

Harbor Safety Committee

of the San Francisco Bay Region

*Mandated by the California Oil Spill
Prevention and Response Act of 1990*

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January 12, 2023

Richmond Maritime Safety & Security Center

756 West Gertrude Street, Richmond, 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 10:10.

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; **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; **Patrick Forrester** (A), Port of San Francisco; **Kathi George** (A), The Marine Mammal Center; **Jim Haussener** (A), CMANC; **Capt. Taylor Lam** (M), United States Coast Guard; **Benjamin Ostroff** (M), Starlight Marine Services; **Capt. Paul Ruff** (M), San Francisco Bar Pilots; **Randy Scott** (A), Port of Benicia; **Justin Taschek** (A), Port of Oakland; **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 November 10, 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. Thanked the committee for their support over the years and for the collaborative spirit that will continue to bring people from the maritime industry together to solve problems. Capt. Korwatch is retiring after 50 years in the maritime industry. Scott Humphrey is taking over as the new Executive Director of the Marine Exchange. OSPR will appoint a new HSC Chair.

Coast Guard Report- Capt. Taylor Lam

- The USCG is working with Cal OES and other partners at the State Operations Center on storm and flooding response including inland Search and Rescue.
- Thanked the Marine Exchange, bar pilots, and tug operators for their efforts moving ships in and out of port safely.

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- The New Year's Eve fireworks SEAR event was held successfully with multi-agency security provided. A drone detection system was deployed. Fourth of July fireworks will also be a SEAR event with coordinated security.
- The vessel Northland recently sunk in Alameda requiring USCG response. The Oil Spill Liability Trust Fund was activated, and all pollution was removed.
- Capt. Korwatch was presented with a USCG Public Service Commendation for her more than 22 years of service in HSC leadership. Accomplishments include development of Critical Maneuvering Areas and ferry route analysis.
- LT William Harris read from the November and December- 2022 Prevention/Response Reports (attached).

Army Corps of Engineers Report- LTC Kevin Arnett

- USACE is involved with flood response and is monitoring regional dams and levees. Preparation is underway for FY 2023 dredging. Funding for beneficial use of dredge material is increasing and the Corps will be adjusting operations to meet the demand.
- Jessica Vargas read from the US Army Corps of Engineers, San Francisco District Report (attached). FY22 dredging projects are still being closed out and FY23 planning is ongoing. Debris removal for November and December were below average but all debris vessels are now in service. Surveys are posted and a channel condition report is included.
- Capt. Korwatch asked if recent storms will cause more debris to flow into the bay. Jessica advised that debris is expected to increase, and removal boats have been busy.
- Capt. Ruff asked if increased funding could be used to conduct annual dredging of projects now dredged every other year. LTC Arnett advised that the hopper dredging restrictions are in place for environmental reasons and are not dependent on funding.

Clearinghouse Report- Marcus Freeling (reports attached)

OSPR Report- Mike Zamora

- Efforts are being made in coordination with the Marine Exchange to update HSC membership. A new membership vacancy announcement will be distributed to the committee and applications are welcome. Nominations for HSC Chair and HSC Vice-Chair are being accepted. Contact: michael.zamora@wildlife.ca.gov
- Julian Rose has left Marathon and resigned from the HSC. New and returning HSC members will be sworn in.

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- Amir Sharifi, OSPR Assistant Deputy Administrator, presented a certificate of appreciation to Capt. Korwatch for her service on the HSC. Capt. Korwatch was also given the title of HSC Chairman Emeritus. A letter of appreciation was given to John Berge for his years of service as HSC Vice-Chair.

NOAA Report- Jeff Ferguson

- La Nina conditions are still in effect, but precipitation has been well above normal so far this season with more on the way. Additional flooding is possible. King tides are predicted on January 20th-22nd with increased risk of coastal flooding.

State Lands Commission Report- (reports attached)

Work Group Reports-

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

Navigation Work Group- Capt. Paul Ruff: UHU Technologies will be giving a presentation directly after today's HSC meeting on their system to detect GPS signal spoofing and jamming. The system is in place in Long Beach. GPS spoofing is a serious safety and security concern.

Ferry Operations Work Group- Nothing to report.

Dredge Issues Work Group- Nothing to report. Capt. Korwatch advised that a new Chair of the Work Group is needed due to the departure of Julian Rose and nominated Jim Haussener.

PORTS Work Group- Justin Taschek: Nothing to report.

Prevention through People Work Group- Jim Haussener: The next BAMO meeting will be held on February 2nd. The Treasure Island 360 recreational boating event is scheduled for February 18th. Opening Day on the Bay will be on April 30th. CMANC is holding a meeting in Washington DC on February 28th – March 1st. Due to USACE funding of breakwater and jetty projects, all California breakwaters will be Level C or higher. Funding for federal navigation dredging projects is robust and project nominations are welcome. Planning is ongoing for complete dredging of the Richmond Inner Harbor with beneficial use.

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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. A team from NOAA serviced all PORTS tide stations in November and December. Batteries will be replaced at the Richmond Tide Station due to charging issues caused by the lack of sun in recent weeks. A modem issue has been reported at the Pittsburg Weather Station, but data is still being transmitted via satellite. 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>
- Capt. Korwatch advised that SF PORTS, maintained by the Marine Exchange, provides valuable real-time information to ensure safe transit of vessels in the bay.

Public Comment-

- Scott Humphrey, Marine Exchange, advised of the 2017 Oroville Dam failure which caused significant shipping delays. Reservoir levels are rising and flooding could be a major concern if wet weather persists.
- Peter Schrappen, American Waterways Operators, introduced himself to the committee.

Old Business- None

New Business- None

Next Meeting-

1000-1200, February 9, 2023
Port of San Francisco, Pier 1, Bayside Conference Room
The Embarcadero, San Francisco, CA

Adjournment-

A motion to adjourn to meeting was made and seconded. The motion passed without dissent and the meeting adjourned at 10:56.

Respectfully submitted:

San Francisco Marine Exchange

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Report on UHU Technologies Northstar System- Chuck Stoffer & Capt. James Haley, UHU Technologies

- The Northstar system is used to detect GPS spoofing and jamming. Fake GPS signals are hard to distinguish and can cause reporting of incorrect location data. Several incidents have occurred including the 2019 GPS spoofing of a Matson ship. Safety and security are primary concerns and more protection is needed for critical infrastructure. The Northstar system measures the GPS signal's Angle of Arrival from the satellite to calculate location and detect fake signals with extreme accuracy. If spoofing is detected, alerts can be sent to ship pilots warning them of the hazard. Jamming signals can also be detected and traced back to their origin. Jamming is often done from vehicles and law enforcement can be alerted when detections are made. Testing of the system is underway at the Port of Long Beach. For more information:
<https://www.uhutechnologies.com/northstar/overview>
- Primary customers for the system include port terminals, port police, and government agencies. Capt. Korwatch advised that the San Francisco Bay region is complex with many jurisdictions and ports for different vessel types. The Marine Exchange could possibly assist with a centralized system for reporting and alerts. Capt. Ruff asked about the range of a Northstar unit and how many would be needed to provide comprehensive protection to the region. UHU Technologies advised that detection range is determined by the power of the GPS spoofing or jamming signal. Small truck jammers are low power and can only be detected if the system is close to the source. Northstar units could also be put on ferries providing enhanced coverage. Each unit costs approximately \$30,000. Capt. Korwatch suggested the use of Port State Grant Program funding for the system. Scott Humphrey asked about AIS spoofing using fake GPS signals. UHU Technologies advised that AIS spoofing has occurred, and ships rely heavily on GPS for navigation. Suggestions for potential Northstar system locations are welcome, including the Port of Oakland.

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

Vessel Fire (01NOV2022): A U.S. flagged containership reported a fire onboard their vessel. The vessel's cooling water pump caught on fire and was damaged. The vessel replaced the pump and class witnessed satisfactory operation. Case closed.

Loss of Propulsion (17NOV2022): A U.S. flagged Ro-Ro vessel reported a loss of propulsion while outbound from Oakland Harbor. The cause was identified as unresponsive electronic fuel injection system unit on multiple cylinders. A technician made appropriate repairs and rebooted the system. Class and Coast Guard witnessed satisfactory operation of the main engine. LOP was not attributed to fuel switching. Case closed.

Loss of Propulsion (21NOV2022): A U.S. flagged cargo ship reported a loss of propulsion while underway from Oakland Terminal. LOP was due to low lube oil pressure in the discharge manifold. The air was removed and the pumps began operating properly. Class witnessed the main engine working correctly and provided a technician report. Case closed.

Equipment Failure (25NOV2022): A U.S. flagged towing vessel reported failure of the starboard main engine lube oil system. The vessel continued their voyage on the port engine, and was required to maintain a one-tug escort while inbound to Anchorage 9, and two-tug escort while inbound to Martinez, CA. The vessel made appropriate repairs and Class witnessed the starboard engine working correctly. Case closed.

Equipment Failure (28NOV2022): A U.S. flagged passenger vessel reported a main diesel generator fuel leak while transiting in the San Francisco Bay. The vessel replaced a cracked fuel line. Coast Guard witnessed corrected deficiency. Case closed.

VESSEL SAFETY CONDITIONS

Operational Control (01NOV2022): A U.S. flagged containership reported a fire onboard their vessel and was issued an Operational Control (Code 17, Prior to Departure). The vessel's cooling water pump caught on fire and was damaged. The vessel replaced the pump and class witnessed satisfactory operation. The operational control was cleared. Case closed.

Operational Control (17NOV2022): A U.S. flagged small passenger vessel was inspected in Berkeley, CA and issued an operational control (Code 701, prior to carriage of passengers) due to a testing malfunction with the Fireboy system. A repair technician serviced the system and Coast Guard received a report indicating satisfactory operation. The operational control was lifted. Case closed.

Operational Control (17NOV2022): A U.S. flagged Ro-Ro vessel reported a loss of propulsion while outbound from Oakland Harbor and was issued on operational control (Code 60, prior to movement). The cause was identified as unresponsive electronic fuel injection system unit on multiple cylinders. A technician made appropriate repairs and rebooted the system. Class and Coast Guard witnessed satisfactory operation of the main engine and the operational control was lifted. Case closed.

Operational Control (19NOV2022): A U.S. flagged vessel was issued a Captain of the Port (COTP) Order for operating as a small passenger vessel without a valid Certificate of Inspection (COI) issued by the Coast Guard. The vessel was ordered to cease operating as a small passenger vessel until it was issued a COI. Case pends.

Operational Control (20NOV2022): A foreign flagged containership reported an emergency generator malfunction and was issued an operational control (Code 17). The vessel conducted repairs and class witnessed corrected deficiencies. The operational control was cleared. Case closed.

Operational Control (21NOV2022): A U.S. flagged cargo ship reported a loss of propulsion while underway from Oakland Terminal and was issued an operational control (Code 60, prior to movement). LOP was due to low lube oil pressure in the discharge manifold. The air was removed and the pumps began operating properly. Class witnessed the main engine working correctly and provided a technician report. The operational control was lifted. Case closed.

Operational Control (25NOV2022): A U.S. flagged towing vessel reported failure of the starboard main engine lube oil system and was issued an operational control (Code 17, prior to departure). The vessel continued their voyage on the port engine, and was required to maintain a one-tug escort while inbound to Anchorage 9, and two-tug escort while inbound to Martinez, CA. The vessel made appropriate repairs and Class witnessed the starboard engine working correctly. The operational control was cleared. Case closed.

Operational Control (28NOV2022): A U.S. flagged passenger vessel reported a main diesel generator fuel leak and was issued an operational control (Code 701, prior to carriage of passengers). The vessel replaced a cracked fuel line. Coast Guard witnessed corrected deficiency and the operational control was lifted. Case closed.

Operational Control (29NOV2022): A U.S. flagged vessel was issued a Captain of the Port (COTP) Order for an unsafe condition onboard posing a threat to the port, crew, environment. The vessel was ordered to return to berth and make satisfactory repairs to the vessel and be inspected by a Coast Guard Marine Inspector. Coast Guard witnessed corrected deficiencies and the operational control was lifted. Case closed.

Operational Control (29NOV2022): A U.S. flagged inspected towing vessel reported a malfunctioning AIS and was issued an operational control (code 705) to continue with current dredging operations before replacing the AIS unit. A technician replaced the faulty unit and satisfactory operation was confirmed with VTS. The operational control was cleared. Case closed.

Operational Control (29NOV2022): A U.S. flagged vessel was issued a Captain of the Port (COTP) Order for operating without appropriate vessel marking requirements and in an unsafe condition. The vessel was ordered to return to berth, to adhere to applicable laws and be made available for inspection by a Coast Guard Marine Inspector. Case pends.

NAVIGATIONAL SAFETY
None to Report
SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES
Letter of Warning (05NOV2022): IMD received a notification of a discharge of bilge slop onto the deck and into the bodega bay from a bilge pump. It was determined that the RP borrowed a filter drum from Spud Point Marina to filter diesel from water in his bilge, misunderstood the directions and accidentally pumped the filtered water into the bay, which still contained some diesel. 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 (09NOV2022): IMD received notification of a sunken vessel sheening in Isleton, CA. The Harbormaster immediately deployed boom and absorbent pads around the slip where the vessel was moored. The Harbormaster contacted the owner of the vessel and confirmed the vessel was insured and the insurance company would cover the cost of the cleanup. 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 (10NOV2022): IMD received notification of a vessel that had sunk at a slip in the Santa Cruz Harbor with a minor sheen surrounding the vessel. IMD attempted to contact and notify the owner with no result, though the insurance claim and process had already begun. Tow Boat USA Santa Cruz was hired to come out the following day to float the vessel. 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 (17NOV2022): IMD received notification of a vessel releasing diesel into New York Slough. IMD contacted the reporting party who stated that the vessel had mechanics on board that day right before the sheen was discovered and reported. The reporting party also stated that they had found red dye diesel on the cap of the MISS AMERICA II. After reviewing the security camera footage log and speaking with OSPR, the IMD duty team determined the MISS AMERICA II was responsible for the discharge of diesel into the New York Slough. 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 (21NOV2022): IMD received notification of a vessel that had sunken of Bethel Island in Taylor Slough. The Caliente Harbormaster placed sorbent pads. IMD and OSPR arrived on scene, and issued a NOFI. The following day, IMD arrived on scene and issued an Admin Order, giving the RP until 10:00 am on 28NOV2022 to lift the vessel and remove the pollution safely from it. The harbormaster successfully raised the vessel that day and continued to monitor it over the weekend. On Friday, 02DEC22, the vessel was removed from the water through the SAVE program. 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 (26NOV2022): IMD received notification of a vessel on fire being responded to by the San Rafael Fire Department. The fire department extinguished the fire, but the vessel sank with 77 gallons of gasoline on board, producing a sheen. The owner placed a hard boom and sorbent pads around the vessel that day. IMD arrived on scene and issued a NOFI. Later that evening, the vessel owner refloated the vessel, and removed two 55-gallon drums of oily water mix. On 27NOV22, IMD, OSPR, and the San Rafael police arrived on scene for vessel removal. San Rafael Yacht Harbor came out and towed the vessel 1/4 mile to a boat lift. 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.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
November 2022			
PORT SAFETY CATEGORIES*	Nov-2022	Nov-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:	2	2	3.42
Navigation Safety (1), Port Safety & Security (1), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	5	8	6.81
Allision (0), Collision (0), Fire (1), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (2), Personnel (0), Other (2), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	0	2	2.17
Radar (0), Gyro (0), Steering (0), Echo Sounder (0), AIS (0)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	0	0	0.22
Significant Waterway events/Navigation related Cases:	0	0	0.00
Total Port Safety (PS) Cases opened	7	12	12.69
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Nov-2022	Nov-2021	**3yr Avg
U.S. Commercial Vessels	0	0	0.42
Foreign Freight Vessels	0	0	0.17
Public Vessels	0	1	0.81
Commercial Fishing Vessels	1	1	0.72
Recreational Vessels	6	7	5.47
Pollution Discharge Sources (Facilities)	Nov-2022	Nov-2021	**3yr Avg
Regulated Waterfront Facilities	0	0	0.28
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.03
Other Land Sources	3	1	2.39
Mystery Spills - Unknown Sources	6	2	4.81
Number of Pollution Incidents (By Spill Size)	Nov-2022	Nov-2021	**3yr Avg
Spills < 10 gallons	8	7	9.03
Spills 10 - 100 gallons	2	3	1.08
Spills 100 - 1000 gallons	0	0	0.33
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	6	2	4.31
Total Pollution Incidents	16	12	14.75
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Nov-2022	Nov-2021	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	0.00	0.00	2.47
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.47
Estimated spill amount from Public Vessels	0.00	1.00	6.89
Estimated spill amount from Commercial Fishing Vessels	1.00	1.00	30.33
Estimated spill amount from Recreational Vessels	47.00	100.00	82.00
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	21.42
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.03
Estimated spill amount from Other Land Sources	1.00	15.00	29.44
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	49.00	117.00	173.06
Penalty Actions	Nov-2022	Nov-2021	**3yr Avg
Civil Penalty Cases	0	0	0.11
Notice of Violations	0	1	0.64
Letters of Warning	5	7	4.83
Total Penalty Actions	5	8	5.58
* NOTE: Values represent all cases within the HSC jurisdiction during the period. Significant cases are detailed in the narrative.			
** NOTE: Values represent an average month over a 36 month period for the specified category of information.			

SIGNIFICANT PORT SAFETY AND SECURITY CASES (DECEMBER 2022)

MARINE CASUALTIES

Equipment Failure (01DEC2022): A U.S. flagged small passenger vessel reported a loss of control on their transmission while the vessel was getting underway from the Alameda Estuary. The vessel was unable to reach full RPM's and was instructed to return to berth to make necessary repairs. A broken shift cable prevented the pilot house from remotely shifting between gears. The broken cable was replaced and an attending Coast Guard inspector witnessed satisfactory operation of the forward, neutral, and reverse shifting. Case closed.

Reduction of Propulsion (05DEC2022): A U.S. flagged articulated tug and barge reported a reduction in propulsion on the starboard main diesel engine while transiting south of San Francisco to Vancouver, Canada. The vessel rerouted to make repairs in the SF Bay. It was discovered that a cooling water pump on the starboard engine failed due to a sheared impeller shaft. The crew made repairs that were attested to by an attending Class technician. Reduction in Propulsion was not attributed to fuel switching. Case closed.

Loss of Propulsion (12DEC2022): A U.S. flagged ferry vessel reported a loss of propulsion on their starboard engine while departing from San Francisco. The starboard engine was not responding to commands and the vessel immediately moored back up. A blown fuse in the motor control panel caused a communication error between the bridge and engine. The blown fuse and additional wiring were replaced. Coast Guard attended the vessel and witnessed satisfactory operation of the starboard engine. LOP was not attributed to fuel switching. Case closed.

Loss of Power (31DEC2022): A U.S. flagged ferry reported a loss of power on the port engine while transiting in the San Francisco Bay North Ship Channel. All passengers disembarked safely. The vessel is diagnosing the issue. Case pends.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inop S-Band Radar (01DEC2022): A foreign flagged tank vessel was issued an inbound LOD for an inoperable S-Band Radar. Repairs were conducted and the equipment is working properly. Case closed.

Letter of Deviation (LOD), Inop X-Band Radar (03DEC2022): A foreign flagged container vessel was issued an inbound and outbound LOD for an inoperable X-Band Radar. Case pends.

Letter of Deviation (LOD), Inop S-Band Radar (05DEC2022): A foreign flagged tank vessel was issued an inbound LOD for an inoperable S-Band Radar. Repairs were conducted and the equipment is working properly. Case closed.

Letter of Deviation (LOD), Inop S-Band Radar (21DEC2022): A foreign flagged bulk cargo vessel was issued an inbound LOD for an inoperable S-Band Radar. Repairs were conducted and the equipment is working properly. Case closed.

Letter of Deviation (LOD), Inop AIS (22DEC2022): A foreign flagged bulk cargo vessel was issued an outbound LOD for an inoperable AIS. Case pends.

VESSEL SAFETY CONDITIONS

Operational Control (01DEC2022): A U.S. flagged small passenger vessel reported an equipment failure and was issued an operational control (Code 60, prior to movement). The vessel was required to return to berth and make appropriate repairs. Operator replaced broken mechanical cable. Coast Guard witnessed satisfactory operation of the throttle. Case closed.

Operational Control (02DEC2022): A U.S. flagged small passenger vessel reported an equipment malfunction on the bridge port wing station while conducting pre-departure function checks and was issued an operational control (code 60, prior to movement). The port steering control unit was changed out and satisfactory PSTP tests were conducted with a Coast Guard inspector. The operational control was cleared. Case closed.

Operational Control (05DEC2022): A U.S. flagged articulated tug and barge reported a reduction in propulsion while transiting offshore and was issued an operational control (code 17, prior to departure). The vessel replaced a sheared impellor shaft in the cooling pump. Class witnessed corrected deficiencies and the operational control was cleared. Case closed.

Operational Control (09DEC2022): A U.S. flagged small passenger vessel was issued several operational controls (code 60, prior to movement) for failure to correct deficiencies from a previous Coast Guard inspection. Case pends.

Operational Control (09DEC2022): A foreign flagged bulk carrier was issued a Captain of the Port (COTP) order requiring submission of a vessel security plan prior to crew members departing the vessel while at berth. Case pends.

Operational Control (10DEC2022): A U.S. flagged small passenger vessel was issued an operational control (Code 17, prior to departure) for failure to complete an annual inspection. Case pends.

Operational Control (12DEC2022): A U.S. flagged small passenger vessel was issued an operational control (code 701, prior to the carriage of passengers) requiring a sea trial following a major alteration to the vessel during dry dock. Case pends.

Operational Control (13DEC2022): A U.S. flagged ferry vessel reported a loss of propulsion while getting underway from San Francisco and was issued an operational control (code 701, prior to the carriage of passengers). The loss of propulsion was attributed to a blown fuse in the motor control panel. The vessel conducted repairs and Coast Guard witnessed corrected deficiencies. The operational control was cleared. Case closed.

Operational Control (13DEC2022): A foreign flagged Ro-Ro vessel was issued a Captain of the Port (COTP) Order requiring an offshore security boarding prior to entering the Port of San Francisco. Case pends.

Operational Control (13DEC2022): A U.S. flagged small passenger vessel was inspected at Pier 40, San Francisco and issued an operational control (Code 701, prior to the carriage of passengers) for an active leak in the fire pump discharge piping system. The vessel made necessary repairs to the system. Coast Guard witnessed operational test of the fire system and the operational control was lifted. Case closed.

Operational Control (22DEC2022): A foreign flagged container ship was inspected in Oakland, Ca and was issued an operational control (Code 17, prior to departure) for an emergency generator malfunction. The vessel made appropriate repairs, class witnessed corrected deficiencies, and the operational control was cleared. Case closed.

Operational Control (21DEC2022): A U.S. flagged ferry vessel reported a high water alarm while docked in Richmond, CA, and was issued an operational control (code 701, prior to the carriage of passengers). The vessel was immediately taken out of service and dry docked. A 1" hairline crack was found on the hull on the port lazarette. The vessel completed repairs and a Coast Guard inspector witnessed the corrected deficiency. The operational code was cleared. Case closed.

Operational Control (31DEC2022): a U.S. flagged small passenger vessel reported a loss of power on the port engine while transiting the San Francisco Bay North Ship Channel and was issued an operational control (Code 60, prior to movement). Case pends.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (3DEC2022): IMD received notification of a vessel who discharged gasoline into the San Francisco Bay. IMD responded and contacted the owner who stated the vessel began taking water on when no one was around. Attempts to pump the water out and prevent the vessel from sinking ultimately failed. Boom was placed around the vessel, and the owner's insurance company stepped in to fund the recovery and removal of the vessel. A NOFI and LOW were issued. Source Secured. Case Closed.

Letter of Warning (14DEC2022): IMD received notification of a vessel discharging hydraulic oil into their slip located in South San Francisco. IMD arrived on-scene and noticed there was no longer sheen in the water, but spoke with owner of the vessel who showed pictures of their bilge which was filled with oil. IMD asked the owner to clean the bilge and send updated pictures. The source of the pollution was secured and the sheen naturally dissipated. A NOFI and LOW were issued. Source Secured. Case Closed.

Letter of Warning (23DEC2022): IMD received notification that a vessel located in the Napa River accidentally discharged 1 gal of diesel into the waterway. IMD contacted the owner of the vessel who explained that there was a leak in their fuel system which caused the accidental discharge. The owner secured the source and cleaned the product from the waterway. A NOFI and LOW were issued. Source Secured. Case Closed.

Federal Pollution Case (12DEC22): IMD was informed that a 30ft sailing vessel was on the rocks on Treasure Island. IMD responded and was unable to access the vessel for a pollution assessment due to weather conditions and location of the vessel. Due to the unknown pollution potential onboard and inaction/unresponsiveness of the owner, FOSC deemed the vessel a substantial environmental threat and opened the OSLTF with a ceiling of \$15,000 to contract OSRO, Parker Diving, for pollution assessment and cover the cost of any unforeseen pollution spill cleaning up efforts. IMD met Parker Diving at the scene and monitored the pollution assessment operations. Parker Diving moved the vessel off the rocks and repositioned the vessel to provide a safer location for IMD to access the vessel. Parker Diving identified that the fuel tank was nearly full and had a leak which was slowly draining into the bilge. Contractors recovered approx. 50 gal of diesel fuel and 5 gal of fuel mixed with oily bilge water, then the engine space was wiped clean with sorbent pads. The vessel was left in its new position, off of the rocks. With coordination through WWM, USACE removed the vessel 03JAN23. Case Closed.

Federal Pollution Case (26DEC22): IMD received notification that a vessel located in the Oakland estuary was sinking. IMD arrived on-scene and verified that the 70ft wooden hull pleasure craft, was listing to the starboard side. The vessel was involved in a previous pollution case from July of this year, and IMD attempted to contact the owner with no response. With the vessel continuing to flood and no actions taken from the owner, the FOSC authorized access to the OSLTF. Parker Diving was hired, with initial funding for \$25,000 to deploy boom and remove all pollution onboard the vessel. Due to tidal constraints and flooding, Parker Diving was not able to safely access the tanks until the tide allowed for a safer working environment to lift the vessel from the water and remove pollution. The funding was increased to \$100,000, and Parker Diving was contracted to return daily to replace sorbent material and reposition the boom. On 03JAN23, Parker Diving met IMD on-scene to conduct removal operations. They were able to partially raise the vessel, but still were unable to remove remaining fuel onboard. Parker Diving plans to resume operations on 06JAN23 when weather and tides are conducive for safe operations. Enforcement action pends. Case Pends.

Federal Pollution Case/Letter of Warning (29DEC22): IMD received notification of a sunken 28ft vessel at a slip in Piper Slough, Bethel Island, CA. IMD arrived on-scene and observed the vessel partially submerged at its slip creating a sheen in the water. A representative for the vessel owner was contacted and hired contractors to place sorbent boom around the vessel, but was unable to afford hiring a contractor to remove the fuel. The FOSC determined the vessel to be a substantial threat to the environment and the OSLTF was opened for US Ecology to remove pollution. On 30DEC22, the vessel was raised and pollution was removed. Approximately 230 gal of oily water mixture was removed from the vessel. NOFI and LOW were issued. Case Closed.

Federal Pollution Case (31DEC22): IMD received notification that a 40ft pleasure craft had capsized in the Oakland estuary near the Port of Oakland. Station SF located the vessel. Once on-scene, station determined the vessel was sheening and drifting down the navigation channel. The vessel had no identifiable markings visible, and no known owner. The FOSC determined that there was a substantial threat to the environment and the OSLTF was accessed for \$100,000 and Parker Diving was hired to stabilize the vessel, deploy boom, and conduct a pollution evaluation. The vessel was not located initially due to heavy weather and low visibility. Once the vessel was located, the vessel was towed to a nearby public dock in Alameda, CA and hard boom was placed around it to contain any pollution discharging from the vessel. Another vessel was found adrift in the channel and Parker Diving towed and secured that vessel at the same dock. Throughout the tow, and days following, IMD confirmed there was no pollution/sheen observed and no longer posed a significant environmental threat. IMD briefed Alameda County. USACE arrived on scene 03JAN23 and removed one of the vessels for final disposition. Alameda County to dispose of other vessel with grant funds. Case Closed.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
December 2022			
PORT SAFETY CATEGORIES*	Dec-2022	Dec-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:	2	2	3.47
Navigation Safety (0), Port Safety & Security (2), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	4	5	6.92
Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (2), Personnel (0), Other (1), Power (1)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	5	0	2.17
Radar (4), Gyro (0), Steering (0), Echo Sounder (0), AIS (1)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	0	0	0.22
Significant Waterway events/Navigation related Cases:	0	0	0.00
Total Port Safety (PS) Cases opened	11	7	12.86
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Dec-2022	Dec-2021	**3yr Avg
U.S. Commercial Vessels	0	0	0.42
Foreign Freight Vessels	0	0	0.17
Public Vessels	0	1	0.81
Commercial Fishing Vessels	0	0	0.72
Recreational Vessels	14	10	5.86
Pollution Discharge Sources (Facilities)	Dec-2022	Dec-2021	**3yr Avg
Regulated Waterfront Facilities	0	0	0.28
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.03
Other Land Sources	8	0	2.61
Mystery Spills - Unknown Sources	13	3	5.17
Number of Pollution Incidents (By Spill Size)	Dec-2022	Dec-2021	**3yr Avg
Spills < 10 gallons	16	9	9.47
Spills 10 - 100 gallons	0	2	1.08
Spills 100 - 1000 gallons	0	0	0.33
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	12	3	4.64
Total Pollution Incidents	28	14	15.53
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Dec-2022	Dec-2021	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	0.00	0.00	2.47
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.47
Estimated spill amount from Public Vessels	0.00	3.00	6.89
Estimated spill amount from Commercial Fishing Vessels	0.00	0.00	30.33
Estimated spill amount from Recreational Vessels	16.00	70.00	82.44
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	21.42
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.03
Estimated spill amount from Other Land Sources	3.00	0.00	29.53
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	19.00	73.00	173.58
Penalty Actions	Dec-2022	Dec-2021	**3yr Avg
Civil Penalty Cases	0	0	0.11
Notice of Violations	0	0	0.64
Letters of Warning	4	8	4.94
Total Penalty Actions	4	8	5.69
* 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
January 12, 2023**

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. On October 16, the contractor demobilized to dredge another project. The contractor returned to work on December 29 and is now expected to complete by the middle of January.** Material dredged after November 30 will be placed at a beneficial reuse site.
- 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 completed on December 15 following an environmental work window extension.**
- 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 completed in October, dredging commenced on October 21 and completed on October 31.
- 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. Production has been slower than anticipated and dredging is now expected to complete by the end of February.**
- 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 15. On September 8, the contractor demobilized to dredge another project. The contractor is expected to return to Oakland following completion of the Richmond Inner Harbor dredging at the end of January and will then complete Oakland by the end of February.** 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 completed on November 23.**

- 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 December was 36.5 tons. Dillard: 20.5 tons, including 1 abandoned vessel; Raccoon: 16 tons. Average debris removal for December from 2012 to 2021 is 76 tons (Range: 24-215). The annual debris removal for 2022 was 659 tons, average annual debris removal for 2012-2022 was 847 tons (Range: 372–1,490).

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	23.5	0	23.5
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	1.5	10	0	11.5
NOV	8	85.5	0	93.5
DEC	16	20.5	0	36.5

YR TOTAL
659

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. NED Exemption Request response letter was received on September 14, 2022. The letter stated that the request to cost share the beneficial use (BU) was approved, however cost sharing electric dredging was not approved. The Draft Integrated Feasibility Report (IFR) was released on 17 December 2021 for public comment. The Draft IFR is on track to be re-released in early 2023 with revisions based on received comments.

5. OTHER WORK

Regional Dredge Material Management Plan: Following virtual charrettes with the public and stakeholders in July 2020, SFEI was contracted to perform a data gap analysis and develop scopes to address the gaps with advice from an Interagency Working Group (IWG). Sediment Transport Modeling (ERDC) and the Regional Analysis have begun. Outreach for Ecological Modeling will start shortly. A Sediment Monitoring Framework will be drafted based on data outputs from current efforts. A new Benefits and Decision Support scope is being developed with ERDC. 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 November 1 and 2, 2022.

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 November 7, 2022.

Napa River: Condition survey of August 8-9, 2022.

Northship Channel: Condition survey of September 27 and November 4, 2022.

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 November 2-4, 2022.**
Petaluma River (Main Channel): **Condition survey of November 2-4, 2022.**
Petaluma River (Extended Channel): **Condition survey of November 2-4, 2022.**
Pinole Shoal Channel: Condition survey of October 20-24, 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 November 28, 2022.**
Richmond Outer Harbor (Longwharf): Condition survey of October 26-27, 2022.
Richmond Outer Harbor (Southampton Shoal): Condition survey of October 26-27, 2022.
Sacramento River Deep Water Ship Channel: **Post-Dredge surveys of August 16 and 26, September 1, and October 22, 24 and 28, 2022.**
San Bruno Shoal: Condition survey of October 13, 2022.
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 June 24 and July 11, 2022.
San Rafael (Creek): Condition survey of June 24, 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.
Suisun Slough: **Condition survey of November 30 and December 1, 2022.**

Disposal Site Condition Surveys:

SF-08 (Main Ship Channel Disposal Site): Condition survey of May 24, 2022.
SF-09 (Carquinez): Condition survey of October 18, 2022.
SF-10 (San Pablo Bay): Condition survey of October 26, 2022.
SF-11 (Alcatraz Island): **Condition survey of December 9, 2022.**
SF-16 (Suisun Bay Disposal Site): Condition survey of October 27, 2022.
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 **10 JAN 2023**. 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	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	Estimated CY	Dredge Type	Placement Site
			FY2022									FY2023						
CONTRACT CLAMSHELL OR CUTTERHEAD/PIPELINE																		
Richmond Inner Harbor	13-May (A)	27-May (A)				■	◆	■	■	■	■	■	■	■	■	410Kcy	Contract Clam Shell	SF-DODS Cullinan
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)				■	◆	■	■	■	■	■	■	■	■	33Kcy	Contract Pipeline	MWRP
Suisun Bay Channel	13-Jun (A)	24-Jun (A)				■	◆	■	■	■	■	■	■	■	■	120Kcy	Contract Clam Shell	MWRP
San Rafael Creek	23-Jun (A)	7-Jul (A)				■	◆	■	■	■	■	■	■	■	■	260Kcy 30Kcy	Contract Clam Shell	SF-10 SF-DODS
Oakland Harbor	30-Jun (A)	14-Jul (A)				■	◆	■	■	■	■	■	■	■	■	375Kcy 375Kcy	Contract Clam Shell	SF-11 Cullinan
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)	■	◆			■	■								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					■	■								350Kcy	Govt Hopper	OBDS/SF-8
Bulls Head Emergency Dredging	N/A	N/A					■	■								15Kcy	Govt Hopper	SF-16
Richmond Outer Harbor	N/A	N/A					■	■								300Kcy	Govt Hopper	SF-11/SF-10
			■	◆	■	■	■	■	■	■	■	■	■	■	■	WCH West Coast Hopper Contract YAQ Gov't Dredge Yaquina ESS Gov't Dredge Essayons Environmental Window Mobilization Physical Dredging Period of No 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 SUISUN 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
Redwood City Harbor Redwood City Harbor	10-05-2022	300 943	3.94	30	24.7	27.4	26.2	23.9
Richmond Inner Harbor Entrance Channel	06-08-2022	809 1021	0.96	38	35.1	36.0	36.4	35.8
Richmond Inner Harbor Approach Channel	06-08-2022	809 1201	3.09	38	33.6	34.9	35.7	34.3
Richmond Inner Harbor Santa Fe Channel	11-28-2022	195 509	0.37	38	25.6	27.4	27.1	21.2
Richmond Outer Harbor Richmond Outer Harbor	10-25-2022	600 1291	3.25	45	41.5	45.0	44.3	42.7
Richmond Outer Harbor Longwharf Turning Basin	10-26-2022	2188 5598	0.88	45	26.3	No Data	No Data	No Data
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
Petaluma River Main Channel	11-02-2022	100 361	4.06	8	3.7	4.3	0.5	3.0
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 Causeway to Asylum Slough	08-09-2022	75 245	3.19	15	3.8	No Data	No Data	7.1
Napa River Asylum Slough to Napa City	11-23-2022	102 183	9.92	10	+0.5	7.5	6.7	2.5
Brooklyn Basin Brooklyn Basin	01-15-2021	147 1501	0.94	35	6.2	8.0	17.3	7.2
Brooklyn Basin Brooklyn Basin	01-15-2021	250 1010	2.74	35	8.4	3.9	3.0	3.0
Oakland Harbor Oakland Inner Harbor	09-21-2022	544 1997	4.62	50	46.2	50.1	50.0	48.8

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 SUISUN 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		296						
Oakland Outer Channel	09-21-2022	1761	2.52	50	50.0	50.0	50.0	50.0
Humboldt Bay		500						
Bar and Entrance Channel	07-15-2022	2113	2.60	48	36.3	46.2	46.5	28.5
Humboldt Bay		400						
Eureka Channel	06-02-2022	416	1.69	26	4.1	3.9	12.7	6.9
Humboldt Bay		300						
Fields Landing Channel	06-02-2022	770	2.35	26	13.0	26.7	25.1	20.3
Humboldt Bay		400						
North Bay Channel	06-02-2022	657	3.04	38	32.7	34.6	33.0	15.1
Humboldt Bay		400						
Samoa Channel	06-02-2022	1000	1.83	38	32.7	35.5	34.0	17.4
Pinole Shoal Channel		600						
Pinole Shoal Channel	10-20-2022	1644	10.40	35	29.5	34.6	36.1	32.5
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						No	No	No
Suisun Bay Channel Anchorage	07-13-2022	400	0.90	35	34.5	Data	Data	Data
New York Slough		400						
New York Slough (0+00 to 232+03)	09-16-2022	411	4.42	35	35.3	35.1	35.8	35.3

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 LEANDRO CALIFORNIA					MINIMUM DEPTHS IN EACH 1/4 WIDTH OF CHANNEL ENTERING FROM SEAWARD			
NAME OF CHANNEL	DATE OF SURVEY	AUTHORIZED PROJECT			LEFT OUTSIDE QUARTER (feet)	LEFT INSIDE QUARTER (feet)	RIGHT INSIDE QUARTER (feet)	RIGHT OUTSIDE QUARTER (feet)
		WIDTH (feet)	LENGTH (miles)	DEPTH (feet)				
San Bruno Shoal San Bruno Shoal	10-13-2022	500	5.66	30	28.4	30.7	31.5	29.8
Richardson Bay/Marinship Richardson Bay/Marinship	11-07-2022	300 1069	2.11	20	4.7	5.2	5.3	4.8
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	11-01-2022	1000 4178	2.90	37	11.6	12.2	18.6	16.3
Mare Island Strait Mare Island Strait	09-16-2022	400 606	3.37	30	27.4	29.1	31.9	32.4
Larkspur Channel Larkspur Channel	07-11-2019	231 542	2.37	13	6.5	10.0	9.7	8.0
Northship Channel Northship Channel	09-27-2022	3576 4769	5.97	45	23.2	37.2	37.2	35.4
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	10-27-2022	120 405	0.98	15	11.2	10.6	11.0	10.0
Noyo River Entrance Channel	08-04-2022	97 150	0.67	10	6.7	10.1	10.9	7.6
Noyo River Channel	08-04-2022	97 150	0.67	10	5.4	10.5	10.8	3.9
Crescent City Entrance Channel	08-06-2022	200 320	0.42	20	17.2	18.3	16.9	15.5
Crescent City Inner Harbor Basin Channel	08-06-2022	200 300	0.39	15	14.6	14.8	14.7	13.2
Crescent City Marina Access Channel	08-06-2022	228 170	0.22	15	5.7	10.6	11.7	8.1
SAN LEANDRO MARINA Approach Channel	03-30-2015	200	3.50	7	2.8	3.6	3.4	3.2

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 LEANDRO 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 LEANDRO MARINA North Arm	03-15-2010	170	0.30	7	2.7	3.6	3.8	3.9
SAN LEANDRO MARINA South Arm	03-15-2010	150	0.30	7	3.3	4.7	4.6	4.8



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

January 12, 2023

- ☞ In November and December 2022, the clearinghouse did not contact OSPR regarding any possible escort violations.
- ☞ In November and December 2022, the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ☞ The clearinghouse did not contact 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 November 2022 there were 93 tank vessel arrivals; 15 ATBs, 2 Chemical Tankers, 16 Chemical/Oil Tankers, 24 Crude Oil Tankers, 23 Product Tankers, and 13 Tugs with Barges. In November 2022 there were 207 total vessel arrivals.
- ☞ In December 2022 there were 93 tank vessel arrivals; 13 ATBs, 1 Chemical Tanker, 18 Chemical/Oil Tankers, 23 Crude Oil Tankers, 1 LPG, 24 Product Tankers, and 13 Tugs with Barges. In December 2022 there were 225 total vessel arrivals.

San Francisco Bay Clearinghouse Report For November 2022

San Francisco Bay Region Totals

	<u>2022</u>		<u>2021</u>	
Tanker arrivals to San Francisco Bay	65		50	
ATB arrivals	15		26	
Barge arrivals to San Francisco Bay	13		12	
Total Tanker and Barge Arrivals	93		88	
Tank ship movements & escorted barge movements	309		306	
Tank ship movements	169	54.69%	194	63.40%
Escorted tank ship movements	124	40.13%	149	48.69%
Unescorted tank ship movements	45	14.56%	45	14.71%
Tank barge movements	140	45.31%	112	36.60%
Escorted tank barge movements	17	5.50%	22	7.19%
Unescorted tank barge movements	123	39.81%	90	29.41%

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	166		288		0		121		575	
Unescorted movements	78	46.99%	150	52.08%	0	0.00%	64	52.89%	292	50.78%
Tank ships	61	36.75%	105	36.46%	0	0.00%	53	43.80%	219	38.09%
Tank barges	17	10.24%	45	15.63%	0	0.00%	11	9.09%	73	12.70%
Escorted movements	88	53.01%	138	47.92%	0	0.00%	57	47.11%	283	49.22%
Tank ships	84	50.60%	121	42.01%	0	0.00%	48	39.67%	253	44.00%
Tank barges	4	2.41%	17	5.90%	0	0.00%	9	7.44%	30	5.22%

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 December 2022

San Francisco Bay Region Totals

	<u>2022</u>		<u>2021</u>	
Tanker arrivals to San Francisco Bay	67		56	
ATB arrivals	13		15	
Barge arrivals to San Francisco Bay	13		15	
Total Tanker and Barge Arrivals	93		86	
Tank ship movements & escorted barge movements	310		281	
Tank ship movements	179	57.74%	169	60.14%
Escorted tank ship movements	134	43.23%	121	43.06%
Unescorted tank ship movements	45	14.52%	48	17.08%
Tank barge movements	131	42.26%	112	39.86%
Escorted tank barge movements	16	5.16%	20	7.12%
Unescorted tank barge movements	115	37.10%	92	32.74%

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	166		284		0		105		555	
Unescorted movements	71	42.77%	137	48.24%	0	0.00%	41	39.05%	249	44.86%
Tank ships	51	30.72%	96	33.80%	0	0.00%	31	29.52%	178	32.07%
Tank barges	20	12.05%	41	14.44%	0	0.00%	10	9.52%	71	12.79%
Escorted movements	95	57.23%	147	51.76%	0	0.00%	64	60.95%	306	55.14%
Tank ships	90	54.22%	131	46.13%	0	0.00%	57	54.29%	278	50.09%
Tank barges	5	3.01%	16	5.63%	0	0.00%	7	6.67%	28	5.05%

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	706		694	
ATB arrivals	177		193	
Barge arrivals to San Francisco Bay	129		148	
Total Tanker and Barge Arrivals	1,012		1,035	
Tank ship movements & escorted barge movements	3,363		3,431	
Tank ship movements	1,999	59.44%	1,959	57.10%
Escorted tank ship movements	1,596	47.46%	1,513	44.10%
Unescorted tank ship movements	403	11.98%	446	13.00%
Tank barge movements	1,364	40.56%	1,472	42.90%
Escorted tank barge movements	171	5.08%	246	7.17%
Unescorted tank barge movements	1,193	35.47%	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	1,991		3,245		0		1,354		6,590	
Unescorted movements	805	40.43%	1,523	46.93%	0	0.00%	570	42.10%	2,898	43.98%
Tank ships	611	30.69%	1,131	34.85%	0	0.00%	494	36.48%	2,236	33.93%
Tank barges	194	9.74%	392	12.08%	0	0.00%	76	5.61%	662	10.05%
Escorted movements	1,186	59.57%	1,722	53.07%	0	0.00%	784	57.90%	3,692	56.02%
Tank ships	1,129	56.71%	1,564	48.20%	0	0.00%	715	52.81%	3,408	51.71%
Tank barges	57	2.86%	158	4.87%	0	0.00%	69	5.10%	284	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.



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - NOVEMBER COMPARISON

VESSEL TRANSFERS

	<u>Vessel Arrivals</u>	<u>Vessels Monitored</u>	<u>Percentage of Vessel Monitored</u>
NOVEMBER 1 - 30, 2021	167	36	21.56
NOVEMBER 1 - 30, 2022	184	69	37.50

CRUDE OIL / PRODUCT TOTALS (BBLs)

	<u>Crude Oil (D)</u>	<u>Crude Oil (L)</u>	<u>Other Products and Crude Oil (D)</u>	<u>Other Products and Crude Oil (L)</u>	<u>GRAND TOTAL (D) / (L)</u>
NOVEMBER 1 - 30, 2021	11,107,786	0	17,417,516	4,427,168	21,844,684
NOVEMBER 1 - 30, 2022	11,242,286	453,544	16,635,004	7,686,300	24,321,304

OIL SPILL REPORTED

	<u>TERMINAL</u>	<u>VESSEL</u>	<u>Total</u>	<u>Gallons Spilled</u>
NOVEMBER 1 - 30, 2021	0	0	0	0
NOVEMBER 1 - 30, 2022	0	0	0	0

MARINE INVASIVE SPECIES INSPECTIONS

<u>Percent</u>	<u>Qualified Voyages</u>	<u>Voyages Inspected</u>	<u>Goal</u>	<u>Shortfall</u>
28%	347	96	85	-11

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



CALIFORNIA STATE LANDS COMMISSION

DECEMBER COMPARISON - HARBOR SAFETY COMMITTEE MONTHLY REPORT - CSLC NORTHERN CA FIELD OFFICE

VESSEL TRANSFERS

	<u>Vessel Arrivals</u>	<u>Vessels Monitored</u>	<u>Percentage of Vessel Monitored</u>
DECEMBER 1 - 31, 2021	171	30	17.54
DECEMBER 1 - 31, 2022	203	76	37.44

CRUDE OIL / PRODUCT TOTALS (BBLs)

	<u>Crude Oil (D)</u>	<u>Crude Oil (L)</u>	<u>Other Products and Crude Oil (D)</u>	<u>Other Products and Crude Oil (L)</u>	<u>GRAND TOTAL (D) / (L)</u>
DECEMBER 1 - 31, 2021	10,045,447	242,000	15,764,688	6,766,988	22,531,676
DECEMBER 1 - 31, 2022	13,066,101	0	20,203,436	7,400,397	27,603,833

OIL SPILL REPORTED

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

MARINE INVASIVE SPECIES INSPECTIONS

<u>Percent</u>	<u>Qualified Voyages</u>	<u>Voyages Inspected</u>	<u>Goal</u>	<u>Shortfall</u>
25%	359	89	90	1

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