 2022
Port of San Francisco, Pier 1, Bayside Conference Room
The Embarcadero, San Francisco

Adjournment-

A motion to adjourn to meeting was made and seconded. The motion passed without dissent and the meeting adjourned at 10:45.

Respectfully submitted:

Capt. Lynn Korwatch

SIGNIFICANT PORT SAFETY AND SECURITY CASES (SEPTEMBER 2022)

MARINE CASUALTIES

Loss of propulsion (12SEP2022): A foreign flagged bulk carrier experienced a loss of propulsion while transiting from Anchorage 9 to Richmond, CA. Vessel was instructed to remain at berth in Richmond until the issue was identified and resolved. A setting on the Main Engine was not properly changed when switching from LSFO to LSMGO, causing the vessel to lose propulsion during astern propulsion. Class attended vessel to verify the engine was working correctly and witnessed satisfactory operation of the engines. LOP was attributed to fuel switching. Case closed.

Allision and Crewmember Injury (14SEP2022): A U.S. flagged small passenger vessel experienced an allision with the Alameda Ferry Terminal pier pylon while mooring at Alameda Point. A crewmember onboard was injured during the allision and transported to the hospital due to a cut he received to the head. The vessel master onboard reported inadvertently engaging the starboard engine ahead while transitioning to the bridge wing for mooring operations. The forward starboard rub rail allided with the pylon causing damage to the railing, pylon and other equipment onboard the vessel. No structural damage was found during inspection. Coast Guard witnessed satisfactory repairs. Case closed.

Passenger Injury (15SEP2022): A foreign flagged passenger ship reported a passenger injury onboard due to a passenger inadvertently tripping over the door threshold while entering their cabin. The passenger was treated onboard but elected to transport themselves to the hospital where they received further treatment. Case closed.

Crewmember Injury (16SEP2022): A U.S. flagged tank ship reported an illness to the captain of the vessel. The crewmember was transported to the hospital and treated for their illness. The First Officer assumed the duties of the commanding officer but the vessel does not meet manning requirements without another First Officer onboard. Case pends.

Loss of Steering (17SEP2022): A U.S. flagged small passenger vessel reported that their right rudder became stuck to the right and limited the maneuverability of the vessel approximately 2nm from Pier 39 with passengers onboard. Two tugs arrived on scene and assisted the vessel back to berth. All passengers safely disembarked and the vessel was taken out of service for repairs. Case pends.

Loss of Propulsion (23SEP2022): A U.S. flagged commercial fishing vessel experienced a loss of propulsion while engaged in commercial fishing approximately 2 nm West of Crescent City, CA. The vessel was assisted back to berth by another vessel and began troubleshooting the issue. Damaged wires between the starting battery and main propulsion engine starting motor caused the loss of propulsion. LOP was not attributed to fuel switching. Case pends.

Loss of propulsion (27SEP2022): A foreign flagged containership experienced a loss of propulsion while outbound from the Port of Oakland. The vessel immediately moored and began troubleshooting the issue. An outdated software issue was found to be the root cause. After successfully updating the software, the engines were successfully tested. Class attended the vessel and witnessed satisfactory operation of the engines. LOP was not attributed to fuel switching. Case closed.

Reduction of Propulsion (29SEP2022): A U.S. flagged small passenger vessel reported a reduction in propulsion while underway with passengers onboard. The vessel returned to Mare Island and safely offloaded passengers before being taken out of service to diagnose the issue. A faulty connection between the Engine Control Unit and the Main Engine caused the engine to slow down. The vessel replaced the sensors and successfully performed an operational test. Case closed.

NAVIGATIONAL SAFETY

No items reported.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (06SEP2022): IMD received a notification of an unknown sheen from an unknown source at the City of Sacramento Marina. Upon further investigation, the source of the discharged was discovered to be a gallon of motor oil stored within a locker located on the dock. Sorbent pads were applied to the sheen and the Responsible Party was notified of the situation. The source of the pollution for this incident was removed and the remaining sheen dissipated on its own. A NOFI and LOW were issued. Source Secured. Case Closed.

Letter of Warning (19SEP2022): IMD received a notification of an overturned vessel on the rocks on Sand Dollar Beach in Big Sur. Monterey Sheriff Department sent IMD photos from a drone of a visible 100'x100' sheen coming from the vessel. The following morning, Air Station San Francisco conducted an overflight and was unable to locate the vessel. The source of pollution for this incident was unrecoverable and the sheen dissipated on its own. IMD concluded that no further environmental threat exists. A NOFI and LOW were issued. Source Secured. Case Closed.

VESSEL SAFETY CONDITIONS

Operational Control (01SEP2022): A foreign flagged general cargo ship reported their emergency generator unable to come on load, and was issued a Captain of the Port (COTP) order requiring a manned emergency generator watch during transit within the SF Bay. An attending surveyor completed successful tests of the emergency generator and made temporary repairs. Class witnessed successful operation and testing of the emergency generator and the COTP order was lifted. Case closed.

Operational Control (06SEP2022): A U.S. flagged small passenger vessel was issued an operational control (Code 701) for a failure to complete an annual inspection. Vessel scheduled and completed the required inspection. The operational code was lifted. Case closed.

Operational Control (07SEP2022): A U.S. flagged small passenger vessel was issued an operational control (Code 701) due to failure of their bilge monitoring system from the control station. The vessel made effective repairs and Coast Guard witnessed normal operational of the monitoring system. Operational control was lifted. Case closed.

Operational Control (07SEP2022): A U.S. flagged small passenger vessel was inspected in Monterey, CA and issued an operational control (Code 701) for several fire-fighting equipment, and other safety related deficiencies. Case pends.

Operational Control (12SEP2022): A foreign flagged bulk carrier experienced a loss of propulsion while transiting from Anchorage 9 to Richmond, CA and issued a Captain of the Port (COTP) order. Vessel was instructed to remain at berth in Richmond until the issue was identified and resolved. A setting on the Main Engine was not properly changed when switching from LSFO to LSMGO, causing the vessel to lose propulsion during astern propulsion. Class attended vessel to verify the engine was working correctly and witnessed satisfactory operation of the engines. The operational control was lifted. Case closed.

Operational Control (14SEP2022): A U.S. flagged small passenger vessel reported an allision with a pier pylon and issued an operational control (Code 701). The vessel made appropriate repairs to the damaged areas of the vessel. Coast Guard witnessed repairs and the operational control was lifted. Case closed.

Operational Control (17SEP2022): A U.S. flagged small passenger vessel reported that their right rudder became stuck to the right and limited the maneuverability of the vessel approximately 2nm from Pier 39 with passengers onboard. The vessel was issued an operational control (Code 701) and taken out of service. Case pends.

Operational Control (20SEP2022): A U.S. flagged inspected towing vessel reported being hauled out for emergency repairs based on a reported small crack in the bottom plating. The vessel was issued an operational control (Code 60) until a repair proposal was made and reviewed by a Coast Guard Marine Inspector. Coast Guard witnessed repairs and the operational code was cleared. Case pends.

Operational Control (21SEP2022): A U.S. flagged passenger vessel was inspected in San Francisco, CA and issued an operational control (Code 60) due to the fixed carbon dioxide firefighting system not being serviced annually. The vessel provided servicing report and the operational control was cleared. Case closed.

Operational Control (22SEP2022): A U.S. flagged small passenger vessel reported that their wing station controls were inoperable and was issued an operational control (Code 701). The operator replaced the controls and performed a successful operational test of the system. Coast Guard witnessed the corrected deficiency and the operational control was lifted. Case closed.

Operational Control (23SEP2022): A Captain of the Port (COTP) order was issued to a company for not collecting or providing the required negative pre-employment drug tests to all crewmembers working onboard. Case pends.

Operational Control (27SEP2022): A foreign flagged containership experienced a loss of propulsion while transiting outbound from Oakland and was issued a Captain of the Port (COTP) order. Vessel was instructed to remain at berth in Oakland until the issue was identified and resolved. An outdated software issue caused the engine to shut down. The main engine was tested successfully after an update. Class witnessed corrected deficiencies and provided necessary reports the Coast Guard. The operational control was lifted. Case closed.

Operational Control (29SEP2022): A U.S. flagged small passenger vessel reported a reduction in propulsion while underway with passengers onboard and issued an operational control (Code 701). A faulty connection between the Engine Control Unit and the Main Engine caused the engine to slow down. The vessel replaced the sensors and successfully performed an operational test. Coast Guard witnessed corrected deficiencies and the operational control was lifted. Case closed.

Operational Control (30SEP2022): A U.S. flagged inspected towing vessel was issued an operational control (Code 701) for failure to conduct a dry dock examination within the required period of time. Case pends.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
September 2022			
PORT SAFETY CATEGORIES*	Sep-2022	Sep-2021	**3yr Avg
Total Number of Port State Control Detentions:	0	0	0.08
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
Total Number of COTP Orders:	4	10	3.39
Navigation Safety (0), Port Safety & Security (4), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	8	11	6.78
Allision (1), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (1), Propulsion (4), Personnel (2), Other (0), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	0	1	2.22
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:	0	0	0.25
Significant Waterway events/Navigation related Cases:	0	0	0.00
Total Port Safety (PS) Cases opened	12	22	12.72
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Sep-2022	Sep-2021	**3yr Avg
U.S. Commercial Vessels	1	0	0.56
Foreign Freight Vessels	0	0	0.17
Public Vessels	2	1	0.75
Commercial Fishing Vessels	2	2	0.78
Recreational Vessels	5	9	5.47
Pollution Discharge Sources (Facilities)	Sep-2022	Sep-2021	**3yr Avg
Regulated Waterfront Facilities	1	0	0.28
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.03
Other Land Sources	7	4	2.28
Mystery Spills - Unknown Sources	7	2	4.72
Number of Pollution Incidents (By Spill Size)	Sep-2022	Sep-2021	**3yr Avg
Spills < 10 gallons	19	11	9.08
Spills 10 - 100 gallons	2	4	1.08
Spills 100 - 1000 gallons	0	1	0.36
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	4	2	4.17
Total Pollution Incidents	25	18	14.69
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Sep-2022	Sep-2021	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	1.00	0.00	2.72
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.47
Estimated spill amount from Public Vessels	2.00	5.00	6.83
Estimated spill amount from Commercial Fishing Vessels	24.00	300.00	30.47
Estimated spill amount from Recreational Vessels	4.00	24.00	82.00
Estimated spill amount from Regulated Waterfront Facilities	1.00	0.00	21.56
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.03
Estimated spill amount from Other Land Sources	14.00	70.00	28.47
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	46.00	399.00	172.56
Penalty Actions	Sep-2022	Sep-2021	**3yr Avg
Civil Penalty Cases	0	0	0.11
Notice of Violations	0	3	0.69
Letters of Warning	2	8	5.08
Total Penalty Actions	2	11	5.89
* 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
October 13, 2022**

1. CORPS O&M DREDGING PROGRAM

The FY22 project schedules are included in this report. The FY22 Consolidated Appropriations Act was signed into law on March 15th providing funds to the Corps to execute this year's dredging program. Planning for the FY22 dredging program has been completed and we have officially transitioned to execution mode as all dredging contracts have been awarded and Notices to Proceed have been issued.

FY 2022 DREDGING

- a. **Richmond Inner Harbor** – Bid opening for the dredging contract solicitation was held on May 13. The contract was awarded to Pacific Dredge on May 27. Dredging commenced on July 15 and is expected to complete towards **the middle of October**.
- b. **San Joaquin River (Port of Stockton)** – A dredging contract was awarded to Ross Island Sand & Gravel on June 10. Notice to Proceed was issued on June 16. **Dredging commenced on September 15 and is expected to complete by the end of November**.
- c. **Sacramento River Deep Water Ship Channel** – A dredging contract was awarded to The Dutra Group on June 21. Notice to Proceed was issued on June 28. **However, the contractor submitted a proposal to change from cutterhead/pipeline dredging to a clamshell operation with beneficial reuse. Consultation with resource agencies underway. Concurrence expected in the next few days, after which dredging can commence.**
- d. **Suisun Bay Channel (and New York Slough)** – A dredging contract was awarded to Camenzind Dutra JV on June 24. Notice to Proceed was issued on June 30. **Dredging commenced on August 9 and was completed on September 18.**
- e. **San Rafael Creek** – A dredging contract was awarded to Camenzind Dutra JV on July 7. Notice to Proceed was issued on July 13. **Dredging commenced on September 22 and is expected to complete by the end of November.**
- f. **Oakland Harbor** – A dredging contract was awarded to Manson Construction on July 14, Notice to Proceed issued on July 19. **Dredging commenced on July 30 and is expected to complete by mid-December.** Half of the dredged material is planned for in-bay disposal while the other half will be beneficially reused at a site of the contractor's choosing.
- g. **Napa River** – A dredging contract was awarded to Pacific Dredge on July 22 with Notice to Proceed issued on August 1. **Dredging commenced on September 26 and is expected to complete by mid-November.**
- h. **SF Main Ship Channel** – The Government Hopper Dredge Essayons arrived on station and began dredging at the Main Ship Channel on June 2. The Essayons completed work on June 14 and was

diverted to Bulls Head Reach of the Suisun Bay Channel to conduct emergency dredging operations in that location.

- i. Richmond Outer Harbor (and Richmond Long Wharf)** – Following completion of the Main Ship Channel and emergency dredging at Bulls Head, the Essayons moved on to Richmond Outer Harbor and started dredging there on June 16 and finished on July 1.
- 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 recently done comparing advance maintenance to annual dredging. The result of the analysis supports switching to annual dredging beginning in FY23.

2. EMERGENCY (URGENT & COMPELLING) DREDGING: In early June, hydrosurveys revealed the presence of hazardous shoaling at Bulls Head Reach of Suisun Bay Channel. Emergency dredging procedures were activated leading to the diversion of the Essayons to remove the hazard as mentioned earlier.

3. DEBRIS REMOVAL – Debris removal for September was 12.5 tons. Dillard: 5.5 tons; Raccoon: 7 tons. Average debris removal for September from 2012 to 2021 is 38 tons (Range: 8.5-71.5).

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	RACCOON	DILLARD	MISC	TOTAL
2022	TONS	TONS	TONS	TONS
JAN	0	374	0	374
FEB	0	37	3	40
MAR	0	23	0	23
APR	0	21	0	21
MAY	0	7	0	7
JUN	0	2.5	0	2.5
JUL	1	7.5	0	8.5
AUG	2	26.5	0	28.5
SEP	7	5.5	0	12.5
OCT				
NOV				
DEC				

YR TOTAL
517

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. A 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. 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

Regional Dredge Material Management Plan: Following public and stakeholders' outreach for the PMP, the project is now in Phase 1 including a gap analysis to address the key issues as identified by the stakeholders from the virtual charrettes held in July 2020. SFEI was contracted to perform this phase and coordinated with an Interagency Working Group (IWG) to provide expert advice. **SFEI finalized a scope of work encompassing the modeling and monitoring required to resolve the data gaps. The SFEI scope along with SPN PDT scopes of service will be appended to the PMP concluding Phase 1.** 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 September 23, 2022.

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 August 8-9, 2022.

Northship Channel: Condition survey of September 20, 21, & 28, 2021.
Oakland Inner Harbor: Condition survey of July 20, 2022.
Oakland Inner Harbor (Brooklyn Basin): Condition survey of 15-20 January 2021.
Oakland Outer Harbor: Condition survey of July 20, 2022.
Petaluma River (Across-the-Flats): Condition survey of 16 November 2021 – 29 March 2022.
Petaluma River (Main Channel): Condition survey of 16 November 2021 – 29 March 2022.
Petaluma River (Extended Channel): Condition survey of 16 November 2021 – 29 March 2022.
Pinole Shoal Channel: Condition survey of July 21, 2022.
Redwood City Harbor: Condition survey of October 5, 2022.
Richmond Inner Harbor: Condition survey of June 8-10, 2022.
Richmond Inner Harbor (Santa Fe Channel): Condition survey of December 20, 2016.
Richmond Outer Harbor (Longwharf): Condition survey of July 12, 2022.
Richmond Outer Harbor (Southampton Shoal): Post Dredge survey of July 12, 2022.
Sacramento River Deep Water Ship Channel: Condition Survey of July 6-7, 2022.
San Bruno Shoal: Condition survey of February 26, 2021.
San Francisco Main Ship Channel: After dredge survey of June 22-23, 2022.
San Leandro Marina (and Channel): Condition survey of March 30 and April 1, 2015.
San Rafael (Across-the-Flats): Condition survey of April 12-13, 2022.
San Rafael (Creek): Condition survey of April 12-13, 2022.
Stockton Ship Channel: Condition survey of June 27-29, and July 8, 2022.
Suisun Bay Channel: Condition survey of August 18, &31, September 1-3, 14, & 19, 2022.
Suisun Bay Channel (Bullshead Reach): Condition survey of August 18, &31, September 1-3, 14, & 19, 2022.
Suisun Bay Channel (New York Slough): Condition survey of September 16 & 19, 2022.

Disposal Site Condition Surveys:

SF-08 (Main Ship Channel Disposal Site): Condition survey of May 24, 2022.
SF-09 (Carquinez): Condition survey of July 27, 2022.
SF-10 (San Pablo Bay): Condition survey of July 28, 2022.
SF-11 (Alcatraz Island): Condition survey of September 21, 2022.
SF-16 (Suisun Bay Disposal Site): Condition survey of October 20, 2021.
SF-17 (Ocean Beach Disposal Site): Condition survey of May 24, 2022.

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 **11 OCT 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 O&M 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
Richmond Inner Harbor	13-May (A)	27-May (A)			■	◆	■	▨	▨	■				410kcy	Contract Clam Shell	SF-DODS	
San Joaquin River (Port of Stockton)	31-May (A)	10-Jun (A)			■	◆	■	▨	▨	■				180kcy	Contract Pipeline	Various Upland	
Sacramento River (30 Foot Project)	6-Jun (A)	21-Jun (A)			■	◆	■	▨	■					80kcy	Contract Pipeline	Various Upland	
Suisun Bay Channel	13-Jun (A)	24-Jun (A)			■	◆	■	▨	■					120kcy	Contract Clam Shell	Upland	
San Rafael Creek	23-Jun (A)	7-Jul (A)			■	◆	■	▨	▨	■				235kcy 25kcy	Contract Clam Shell	SF-10 SF-DODS	
Oakland Harbor	30-Jun (A)	14-Jul (A)			■	◆	■	▨	▨	■				375kcy 375kcy	Contract Clam Shell	SF-11 Upland	
Napa River	11-Jul (A)	22-Jul (A)				■	◆	■	▨	■				55kcy	Contract Clam Shell	Coombs	
WEST COAST HOPPER CONTRACT																	
Humboldt Bar & Entrance Channels	9-Mar (A)	28-Mar (A)	■	◆			■	WCH		■					1100kcy	WCHC (Portland)	HOODS
GOVERNMENT HOPPER																	
Humboldt Interior Channels	N/A	N/A								■					150kcy	Govt Hopper	HOODS
SF Main Ship Channel	N/A	N/A					■	ESS		■					350kcy	Govt Hopper	OBDS/SF-8
Bulls Head Emergency Dredging	N/A	N/A					■	ESS		■					15kcy	Govt Hopper	SF-16
Richmond Outer Harbor	N/A	N/A					■	ESS		■					300kcy	Govt Hopper	SF-11/SF-10
			■	◆	▨	■	■										
			Solicitation	Contract Award	Hopper Dredging	WCH West Coast Hopper Contract	YAQ Gov't Dredge Yaquina	ESS Gov't Dredge Essayons	Environmental Window	Mobilization	Physical Dredging						

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

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 SAN FRANCISCO 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)				
Oakland Harbor		544						
Oakland Inner Harbor	09-21-2022	1997	4.62	50	46.2	50.1	50.0	48.8
Oakland Harbor		296						
Oakland Outer Channel	09-21-2022	1761	2.52	50	50.0	50.0	50.0	50.0
Brooklyn Basin		147						
Brooklyn Basin	01-15-2021	1501	0.94	35	6.2	8.0	17.3	7.2
Brooklyn Basin		250						
Brooklyn Basin	01-15-2021	1010	2.74	35	8.4	3.9	3.0	3.0
Mare Island Strait Causeway to Asylum Slough		75				No Data	No Data	
	08-09-2022	245	3.19	15	3.8			7.1
Napa River		102						
Asylum Slough to Napa City	08-09-2022	183	9.92	10	2.8	2.2	1.2	1.3
Petaluma River		100						
Main Channel	03-29-2022	361	4.06	8	4.2	7.3	5.2	1.6
Petaluma River ATF		200						
Across the Flats	12-15-2020	206	5.68	8	6.3	8.8	8.3	8.2
Pinole Shoal Channel		600						
Pinole Shoal Channel	07-21-2022	1644	10.40	35	29.9	35.8	35.7	32.5
Redwood City Harbor		300						
Redwood City Harbor	10-05-2022	943	3.94	30	24.7	27.4	26.2	23.9
Richmond Inner Harbor		809						
Entrance Channel	06-08-2022	1021	0.96	38	35.1	36.0	36.4	35.8
Richmond Inner Harbor		809						
Approach Channel	06-08-2022	1201	3.09	38	33.6	34.9	35.7	34.3
Richmond Inner Harbor		195						
Santa Fe Channel	02-26-2019	509	0.37	38	33.7	35.4	36.4	36.0
Richmond Outer Harbor		600						
Richmond Outer Harbor	07-12-2022	1291	3.25	45	41.1	44.8	44.3	42.6
Richmond Outer Harbor		2188				No Data	No Data	No Data
Longwharf Turning Basin	07-12-2022	5598	0.88	45	32.8			
San Bruno Shoal		500						
San Bruno Shoal	10-28-2021	500	5.66	30	28.7	30.2	31.1	29.5

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 SAN FRANCISCO 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)				
San Francisco Mainship San Francisco Mainship	06-22-2022	2000	4.96	55	51.5	54.9	55.2	53.9
San Rafael ATF Across the Flats	06-24-2022	100	2.25	8	No Data	3.1	2.9	2.5
San Rafael River Inner Canal Channel	06-24-2022	60 160	1.55	6	0.9	1.1	0.5	0.5
Suisun Bay Channel Suisun Bay (0+00 to 150+00)	08-09-2022	300	2.84	35	37.1	37.1	37.0	35.7
Suisun Bay Channel Suisun Bay (150+00 to 733+45)	08-09-2022	300	11.10	35	35.0	35.0	35.0	34.8
Suisun Bay Channel Anchorage Suisun Bay Channel Anchorage	07-13-2022	400	0.90	35	34.5	No Data	No Data	No Data
New York Slough New York Slough (0+00 to 232+03)	09-16-2022	400 411	4.42	35	35.3	35.1	35.8	35.3
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	09-23-2022	500 1424	1.71	40	30.8	37.8	37.7	23.8
Alameda Naval Air Alameda Naval Air	10-14-2021	1000 4178	2.90	37	11.5	12.5	19.0	17.2
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	05-26-2022	100 142	1.36	15	6.0	4.0	3.9	3.9
Bodega Bay Bodega Bay	09-29-2022	100 400	3.46	12	3.1	9.5	9.7	7.1
Moss Landing Moss Landing	03-31-2021	120 405	0.98	6	13.2	12.3	11.1	10.9



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

San Francisco Clearinghouse Report

October 13, 2022

- ✎ In September the clearinghouse did not contact OSPR regarding any possible escort violations.
- ✎ In September 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 September there were 83 tank vessel arrivals; 18 ATBs, 3 Chemical Tankers, 10 Chemical/Oil Tankers, 19 Crude Oil Tankers, 1 LPG, 17 Product Tankers, and 15 Tugs with Barges.
- ✎ In September there were 211 total vessel arrivals.

San Francisco Bay Clearinghouse Report For September 2022

San Francisco Bay Region Totals

	<u>2022</u>		<u>2021</u>	
Tanker arrivals to San Francisco Bay	50		60	
ATB arrivals	18		19	
Barge arrivals to San Francisco Bay	15		13	
Total Tanker and Barge Arrivals	83		92	
Tank ship movements & escorted barge movements	273		295	
Tank ship movements	177	64.84%	179	60.68%
Escorted tank ship movements	138	50.55%	142	48.14%
Unescorted tank ship movements	39	14.29%	37	12.54%
Tank barge movements	96	35.16%	116	39.32%
Escorted tank barge movements	8	2.93%	19	6.44%
Unescorted tank barge movements	88	32.23%	97	32.88%

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

Escorts reported to OSPR 0 0

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	162		262		0		121		545	
Unescorted movements	61	37.65%	124	47.33%	0	0.00%	49	40.50%	234	42.94%
Tank ships	37	22.84%	87	33.21%	0	0.00%	41	33.88%	165	30.28%
Tank barges	24	14.81%	37	14.12%	0	0.00%	8	6.61%	69	12.66%
Escorted movements	101	62.35%	138	52.67%	0	0.00%	72	59.50%	311	57.06%
Tank ships	99	61.11%	130	49.62%	0	0.00%	68	56.20%	297	54.50%
Tank barges	2	1.23%	8	3.05%	0	0.00%	4	3.31%	14	2.57%

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	515		694	
ATB arrivals	135		193	
Barge arrivals to San Francisco Bay	92		148	
Total Tanker and Barge Arrivals	742		1,035	
Tank ship movements & escorted barge movements	2,458		3,431	
Tank ship movements	1,461	59.44%	1,959	57.10%
Escorted tank ship movements	1,194	48.58%	1,513	44.10%
Unescorted tank ship movements	267	10.86%	446	13.00%
Tank barge movements	997	40.56%	1,472	42.90%
Escorted tank barge movements	123	5.00%	246	7.17%
Unescorted tank barge movements	874	35.56%	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

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	1,489		2,395		0		1,023		4,907	
Unescorted movements	587	39.42%	1,115	46.56%	0	0.00%	425	41.54%	2,127	43.35%
Tank ships	452	30.36%	853	35.62%	0	0.00%	379	37.05%	1,684	34.32%
Tank barges	135	9.07%	262	10.94%	0	0.00%	46	4.50%	443	9.03%
Escorted movements	902	60.58%	1,280	53.44%	0	0.00%	598	58.46%	2,780	56.65%
Tank ships	855	57.42%	1,169	48.81%	0	0.00%	551	53.86%	2,575	52.48%
Tank barges	47	3.16%	111	4.63%	0	0.00%	47	4.59%	205	4.18%

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.



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - SEPTEMBER COMPARISON

VESSEL TRANSFERS

	<u>Total Transfers</u>	<u>Total Vessels Monitored</u>	<u>Total Transfers Percentage</u>
SEPTEMBER 1 - 30, 2021	165	52	31.52
SEPTEMBER 1 - 31, 2022	173	67	38.73

CRUDE OIL / PRODUCT TOTALS

	<u>Crude Oil (D)</u>	<u>Crude Oil (L)</u>	<u>Overall Product (D)</u>	<u>Overall Product (L)</u>	<u>GRAND TOTAL</u>
SEPTEMBER 1 - 30, 2021	11,974,385	0	19,112,510	5,171,408	24,283,918
SEPTEMBER 1 - 31, 2022	9,665,245	0	16,013,711	4,153,789	20,167,500

OIL SPILL REPORTED

	<u>TERMINAL</u>	<u>VESSEL</u>	<u>Total</u>	<u>Gallons Spilled</u>
SEPTEMBER 1 - 30, 2021	0	0	0	0
SEPTEMBER 1 - 31, 2022	1	0	1	1 tbsp - GAS OIL

MARINE INVASIVE SPECIES INSPECTIONS

<u>Percent</u>	<u>Qualified Voyages</u>	<u>Voyages Inspected</u>	<u>Goal</u>	<u>Shortfall</u>
29%	326	94	79	-15

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.

By: MRA