

# 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

September 14, 2023

Port of Oakland, Exhibit Room

530 Water Street, Oakland, California

**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 10:00.

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

Committee members (M) and alternates (A) in attendance with a vote: **Cody Aichele-Rothman** (A) Bay Conservation and Development Commission; **Ben Eichenberg** (M), San Francisco Baykeeper; **Robert Estrada** (M), Inlandboatmen's Union; **Jeff Ferguson** (M), NOAA; **Patrick Forrester** (A), Port of San Francisco; **Scott Grindy** (M), San Francisco Small Craft Harbor; **Capt. Tony Heeter** (M), Blue and Gold Fleet; **Capt. Taylor Lam** (M), United States Coast Guard; **Christopher Lee** (M), Matson Navigation; **Jeff Qualman** (M), Norvic Shipping; **Capt. Paul Ruff** (M), San Francisco Bar Pilots; **John Schneider** (M), Marathon Petroleum; **Randy Scott** (M), Port of Benicia; **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 July 13, 2023, meeting was made and seconded. The minutes were approved without dissent.

### Comments by the Chair- Scott Humphrey

Welcomed the committee members and audience. A moment of silence was held in remembrance of those lost during the September 11 attacks. In response to the attacks, the USCG sea marshal program was created to enhance marine safety and surveillance. The Bay Ferry VI active threat tabletop exercise was held successfully. Capt. Tony Heeter advised that the tabletop exercise brought law enforcement and ferry crew together for maritime security training. The exercise highlighted the different perspectives and responsibilities of those involved in active threat response. The full Bay Ferry VI exercise will be held September 18-21.

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## **Coast Guard Report- Capt. Taylor Lam**

- The Bay Ferry VI maritime security exercise is next week, September 18-21.
- New USCG personnel have transferred to Sector San Francisco replacing outgoing servicemembers.
- Fleet Week is a SEAR event held in October and security planning is underway. The Asia-Pacific Economic Cooperation (APEC) Summit will be held in San Francisco in November.
- There has been increased criminal activity in the Oakland Estuary and the USCG is working collaboratively with local police on the issue.
- The USCG has been focused on preventing sexual assault and harassment in the maritime industry. A recent case involving harassment aboard a ship was resolved.
- LT William Harris read from the July and August- 2023 Prevention/Response Reports (attached).

## **Army Corps of Engineers Report- Jessica Vargas**

- Read from the US Army Corps of Engineers, San Francisco District Report (attached). The FY23 dredge construction phase is underway. Redwood City Harbor dredging has been delayed due to contracting issues. The contract will be rebid with dredging now expected in November. The Government Hopper Dredge Essayons finished dredging the Main Ship Channel and Pinole Shoal Channel. Debris removal tonnage was above average for July and August. The draft IFR/EA for the Oakland Harbor Turning Basins Widening Study was released and input is welcome. The Chief's Report for the study is expected in May 2024. The Regional Dredge Material Management Plan is ongoing. Surveys are posted and a channel condition report is included.

## **Clearinghouse Report- Marcus Freeling (report attached)**

- Scott Humphrey advised that the Marine Exchange is the Clearinghouse for OSPR's Tank Vessel Escort Program. The program mandates that vessels transporting oil and oil products be escorted by tugs with appropriate breaking force when transiting in the bay. Tank vessels arriving at the pilot station must submit an Escort Plan to the Marine Exchange and both pilots and tug captains check in before escorted transits. The Marine Exchange ensures compliance with Escort Program regulations and reports potential violations to OSPR for investigation.

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## **OSPR Report- Mike Zamora**

- A new HSC membership vacancy announcement was distributed (attached). HSC Vice-Chair and other committee positions are available. Applications are welcome. Contact: [michael.zamora@wildlife.ca.gov](mailto:michael.zamora@wildlife.ca.gov)

## **NOAA Report- Jeff Ferguson**

- The cancellation of NOAA raster charts in favor of ENC's is ongoing. The San Francisco Bay raster chart will be canceled in February 2024. All raster charts will be canceled by December 2024. NOAA's custom chart tool is available to make printable PDFs of ENC's. Refer to the USCG regarding carriage requirements.
- The NWS predicts cooling temperatures.

## **State Lands Commission Report- Robert Booker**

### **PORTS Report- Marcus Freeling**

- The Southampton Shoal LB6, Oakland Inner Harbor LB4, and Oakland Outer Harbor LB3 buoy-mounted current meters were repaired, upgraded, and redeployed in July. There are stability issues with the LB6 meter requiring frequent rebooting and the LB3 meter appears to have a bad battery that will be replaced. Shore power was restored to the San Francisco Pier 17 visibility sensor, and it is back online. Issues with the Amorco visibility sensor are being addressed. 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 advised that the Marine Exchange owns and maintains most of the SF PORTS network of oceanographic and meteorological sensors around the bay. OSPR provides funding for maintenance of the system and NOAA disseminates the data.

### **Work Group Reports-**

**Tug Work Group-** Nothing to report.

**Navigation Work Group-** Capt. Paul Ruff advised that the Work Group is addressing marine mammal VSR issues. A Work Group meeting will be scheduled.

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**Ferry Operations Work Group-** Capt. Tony Heeter: An OSPR annual tabletop exercise took place yesterday. There has been an increase in security incidents at ferry terminals. Transients are a primary concern. Ferry companies are working with USCG and local law enforcement, but local police staffing is an issue. Brandon Chapman, Golden Gate Bridge Highway & Transportation District, gave a preview of the Bay Ferry VI exercise to be held on September 18-21. Day 1 will be PRND radiological training. Day 2 will be a docked ferry at terminal shooting and mass casualty scenario. Day 3 will be an underway ferry shooting scenario. Day 4 will be an IED response scenario including VMAP activation. Results of the exercise will be published to inform response plans. Capt. Heeter advised that leadup training for the exercise has been substantial.

**Dredge Issues Work Group-** Nothing to report.

**PORTS Work Group-** Justin Taschek: Nothing to report.

**Prevention through People Work Group-** Scott Grindy: A BAMO meeting was held on September 7<sup>th</sup>. Recent on-water crime in the Oakland Estuary was discussed. Several boats have been stolen and recovered at the San Francisco Marina. The next BAMO meeting is on December 7<sup>th</sup>. The 2023 Rolex Big Boat Series is underway. Fleet Week is in early October.

**Marine Mammal Work Group-** Kathi George (A), The Marine Mammal Center: A Marine Mammal Work Group Meeting will be held after today's HSC meeting and participation is welcome. Issues concerning the San Francisco – Pacifica Exclusion Area offshore will be discussed. A Work Group meeting was held in August focused on ferry related issues. Recent humpback whale sightings have been reported. Humpback, blue, and fin whales have been detected acoustically.

## **Public Comment-**

- Susan Ransom, SSA, advised that the Oakland Harbor Turning Basins Widening Project is critical for port growth. A stakeholder letter in support of the project was sent.
- Susan Ransom asked for more information about the cause of Oakland Estuary crime. Brandon Chapman advised that law enforcement staffing shortages have impacted regional marine units. Capt. Lam advised that the USCG is working with local police but there are jurisdictional issues.
- Erik Brown, SF Fire Department, advised that a fireboat and station were recently broken into and PRND equipment stolen. Marine firefighting training is planned. A Salvage and Marine Firefighting Work Group will be meeting on September 26<sup>th</sup> at Station 35. Erin Pierson, Crowley Marine, advised that the tug Valor was broken into at Pier 17. Security is a major concern. Capt.

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Lam advised that PSGP funds are available for security enhancement projects. Patrick Forester advised that the Port of San Francisco will follow up with their security company to address tenant security concerns. Robert Estrada advised that crew safety is a top priority when dealing with increased crime at ferry terminals. Capt. Heeter advised that ferry terminals rely on the USCG to provide security when incidents occur.

- Justin Taschek advised that the CEQA review draft is expected soon for the Oakland Harbor Turning Basins Widening Project. Upon release, public meetings will be scheduled, and input is welcome.
- Patrick Forester advised that two USCG and two Navy vessels are expected in port for Fleet Week.

## **Old Business- None**

## **New Business-**

- Cody Aichele-Rothman advised that Bay Area Water Trail meetings will be held. Contact BCDC for more information.

## **Next Meeting-**

1000-1200, October 12, 2023  
Richmond Maritime Safety & Security Center  
756 West Gertrude Street, Richmond, CA

## **Adjournment-**

A motion to adjourn the meeting was made and seconded. The motion passed without dissent and the meeting adjourned at 11:12.

Respectfully submitted: Marine Exchange of the San Francisco Bay Region

**SIGNIFICANT PORT SAFETY AND SECURITY CASES (JULY 2023)****MARINE CASUALTIES**

**Allision (06JUL2023):** A foreign flagged passenger ship allided with the Pier 27 bridge while mooring in San Francisco, CA. The allision caused a large hole in the port quarter just above the water line. The vessel made temporary repairs to the hull utilizing a cofferdam to ensure the watertight envelope was maintained. Class and Coast Guard attended vessel and witnessed the satisfactory repairs. Case closed.

**Loss of Propulsion (07JUL2023):** A U.S. flagged small passenger vessel experienced a loss of propulsion while underway in San Francisco, CA. An onboard auxiliary generator was re-started, and the vessel regained house power and propulsion. The issue was determined to be a loose connection in the motor which was reconnected and successfully tested several times. Coast Guard witnessed satisfactory operation of the motor. Case closed.

**Equipment Failure (09JUL2023):** A U.S. flagged small passenger vessel experienced a fuel leak while underway in Vallejo, CA. The vessel secured the engine and safely returned to berth to offload all passengers. The cause of the leak was determined to be a ruptured high pressure fuel line. The fuel line was wasted and replaced. The vessel successfully conducted sea trials. Coast Guard attended the vessel and witnessed satisfactory operation of the main engine. Case closed.

**Loss of Propulsion (13JUL2023):** A foreign flagged tank vessel experienced a loss of propulsion while transiting inbound to San Francisco in the Main Ship Channel. An assisting tug escorted the vessel to Anchorage 9 while repairs were conducted. The loss of propulsion was due to a hydraulic sensor failure in the No. 6 cylinder of the main engine. A loose cable caused the lube oil supply failure alarm which triggered a main engine shutdown. The cable was reconnected and the engine was satisfactorily tested. Class attended the vessel and witnessed satisfactory operation of the main engine. LOP was not attribute to fuel switching. Case closed.

**Crewmember Injury (19JUL2023):** A foreign flagged tank vessel reported a crewmember injury during tank cleaning while in port. The crewmember was inside the tank performing a tank wash down when their leg became caught, and the protective boot was removed. The crewmember's leg was burnt on the heating coil for the tank. The crewmember was taken to the hospital and treated for 2nd degree burns. Case pends.

**Allision (23JUL2023):** A foreign flagged bulk carrier allided with an Aid To Navigation (ATON) marker while transiting in the San Joaquin River. The vessel suffered superficial damage to the hull, and the ATON was also damaged. Case pends.

**Passenger Injury (23JUL2023):** A foreign flagged passenger ship reported a passenger injury while underway. The passenger was playing in the water park, fell, and suffered a fractured left arm. The passenger was taken to a local hospital for further medical evaluation. Case closed.

**Loss of Propulsion (24JUL2023):** A foreign flagged bulk carrier experienced a loss of propulsion while inbound to San Francisco, CA. Assisting tugs escorted the vessel to berth in Richmond, CA to identify the cause and make effective repairs. A deteriorated spool seal caused air to internally leak, further preventing the engine from starting. The seal was replaced, and the engine was started successfully. Class witnessed the engine operating normally. LOP was not attributed to fuel switching. Case closed.

**Crewmember Injury/Death (24JUL2023):** A U.S. flagged inspected towing vessel reported a crewmember onboard experienced symptoms of a heart attack during transit. The crewmember was transported to the hospital where he was later pronounced deceased. Case pends.

**Loss of Propulsion (27JUL2023):** A foreign flagged containership experienced a loss of propulsion while inbound to San Francisco in the Main Ship Channel. An oil mist detector on the no. 3 generator received an alarm for a density issue, causing the generator to shut down. The resulting shutdown of the generator caused the main engine to lose power due to a single generator being online during the transit. The vessel cleaned and repaired the oil mist detector. Class attended the vessel and witnessed satisfactory operation of the main engine and no.3 generator. LOP was not attributed to fuel switching. Case closed.

### VESSEL SAFETY CONDITIONS

<p>Operational Control (06JUL2023): A foreign flagged passenger ship allided with a pier in San Francisco and was issued an operational control (code 60, prior to movement). The vessel made temporary repairs to the affected areas. Class and Coast Guard witnessed corrected deficiencies and the operational control was cleared. Case closed.</p>
<p>Operational Control (06JUL2023): A U.S. flagged small passenger vessel was issued an operational control (code 701, prior to the carriage of passengers) for failing to undergo an annual inspection. Case pends.</p>
<p>Operational Control (07JUL2023): A U.S. flagged small passenger vessel was issued an operational control (code 701, prior to the carriage of passengers) for failing to undergo a drydock examination within the required time frame. Case pends.</p>
<p>Operational Control (07JUL2023): A U.S. flagged small passenger vessel received a high exhaust temp alarm on an engine cylinder while underway and was issued an operational control (code 701, prior to the carriage of passengers). The cause was determined to be a failed injector. The head was replaced, and a new cylinder kit installed. Coast Guard witnessed satisfactory operation of the engine and the operational control was cleared. Case closed.</p>
<p>Operational Control (07JUL2023): A U.S. small passenger vessel experienced a loss of propulsion while underway and was issued an operational control (code 701, prior to the carriage of passengers). The cause was determined to be loose connection in the motor. The vessel reconnected the loose wire and performed several operational tests to ensure the issue was secure. Coast Guard witnessed corrected deficiencies and the operational code was cleared. Case closed.</p>
<p>Operational Control (09JUL2023): A U.S. flagged small passenger vessel experienced a fuel oil leak while underway and was issued an operational control (code 701, prior to the carriage of passengers). The cause was determined to be a ruptured high fuel pressure line. The line was replaced, and successful sea trials were conducted. Coast Guard witnessed corrected deficiency and the operational code was cleared. Case closed.</p>
<p>Operational Control (10JUL2023): A U.S. flagged small passenger vessel was inspected in Alameda, CA and was issued an operational control (code 701, prior to the carriage of passengers) due to an inoperable generator. The generator shut down during testing of the fire system and was unable to be restarted. The vessel made necessary repairs and the generator was inspected while operating. Coast Guard witnessed satisfactory operation of the port generator and the operational control was cleared. Case closed.</p>
<p>Operational Control (12JUL2023): A U.S. flagged small passenger vessel inspected in Emeryville, CA and was issued an operational control (code 701, prior to the carriage of passengers) for several insufficient operational items discovered during the inspection to include missing flares and improper wiring. The vessel replaced and repaired all operational items and Coast Guard witnessed all corrected deficiencies. Case closed.</p>
<p>Operational Control (13JUL2023): A foreign flagged tank vessel experienced a loss of propulsion while inbound to San Francisco and was issued a Captain of the Port (COTP) Order. The vessel was escorted by tugs to Anchorage 9 where they conducted repairs. Class witnessed corrected deficiencies and the COTP was lifted. Case closed.</p>
<p>Operational Control (17JUL2023): A U.S. flagged small passenger vessel was issued an operational control (code 60, prior to movement) for an expired Certificate of Inspection. Case pends.</p>
<p>Operational Control (17JUL2023): A U.S. flagged small passenger vessel reported their Starboard engine was smoking during transit and was issued an operational control (code 60, prior to movement). Case pends.</p>
<p>Operational Control (19JUL2023): A U.S. flagged offshore supply vessel was inspected during drydock in Alameda, CA and was issued an operational control (code 17, prior to departure) for a missing life raft. Case pends.</p>
<p>Operational Control (20JUL2023): A foreign flagged Ro-Ro vessel reported a CO2 leak in their No. 1 CO2 tank while inbound to San Francisco and was issued a Captain of the Port (COTP) Order. The vessel was allowed to enter port while maintaining a fire watch to cover the affected area onboard. The COTP was amended to allow the vessel to berth in SF while awaiting CO2 to refill the tank prior to departing. The leak was caused from a damaged valve during routine maintenance that allowed CO2 to leak inside of the tank space. After the No.1 CO2 tank was refilled, class witnessed the tank full, with no other discrepancies. The COTP was lifted. Case closed.</p>
<p>Operational Control (24JUL2023): A foreign flagged bulk carrier experienced a loss of propulsion when inbound to Richmond, CA and was issued a Captain of the Port (COTP) Order. The vessel was required to stay at berth until the cause was identified and repairs were made. A deteriorated spool seal caused air to internally leak causing the engine not to be able to start. Repairs were made and the engine was satisfactorily tested. Class witnessed the corrected deficiencies and the COTP was lifted. Case closed.</p>
<p>Operational Control (24JUL2023): A U.S. flagged small passenger vessel reported a loss of power while tied off to the pier in San Francisco, CA and was issued an operational control (code 701, prior to the carriage of passengers). Case pends.</p>
<p>Operational Control (25JUL2023): A U.S. flagged small passenger vessel was inspected in Sausalito, CA and was issued an operational control (code 701, prior to the carriage of passengers). The Starboard engine had limited propulsion due to a default code on the battery bank that crewmembers were unable to clear. Case pends.</p>
<p>Operational Control (27JUL2023): A foreign flagged containership experienced a loss of propulsion when inbound to San Francisco and was issued a Captain of the Port (COTP) Order. The vessel was escorted to Anchorage 9 by 04 assisting tugs, where it was required to identify the cause of the LOP and make necessary repairs. The cause was identified as the No.3 generator oil mist detector alarm. This alarm caused the No.3 generator to shut down, causing a loss of power to the main engine. The vessel made effective repairs to the oil mist detector. Class witnessed corrected deficiencies and the COTP was lifted. Case closed.</p>
<p>Operational Control (28JUL2023): A U.S. flagged inspected towing vessel was inspected and found not to be fit for service during an annual external survey and was issued an operational control (code 60, prior to movement). Case pends.</p>

**NAVIGATIONAL SAFETY**

Letter of Deviation (LOD), Inoperable Gyro Compass (26JUL2023): A foreign flagged container ship was issued an inbound LOD for an inoperable gyrocompass. Vessel conducted repairs and the LOD was lifted. Case closed.

**SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES**

Letter of Warning (16JUL23): IMD received notification of a vessel discharging diesel through its bilge pump at Tower Park Marina. The marina deployed sorbent boom and pads around vessel. Responsible party stated they had insurance and started a claim. Contractors were hired to remove pollution and product from vessel's bilge. Source of pollution was secured, IMD issued a Notice of Federal Interest and Letter of Warning. Case Closed.

Letter of Warning (22JUL23): IMD received notification of a commercial fishing vessel that sank at its slip in Pillar Point Harbor. The harbor deployed sorbent boom and pads around vessel. Owner did not have the means to pay for the removal of product from his vessel, USCG took over the response from the harbor. Contractors were hired to remove the sunken vessel and pollution. The source of pollution for this incident was secured, IMD issued a Notice of Federal Interest and Letter of Warning. Case Closed.



<b>PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS</b>			
<b>July 2023</b>			
<b>PORT SAFETY CATEGORIES*</b>	<b>Jul-2023</b>	<b>Jul-2022</b>	<b>**3yr Avg</b>
<b>Total Number of Port State Control Detentions:</b>	<b>0</b>	<b>0</b>	<b>0.08</b>
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
<b>Total Number of COTP Orders:</b>	<b>4</b>	<b>4</b>	<b>3.19</b>
Navigation Safety (4), Port Safety & Security (0), ANOA (0)			
<b>Marine Casualties (reportable CG 2692) within SF Bay:</b>	<b>10</b>	<b>8</b>	<b>6.61</b>
Allision (2), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (4), Personnel (3), Other (0), Power (1)			
<b>Total Number of (routine) Navigation Safety issues/Letters of Deviation:</b>	<b>1</b>	<b>2</b>	<b>2.39</b>
Radar (0), Gyro (1), Steering (0), Echo Sounder (0), AIS (0)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
<b>Reported or Verified "Rule 9" or other Navigational Rule Violations:</b>	<b>0</b>	<b>0</b>	<b>0.08</b>
<b>Significant Waterway events/Navigation related Cases:</b>	<b>0</b>	<b>0</b>	<b>0.00</b>
<b>Total Port Safety (PS) Cases opened</b>	<b>15</b>	<b>14</b>	<b>12.36</b>
<b>MARINE POLLUTION RESPONSE</b>			
<b>Pollution Discharge Sources (Vessels)</b>	<b>Jul-2023</b>	<b>Jul-2022</b>	<b>**3yr Avg</b>
U.S. Commercial Vessels	0	1	0.47
Foreign Freight Vessels	0	0	0.08
Public Vessels	1	0	0.83
Commercial Fishing Vessels	2	1	0.56
Recreational Vessels	16	6	6.83
<b>Pollution Discharge Sources (Facilities)</b>	<b>Jul-2023</b>	<b>Jul-2022</b>	<b>**3yr Avg</b>
Regulated Waterfront Facilities	0	2	0.28
Regulated Waterfront Facilities - Fuel Transfer	1	0	0.06
Other Land Sources	7	3	3.08
Mystery Spills - Unknown Sources	4	3	5.08
<b>Number of Pollution Incidents (By Spill Size)</b>	<b>Jul-2023</b>	<b>Jul-2022</b>	<b>**3yr Avg</b>
Spills < 10 gallons	15	14	9.14
Spills 10 - 100 gallons	6	1	1.67
Spills 100 - 1000 gallons	1	0	0.33
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	9	3	5.67
<b>Total Pollution Incidents</b>	<b>31</b>	<b>18</b>	<b>16.81</b>
<b>Oil Discharge/Hazardous Materials Release Volumes by Spill Size</b>	<b>Jul-2023</b>	<b>Jul-2022</b>	<b>**3yr Avg</b>
Estimated spill amount from U.S. Commercial Vessels	0.00	1.00	2.94
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.28
Estimated spill amount from Public Vessels	0.75	0.00	6.94
Estimated spill amount from Commercial Fishing Vessels	3.00	1.00	10.97
Estimated spill amount from Recreational Vessels	150.00	12.00	84.64
Estimated spill amount from Regulated Waterfront Facilities	0.00	2.00	22.56
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	1.00	0.00	0.06
Estimated spill amount from Other Land Sources	160.00	31.00	54.58
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
<b>Total Oil Discharge and/or Hazardous Materials Release (Gallons)</b>	<b>314.75</b>	<b>47.00</b>	<b>182.97</b>
<b>Penalty Actions</b>	<b>Jul-2023</b>	<b>Jul-2022</b>	<b>**3yr Avg</b>
Civil Penalty Cases	0	0	0.03
Notice of Violations	0	0	0.50
Letters of Warning	8	8	5.19
<b>Total Penalty Actions</b>	<b>8</b>	<b>8</b>	<b>5.72</b>
* NOTE: Values represent all cases within the HSC jurisdiction during the period. Significant cases are detailed in the narrative.			
** NOTE: Values represent an average month over a 36 month period for the specified category of information.			

**SIGNIFICANT PORT SAFETY AND SECURITY CASES (AUGUST 2023)****MARINE CASUALTIES**

**Passenger Injury (07AUG2023):** A foreign flagged passenger ship had a passenger injury onboard the vessel while moored at Pier 27. The passenger fell and suffered femur fracture. Passenger was transferred to local hospital for treatment. Case closed.

**Reduction of Propulsion (08AUG2023):** A U.S. flagged small passenger vessel experienced a reduction of propulsion while enroute to their homeport in Alameda, CA. The root cause for the vessel's reduction of propulsion was identified as missing electrical cable linking the pilothouse battery bank to port side engine room. Coast Guard attended the vessel, inspected repairs, and witnessed a successful sea trial. Loss of propulsion was not attributed to fuel switching. Case closed.

**Crewmember Injury (10AUG2023):** A U.S. flagged small passenger vessel reported a crew injury onboard the vessel while moored at Pier #3. The crewmember broke their right foot while descending the stairs. The crewmember was transferred to a local hospital for treatment. The vessel did not have any manning concerns. Case closed.

**Loss of Propulsion (10AUG2023):** A U.S. flagged inspected towing vessel experienced a loss of propulsion while transiting in the vicinity of Roe Island. The vessel's loss of propulsion was due to a fuel leak from the port main engine during operations from port side engine fuel pump. Coast Guard attended the vessel and witnessed satisfactory operation of the replaced port side engine fuel pump. Loss of propulsion was not attributed to fuel switching. Case closed.

**Reduction of Propulsion (13AUG2023):** A foreign flagged bulk carrier experienced reduction in propulsion while transiting to Richmond Harbor. The vessel could not reach its' full RPM capabilities and was directed to Anchorage 8. The vessel is to make repairs prior to departure and to the satisfaction of the attending flag representative or attending class society surveyor. Case pends.

**Loss of Propulsion (16AUG2023):** A U.S. flagged small passenger vessel reported a loss of propulsion at Pier 33. The vessel was able to successfully diagnose the cause of the loss of propulsion, a faulty starboard propulsion inverted module. Vessel performed successful propulsion test to the satisfaction of the attending marine inspector. Case closed.

**Loss of Propulsion (18AUG2023):** A U.S. flagged inspected towing vessel reported a loss of propulsion while towing two barges in the vicinity of Southampton Shoal Light. The barges were not carrying dangerous cargo and an assist tug was immediately called upon. The vessel refueled, bled all lines, primed fuel filters, and ran engines under load for 20 minutes to the satisfaction of the attending Marine Inspector. Case closed.

**Equipment Failure (22AUG2023):** A U.S. flagged small passenger vessel reported an equipment failure in the vicinity of Vallejo Ferry Terminal. The vessel reported a leak in the coolant expansion tank for the port main diesel engine. The vessel disembarked passengers in order to conduct immediate repairs. The vessel replaced the existing faulty coolant tank with a new tank. Case closed.

**Equipment Failure (23AUG2023):** A foreign flagged tank vessel experienced a fire in the emergency generator space while conducting a Port State Control Exam. Crewmembers extinguished the fire utilizing a portable fire extinguisher, with no injuries to the crew. The vessel maintained a crewmember in the vicinity of the emergency generator room as the emergency generator automatic start function was disabled. The vessel was able to conduct adequate repairs to the satisfaction of the attending classification society inspector. Case closed.

**Loss of Propulsion (30AUG2023):** A U.S. flagged small passenger vessel experienced a loss of propulsion near the vicinity of Pier 33. Vessel reported loss of starboard main engine while underway to Alcatraz Island when the incident occurred. The vessel returned to Pier 33 with passengers onboard. Case pends.

### VESSEL SAFETY CONDITIONS

Operational Control (01AUG2023): A U.S. flagged small passenger vessel was issued an operational control (code 701, prior to the carriage of passengers) for failing to undergo a drydock examination within the required time frame, in addition to an inoperable port engine. Case pends.
Operational Control (08AUG2023): A U.S. flagged small passenger vessel was issued an operational control (code 701, prior to the carriage of passengers) for experiencing a reduction in propulsion due to the port engine shutting down while enroute to the vessel's homeport of Alameda, CA. Coast Guard witnessed satisfactory repairs sea trials. Operational control lifted. Case closed.
Operational Control (10AUG2023): A U.S. flagged inspected towing vessel was issued an operational control (code 701, prior to carriage of cargo) for experiencing a fuel leak from the port main engine during operations from port side engine fuel pump. Deficiency corrected by replacing port side engine fuel pump. Operational control lifted. Case closed.
Operational Control (13AUG2023): A foreign flagged bulk carrier was issued an operational control (code 17, prior to departure) after experiencing reduction in propulsion while enroute to Richmond Harbor. The vessel could not reach its' full RPM capabilities and was directed to Anchorage 8. Case pends.
Operational Control (15AUG2023): A U.S. flagged small passenger vessel was issued an operational control (code 701, prior to carriage of passengers) for pinhole leaks discovered in fire main piping. Vessel corrected deficiencies by replacing wasted piping and conducted pressure test. Operational control cleared. Case closed.
Operational Control (16AUG2023): A U.S. flagged small passenger vessel was issued an operational control (code 60, prior to movement) for experiencing a loss of propulsion while at San Francisco Pier 33. The vessel identified a faulty starboard propulsion inverter module and performed a successful propulsion test to the satisfaction of the attending marine inspector. Operational control lifted. Case closed.
Operational Control (17AUG2023): A U.S. flagged inspected towing vessel was issued an operational control (code 701, prior to carriage of cargo) for failing to undergo a drydock examination within the required time frame. Case pends.
Operational Control (17AUG2023): A U.S. flagged inspected towing vessel was issued an operational control (code 701, prior to carriage of cargo) for failing to undergo an annual inspection. Vessel corrected deficiency by conducting an annual inspection. Operational control lifted. Case closed.
Operational Control (17AUG2023): A U.S. flagged inspected towing vessel was issued an operational control (code 60, prior to movement) for a loss of propulsion. Vessel corrected deficiency by refueling, bleeding all lines, priming fuel filters, and running engines under load for 20 minutes to the satisfaction of the Marine Inspector. Operational control lifted. Case closed.
Operational Control (22AUG2023): A U.S. flagged small passenger vessel was issued an operational control (code 701, prior to carriage of passengers) for a pinhole leak on the port main engine expansion tank. Crew replaced the expansion tank and conducted satisfactory dock trials. Operational control lifted. Case closed.
Operational Control (23AUG2023): A foreign flagged chemical tank vessel was issued an operational control (code 17, prior to departure) as the vessel experienced a fire in the emergency generator while conducting a Port State Control Exam. The vessel crewmembers extinguished the fire with a portable fire extinguisher. Class inspector witnessed adequate repairs to the vessel's emergency generator. Operational control lifted. Case closed.
Operational Control (23AUG2023): A U.S. flagged small passenger vessel was issued an operational control (code 701, prior to carriage of passengers) as vessel did not have fire buckets onboard. Vessel promptly obtained fire buckets. Operational control lifted. Case closed.
Operational Control (25AUG2023): A U.S. flagged small passenger vessel was issued an operational control (code 701, prior to carriage of passengers) as the vessel received a high temp alarm for the port engine due to a closed raw water valve. Case pends.
Operational Control (30AUG2023): A U.S. flagged small passenger vessel was issued an operational control (code 701, prior to carriage of passengers) as vessel reported loss of propulsion in the starboard main engine. The vessel returned to Pier 33. Case pends.
Operational Control (31AUG 2023): Vessel was issued an operational control (code 60, prior to movement) for failing to undergo a drydock examination within the required time frame. Case pends.
Operational Control (31AUG2023): A U.S. flagged small passenger vessel was issued an operational control (code 701, prior to carriage of passengers) due to hole in the firemain. Case pends.

NAVIGATIONAL SAFETY	
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NSTR	
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SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES	
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Letter of Warning (08AUG2023): Pittsburg Marina notified IMD of a submerged recreational vessel at a private dock causing a sheen to form in the San Joaquin River. IMD team contacted the owner of the vessel and the owner of the private dock. The dock owner offered to pay for contractors to remove the vessel and conduct pollution cleanup. IMD contacted the Pittsburg Police Marine Unit to assist in deploying soft boom and padding around the sunken vessel. Contractors later lifted the vessel and removed pollution. IMD issued a Notice of Federal Interest and a Letter of Warning. Case Closed.	
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Letter of Warning (25-26AUG23): On 25AUG23 IMD received notification of a commercial fishing vessel hard aground at Zmudowski Beach. IMD met the vessel owner on scene and confirmed no sign of pollution at that time. The owner stated they had the means to remove the vessel and tow it to Moss Landing Boat Works later that evening. The vessel later took on water and capsized while under tow. Once the vessel arrived at the marina, the Harbor Master placed a hard boom and absorbent boom around the vessel. The next day on 26AUG23 the vessel discharged 1 gallon of oil into Elkhorn Slough. Pollution was immediately contained and removed by the Harbor Master. IMD issued a Notice of Federal Interest and a Letter of Warning. Case Closed.	
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<b>PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS</b>			
<b>August 2023</b>			
<b>PORT SAFETY CATEGORIES*</b>	<b>Aug-2023</b>	<b>Aug-2022</b>	<b>**3yr Avg</b>
<b>Total Number of Port State Control Detentions:</b>	<b>0</b>	<b>0</b>	<b>0.08</b>
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
<b>Total Number of COTP Orders:</b>	<b>5</b>	<b>4</b>	<b>3.31</b>
Navigation Safety (4), Port Safety & Security (1), ANOA (0)			
<b>Marine Casualties (reportable CG 2692) within SF Bay:</b>	<b>8</b>	<b>10</b>	<b>6.75</b>
Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (1), Sinking (0)			
Steering (0), Propulsion (4), Personnel (0), Other (3), Power (0)			
<b>Total Number of (routine) Navigation Safety issues/Letters of Deviation:</b>	<b>0</b>	<b>1</b>	<b>2.28</b>
Radar (0), Gyro (0), Steering (0), Echo Sounder (0), AIS (0)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
<b>Reported or Verified "Rule 9" or other Navigational Rule Violations:</b>	<b>0</b>	<b>0</b>	<b>0.06</b>
<b>Significant Waterway events/Navigation related Cases:</b>	<b>0</b>	<b>0</b>	<b>0.00</b>
<b>Total Port Safety (PS) Cases opened</b>	<b>13</b>	<b>15</b>	<b>12.47</b>
<b>MARINE POLLUTION RESPONSE</b>			
<b>Pollution Discharge Sources (Vessels)</b>	<b>Aug-2023</b>	<b>Aug-2022</b>	<b>**3yr Avg</b>
U.S. Commercial Vessels	0	0	0.47
Foreign Freight Vessels	1	0	0.11
Public Vessels	2	4	0.86
Commercial Fishing Vessels	2	1	0.61
Recreational Vessels	8	5	6.89
<b>Pollution Discharge Sources (Facilities)</b>	<b>Aug-2023</b>	<b>Aug-2022</b>	<b>**3yr Avg</b>
Regulated Waterfront Facilities	0	0	0.28
Regulated Waterfront Facilities - Fuel Transfer	0	1	0.06
Other Land Sources	7	9	3.11
Mystery Spills - Unknown Sources	0	16	5.00
<b>Number of Pollution Incidents (By Spill Size)</b>	<b>Aug-2023</b>	<b>Aug-2022</b>	<b>**3yr Avg</b>
Spills < 10 gallons	20	13	9.31
Spills 10 - 100 gallons	0	1	1.61
Spills 100 - 1000 gallons	0	0	0.33
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	0	8	5.67
<b>Total Pollution Incidents</b>	<b>20</b>	<b>22</b>	<b>16.92</b>
<b>Oil Discharge/Hazardous Materials Release Volumes by Spill Size</b>	<b>Aug-2023</b>	<b>Aug-2022</b>	<b>**3yr Avg</b>
Estimated spill amount from U.S. Commercial Vessels	0.00	0.00	2.94
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.28
Estimated spill amount from Public Vessels	1.25	4.00	6.94
Estimated spill amount from Commercial Fishing Vessels	0.50	15.00	10.99
Estimated spill amount from Recreational Vessels	11.25	2.00	84.40
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	22.56
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	1.00	0.06
Estimated spill amount from Other Land Sources	2.00	2.00	52.97
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
<b>Total Oil Discharge and/or Hazardous Materials Release (Gallons)</b>	<b>15.00</b>	<b>24.00</b>	<b>181.14</b>
<b>Penalty Actions</b>	<b>Aug-2023</b>	<b>Aug-2022</b>	<b>**3yr Avg</b>
Civil Penalty Cases	0	0	0.03
Notice of Violations	0	0	0.50
Letters of Warning	3	4	5.14
<b>Total Penalty Actions</b>	<b>3</b>	<b>4</b>	<b>5.67</b>
* NOTE: Values represent all cases within the HSC jurisdiction during the period. Significant cases are detailed in the narrative.			
** NOTE: Values represent an average month over a 36 month period for the specified category of information.			

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

**Report of the  
U.S. Army Corps of Engineers, San Francisco District  
September 14, 2023**

**1. CORPS O&M DREDGING PROGRAM**

**The FY23 dredging program has entered the construction phase with six of the seven planned projects having been awarded.** Funding is 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** – Bid Opening was held on May 26 with contract award to The Dutra Group on June 8. **Dredging started on July 7; however, the contractor demobilized at the end of August to start work on the Sacramento Deep Water Ship Channel and then the Suisun Bay Channel project. Once those two are completed, they will return to Richmond Inner Harbor to complete the dredging.**
- b. **Oakland Harbor** – Bid Opening was held on June 2 with contract award to Manson Construction on June 16. **Dredging started on August 7; estimated completion on or about January 1.**
- c. **San Joaquin River (Port of Stockton)** – Bid Opening was held on June 28 with contract award to Ross Island Sand & Gravel on July 7. **Dredging started on July 28; estimated completion on or about November 30.**
- d. **Sacramento River Deep Water Ship Channel** – Bid Opening was held on July 7 with contract award to The Dutra Group on July 21. **Dredging started on August 31; estimated completion on or about September 30.**
- e. **Redwood City Harbor** – Bid opening was held on August 7. **Both bids were over twice the Government Estimate, and the Government determined the contract was not awardable due to insufficient funds. A new solicitation with a revised scope of work is scheduled to be advertised around mid-September.**
- f. **Maritime Administration (MARAD) Suisun Bay Reserve Fleet (SBRF)** – Bid opening was held on August 14 with contract award to Pacific Dredge on August 21. **Dredging is estimated to start on or about September 25.** This is not a standard Corps dredging project – the Maritime Administration has requested Corps support in dredging areas at their small boat slips in Suisun Bay.
- g. **Suisun Bay Channel (and New York Slough)** – Bid opening was held on July 24 with contract award to Camenzind-Dutra JV on August 4. **Dredging is estimated to start following completion of Sacramento, on or about September 18.**

- h. SF Main Ship Channel** – The Government Hopper Dredge Essayons arrived on station and started dredging on May 28. **Following dry-dock repairs in early June, the Essayons returned to the Main Ship Channel on July 14 to resume dredging operations. The Essayons worked in the MSC until July 22, then moved to Pinole Shoal.**
- i. San Pablo Bay (Pinole Shoal)** – **Following completion of the Main Ship Channel, the Essayons moved to Pinole Shoal on July 22 and dredged there over the next 9 days completing the project on July 31. Essayons then departed the Bay Area and returned to Portland.**
- 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:** 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 July was 58.5 tons. Dillard: 31 tons; Raccoon: 27.5 tons. Average debris removal for July from 2013 to 2022 is 33 tons (Range: 8 – 128.5). Debris removal for August was 20.5 tons. Dillard: 41.5 tons, including 3 abandoned vessels; Raccoon: 28 tons, including 1 abandoned vessel. Average debris removal for August from 2013 to 2022 is 48 tons (Range: 5 – 89).

**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	0.8	32	0	32.8
JUN	4	16.5	0	20.5
JUL	27.5	31	0	58.5
AUG	28	41.5	0	69.5
SEP				
OCT				
NOV				
DEC				

YR TOTAL
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<b>502.8</b>
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#### 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. **A Draft IFR/EA and a 404(b)(1) analysis is now included as appendix A-3 of the Feasibility Study. A complete list of updates from the initial Draft IFR/EA is in the executive summary of the 2<sup>nd</sup> Draft IFR/EA. The Study is scheduled to be completed in Jan 2024 and the Chief's Report is scheduled to be completed end of May 2024.**

**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), Regional Analysis, and Ecological Modeling and Benefits Analysis and Decision Support efforts have begun. **The USACE Plan Formulation process has led to a draft array of alternatives to compare and ultimately for a recommended plan for the FY25+ dredging program, until the next annual update pending funding (likely FY25). Information on the RDMMP and latest outreach meetings and notes can be found on our website here:**

<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 June 29 and July 1, 2023.  
**Oakland Inner Harbor (Brooklyn Basin):** Condition survey of 15-20 January 2021.  
**Oakland Outer Harbor:** Condition survey of June 29, 2023.  
**Petaluma River (Across-the-Flats):** Condition survey of August 9, 2023.  
**Petaluma River (Main Channel):** Condition survey of August 24, 2023.  
**Petaluma River (Extended Channel):** Condition survey of November 2-4, 2022.  
**Pinole Shoal Channel:** Condition survey of June 8, 13-14, 2023  
**Redwood City Harbor:** Condition survey of July 13-14, 2023.  
**Richmond Inner Harbor:** Condition survey of June 15-16, 2023.  
**Richmond Inner Harbor (Santa Fe Channel):** Condition survey of November 28, 2022.  
**Richmond Outer Harbor (Longwharf):** Condition survey of July 18, 2023.  
**Richmond Outer Harbor (Southampton Shoal):** Condition survey of July 25, 2023.  
**Sacramento River Deep Water Ship Channel:** Condition survey of July 29-31, 2023.  
**San Bruno Shoal:** Condition survey of July 14 and 20, 2023.  
**San Francisco Main Ship Channel:** Condition survey of July 27–August 9, 2023.  
**San Leandro Marina (and Channel):** Condition survey of March 30 and April 1, 2015.  
**San Rafael (Across-the-Flats):** Condition survey of August 17, 2023.  
**San Rafael (Creek):** Condition survey of August 17, 2023.  
**Stockton Ship Channel:** Condition survey of July 27-29, 2023.  
**Suisun Bay Channel:** Condition survey of August 28-29, 2023.  
**Suisun Bay Channel (Bullshead Reach):** Condition survey of August 28-29, 2023.  
**Suisun Bay Channel (New York Slough):** Condition survey of August 28-29, 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 26, 2023.  
**SF-09 (Carquinez):** Condition survey of July 6, 2023.  
**SF-10 (San Pablo Bay):** Condition survey of July 6, 2023.  
**SF-11 (Alcatraz Island):** Condition survey of August 24, 2023.  
**SF-16 (Suisun Bay Disposal Site):** Condition survey of July 12, 2023.  
**SF-17 (Ocean Beach Disposal Site):** Condition survey of May 26, 2023.

**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 **8 SEP 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									
<b>CONTRACT CLAMSHELL OR CUTTERHEAD PIPELINE</b>																		
Richmond Inner Harbor	26-MAY (A)	8-JUN (A)			■	■	■	▨	■	▨					475 Kcy	Clam Shell	BU	
Oakland Harbor	2-JUN (A)	16-JUN (A)			■	■	■	▨							725 Kcy	Clam Shell	BU	
San Joaquin River (Port of Stockton)	28-JUN (A)	7-JUL (A)				■	■	■	▨						140 Kcy	Cutterhead or Clamshell	Various Upland	
Sacramento River (30 Foot Project)	7-JUL (A)	21-JUL (A)				■	■	■	▨	■					35 Kcy	Cutterhead or Clamshell	Various Upland	
Suisun Bay Channel	24-JUL (A)	4-AUG (A)				■	■	■	▨	■					10 Kcy 86.5 Kcy	Clam Shell	BU SF-16	
Redwood City Harbor	16-OCT	30-OCT				■	■			■	■	▨			300 Kcy 100 Kcy	Clam Shell	1122 Pilot SF-11 SF-DODS	
MARAD SBRF Dredging	14-AUG (A)	21-AUG (A)				■	■	■	▨						90 Kcy	Clam Shell	BU	
<b>WEST COAST HOPPER CONTRACT</b>																		
Humboldt Bar & Entrance Channels	3-Apr	13-Apr		■		■		Deleted from WCH Contract								300 Kcy	WCHC (Portland)	HOODS
<b>GOVERNMENT HOPPER</b>																		
Humboldt Interior Channels	N/A	N/A		YAO	■										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	

\* Program execution is based on the FY23 President's Budget, FY23 Workplan, and carryover funds.

Date of Last Update: 9/8/2023

   	Solicitation Bid Opening Contract Award Hopper Dredging	  	Environmental Window Mobilization Dredging
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**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	08-09-2023	2000	4.96	55	50.1	55.1	55.2	53.9
Redwood City Harbor Redwood City Harbor	08-17-2023	300 943	3.94	30	22.4	25.7	24.1	20.6
Richmond Inner Harbor Entrance Channel	06-28-2023	809 1021	0.96	38	No Data	No Data	No Data	36.3
Richmond Inner Harbor Approach Channel	06-15-2023	809 1201	3.09	38	33.8	35.1	35.9	34.5
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	07-25-2023	600 1291	3.25	45	40.4	44.7	44.5	42.7
Richmond Outer Harbor Longwharf Turning Basin	07-18-2023	2188 5598	0.88	45	31.2	No Data	No Data	No Data
San Rafael ATF Across the Flats	08-17-2023	100	2.25	8	6.0	6.1	6.6	5.5
San Rafael River Inner Canal Channel	08-17-2023	60 160	1.55	6	4.4	4.9	4.7	5.0
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	06-29-2023	544 1997	4.62	50	47.5	48.4	48.4	46.9

REPORT OF CHANNEL CONDITIONS  
400 FEET WIDE OR GREATER

Page 2 of 2  
Date 9/8/2023

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 Oakland Outer Channel	06-29-2023	296 1761						
Humboldt Bay Bar and Entrance Channel	06-29-2023	500 2113	2.52	50	46.4	48.2	48.7	47.8
Humboldt Bay Eureka Channel	06-29-2023	400 416	1.69	26	2.0	3.7	12.1	6.6
Humboldt Bay Fields Landing Channel	06-29-2023	300 770	2.35	26	12.5	26.8	25.3	20.8
Humboldt Bay North Bay Channel	06-29-2023	400 657	3.04	38	33.2	37.7	36.3	18.6
Humboldt Bay Samoa Channel	06-29-2023	400 1000	1.83	38	32.9	35.2	34.2	17.2
Pinole Shoal Channel Pinole Shoal Channel	08-08-2023	600 1644	10.40	35	26.7	36.3	36.1	33.9
Suisun Bay Channel Suisun Bay (0+00 to 150+00)	08-28-2023	300	2.84	35	36.6	36.7	36.8	35.9
Suisun Bay Channel Suisun Bay (150+00 to 733+45)	08-28-2023	300	11.10	35	33.1	34.5	33.6	25.7
Suisun Bay Channel Anchorage Suisun Bay Channel Anchorage	01-17-2023	400	0.90	35	34.4	No Data	No Data	No Data
New York Slough New York Slough (0+00 to 232+03)	08-28-2023	400 411	4.42	35	32.3	33.0	34.0	33.4

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	07-20-2023	500	5.66	30	28.7	30.8	31.5	30.2
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	07-21-2023	500 1424	1.71	40	30.9	36.8	37.1	23.9
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





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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](mailto:hsc@sfmtx.org)

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## San Francisco Clearinghouse Report

September 14, 2023

- ✎ In July and August, the clearinghouse did not contact OSPR regarding any possible escort violations.
- ✎ In July and August, 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 July there were 103 tank vessel arrivals; 14 ATBs, 8 Chemical Tankers, 12 Chemical/Oil Tankers, 27 Crude Oil Tankers, 26 Product Tankers, and 16 Tugs with Barges. In July there were 268 total vessel arrivals.
- ✎ In August there were 107 tank vessel arrivals; 12 ATBs, 5 Chemical Tankers, 15 Chemical/Oil Tankers, 29 Crude Oil Tankers, 1 LPG, 30 Product Tankers, and 15 Tugs with Barges. In August there were 265 total vessel arrivals.

# San Francisco Bay Clearinghouse Report For July 2023

## San Francisco Bay Region Totals

	<u>2023</u>		<u>2022</u>	
Tanker arrivals to San Francisco Bay	73		57	
ATB arrivals	14		16	
Barge arrivals to San Francisco Bay	16		10	
Total Tanker and Barge Arrivals	103		83	
Tank ship movements & escorted barge movements	342		264	
Tank ship movements	215	62.87%	172	65.15%
Escorted tank ship movements	166	48.54%	142	53.79%
Unescorted tank ship movements	49	14.33%	30	11.36%
Tank barge movements	127	37.13%	92	34.85%
Escorted tank barge movements	17	4.97%	12	4.55%
Unescorted tank barge movements	110	32.16%	80	30.30%

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

Escorts reported to OSPR 0 0

<b>Movements by Zone</b>	<b>Zone 1</b>	<b>%</b>	<b>Zone 2</b>	<b>%</b>	<b>Zone 4</b>	<b>%</b>	<b>Zone 6</b>	<b>%</b>	<b>Total</b>	<b>%</b>
Total movements	209		328		0		142		679	
Unescorted movements	86	41.15%	148	45.12%	0	0.00%	61	42.96%	295	43.45%
Tank ships	58	27.75%	99	30.18%	0	0.00%	55	38.73%	212	31.22%
Tank barges	28	13.40%	49	14.94%	0	0.00%	6	4.23%	83	12.22%
Escorted movements	123	58.85%	180	54.88%	0	0.00%	81	57.04%	384	56.55%
Tank ships	117	55.98%	164	50.00%	0	0.00%	76	53.52%	357	52.58%
Tank barges	6	2.87%	16	4.88%	0	0.00%	5	3.52%	27	3.98%

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 August 2023

## San Francisco Bay Region Totals

	<u>2023</u>		<u>2022</u>	
Tanker arrivals to San Francisco Bay	80		57	
ATB arrivals	12		18	
Barge arrivals to San Francisco Bay	15		11	
Total Tanker and Barge Arrivals	107		86	
Tank ship movements & escorted barge movements	363		297	
Tank ship movements	217	59.78%	170	57.24%
Escorted tank ship movements	174	47.93%	147	49.49%
Unescorted tank ship movements	43	11.85%	23	7.74%
Tank barge movements	146	40.22%	127	42.76%
Escorted tank barge movements	23	6.34%	15	5.05%
Unescorted tank barge movements	123	33.88%	112	37.71%

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

Escorts reported to OSPR 0 0

<b>Movements by Zone</b>	<b>Zone 1</b>	<b>%</b>	<b>Zone 2</b>	<b>%</b>	<b>Zone 4</b>	<b>%</b>	<b>Zone 6</b>	<b>%</b>	<b>Total</b>	<b>%</b>
Total movements	214		345		0		156		715	
Unescorted movements	82	38.32%	152	44.06%	0	0.00%	64	41.03%	298	41.68%
Tank ships	60	28.04%	110	31.88%	0	0.00%	55	35.26%	225	31.47%
Tank barges	22	10.28%	42	12.17%	0	0.00%	9	5.77%	73	10.21%
Escorted movements	132	61.68%	193	55.94%	0	0.00%	92	58.97%	417	58.32%
Tank ships	126	58.88%	172	49.86%	0	0.00%	83	53.21%	381	53.29%
Tank barges	6	2.80%	21	6.09%	0	0.00%	9	5.77%	36	5.03%

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	540		706	
ATB arrivals	105		177	
Barge arrivals to San Francisco Bay	100		129	
Total Tanker and Barge Arrivals	745		1,012	
Tank ship movements & escorted barge movements	2,650		3,363	
Tank ship movements	1,541	58.15%	1,999	59.44%
Escorted tank ship movements	1,233	46.53%	1,596	47.46%
Unescorted tank ship movements	308	11.62%	403	11.98%
Tank barge movements	1,109	41.85%	1,364	40.56%
Escorted tank barge movements	140	5.28%	171	5.08%
Unescorted tank barge movements	969	36.57%	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

<b>Movements by Zone</b>	<b>Zone 1</b>	<b>%</b>	<b>Zone 2</b>	<b>%</b>	<b>Zone 4</b>	<b>%</b>	<b>Zone 6</b>	<b>%</b>	<b>Total</b>	<b>%</b>
Total movements	1,483		2,566		0		1,043		5,092	
Unescorted movements	629	42.41%	1,211	47.19%	0	0.00%	475	45.54%	2,315	45.46%
Tank ships	488	32.91%	911	35.50%	0	0.00%	416	39.88%	1,815	35.64%
Tank barges	141	9.51%	300	11.69%	0	0.00%	59	5.66%	500	9.82%
Escorted movements	854	57.59%	1,355	52.81%	0	0.00%	568	54.46%	2,777	54.54%
Tank ships	797	53.74%	1,222	47.62%	0	0.00%	511	48.99%	2,530	49.69%
Tank barges	57	3.84%	133	5.18%	0	0.00%	57	5.47%	247	4.85%

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.



STATE OF CALIFORNIA  
THE NATURAL RESOURCES AGENCY

July 27, 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 Vice Chair  
Barge Operators (Primary)  
Barge Operators (Alternate)  
Commercial Fishing (Alternate)  
Dry Cargo Vessel Operators II (Alternate)  
Labor Organizations (Alternate)  
Port Authorities – Redwood City (Primary)  
Port Authorities – Redwood City (Alternate)  
Tanker Ship Operator (Alternate)  
Tug Operators (Alternate)

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](mailto:michael.zamora@wildlife.ca.gov), or by telephone at (916) 215-3749.