

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

May 11, 2023

Port of San Francisco, Pier 1, Bayside Conference Room

The Embarcadero, San Francisco, CA

Scott Humphrey (M), Marine Exchange of the San Francisco Bay Region (Marine Exchange), Chair of the Harbor Safety Committee (HSC); called the meeting to order at 10:02.

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. Jordan Baldueza** (A), United States Coast Guard; **Robert Estrada** (M), Inlandboatmen's Union; **John Fadeeff** (M), Chevron Shipping Company; **Jeff Ferguson** (M), NOAA; **Kathi George** (A), The Marine Mammal Center; **Jim Haussener** (A), CMANC; **Capt. Tony Heeter** (M), Blue and Gold Fleet; **Joe Monroe** (M), Port of San Francisco; **Richard Ogg** (M), F/V Karen Jeanne; **Jeff Qualman** (M), Norvic Shipping; **Capt. Paul Ruff** (M), San Francisco Bar Pilots; **John Schneider** (M), Marathon Petroleum; **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 April 14, 2023, meeting was made and seconded. The minutes were approved without dissent.

Comments by the Chair- Scott Humphrey

Welcomed the committee members and audience. Advised that new HSC members are joining the committee including Capt. Tony Heeter representing ferry operators. Tug escorts are now required for vessels transporting renewable fuel and OSPR guidance will be issued. Renewable fuels are defined as oil for regulatory purposes. The Marine Exchange May Day party will be held tonight at Scott's Seafood Bar & Grill in Oakland.

Coast Guard Report- Capt. Jordan Baldueza

- The vessel Takao Galaxy experienced a loss of propulsion offshore on April 18th requiring emergency towing. Several tugs responded to the incident and successfully towed the vessel to Anchorage 9.
- The Sail GP racing event was held successfully, and the U.S. team took 8th place.

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- USCG MSIB 06-23 was issued regarding merchant mariner credentialing delays. Application volume is high and there have been technical difficulties.
- USCG Marine Safety Alert 06-23 was issued warning of the dangers of avoiding load line requirements. Load lines are needed for safety.
- USCG MSIB 01-23 was issued regarding the reporting of sexual misconduct aboard U.S. vessels. Sexual misconduct must be reported to the USCG.
- CWO Henderson read from the April- 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). LTC Kevin Arnett will be leaving the San Francisco District this summer to be replaced by LTC Timothy Shebesta. FY23 dredge planning is ongoing. Contract bids are being solicited for Richmond Inner Harbor and Oakland Harbor dredging. Debris removal for April was below average. The draft IFR/EA for the Oakland Harbor Turning Basins Widening Study has been posted. Surveys are posted and a channel condition report is included.

Clearinghouse Report- Marcus Freeling (report attached)

OSPR Report- Mike Zamora

- New HSC primary members have been appointed to the committee: Robert Estrada, Inlandboatmen's Union, representing labor organizations; Richard Ogg, F/V Karen Jeanne, representing commercial fishing; Christopher Lee, Matson Navigation, representing dry cargo vessel operators; Capt. Tony Heeter, Blue and Gold Fleet, representing ferry operators. Terms end on May 4, 2026.
- An HSC membership vacancy announcement was previously distributed. Applications are welcome. Contact: michael.zamora@wildlife.ca.gov

NOAA Report- Jeff Ferguson

- Read from the NOAA HSC Report for May 2023 (attached). The Pinole Shoal Channel CATZOC A1 rating is set to expire but efforts are being made with USACE to renew the rating until 2025. The NOAA Marine Debris Program has provided grant funding for fourteen new projects facilitating removal and prevention of marine debris including derelict vessels. NOAA Sea Grants are also available. The NWS forecasts above average temperatures with minor cooling next week. La Nina conditions have dissipated and El Nino conditions appear to be developing.

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State Lands Commission Report- Robert Booker (report attached)

Work Group Reports-

Tug Work Group- Nothing to report.

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

Ferry Operations Work Group- Capt. Tony Heeter has been appointed as the new Work Group Chair. The Work Group will be reviewing ferry routing protocol.

Dredge Issues Work Group- Jim Haussener: A Work Group meeting was held last month to discuss dredging issues including projects not dredged to authorized depth, Pinole Shoal Channel deferred dredging, and clamshell vs. hydraulic dredging. Another meeting will be scheduled.

PORTS Work Group- Troy Hosmer: Nothing to report.

Prevention through People Work Group- Jim Haussener: A BAMO meeting was held on April 6th and the next is on June 15th. Issues involving electric recreational boats will be discussed. Scott Humphrey advised of the electric boat manufacturer Navier based in Alameda. The company is planning to launch a trial water taxi service in San Francisco Bay and may be able to give a presentation to the HSC. Capt. Ruff asked about safety regulations for autonomous vessels. Capt. Baldueza advised that new regulations are being developed but the electric vessels in question will not be fully autonomous during the trial. Existing regulations require manning.

PORTS Report- Marcus Freeling

- The Southampton Shoal LB6, Oakland LB4, and Oakland LB3 buoy-mounted current meters are offline pending service. Contractors will be hired to repair and upgrade the stations. The Pier 17 visibility sensor is still offline due to loss of shore power. Repair work to restore power will be coordinated. Weather station windbird nosecones are being replaced and 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>
- Scott Humphrey asked about the process to add new PORTS stations to the existing network around the bay. Marcus Freeling advised that organizations interested in having a PORTS station

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in a specific location are generally expected to contribute the cost of installation upon which the Marine Exchange is responsible for station maintenance going forward.

Public Comment-

- Kathi George advised that blue, fin, and humpback whales have been sighted offshore. Seventeen whales have been reported in the bay so far this year and there are currently four. Two dead gray whales were recently found in Point Reyes. One whale was struck twice by vessels causing significant injuries and the other was found with no signs of trauma. Further testing will be conducted. Scott Humphrey announced that an HSC Whale Work Group will be formed to further address whale safety and VSR issues. Report whale sightings to the USCG.
- The Harbor Safety Plan update is underway. Statistical reports and Work Group reports are needed.

Old Business- None

New Business- None

Next Meeting-

1000-1200, June 8, 2023
Port of Oakland, Exhibit Room
530 Water Street, Oakland, California

Adjournment-

A motion to adjourn the meeting was made and seconded. The motion passed without dissent and the meeting adjourned at 10:47.

Respectfully submitted: San Francisco Marine Exchange

SIGNIFICANT PORT SAFETY AND SECURITY CASES (APRIL 2023)

MARINE CASUALTIES

Allision (01APR2023): A U.S. flagged small passenger vessel experienced an allision with a dock while returning to berth in San Francisco, CA. The vessel made temporary repairs to the side shell and transited to Sausalito for an emergency dry dock. Effective repairs were made to the starboard side hull and Coast Guard attended vessel. The operational control was cleared. Case closed.

Loss of Steering (05APR2023): A U.S. flagged small passenger vessel experienced a loss of steering while backing down from the pier in Sausalito, CA. The vessel immediately returned to the dock and began repairs. The cause was found to be a broken cotter pin that broke the steering chain. The cotter pin was replaced, and additional support beams were installed to reinforce the steering gears. Coast Guard attended the vessel and witnessed satisfactory operation of the steering system. Case closed.

Equipment Failure (07APR2023): A foreign flagged bulk ship reported a piston ring failure in the main engine while inbound to San Francisco. The vessel was escorted to Anchorage 9 and conducted necessary repairs. Class attended the vessel and witnessed satisfactory operation of the main engine astern. Case closed.

Loss of Propulsion (15APR2023): A U.S. flagged commercial fishing vessel underway reported a loss of propulsion due to a fire hose lodging in their propulsion system. The vessel was safely towed back to the dock and the fire hose was dislodged. Case closed.

Loss of Propulsion (15APR2023): A U.S. flagged passenger vessel experienced a loss of propulsion while mooring up to the Alcatraz Pier. The starboard motor inverter blew a fuse as a fail-safe, taking the propulsion module offline. The vessel returned to San Francisco and safely offloaded all the passengers. The fuse was replaced, and Coast Guard witnessed satisfactory operation of the starboard engine by local and remote controls. Case closed.

Loss of Propulsion (18APR2023): A foreign flagged chemical tanker experienced a loss of propulsion while inbound to San Francisco. The vessel continued to Anchorage 9 under tug escort and conducted repairs to the propulsion system. Class witnessed satisfactory operation of the main engines. LOP was not attributed to fuel switching. Case closed.

Equipment failure (30APR2023): A U.S. flagged small passenger vessel experienced an equipment failure of the starboard engine shifter cable while underway in Alameda, CA. The vessel also reported minor damage to the bow bulwarks above the main deck. The shifter cable was replaced. Coast Guard attended vessel and witnessed satisfactory operation of the system. Case closed.

Loss of Propulsion (30APR2023): A foreign flagged freight ship experienced a loss of propulsion of their main engine approx. 150 ft from pier 30 in Port of Oakland while getting underway. The vessel immediately re-moored to the pier. When the vessel quickly switched from ahead to astern propulsion, a solenoid valve became stuck and caused the engine to shut down. This valve was replaced, and the main starting air-line cleaned. Class attended the vessel and witnessed satisfactory operation of the system. LOP was not attributed to fuel switching. Case closed.

Passenger injury (30APR2023): A foreign flagged cruise ship reported a passenger injury while moored in San Francisco. A passenger was returning to bed and loss their balance, fell and hurt their hip. The passenger was treated for injury by the ship's medical staff and transported to a local hospital for further treatment. Case closed.

VESSEL SAFETY CONDITIONS

Operational Control (01APR2023): A U.S. flagged small passenger vessel reported an allision with a pier while getting underway from San Francisco and was issued an operational control (code 60, prior to movement). The vessel made effective repairs to the damaged hull. Coast Guard witnessed satisfactory repairs made to the hull and the operational control was cleared. Case closed.

Operational Control (02APR2023): A U.S. flagged small passenger vessel lost steering while underway from Sausalito, CA and was issued an operational control (Code 701, prior to carriage of passengers). The vessel made effective repairs to the steering system and Coast Guard witnessed corrected deficiencies. The operational control was cleared. Case closed.

Operational Control (03APR2023): A U.S. flagged small passenger vessel was issued an operational control (code 701, prior to the carriage of passengers) for failure to complete an annual inspection within the required time frame. Case pends.

Operational Control (04APR2023): A U.S. flagged small passenger vessel was inspected in Richmond, CA and issued 04 operational controls (Code 701, prior to the carriage of passengers) for improper fire detectors, insulation, and pumps. Case pends.

Operational Control (05APR2023): A U.S. flagged small passenger vessel was inspected in Berkeley, CA and was issued an operational control (Code 701, prior to the carriage of passengers) for an inoperable and wasted fuel shutoff valve. Case pends.

Operational Control (07APR2023): A foreign flagged bulk ship reported an equipment failure on a piston rod for their main engine and was issued a Captain of the Port (COTP) Order. The vessel was escorted by tugs to Anchorage 9 and conducted repairs. The operational control was cleared. Case closed.

Operational Control (15APR2023): A U.S. flagged passenger vessel reported a loss of propulsion while underway with passengers and was issued an operational control (Code 701, Prior to the carriage of passengers). The vessel repaired a blown fuse on the motor inverter for the port engine. Coast Guard witnessed satisfactory operation of the starboard engine. Case closed.

Operational Control (17APR2023): A foreign flagged bulk ship was issued a Captain of the Port (COTP) Order requiring a security boarding prior to entry into San Francisco. The vessel completed the security boarding, and the operational control was cleared. Case closed.

Operational Control (18APR2023): A foreign flagged chemical tanker experienced a loss of propulsion while inbound to San Francisco and was issued a Captain of the Port (COTP) Order. The vessel continued to Anchorage 9 under tug escort and conducted repairs to the propulsion system. Class witnessed corrected deficiencies and the operational control was cleared. Case closed.

Operational Control (19APR2023): A foreign flagged tank vessel was inspected at Anchorage 9 and was issued an operational control (Code 60) for a leak in the flue gas piping connecting to the scrubber chamber. The vessel conducted appropriate repairs. Class witnessed corrected deficiencies and the operational control was cleared. Case closed.

Operational Control (19APR2023): A U.S. flagged small passenger vessel was inspected in Monterey, CA and issued an operational control (Code 60, prior to movement). The vessel was at dry dock, conducted repairs to fuel tanks and removed deck for access. The vessel planned to transit without new decking in place. Case pends.

Operational Control (21APR2023): A U.S. flagged passenger vessel reported a crack in the raw water intake piping allowing for water ingress and was issued an operational control (Code 701, prior to the carriage of passengers). The vessel made satisfactory repairs to the piping. Coast Guard witnessed corrected deficiencies and the operational control was cleared. Case closed.

Operational Control (26APR2023): A U.S. flagged small passenger vessel was inspected in San Francisco, CA and issued an operational control (Code 701, prior to the carriage of passengers) for an inoperable port fuel shut off valve. The vessel made repairs to the system and the operational control was cleared. Case closed.

Operational Control (30APR2023): A U.S. flagged small passenger vessel reported a starboard engine shifter cable failure while attempting to dock and was issued an operational control (Code 701, prior to the carriage of passengers). The vessel replaced the starboard engine shifter cable and completed satisfactory checks of the engine. Coast Guard witnessed corrected deficiencies and the operational control was cleared. Case closed.

Operational Control (30APR2023): A foreign flagged freight ship reported a loss of propulsion while getting underway in Oakland and was issued an operational control (Code 17, prior to departure). A solenoid valve was replaced for the astern propulsion and Class witnessed corrected deficiencies. The operational control was cleared. Case closed.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Echo Depth Sounder (07APR2023): A foreign flagged containership was issued an outbound LOD for an inoperable echo depth sounder. Repairs were conducted and the equipment is working properly. Case closed.

Letter of Deviation (LOD), Anchor (26APR2023): A foreign flagged cruise ship was issued an inbound LOD for an inoperable anchor winch. Repairs were conducted and the equipment is working properly. Case closed.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Notice of Violation (20APR2023): IMD received notification of a sunken vessel at the boat ramp in the Alviso Marina. IMD unsuccessfully attempted to contact the owner. IMD responded the following day and confirmed the vessel was producing a sheen. This incident was previously federalized in February 2023 for a similar scenario. IMD discovered that the owner had attempted to remove the vessel via tow to the nearest boat ramp. The tow was successful, but the owner was unable to remove the vessel from the boat ramp and left the vessel at the incident location. IMD, Park Rangers, Fish and Wildlife responded to the scene. Authorities captured visual and photograph evidence of the vessel producing a sheen. IMD issued a Notice of Federal Interest (NOFI) and a Notice of Violation (NOV) to the owner. The pollution was unrecoverable, and the vessel was removed from the water. Case Closed.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
April 2023			
PORT SAFETY CATEGORIES*	Apr-2023	Apr-2022	**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:	3	4	3.19
Navigation Safety (2), Port Safety & Security (1), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	8	5	6.56
Allision (1), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (1), Propulsion (4), Personnel (1), Other (0), Power (1)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	2	2	2.25
Radar (0), Gyro (0), Steering (0), Echo Sounder (1), AIS (0)			
ARPA (0), Speed Log (1), R.C. (0), Other (0)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	0	0	0.17
Significant Waterway events/Navigation related Cases:	0	0	0.00
Total Port Safety (PS) Cases opened	13	11	12.25
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Apr-2023	Apr-2022	**3yr Avg
U.S. Commercial Vessels	0	1	0.42
Foreign Freight Vessels	0	0	0.08
Public Vessels	0	2	0.72
Commercial Fishing Vessels	0	0	0.64
Recreational Vessels	6	5	6.56
Pollution Discharge Sources (Facilities)	Apr-2023	Apr-2022	**3yr Avg
Regulated Waterfront Facilities	0	0	0.28
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.03
Other Land Sources	1	3	3.00
Mystery Spills - Unknown Sources	2	4	5.47
Number of Pollution Incidents (By Spill Size)	Apr-2023	Apr-2022	**3yr Avg
Spills < 10 gallons	2	7	9.42
Spills 10 - 100 gallons	0	4	1.31
Spills 100 - 1000 gallons	0	0	0.33
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	7	4	5.67
Total Pollution Incidents	9	15	16.72
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Apr-2023	Apr-2022	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	0.00	40.00	2.61
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.28
Estimated spill amount from Public Vessels	0.00	6.00	6.78
Estimated spill amount from Commercial Fishing Vessels	0.00	0.00	13.75
Estimated spill amount from Recreational Vessels	1.00	32.00	79.89
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	22.56
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.03
Estimated spill amount from Other Land Sources	1.00	56.00	37.83
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	2.00	134.00	163.73
Penalty Actions	Apr-2023	Apr-2022	**3yr Avg
Civil Penalty Cases	0	0	0.06
Notice of Violations	1	0	0.53
Letters of Warning	0	3	5.14
Total Penalty Actions	1	3	5.72
* NOTE: Values represent all cases within the HSC jurisdiction during the period. Significant cases are detailed in the narrative.			
** NOTE: Values represent an average month over a 36 month period for the specified category of information.			

**Harbor Safety Committee
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**Report of the
U.S. Army Corps of Engineers, San Francisco District
May 11, 2023**

1. CORPS O&M DREDGING PROGRAM

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 FY23 project schedules are included at the end of this report. Adjustments may be made to these schedules as circumstances warrant.

FY 2023 DREDGING

- a. **Richmond Inner Harbor** – A dredging contract solicitation was posted on sam.gov on April 16 with bid opening scheduled for May 26. Contract award is tentatively scheduled for early June and dredging estimated to start end of July.
- b. **Oakland Harbor** – A dredging contract solicitation was posted on sam.gov on May 2 with bid opening scheduled for June 2. Contract award is tentatively scheduled for mid-June and dredging estimated to start early August.
- a. **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.
- b. **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.
- c. **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 reached after conducting an advance maintenance study.
- d. **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.
- e. **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.
- f. **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.

- g. 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.
- h. 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: There are currently no emergency dredging events happening in the Bay Area. The last event took place in early June 2022, when Bulls Head Reach of Suisun Bay Channel required emergency dredging.

3. DEBRIS REMOVAL – Debris removal for April was 12.5 tons. Dillard: 11.5 tons, including 1 abandoned vessel; Raccoon: 1 ton. Average debris removal for April from 2013 to 2022 is 107 tons (Range: 20-142.5).

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	RACCOON	DILLARD	MISC	TOTAL
2023	TONS	TONS	TONS	TONS
JAN	87	112	0	199
FEB	19	48	0	67
MAR	2	41	0	43
APR	1	11.5	0	12.5
MAY				
JUN				
JUL				
AUG				
SEP				
OCT				
NOV				
DEC				

YR TOTAL
321.5

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 Draft Integrated Feasibility Report (IFR) was released on 17 December 2021 for public comment. **In response to public comment on the initial Draft IFR/EA and operational needs, refinements to the Recommended Plan included slight shifts of the proposed widened footprints of both the inner and outer harbor turning basins. The shift of the proposed widened inner harbor turning basin necessitated an addition to the design for an in-water retaining feature adjacent to the Schnitzer Steel property, which would require in-water fill and in-water pile driving not previously evaluated in the original draft report and IFR/EA. Moreover, these design refinements identified the need for additional in-water fill in front of the Inner Harbor Turning basin bulkheads after widening. This in-water fill in Waters of the United States requires preparation of a Clean Water Act 404(b)(1) analysis, which had not been necessary nor included in the original IFR/EA. These additional features are described and evaluated in this rerelease Draft IFR/EA and a 404(b)(1) analysis is now included as appendix A-3. A complete list of updates from the initial Draft IFR/EA is located in this re-release executive summary.**

The 2023 Revised Draft IFR/EA can be found on our website:

<https://www.spn.usace.army.mil/Missions/Projects-and-Programs/Current-Projects/Oakland-Harbor-Turning-Basins-Widening/>

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. SFEI was awarded the Regional Analysis on December 5, 2022. Sediment Transport Modeling has begun; monitoring equipment and HPC computing fund repositioning is in progress. 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 February 28, 2023.
Islais Creek Channel: Condition survey of September 23, 2022.
Larkspur Ferry Channel: Condition survey of February 24, 2023.
Mare Island Strait: Condition survey of September 16, 2022.
Marinship Channel (Richardson Bay): Condition survey of November 7, 2022.
Napa River: Condition survey of February 23-24, 2023.
Northship Channel: Condition survey of September 27 and November 4, 2022.
Oakland Inner Harbor: Condition survey of January 27, 2023.
Oakland Inner Harbor (Brooklyn Basin): Condition survey of 15-20 January 2021.
Oakland Outer Harbor: Condition survey of January 27 and February 8, 2023.
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 March 7-10, 2023
Redwood City Harbor: Condition survey of April 12-14, 2023.
Richmond Inner Harbor: Condition survey of March 13-15, 2023.
Richmond Inner Harbor (Santa Fe Channel): Condition survey of November 28, 2022.
Richmond Outer Harbor (Longwharf): Condition survey of April 12, 2023.
Richmond Outer Harbor (Southampton Shoal): Condition survey of April 11, 2023.
Sacramento River Deep Water Ship Channel: Condition survey of December 28, 2022 - January 1, 2023.
San Bruno Shoal: Condition survey of February 28, 2023.
San Francisco Main Ship Channel: Condition survey of April 6-18, 2023.
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): Post dredge surveys of October 7, November 18, and November 22, 2022; and February 4-7, 2023.
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 January 12, 2023.
SF-11 (Alcatraz Island): Condition survey of April 25, 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 FY22.

Channel Condition Report (CCR):

Attached is the Channel Condition Report (CCR) for all Corps maintained channels dated **10 MAY 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 2023 O&M DREDGING PLAN*

Project	Current Bid Open	Current Award	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	26-May	9-Jun			■	◆	■	■	▨						400 Kcy 100 Kcy	Clam Shell	BU SF-11
Oakland Harbor	2-Jun	16-Jun			■	◆	■	■	▨						700 Kcy	Clam Shell	BU
San Joaquin River (Port of Stockton)	26-Jun	12-Jul				■	◆	■	■	▨					175 Kcy	Cutterhead or Clamshell	Various Upland
Sacramento River (30 Foot Project)	6-Jul	21-Jul				■	◆	■	■	▨					150 Kcy	Cutterhead or Clamshell	Various Upland
Redwood City Harbor	14-Jul	28-Jul				■	◆	■	■	▨					300 Kcy 100 Kcy	Clam Shell	BU & 1122 Pilot
MARAD SBRF Dredging	21-Jul	4-Aug				■	◆	■	■	▨					90 Kcy	Clam Shell	BU
Suisun Bay Channel	10-Aug	24-Aug					■	◆	■	■	▨				60 Kcy 65 Kcy	Clam Shell	SF-16 BU
WEST COAST HOPPER CONTRACT																	
Humboldt Bar & Entrance Channels	3-Apr	13-Apr		■	■	■	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: 30%;"> <p> Solicitation</p> <p>◆ Bid Opening</p> <p>◆ Contract Award</p> <p> Hopper Dredging</p> </div> <div style="width: 30%;"> <p> Environmental Window</p> <p> Mobilization</p> <p> Physical Dredging</p> </div> <div style="width: 30%; text-align: right;"> <p></p> <p></p> <p></p> </div> </div>																	

* Program execution is based on the FY23 President's Budget, FY23 Workplan, and 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	04-18-2023	2000	4.96	55	50.3	55.1	55.4	53.8
Redwood City Harbor Redwood City Harbor	04-12-2023	300 943	3.94	30	20.1	26.2	24.6	21.8
Richmond Inner Harbor Entrance Channel	03-13-2023	809 1021	0.96	38	35.8	36.6	36.6	36.4
Richmond Inner Harbor Approach Channel	03-13-2023	809 1201	3.09	38	33.6	34.9	35.8	34.4
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	04-11-2023	600 1291	3.25	45	40.6	45.2	44.8	42.0
Richmond Outer Harbor Longwharf Turning Basin	04-12-2023	2188 5598	0.88	45	31.7	No Data	No Data	No Data
San Rafael ATF Across the Flats	02-07-2023	100	2.25	8	6.6	7.5	8.0	8.0
San Rafael River Inner Canal Channel	02-07-2023	60 160	1.55	6	6.1	6.1	6.3	6.0
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	02-24-2023	75 245	3.19	15	2.7	9.0	8.7	7.4
Napa River Asylum Slough to Napa City	02-24-2023	102 183	9.92	10	1.9	4.5	3.5	1.6
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	03-30-2023	544 1997	4.62	50	46.2	50.0	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	03-23-2023	1761	2.52	50	48.4	49.1	49.1	48.8
Humboldt Bay		500						
Bar and Entrance Channel	03-23-2023	2113	2.60	48	27.0	34.5	34.8	27.6
Humboldt Bay		400						
Eureka Channel	03-23-2023	416	1.69	26	2.3	3.9	12.1	7.0
Humboldt Bay		300						
Fields Landing Channel	03-23-2023	770	2.35	26	12.7	26.9	25.4	20.8
Humboldt Bay		400						
North Bay Channel	03-23-2023	657	3.04	38	31.1	34.8	30.2	15.0
Humboldt Bay		400						
Samoa Channel	03-23-2023	1000	1.83	38	32.9	35.5	33.9	17.6
Pinole Shoal Channel		600						
Pinole Shoal Channel	03-08-2023	1644	10.40	35	28.9	35.4	35.3	31.1
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)	05-03-2023	300	11.10	35	32.9	34.2	33.4	29.6
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	02-28-2023	500	5.66	30	28.7	30.5	31.6	29.9
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	02-24-2023	231 542	2.37	13	11.9	12.5	12.7	12.0
Northship Channel Northship Channel	09-27-2022	3576 4769	5.97	45	23.2	37.2	37.2	35.4
Berkeley Marina Berkeley Marina	02-28-2023	100 142	1.36	15	3.5	3.6	4.1	4.1
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	03-16-2023	97 150	0.67	10	7.2	9.5	9.8	8.0
Noyo River Channel	03-16-2023	97 150	0.67	10	7.3	9.4	9.0	4.8
Crescent City Entrance Channel	01-29-2023	200 320	0.42	20	17.0	17.6	16.2	15.1
Crescent City Inner Harbor Basin Channel	01-29-2023	200 300	0.39	15	14.6	14.7	14.7	13.0
Crescent City Marina Access Channel	01-29-2023	228 170	0.22	15	11.4	12.2	11.7	9.9
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

May 11, 2023

- ✎ In April the clearinghouse did not contact OSPR regarding any possible escort violations.
- ✎ In April 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 April there were 102 tank vessel arrivals; 15 ATBs, 4 Chemical Tankers, 18 Chemical/Oil Tankers, 24 Crude Oil Tankers, 1 LPG, 27 Product Tankers, and 13 Tugs with Barges.
- ✎ In April there were 241 total vessel arrivals.

San Francisco Bay Clearinghouse Report For April 2023

San Francisco Bay Region Totals

	<u>2023</u>		<u>2022</u>	
Tanker arrivals to San Francisco Bay	74		66	
ATB arrivals	15		6	
Barge arrivals to San Francisco Bay	13		10	
Total Tanker and Barge Arrivals	102		82	
Tank ship movements & escorted barge movements	366		263	
Tank ship movements	217	59.29%	158	60.08%
Escorted tank ship movements	178	48.63%	123	46.77%
Unescorted tank ship movements	39	10.66%	35	13.31%
Tank barge movements	149	40.71%	105	39.92%
Escorted tank barge movements	19	5.19%	8	3.04%
Unescorted tank barge movements	130	35.52%	97	36.88%

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

Escorts reported to OSPR 0 0

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	206		364		0		135		705	
Unescorted movements	88	42.72%	168	46.15%	0	0.00%	53	39.26%	309	43.83%
Tank ships	72	34.95%	129	35.44%	0	0.00%	48	35.56%	249	35.32%
Tank barges	16	7.77%	39	10.71%	0	0.00%	5	3.70%	60	8.51%
Escorted movements	118	57.28%	196	53.85%	0	0.00%	82	60.74%	396	56.17%
Tank ships	109	52.91%	177	48.63%	0	0.00%	76	56.30%	362	51.35%
Tank barges	9	4.37%	19	5.22%	0	0.00%	6	4.44%	34	4.82%

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 2023

San Francisco Bay Region Totals

	<u>2023</u>		<u>2022</u>	
Tanker arrivals to San Francisco Bay	252		706	
ATB arrivals	51		177	
Barge arrivals to San Francisco Bay	45		129	
Total Tanker and Barge Arrivals	348		1,012	
Tank ship movements & escorted barge movements	1,269		3,363	
Tank ship movements	731	57.60%	1,999	59.44%
Escorted tank ship movements	603	47.52%	1,596	47.46%
Unescorted tank ship movements	128	10.09%	403	11.98%
Tank barge movements	538	42.40%	1,364	40.56%
Escorted tank barge movements	61	4.81%	171	5.08%
Unescorted tank barge movements	477	37.59%	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	685		1,246		0		453		2,384	
Unescorted movements	281	41.02%	587	47.11%	0	0.00%	203	44.81%	1,071	44.92%
Tank ships	223	32.55%	461	37.00%	0	0.00%	184	40.62%	868	36.41%
Tank barges	58	8.47%	126	10.11%	0	0.00%	19	4.19%	203	8.52%
Escorted movements	404	58.98%	659	52.89%	0	0.00%	250	55.19%	1,313	55.08%
Tank ships	373	54.45%	598	47.99%	0	0.00%	229	50.55%	1,200	50.34%
Tank barges	31	4.53%	61	4.90%	0	0.00%	21	4.64%	113	4.74%

Notes:

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

NOAA report to the San Francisco Bay Harbor Safety Committee May 2023

CATZOC in Pinole Shoal Channel

The CATZOC of 'A1" in Pinole Shoal Channel expires on May 12, 2023.

NOAA is reviewing the latest Army Corps of Engineer (COE) survey and working with COE to ensure the CATZOC rating is renewed promptly. Expect an updated expiration date of 2025 in the next week or so.

NOAA Marine Debris Program

[NOAA Marine Debris Program Awards Funding to 14 New Projects Under the Bipartisan Infrastructure Law](#)

- Please visit the NOAA Marine Debris Program's [website](#) for more information on our recommended projects including the California State Parks, National Marine Sanctuary Foundation, with California State University Channel Islands.
- This includes removal locations and collaboration with NOAA partners including the Channel Islands National Marine Sanctuary, Greater Farallones National Marine Sanctuary, and Monterey Bay National Marine Sanctuary.
- More information on the nationwide projects for Boat US Foundation will be shared in the coming months.
- Boat US Foundation (National, \$10,000,000) will administer a national competitive grant program for removal of abandoned and derelict vessels. The project will also develop a national database to track abandoned and derelict vessels, while supporting outreach and education on the issue.

[NOAA Sea Grant announces \\$27M to further community-engaged marine debris removal and prevention](#)

- Please visit the NOAA National Sea Grant's [website](#) for more information on this year's recommended partnerships with the California Sea Grant and the University of Southern California Sea Grant.

From the National Weather Service

Forecast is for widespread above normal temperatures expected for the weekend with interior locations in the 80s and 90s. Minor cooling forecast for next week, but temperatures still above normal.

END OF REPORT

Submitted by Jeffrey Ferguson
CA Navigation Manager
NOAA's Office of Coast Survey
jeffrey.ferguson@noaa.gov



CALIFORNIA STATE LANDS COMMISSION

CSLC/NCFO REPORT for HARBOR SAFETY COMMITTEE - APRIL COMPARISON REPORT

VESSEL TRANSFERS

	<u>Vessel Arrivals</u>	<u>Vessels Monitored</u>	<u>Percentage of Vessel Monitored</u>
APRIL 1 - 30, 2022	164	35	21.34
APRIL 1 - 30, 2023	190	67	35.26

CRUDE OIL / PRODUCT TOTALS (BBLs)

	<u>Crude Oil (D)</u>	<u>Crude Oil (L)</u>	<u>Other Products (D)</u>	<u>Other Products (L)</u>	<u>GRAND TOTAL (D) / (L)</u>
APRIL 1 - 30, 2022	10,793,568	0	6,789,325	5,469,374	23,052,267
APRIL 1 - 30, 2023	12,644,912	0	6,762,930	6,296,042	25,703,884

OIL SPILL REPORTED

	<u>TERMINAL</u>	<u>VESSEL</u>	<u>Total</u>	<u>Gallons Spilled</u>
APRIL 1 - 30, 2022	0	0	0	
APRIL 1 - 30, 2023	0	0	0	

MARINE INVASIVE SPECIES INSPECTIONS

<u>Percent</u>	<u>Qualified Voyages</u>	<u>Voyages Inspected</u>	<u>Goal</u>	<u>Shortfall</u>
21%	395	81	99	18

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