

Harbor Safety Committee

of the San Francisco Bay Region

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

Harbor Safety Committee of the San Francisco Bay Region

February 9, 2023

Port of San Francisco, Pier 1, Bay Side Conference Room

The Embarcadero, San Francisco, CA

Scott Humphrey (M), Marine Exchange of the San Francisco Bay Region (Marine Exchange), Acting Chair of the Harbor Safety Committee (HSC); called the meeting to order at 10:16.

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

Committee members (M) and alternates (A) in attendance with a vote: **Capt. David Corbett** (A), San Francisco Bar Pilots; **Capt. Sean Daggett** (M), Sause Bros. Inc.; **Kevin Donnelly** (A), WETA; **Jeff Ferguson** (M), NOAA; **Patrick Forrester** (A), Port of San Francisco; **Kathi George** (A), The Marine Mammal Center; **Scott Grindy** (M), San Francisco Small Craft Harbor; **Tammie Lasiter** (A), SSA Terminals; **Capt. Taylor Lam** (M), United States Coast Guard; **John Schneider** (M), Marathon Petroleum; **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 January 12, 2023, meeting was made and seconded. The minutes were approved without dissent.

Comments by the Chair- Scott Humphrey

Welcomed the committee members and audience. Introduced himself as the new Executive Director of the Marine Exchange and Acting HSC Chair. The HSC has a long tradition promoting maritime safety and industry best practices. HSC meeting minutes from 1991 onward and HSC Best Maritime Practices can be found on the Marine Exchange website: <https://www.sfmex.org/bay-area-committees/hsc/>

Coast Guard Report- Capt. Taylor Lam

- The USCG has been engaged in storm response including SAR, oil spill mitigation, and drifting vessel recovery. Waterway management issues are being addressed in Santa Cruz due to shoaling concerns. The USCG partnered with the State Operations Center on flooding response and conducted inland SAR.
- Thanked the Marine Exchange, Bar Pilots, and tug operators for their efforts moving ships in and out of port safely.

Harbor Safety Committee

of the San Francisco Bay Region

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

- There has been an uptick in Rule 9 and 10 violations in shipping channels and the TSS. It is critical for safety that recreational boaters obey maritime traffic laws and not impede ships.
- Fourth of July fireworks will be a SEAR rated event with multi-agency coordinated security. Fleet Week is also a SEAR event held in October. Sail GP will be held in May and is not SEAR rated.
- The Asia-Pacific Economic Cooperation Summit is a major event to be held in San Francisco in November. The President and other heads of state are expected to attend and the USCG will be working with partners to provide security.
- LCDR Alex Miller read from the January- 2023 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 still being closed out including Richmond Inner Harbor, San Rafael Creek, and Oakland Harbor. The FY23 dredge plan has been released. Redwood City Harbor will be dredged annually. MARAD fleet dredging is being planned. Debris removal for January was above average and included four derelict vessels. Surveys are posted and a channel condition report is included.

Clearinghouse Report- Marcus Freeling (report attached)

OSPR Report- Mike Zamora

- Scott Humphrey has been appointed as Acting Chair of the HSC. OPSR will appoint a permanent Chair and Vice-Chair. Both positions are still open and primary HSC members are eligible for consideration.
- Efforts are being made in coordination with the Marine Exchange to update HSC membership. A new membership vacancy announcement was distributed to the committee (attached). Applications are welcome. Contact: michael.zamora@wildlife.ca.gov

Harbor Safety Committee

of the San Francisco Bay Region

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

NOAA Report- Jeff Ferguson

- Read from the NOAA HSC Report for February 2023 (attached). NOAA is conducting post storm shoreline imagery to assess coastal erosion and data is publicly available. The NWS is updating their website and seeking user feedback via a survey. The La Nina Advisory is still in place but conditions are fading. More rain is possible but no atmospheric rivers are predicted in the near term.

State Lands Commission Report- Bob Davila (report attached)

- Justin Taschek asked if bunkering fuel transfers are measured. Bob Davila advised that State Lands is focused on marine oil terminals. Mike Zamora advised that OSPR monitors bunkering and can provide information.

Report on the Emergency Vessel Attachment & Towing System (EVATS)- Mark Gregory, USCG

- Mark Gregory, USCG D11 Response Advisory Team, gave a presentation to the committee on the recently acquired Emergency Vessel Attachment & Towing System (EVATS) (slides attached). The decision was made to purchase an EVATS due to recent adrift ship events including the Wan Hai 176 incident. The Wan Hai 176 incident occurred in heavy weather which prevented towing despite a tug being on scene. Due to the conditions, an emergency towing system was flown down from Alaska but not needed as the tug was finally able to attach lines and tow the ship into port. Emergency towing systems are used to facilitate towing in adverse weather conditions when tugs are unable to attach lines by traditional means. The EVATS was acquired in November 2022 and is available for use in California, Oregon, and Washington. Exercises with the new equipment are being planned with the towing industry. The EVATS is designed to be transported by helicopter and can be deployed from a ship or tug. The system is stored at USCG Air Station Sacramento and is ready to be airlifted in a cargo net to the scene of an incident.
- Scott Humphrey asked how lines were deployed during the Wan Hai 176 incident. Shawn Bennett, Baydelta Maritime, advised that the tug to ship method was used. In response to questions, Mark Gregory advised that Alaska has developed protocols for use of the EVATS which will be adopted. Annual exercises with the system are planned. The state of Alaska has purchased several emergency towing systems which are expensive and have a ten-year lifespan.

Harbor Safety Committee

of the San Francisco Bay Region

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

Work Group Reports-

Tug Work Group- Capt. Sean Daggett: The HSC Emergency Towing Plan is being reviewed and updated by the Work Group.

Navigation Work Group- Capt. David Corbett: The Bar Pilots support UHU Technologies Northstar System used to detect GPS signal spoofing and jamming. GPS spoofing is a serious safety and security concern.

Ferry Operations Work Group- Kevin Donnelly: Nothing to report. Scott Humphrey advised that the Ferry Traffic Routing Protocol is due for updating and should be addressed by the Work Group.

Dredge Issues Work Group- Nothing to report. Jim Haussener, CMANC, advised that he has applied to be the new Chair of the Work Group.

PORTS Work Group- Justin Taschek: Nothing to report.

Prevention through People Work Group- Scott Grindy: A BAMO meeting was held last week focusing on storm related issues including a damaged fuel dock since repaired. Scott Humphrey advised that the Work Group previously published a brochure on Rule 9 and 10 violations which should be made available to recreational boaters. The PDF version can be sent to yacht clubs for distribution.

PORTS Report- Marcus Freeling

- The Southampton Shoal LB6, Oakland LB4, and Oakland LB3 buoy-mounted current meters are still offline due to equipment issues. The buoy equipment will be removed next week to begin refurbishment. Contractors will be hired to repair the stations and install new equipment. Batteries were replaced at the Richmond Tide Station and are charging normally. A modem issue at the Pittsburg Weather Station is being addressed and data is still transmitting via satellite. Weather station windbird nosecones will be replaced. 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-

- Kathi George advised of a recent gray whale sighting in the bay and advised mariners to be aware.

Harbor Safety Committee

of the San Francisco Bay Region

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

- Justin Taschek advised that an informational public meeting will be held on February 15th regarding the Oakland Turning Basins Widening Study. Further developments will be reported.

Old Business- None

New Business- None

Next Meeting-

1000-1200, March 9, 2023
Port of Oakland, Exhibit Room
530 Water Street, Oakland, California

Adjournment-

A motion to adjourn to meeting was made and seconded. The motion passed without dissent and the meeting adjourned at 11:16.

Respectfully submitted: San Francisco Marine Exchange

SIGNIFICANT PORT SAFETY AND SECURITY CASES (JANUARY 2023)

MARINE CASUALTIES

Loss of Power/Steering (10JAN2023): A U.S. flagged passenger vessel reported a loss of power and steering due to a generator failure. The vessel regained electrical power after resetting the associated circuit breakers. The 120V to 24V inverter for generator digital control display was replaced. Coast Guard witnessed satisfactory operational of the port generator. Case closed.

Loss of Propulsion (13JAN2023): A U.S. flagged passenger vessel reported an engine casualty that resulted in a loss of propulsion while transiting from Alameda to San Francisco. All passengers were safely disembarked, and the vessel was taken out of service for repairs. The Main Diesel Engines stalled while operators shifted too quickly to neutral gear, and engine RPMs dropped below the set idle speed. Engine calibration increased RPMs at idle, and delays were added to the controls when shifting gears between forward and reverse. Coast Guard witnessed satisfactory operation of the engines. LOP was not attributed to fuel switching. Case closed.

Equipment Failure (17JAN2023): A U.S. flagged towing vessel experienced a loss of main generator power while underway and engaged in dredging operations. The root cause of the generator shutdown was identified as a detached wire for the water detection sensor for the inlet filter. The generator was repaired and put back online with a full load. Class attended the vessel and witnessed satisfactory operation of the port engine. Case closed.

Crewmember Injury (19JAN2023): A U.S. flagged towing vessel transiting approximately 141 NM west of the San Francisco Sea Buoy reported a crew member injury. The crew member slipped and caught a finger in a hatch, requiring medical assistance from an on-call doctor. Case pends.

Equipment Failure (20JAN2023): A U.S. flagged towing vessel was underway from Martinez Marina when they discovered a fuel leak in their starboard engine. The vessel anchored in Anchorage 8 to conduct repairs. Case pends.

Allision (21JAN2023): A U.S. flagged towing vessel reported an allision with the Highway 37 Bridge while transiting in the Napa River with a barge in tow. No damage was reported to either the vessel or the bridge, and the vessel was able to maintain normal operations. Case Pends.

Loss of Propulsion (31JAN2023): A U.S. flagged general cargo ship experienced a loss of propulsion while getting underway from Berth 56. The loss of propulsion occurred due to poor continuity of the auxiliary relay contacts for the main engine lube oil pumps. The identified contacts were replaced, and all others were cleaned. Class attended vessel and witnessed satisfactory operation of the main engine. LOP was not attributed to fuel switching. Case closed.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inoperable AIS (01JAN2023): A foreign flagged bulk cargo carrier was issued an inbound LOD for an inoperable AIS. Repairs were conducted and the equipment is working properly. Case closed.

Letter of Deviation (LOD), Inoperable S-Band Radar (30JAN2023): A foreign flagged containership was issued an inbound LOD for an inoperable S-Band Radar. Repairs were conducted and the equipment is working properly. Case closed.

VESSEL SAFETY CONDITIONS

Operational Control (05JAN2023): A U.S. flagged small passenger vessel was issued an operational control (Code 60, prior to movement) for failure to complete an annual COI inspection. Case pends.
Operational Control (10JAN2023): A U.S. small passenger vessel reported a loss of power and steering due to a generator failure. The vessel was issued an operational control (Code 701, prior to carriage of passengers). Vessel made appropriate repairs and conducted successful sea trials. Case closed.
Operational Control (11JAN2023): A U.S. flagged small passenger vessel was issued an operational control (Code 60, prior to movement) for failure to complete an annual COI inspection. Case pends.
Operational Control (13JAN2023): A U.S. flagged passenger vessel reported a loss of propulsion and was issued an operational control (Code 701, prior to the carriage of passengers). The vessel made appropriate repairs. Coast Guard witnessed corrected deficiencies and the operational control was cleared. Case closed.
Operational Control (13JAN2023): A U.S. flagged small passenger vessel was inspected in Emeryville, CA and issued an operational control for a leak in the fire main piping. The vessel repaired the fire main piping. Coast Guard witnessed repaired fire main piping and the operational control was cleared. Case closed.
Operational Control (17JAN2023): A U.S. flagged towing vessel reported a generator failure and was issued an operational control (Code 66, prior to movement.) The generator was repaired and put back online. Class and coast guard witnessed engine running satisfactorily and the operational control was cleared. Case closed.
Operational Control (17JAN2023): A foreign flagged bulk cargo carrier was inspected at Anchorage 9 and issued operational controls (Code 17/60, prior to movement) for cracking of structural beams and water leaking through stern tube shaft seal. The vessel made effective repairs to these systems. Class attended vessel and witnessed corrected deficiencies. The operational control was cleared. Case closed.
Operational Control (19JAN2023): A U.S. flagged towing vessel was issued an operational control for failure to complete a COI annual inspection within the required timeframe. The vessel completed an annual inspection, and the operational control was cleared. Case closed.
Operational Control (19JAN2023): A U.S. flagged towing vessel was issued an operational control for failure to complete a COI annual inspection within the required timeframe. The vessel completed an annual inspection, and the operational control was cleared. Case closed.
Operational Control (20JAN2023): A U.S. flagged small passenger vessel was issued an operational control for failure to complete a COI annual inspection within the required timeframe. The vessel completed an annual inspection, and the operational control was cleared. Case closed.
Operational Control (22JAN2023): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to the carriage of passengers) for failure to undergo a drydock inspection and internal structural examination within the required timeframe. Case pends.
Operational Control (22JAN2023): A U.S. flagged small passenger vessel was issued an operational control (Code 60, prior to movement) for failure to complete a COI annual inspection within the required timeframe. Case pends.
Operational Control (23JAN2023): A U.S. flagged passenger vessel reported damage to the port transmission gear teeth and was taken out of service to conduct repairs. The vessel was issued an operational control (Code 701, prior to the carriage of passengers). Case pends.
Operational Control (31JAN2023): A U.S. flagged dry cargo ship experienced a loss of propulsion while getting underway Berth 56 and was issued an operational control (Code 60, prior to movement). The loss of propulsion occurred due to poor continuity of the auxiliary relay contacts for the main engine lube oil pumps. The identified contacts were replaced, and all others were cleaned. Class attended vessel, witnessed corrected deficiencies, and the operational control was cleared. Case closed.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (04JAN23): IMD received notification of a sunken recreational vessel at Richmond Marina that discharged approx. 1 gallon of diesel into the San Francisco Bay. IMD coordinated with the responsible party to hire contractors for vessel salvage and pollution containment. IMD issued a Notice of Federal Interest (NOFI) to the owner. The source of pollution for this incident was secured, and the vessel removed from the water. No further environmental threat exists. IMD issued an LOW. Case closed.

Letter of Warning (04JAN23): IMD received a report of a sailing vessel that broke free from its anchor during a storm and ran aground in Bodega Bay Harbor. IMD responded and verified with the responsible party there was potentially 10 gallons of gasoline onboard. IMD coordinated with local FD and the owner to deploy containment boom. Contractors were hired at owners' expense and the vessel was removed from the water via crane. IMD issued a NOFI and an LOW. Case closed.

Letter of Warning (05JAN23): IMD received a report of a recreational vessel that sank at a private dock in Bel Marin Keys with potentially 100 gallons of gasoline onboard. The sunken vessel discharged approx. 1 gallon of gasoline into the San Pablo Bay. IMD duty team coordinated with the owner on scene to ensure proper containment of the discharge. The owner stated he did not have insurance but had the means to remove and recover the vessel. IMD issued a NOFI, and an Administrative Order to ensure the owner took timely and effective action. The owner was able to dewater, raise, and remove the vessel. IMD issued a LOW. Case closed.

Letter of Warning (10JAN23): IMD received a report of a recreational vessel sinking at Benicia Marina. IMD contacted both the responsible and reporting parties to confirm containment mitigations. Reporting party deployed containment boom around the vessel. IMD then confirmed that the vessel was insured and that the responsible party contracted the cleanup. IMD issued a NOFI to the vessel owner. The source of pollution for this incident was removed. IMD concluded that no further environmental threat exists. IMD issued a LOW. Case closed.

Letter of Warning (18JAN23): IMD received a report of a recreational vessel sinking at Oakland Marina and discharging an unknown amount of gasoline into the water. The vessel owner hired contractors to deploy boom/sorbents and salvage the vessel. IMD issued a NOFI and LOW. Case closed.

Letter of Warning (23JAN23): IMD received a report of a sunken recreational vessel at Oyster Point Marina, discharging approx. 1 gallon of gasoline into the water. Responsible party was insured and deployed containment boom. Contractors were hired, raised the vessel and removed all pollutants. IMD issued a NOFI and LOW. Case closed.

Federal Pollution Incident/Letter of Warning (24JAN23): IMD received a report of a sunken recreational vessel at Oyster Point Marina discharging approx. 1 gallon of diesel into the water. IMD determined the vessel had sunk but no sheening was observed. The vessel owner claimed they had the means to raise the vessel at low tide. Following low tide IMD confirmed the owner had not raised the vessel. The FOSC determined there was a substantial threat to the environment and an Admin Order was issued to the owner directing them to remove all of the pollutants from the vessel. The owner made several attempts but was not able to raise the vessel or remove the pollutants. The owner tried again on 26JAN23 and was unable to remove the threat of pollution from the vessel. On 27JAN23, IMD issued a Notice of Federal Assumption, and a contractor was hired. Contractors recovered approx. 5 gallons of oily water mixture and additional oil-soaked sorbents from the vessel. IMD issued a NOFI. The source of pollution for this incident was removed and FOSC hired OSRO for cleanup operations. IMD concluded that no further environmental threat exists. IMD issued a LOW. Case closed.

Letter of Warning (24JAN2023): IMD received a report that a Loading Arm at a regulated waterfront facility/refinery discharged approx. 42 gallons of light cycle oil into the San Francisco Bay. IMD contacted the reporting party, who stated that the spill occurred at 0708 and the pier had a full shut down by 0721. Estimated amount discharged was approx. one barrel. Facility deployed boom and conducted clean-up operations. Incident Command was established at the pier and contracted OSRO arrived on scene. IMD issued a NOFI. The source of pollution for this incident was secured and clean-up operations conducted. IMD concluded that no further environmental threat exists. IMD issued a LOW. Case closed.

Letter of Warning (30JAN23): IMD received report of a sheen in San Leandro Marina from a sinking 27ft recreation vessel. Responsible party deployed containment boom/sorbents and dewatered the vessel. The source of pollution for this incident was secured and clean-up operations conducted. IMD concluded that no further environmental threat exists. IMD issued a LOW. Case closed.

Letter of Warning (30JAN23): IMD received a report of a sheen in San Leandro Marina from a sunken 57ft recreational vessel. The vessel owner deployed boom and sorbents and hired a contractor for vessel removal. IMD concluded that no further environmental threat exists. IMD issued a LOW. Case closed.

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

**Report of the
U.S. Army Corps of Engineers, San Francisco District
February 9, 2023**

1. CORPS O&M DREDGING PROGRAM

The following report covers both the FY 2022 and FY 2023 dredging programs for San Francisco Bay. The FY 2022 program will wrap up with the completion of the Oakland Harbor and San Rafael Creek maintenance dredging projects by early March. The attached FY 2022 O&M Dredging Plan shows the current state of dredging projects as of February 7.

Planning for the FY23 dredging program is currently underway based on funding provided in the FY 2023 Consolidated Appropriations Act, Public Law 117-328, signed into law on December 29, 2022. The new FY23 project schedules are included in this report following the FY 2022 O&M Dredging Plan. Adjustments may be made to these schedules as circumstances warrant.

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 completed work on January 18.** Material dredged after November 30 has been 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 dredging has been completed and an after-dredge survey of the last reach is underway. Some clean-up dredging remains. Completion is still anticipated by 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 returned to Oakland Harbor following completion of the Richmond Inner Harbor dredging and is expected to be completed by the**

second week of March. 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.

FY 2023 DREDGING

- a. Richmond Inner Harbor** – Planning for the FY23 dredging episode is currently underway with contract award tentatively scheduled for early May and dredging estimated to start end of June.
- b. Oakland Harbor** – Planning for the FY23 dredging episode is currently underway with contract award tentatively scheduled for early mid-May and dredging estimated to start early July.
- c. San Joaquin River (Port of Stockton)** – Planning for the FY23 dredging episode is currently underway with contract award tentatively scheduled for mid-July and dredging estimated to start late August.
- d. Sacramento River Deep Water Ship Channel** – Planning for the FY23 dredging episode is currently underway with contract award tentatively scheduled for late July and dredging estimated to start early September.
- e. Redwood City Harbor** – Planning for the FY23 dredging episode is currently underway with contract award tentatively scheduled for late July and dredging estimated to start mid-September. This project is switching to an annual cycle following conclusions based on a recently completed advance maintenance study.
- f. Maritime Administration (MARAD) Suisun Bay Reserve Fleet (SBRF)** – Planning for this unique dredging event is currently underway with contract award tentatively scheduled for early August and dredging estimated to start mid-September. The Maritime Administration has requested Corps support in dredging areas at their small boat slips.

- g. Suisun Bay Channel (and New York Slough) – Planning for the FY23 dredging episode is currently underway with contract award tentatively scheduled for mid-August and dredging estimated to start late September.**
- h. SF Main Ship Channel – The Government Hopper Dredge Essayons is scheduled to dredge the Main Ship Channel from the end of May until early June. The dredged material placement will be at the near-shore Ocean Beach Demonstration Site (OBDS), as in previous years.**
- i. San Pablo Bay (Pinole Shoal) – Following completion of the Main Ship Channel, the Essayons will move to Pinole Shoal in mid-June and complete maintenance dredging there. Upon completion of Pinole Shoal, Essayons will depart the Bay Area.**
- j. Richmond Outer Harbor (and Richmond Long Wharf) –Dredging is deferred to FY24 to remain in compliance with the Water Quality Certification for SF Bay Area Dredging.**

2. EMERGENCY (URGENT & COMPELLING) DREDGING: In early June 2022, 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 January was 199 tons. Dillard: 112 tons, including 4 abandoned vessels; Raccoon: 87 tons. Average debris removal for January from 2013 to 2022 is 152 tons (Range: 35-374).

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	RACCOON	DILLARD	MISC	TOTAL
2023	TONS	TONS	TONS	TONS
JAN	87	112	0	199
FEB				
MAR				
APR				
MAY				
JUN				
JUL				
AUG				
SEP				
OCT				
NOV				
DEC				

YR TOTAL
199

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 January 18, 2023.
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: Condition survey of December 28, 2022 - January 1, 2023.
San Bruno Shoal: Condition survey of October 13, 2022.
San Francisco Main Ship Channel: Condition survey of December 6-8, 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 December 13-17, 2022.
Suisun Bay Channel: Condition survey of January 17-18, 2023.
Suisun Bay Channel (Bullshead Reach): Condition survey of January 17-18, 2023
Suisun Bay Channel (New York Slough): Condition survey of January 17-18, 2023
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 January 12, 2023.
SF-10 (San Pablo Bay): Condition survey of October 26, 2022.
SF-11 (Alcatraz Island): Condition survey of January 11, 2023.
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 **2 FEB 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)														410 Kcy	Contract Clam Shell	SF-DODS Cullinan
San Joaquin River (Port of Stockton)	31-May (A)	10-Jun (A)														180 Kcy	Contract Pipeline	Various Upland
Sacramento River (30 Foot Project)	6-Jun (A)	21-Jun (A)														33 Kcy	Contract Pipeline	MWRP
Suisun Bay Channel	13-Jun (A)	24-Jun (A)														120 Kcy	Contract Clam Shell	MWRP
San Rafael Creek	23-Jun (A)	7-Jul (A)														260 Kcy 30 Kcy	Contract Clam Shell	SF-10 SF-DODS
Oakland Harbor	30-Jun (A)	14-Jul (A)														375 Kcy 375 Kcy	Contract Clam Shell	SF-11 Cullinan
Napa River	11-Jul (A)	22-Jul (A)														55 Kcy	Contract Clam Shell	Coombs
WEST COAST HOPPER CONTRACT																		
Humboldt Bar & Entrance Channels	9-Mar (A)	28-Mar (A)							WCH							1100 Kcy	WCHC (Portland)	HOODS
GOVERNMENT HOPPER																		
Humboldt Interior Channels	N/A	N/A														150 Kcy	Govt Hopper	HOODS
SF Main Ship Channel	N/A	N/A						ESS								350 Kcy	Govt Hopper	OBDS/SF-8
Bulls Head Emergency Dredging	N/A	N/A						ESS								15 Kcy	Govt Hopper	SF-16
Richmond Outer Harbor	N/A	N/A						ESS								300 Kcy	Govt Hopper	SF-11/SF-10

	Solicitation	WCH West Coast Hopper Contract	
	Bid Opening	YAQ Gov't Dredge Yaquina	
	Contract Award	ESS Gov't Dredge Essayons	
	Hopper Dredging		

* Program execution is based on the FY22 President's Budget and Work Plan. Date of Last Update: 2/7/2023

FY 2023 O&M DREDGING PLAN*

Project	Baseline Bid Open	Baseline Award	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	Estimated CY	Dredge Type	Placement Site
			FY2023									FY2024						
CONTRACT CLAMSHELL OR CUTTERHEAD PIPELINE																		
Richmond Inner Harbor	21-Apr	5-May														350 Kcy	Contract Clam Shell	BU
Oakland Harbor	5-May	19-May														700 Kcy	Contract Clam Shell	BU
San Joaquin River (Port of Stockton)	27-Jun	12-Jul														175 Kcy	Contract Pipeline	Various Upland
Sacramento River (30 Foot Project)	7-Jul	21-Jul														150 Kcy	Contract Pipeline	Various Upland
Redwood City Harbor	14-Jul	28-Jul														300 Kcy 100 Kcy	Contract Clam Shell	BU & 1122 Pilot
MARAD SBRF Dredging	21-Jul	4-Aug														80 Kcy	Contract Clam Shell	Upland
Suisun Bay Channel	10-Aug	24-Aug														75 Kcy 50 Kcy	Contract Clam Shell	SF-16 BU
WEST COAST HOPPER CONTRACT																		
Humboldt Bar & Entrance Channels	Jan	Feb						WCH								300 Kcy	WCHC (Portland)	HOODS
GOVERNMENT HOPPER																		
Humboldt Interior Channels	N/A	N/A			YAQ											150 Kcy	Govt Hopper	HOODS
Humboldt Bar & Entrance Channels	N/A	N/A			ESS											600 Kcy	Govt Hopper	HOODS
SF Main Ship Channel	N/A	N/A						ESS								350 Kcy	Govt Hopper	OBDS SF-8
Pinole Shoal	N/A	N/A						ESS								250 Kcy	Govt Hopper	SF-10 SF-11
<div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="width: 25%;"> Solicitation Bid Opening Contract Award Hopper Dredging </div> <div style="width: 40%;"> <p>WCH West Coast Hopper Contract</p> <p>YAQ Gov't Dredge Yaquina</p> <p>ESS Gov't Dredge Essayons</p> </div> <div style="width: 25%;"> <p>Environmental Window</p> <p>Mobilization</p> <p>Physical Dredging</p> </div> <div style="width: 10%; text-align: center;"> </div> </div>																		

* Program execution is based on the FY23 President's Budget plus carryover funds.

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	12-06-2022	2000	4.96	55	51.4	54.2	54.6	53.6
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	01-13-2023	809 1021	0.96	38	35.6	36.8	36.9	36.9
Richmond Inner Harbor Approach Channel	01-13-2023	809 1201	3.09	38	33.7	34.9	35.7	34.7
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	01-11-2023	416	1.69	26	2.4	3.7	12.2	7.0
Humboldt Bay		300						
Fields Landing Channel	01-13-2023	770	2.35	26	13.8	26.9	25.5	20.4
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	01-11-2023	1000	1.83	38	32.6	35.4	34.2	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)	01-17-2023	300	2.84	35	36.0	35.8	35.3	35.2
Suisun Bay Channel								
Suisun Bay (150+00 to 733+45)	01-17-2023	300	11.10	35	33.7	34.4	34.1	30.8
Suisun Bay Channel Anchorage						No	No	No
Suisun Bay Channel Anchorage	01-17-2023	400	0.90	35	34.4	Data	Data	Data
New York Slough		400						
New York Slough (0+00 to 232+03)	12-13-2022	411	4.42	35	34.4	35.0	35.5	34.5

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 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	01-24-2023	120 405	0.98	15	8.6	7.4	7.6	8.5
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

February 9, 2023

- ✎ In January 2023, the clearinghouse did not contact OSPR regarding any possible escort violations.
- ✎ In January 2023, the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ✎ The clearinghouse has not contacted OSPR so far in 2023 regarding possible escort violations. The clearinghouse did not contact OSPR in 2022 or 2021 regarding possible escort violations. The clearinghouse contacted OSPR 1 time in 2020 regarding a possible escort violation. The clearinghouse did not contact OSPR in 2019 regarding possible escort violations. The clearinghouse contacted OSPR 1 time in 2018 about a possible escort violation. The clearinghouse did not contact OSPR in 2017 about possible escort violations. The clearinghouse contacted OSPR 1 time in 2016 about a possible escort violation. The clearinghouse contacted OSPR 3 times in 2015 about possible escort violations. The clearinghouse contacted OSPR 5 times regarding possible escort violations in 2014. The clearinghouse contacted OSPR 1 time in 2013. The clearinghouse contacted OSPR 3 times in 2012 regarding possible escort violations, 3 times in 2011, 6 times in 2010, 8 time 2009; 4 times 2008; 9 times in 2007; 9 times in 2006; 16 times in 2005; 24 times in 2004; twice in 2003; twice in 2002; 6 times in 2001; 5 times in 2000.
- ✎ In January 2023, there were 77 tank vessel arrivals; 11 ATBs, 5 Chemical Tankers, 13 Chemical/Oil Tankers, 23 Crude Oil Tankers, 15 Product Tankers, and 10 Tugs with Barges.
- ✎ In January 2023, there were 195 total vessel arrivals.

San Francisco Bay Clearinghouse Report For January 2023

San Francisco Bay Region Totals

	<u>2023</u>		<u>2022</u>	
Tanker arrivals to San Francisco Bay	56		52	
ATB arrivals	11		23	
Barge arrivals to San Francisco Bay	10		10	
Total Tanker and Barge Arrivals	77		85	
Total tank ship & tank barge movements	285		298	
Tank ship movements	146	51.23%	162	54.36%
Escorted tank ship movements	122	42.81%	128	42.95%
Unescorted tank ship movements	24	8.42%	34	11.41%
Tank barge movements	139	48.77%	136	45.64%
Escorted tank barge movements	11	3.86%	21	7.05%
Unescorted tank barge movements	128	44.91%	115	38.59%

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

Escorts reported to OSPR 0 0

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	146		273		0		105		524	
Unescorted movements	63	43.15%	143	52.38%	0	0.00%	58	55.24%	264	50.38%
Tank ships	51	34.93%	121	44.32%	0	0.00%	54	51.43%	226	43.13%
Tank barges	12	8.22%	22	8.06%	0	0.00%	4	3.81%	38	7.25%
Escorted movements	83	56.85%	130	47.62%	0	0.00%	47	44.76%	260	49.62%
Tank ships	77	52.74%	119	43.59%	0	0.00%	42	40.00%	238	45.42%
Tank barges	6	4.11%	11	4.03%	0	0.00%	5	4.76%	22	4.20%

Notes:

- Information is only noted for zones where escorts are required.
- All percentages are percent of total movements for the zone.
- Every movement is counted in each zone transited during the movement.
- Total movements is the total of all unescorted movements and all escorted movements.

San Francisco Bay Clearinghouse Report For 2023

San Francisco Bay Region Totals

	<u>2023</u>		<u>2022</u>	
Tanker arrivals to San Francisco Bay	56		706	
ATB arrivals	11		177	
Barge arrivals to San Francisco Bay	10		129	
Total Tanker and Barge Arrivals	77		1,012	
Tank ship movements & escorted barge movements	285		3,363	
Tank ship movements	146	51.23%	1,999	59.44%
Escorted tank ship movements	122	42.81%	1,596	47.46%
Unescorted tank ship movements	24	8.42%	403	11.98%
Tank barge movements	139	48.77%	1,364	40.56%
Escorted tank barge movements	11	3.86%	171	5.08%
Unescorted tank barge movements	128	44.91%	1,193	35.47%

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	146		273		0		105		524	
Unescorted movements	63	43.15%	143	52.38%	0	0.00%	58	55.24%	264	50.38%
Tank ships	51	34.93%	121	44.32%	0	0.00%	54	51.43%	226	43.13%
Tank barges	12	8.22%	22	8.06%	0	0.00%	4	3.81%	38	7.25%
Escorted movements	83	56.85%	130	47.62%	0	0.00%	47	44.76%	260	49.62%
Tank ships	77	52.74%	119	43.59%	0	0.00%	42	40.00%	238	45.42%
Tank barges	6	4.11%	11	4.03%	0	0.00%	5	4.76%	22	4.20%

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.



STATE OF CALIFORNIA
THE NATURAL RESOURCES AGENCY

January 24, 2023

ANNOUNCEMENT FOR:

Harbor Safety Committee of the San Francisco Bay Region Membership

The Office of Spill Prevention and Response (OSPR) is accepting applications for membership on the Harbor Safety Committee of the San Francisco Bay Region. The OSPR is seeking representatives to fill vacancies in the following seats:

SF HSC Chair
SF HSC Vice Chair
Barge Operators (Primary)
Barge Operators (Alternate)
Commercial Fishing (Primary)
Commercial Fishing (Alternate)
Dry Cargo Vessel Operators I (Primary)
Dry Cargo Vessel Operators II (Primary)
Dry Cargo Vessel Operators II (Alternate)
Ferry Operators (Alternate)
Labor Organizations (Primary)
Labor Organizations (Alternate)
Port Authorities - Oakland (Primary)
Tanker or Marine Oil Operators (Primary)

Qualified individuals who reside in the San Francisco Bay area are encouraged to apply. A Harbor Safety Committee application can be obtained at the following link:

<https://www.wildlife.ca.gov/OSPR/Marine-Safety/Harbor-Safety/Harbor-Safety-Application>

Please follow the instructions for e-mailing an electronic application along with a current resume as indicated in the online application. Applications will be accepted until the position is filled.

If you have questions regarding the requirements for a position, or the application process, please contact Mr. Michael Zamora at e-mail address michael.zamora@wildlife.ca.gov, or by telephone at (916) 215-3749.

Conserving California's Wildlife Since 1870

NOAA report to the San Francisco Bay Harbor Safety Committee

February 2023

Post Storm Shoreline Imagery

In order to assess shoreline impacts and landslide threats after the recent severe storms, NOAA's National Geodetic Survey (NGS), Remote Sensing Division (RSD) has conducted an aerial photography mission along the entire coast of California.

The data is available via a Web Map Tile Service (WMTS) here:

https://storms.ngs.noaa.gov/storms/2023_california/services/WMTSCapabilities.xml

Or you can view the data through your browser via the web viewer here:

https://storms.ngs.noaa.gov/storms/2023_california/index.html

Here is a sample image from the data, showing the coastal erosion in Santa Cruz.



National Weather Service

The National Weather Service (NWS) has plans to update and upgrade their website. They are looking for user input to ensure the new website meets the needs of the user community.

NWS invites you to participate in this survey to understand your weather-, water-, and climate-related information needs and preferences as it relates to weather websites. Your input will help us as we begin to design and build [weather.gov](https://www.weather.gov) 2.0 in the upcoming months.

The survey will take no more than **10-15 minutes**. Your responses will remain anonymous and confidential, and the results will be analyzed by Forrester Research, an independent market research company, and reported to NWS in aggregate form only. Please follow the link to complete the survey **by Feb 13, 2023**:

https://forrester.co1.qualtrics.com/jfe/form/SV_1U3jExAKpUy5ffg

La Niña Advisory is still in place at this time, though La Niña is fading fast. That said, winter is not over and more rain and wind are possible, along with cold temperatures. As we head into spring, expect the typical spring showers, otherwise known as thunderstorms which can bring lightning, hail, and gusty winds.

At this time there is high confidence (90%+) of no significant pineapple expresses/atmospheric rivers over the next two weeks. We will see little bits of rain here and there, but nothing appears to be that substantial.

END OF REPORT

Submitted by

Jeffrey Ferguson

California Navigation Manager

NOAA's Office of Coast Survey

jeffrey.ferguson@noaa.gov



CALIFORNIA STATE LANDS COMMISSION

JANUARY 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>
JANUARY 1 - 31, 2022	181	19	10.50
JANUARY 1 - 31, 2023	150	50	33.33

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>
JANUARY 1 - 31, 2022	11,973,421	158,000	17,731,579	6,143,112	23,874,691
JANUARY 1 - 31, 2023	11,601,368	130,000	17,135,004	6,428,344	23,563,348

OIL SPILL REPORTED

	<u>TERMINAL</u>	<u>VESSEL</u>	<u>Total</u>	<u>Gallons Spilled</u>
JANUARY 1 - 31, 2022	0	0	0	
JANUARY 1 - 31, 2023	2		2 Chevron RLW	2 Gallons / Other 10 Gallons / LCO

MARINE INVASIVE SPECIES INSPECTIONS

<u>Percent</u>	<u>Qualified Voyages</u>	<u>Voyages Inspected</u>	<u>Goal</u>	<u>Shortfall</u>
22%	351	78	86	8

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



EMERGENCY VESSEL ATTACHMENT & TOWING SYSTEM EVATS™

District 11 Response Advisory Team
LCDR Trevor Siperek and Mr. Mark Gregory





EMERGENCY VESSEL ATTACHMENT & TOWING SYSTEM EVATS™

Why did we get an Emergency Towing System?

- Significant events: PRESIDENT EISENHOWER 984 ft, DELPHINIUS 984 ft, and WAN HAI 176 561 ft
- USCG flew a towing system in from Alaska for potential use on the WAN HAI 176 incident
- State of Alaska owns multiple towing systems many stored at USCG Air Stations
- Emergency towing systems allow a vessel of opportunity to tow a vessel in distress in adverse environmental conditions





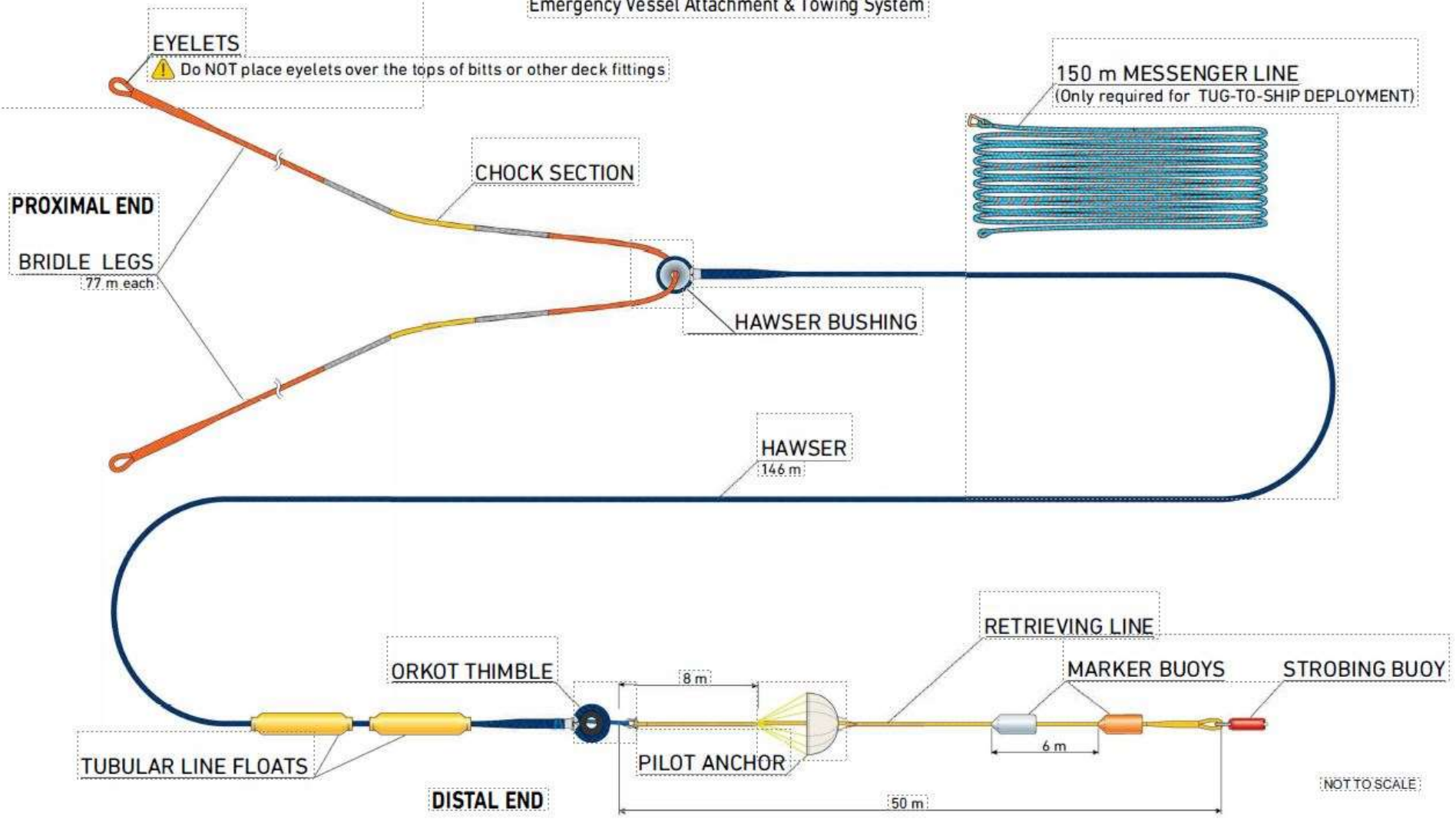
EMERGENCY VESSEL ATTACHMENT & TOWING SYSTEM EVATS™

- D11 DRAT – Emergency Vessel Towing System
- Acquired in November of 2022
- Available for use in CA, OR, or WA



EVATS

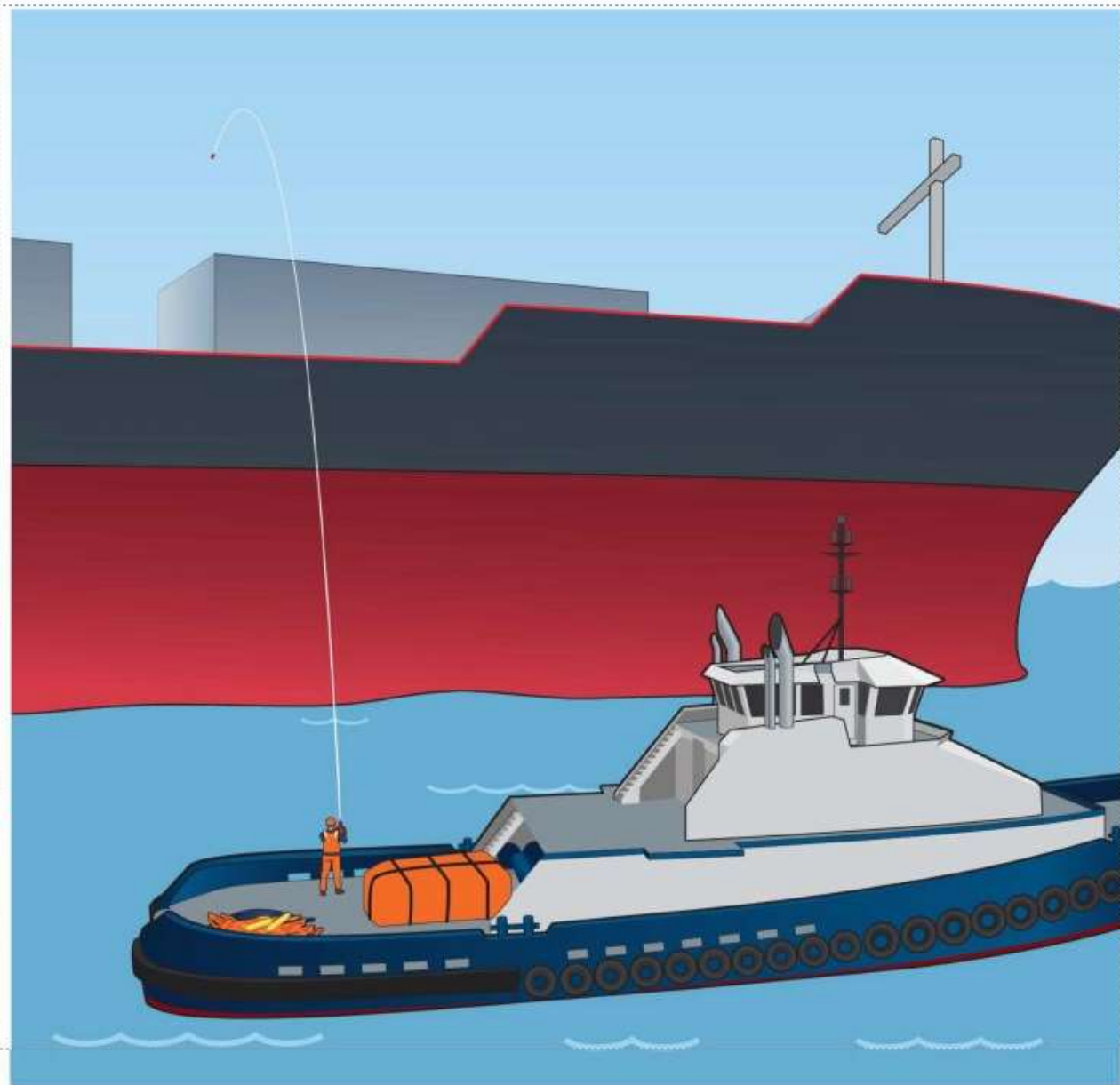
Emergency Vessel Attachment & Towing System



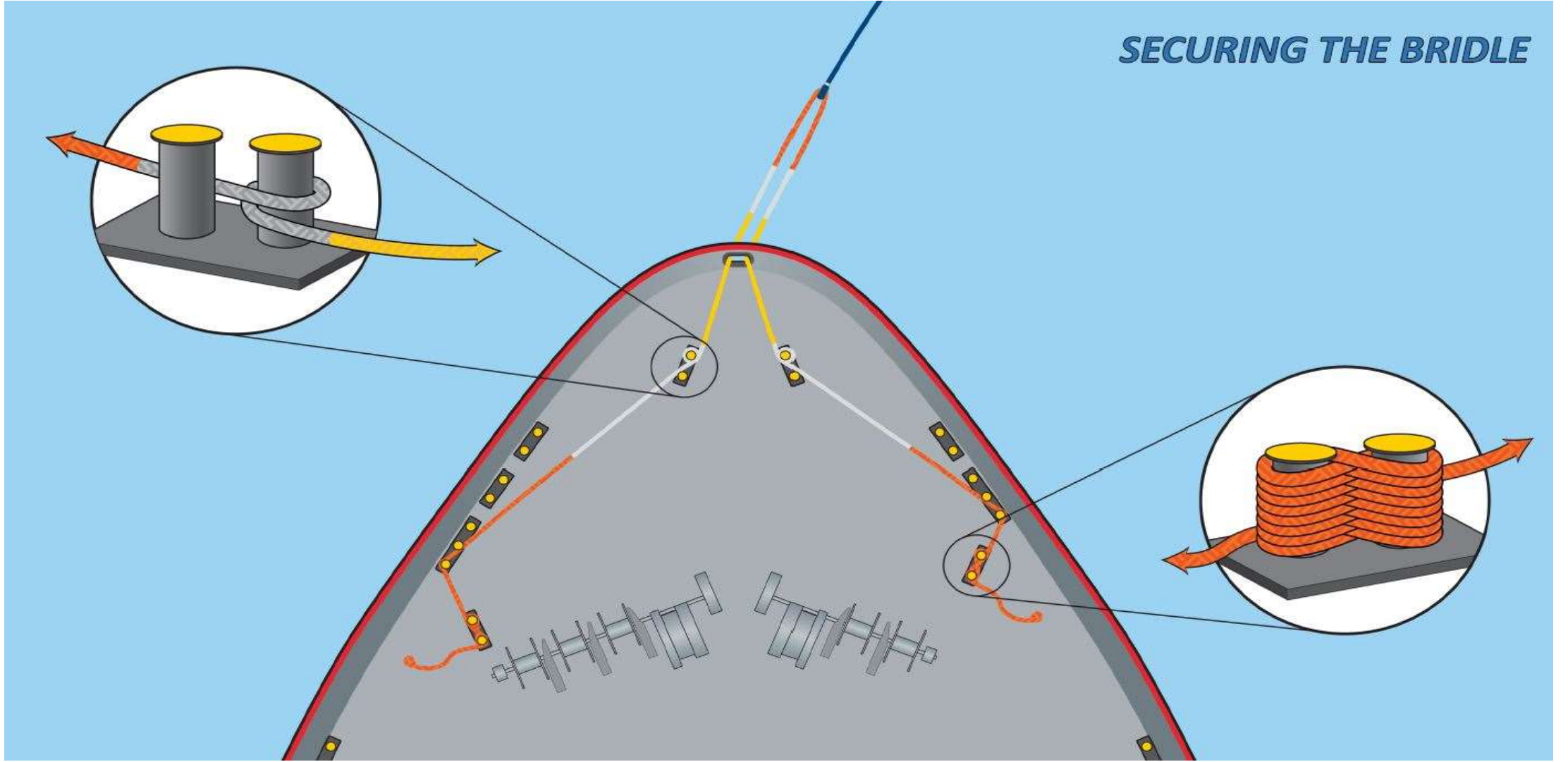
EVATS MOBILIZATION VIA HELICOPTER



EVATS MOBILIZATION VIA SHIP



SECURING THE BRIDLE





EMERGENCY VESSEL ATTACHMENT & TOWING SYSTEM EVATS™

- Sized for payload capacity of USCG H-60 helicopter. Also suitable for use by different helicopters with sufficient payload capacity (system weighs less than 2000 lbs / with storage tote 2,585 lbs).
- Ship-to-Tug deployment preferred, such that EVATS is recoverable from the water on arrival
- Vessel position must be within the unrefueled mission radius of USCG H-60 helicopter (~350 nm)
- Tug-to-Ship deployment option maintained - as alternate method (as with existing systems)





EMERGENCY VESSEL ATTACHMENT & TOWING SYSTEM EVATS™

- The system is stored at USCG Air Station Sacramento
- It can be moved by CG C-27 Cargo Aircraft or by truck to a location near the incident to be airlifted on scene by a CG H-60 Helicopter
- D11 DRAT is developing program procedures for the system
- D11 DRAT is planning to conduct annual equipment deployment exercises starting in FY23



Questions?

