

# 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

November 9, 2023

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

The Embarcadero, San Francisco, 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 10:07.

**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: **John Fadeeff** (M), Chevron Shipping Co.; **Jeff Ferguson** (M), NOAA; **Patrick Forrester** (A), Port of San Francisco; **Kathi George** (A), The Marine Mammal Center; **Scott Grindy** (M), San Francisco Small Craft Harbor; **Capt. Tony Heeter** (M), Blue and Gold Fleet; **Troy Hosmer** (M), Port of Oakland; **Capt. Taylor Lam** (M), United States Coast Guard; **Capt. Paul Ruff** (M), San Francisco Bar Pilots; **Randy Scott** (M), Port of Benicia; **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 October 12, 2023, meeting was made and seconded. The minutes were approved without dissent.

### Comments by the Chair- Scott Humphrey

Welcomed the committee members and audience.

### Coast Guard Report- Capt. Taylor Lam

- There was recent protest activity at the Port of Oakland MARAD berths. Several protesters breached the security perimeter and attempted to board a vessel. The protestors were detained, and a federal investigation is ongoing.
- The Asia-Pacific Economic Cooperation (APEC) Summit will be held in San Francisco on November 11-18. Many heads of economies are expected to attend, and security will be robust. Waterways will potentially be impacted due to the event.
- A Waterways Suitability Assessment is being conducted for the New York Slough, Stockton Deep Water Channel, and San Joaquin River. Information is provided in the Local Notice to Mariners and feedback is welcome.

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- New Year's Eve fireworks is a SEAR event and security planning is ongoing.
- LT William Harris read from the October- 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). The FY23 dredge season is concluding although dredging will continue past the work window for some projects including Redwood City Harbor, Oakland Harbor, and Richmond Inner Harbor. The FY24 dredge program will be released. Debris removal tonnage was below average for October. Surveys are posted and a channel condition report is included.

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

### **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. New HSC members will be appointed at the January 2024 meeting. Contact: [michael.zamora@wildlife.ca.gov](mailto:michael.zamora@wildlife.ca.gov)

### **NOAA Report- Jeff Ferguson**

- Read from the NOAA HSC Report for November 2023 (attached). All raster charts are scheduled for cancelation by the end of 2024. NOAA's Custom Chart Tool is available to convert ENC's into printable PDFs. Chart printing vendors are also available. The USCG is responsible for determining chart carriage requirements.
- Scott Humphrey advised mariners to take an ECDIS class to better understand ENC's.

## **State Lands Commission Report- (report attached)**

### **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. A new DCP was recently installed at the LB6 shore station which fixed stability issues, but a bad battery has kept the station offline. The LB4 and LB3 current meters also have failing batteries and replacement will be scheduled. Both wind sensors at the Richmond Point Potrero weather station were damaged and will be replaced. Data issues with the Amorco visibility sensor have been reported. Routine PORTS maintenance is ongoing.

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- 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 there is interest in expanding SF PORTS upriver into the delta. The PORTS Work Group along with the Bar Pilots and other stakeholders should consider the issue. Marcus Freeling advised that the PORTS Work Group address the type of sensors that would be most beneficial for navigation, station locations, and funding for station installation.

## **Report on the SFMX Extreme Climate Resilience Desk – Stas Margaronis, The Propeller Club**

- Stas Margaronis, The Propeller Club, gave a presentation to the committee on a proposed flooding, sea-level rise, and climate change resilience information clearinghouse to be run by the Marine Exchange. The Propeller Club in partnership with the Society of American Military Engineers (SAME) hosted the annual Storms, Flooding and Sea Level Defense Conference yesterday which highlighted the scope and impact of climate change. It was reported that sea level rise and flooding defense could cost over 100 billion dollars regionally. Major concerns include liquefaction in San Francisco, Oakland Airport flooding, and Redwood City Harbor dredging. Beneficial reuse of dredge material and wetland restoration are possible mitigations, but funding is an issue. It was reported by the NWS that melting of Antarctic ice could cause substantial sea level rise in coming decades. Potential earthquake subsidence increases flooding risk. Preparation and long-term planning are of primary importance. Monitoring systems such as PORTS are essential. It is proposed that the Marine Exchange collect and distribute flooding and sea level defense information to facilitate regional cooperation and increase extreme climate resiliency. A grant is being sought to fund the project. A draft proposal for the project is expected by January 2024. Input from the HSC is welcome.
- Scott Humphrey advised that nature-based solutions involving beneficial reuse of dredge material to restore wetlands can improve resiliency and protect the region from flooding.

## **Work Group Reports-**

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

**Navigation Work Group-** Capt. Paul Ruff: A swimming event incident involving a ship is under investigation. Fishing vessel flood lights impacting pilot visibility is an ongoing concern. The Port of Oakland protest incident highlights the importance of vessel security and agency cooperation. Capt. Lam advised that the fishing vessel lights issue will be addressed. An investigation is ongoing into the Port of Oakland incident.

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**Ferry Operations Work Group-** Capt. Tony Heeter: Bay Ferry VI post exercise training is ongoing. Oakland PD conducted active threat training and a VMAP course is being developed. Crab fishing season presents safety issues for ferry captains near the City Front. Scott Humphrey advised that ferry route information be included in the USCG Local Notice to Mariners. Capt. Lam advised that the USCG will address the issue. Capt. Heeter advised that the recent USCG Industry Day was successful. Work Group participants are requested to review ferry routing protocols and a meeting will be scheduled.

**Dredge Issues Work Group-** Jim Haussener (A), CMANC: Nothing to report.

**PORTS Work Group-** Troy Hosmer: Potential upriver expansion of SF PORTS will be considered.

**Prevention through People Work Group-** Scott Grindy: The next BAMO meeting is on December 7<sup>th</sup>. Marina dredging is a priority.

**Marine Mammal Work Group-** Kathi George: The Whale Safe buoy was recovered and will be redeployed. The USCG reported a dead whale near Vallejo which will be investigated. The Work Group met recently to consider recommendations to improve whale safety. Additional meetings will be scheduled to address ferry issues and best practices. Stakeholder input is welcome. The National Harbor Safety Conference is in March 2024.

## **Public Comment-**

- Ben Davis, Illuminate, gave a presentation to the committee on Illuminate's light art displays. The Bay Lights art installation on the Bay Bridge is close to meeting fundraising goals and will be returning soon. A laser cannon display is proposed during APEC where colored light is projected from the Ferry Building onto the Bay Bridge. Safety is a priority and planning input welcome. An operator will be onsite to turn off the lasers if necessary. Permission for the display is being sought from the USCG. Capt. Ruff advised that glare could impact ship pilots. The USCG advised that a written proposal is required and will be reviewed upon receipt. Impact on ferries could be a potential safety issue.
- Stas Margaronis advised that the Propeller Club is hosting a meeting on November 14<sup>th</sup> regarding Port of Oakland issues.

**Old Business- None**

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## **New Business-**

- Capt. Ruff advised that the Bar Pilots are hosting their annual Pilot Party on December 14<sup>th</sup> at Pier 9. Bikes and toys will be donated to the San Francisco Toy Drive.

## **Next Meeting-**

1000-1200, January 11, 2024  
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 11:25.

Respectfully submitted: Marine Exchange of the San Francisco Bay Region

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

**Loss of Propulsion (04OCT2023):** A U.S. flagged container vessel experienced a loss of propulsion while maneuvering into Oakland Inner Harbor. While the vessel was approaching the Schnitzer Steel Turning Basin, an order of dead slow astern was made from the bridge when a start air failure occurred. The vessel made temporary repairs to the remote air actuator valve. Class attended the vessel and witnessed satisfactory operation of the remote air actuator valve. Case closed.

**Equipment Failure (05OCT2023):** A foreign flagged tank vessel experienced an equipment failure while in transit from Port of Hueneme, CA. The vessel was able to control the engine from the main engine room, but not from the bridge. Class attended the vessel and verified satisfactory repairs were conducted. Case closed.

**Loss of Propulsion (07OCT2023):** A U.S. flagged small passenger vessel experienced a loss of propulsion while transiting to Pier 33. The vessel was in transit returning from Alcatraz with passengers onboard. Coast Guard attended the vessel and conducted successful sea trial. Case closed.

**Passenger Injury (08OCT2023):** A foreign flagged passenger vessel reported a passenger injury while transiting 60NM off of Morro Bay, CA. The passenger fractured the middle finger of their right hand while utilizing the gym onboard the vessel. Passenger is to get further treatment after the vessel arrives in San Francisco. Case closed.

**Crewmember Injury (10OCT2023):** A U.S. flagged small passenger vessel reported a crewmember injury while the vessel was moored at Larkspur Ferry Terminal. The crewmember tripped and fractured their right foot while fueling the vessel. Crewmember to get further treatment at a local hospital. Case closed.

**Loss of Propulsion (10OCT2023):** A U.S. flagged small passenger vessel experienced a loss of propulsion while transiting through the Richmond Channel. The port main engine had a clogged filter and a worn sensor that was replaced. Coast Guard attended the vessel and witnessed satisfactory sea trial. Case closed.

**Loss of Propulsion (11OCT2023):** A U.S. flagged small passenger vessel experienced a loss of propulsion while transiting in the vicinity of Pier 33. The vessel replaced the starboard generator module. Coast Guard attended the vessel and witnessed satisfactory sea trial. Case closed.

**Equipment Failure (13OCT2023):** A foreign flagged general cargo vessel experienced a starboard engine failure while departing Anchorage 9. Vessel's starboard engine failure was due to a ruptured gasket within the main propulsion engine. Vessel returned to Anchorage 9 and conducted adequate repairs. Coast Guard attended the vessel and allowed outbound transit with a tug escort and the vessel did not report any further problems. Case closed.

**Equipment Failure (21OCT2023):** A foreign flagged bulk freight vessel experienced a failure of the #1 ballast pump resulting in uncontrollable water leakage into the vessel's bilge. Vessel conducted adequate repairs and class surveyor witnessed satisfactory operation of the pump. Case closed.

**Loss of Propulsion (26OCT2023):** A U.S. flagged small passenger vessel experienced a loss of propulsion while departing the SF Ferry Building. Vessel repaired valve connectors and sensors associated with turbocharger on port main engine. Coast Guard witnessed satisfactory operation of the vessel's port main engine. Case closed.

<b>VESSEL SAFETY CONDITIONS</b>
Operational Control (02OCT2023): A U.S. flagged small passenger vessel was issued an operational control (code 701, prior to carriage of passengers) for failing to undergo a drydock inspection within the allotted time frame. Case pends.
Operational Control (04OCT2023): A U.S. flagged container vessel was issued an operational control (Code 60, prior to movement) for failure of main engine automatic actuator valve. Class inspector witnessed satisfactory temporary repairs and operational control was lifted. Case closed.
Operational Control (05OCT2023): A U.S. flagged general cargo vessel was issued an operational control (Code 60, prior to movement) due to severe wastage on the side shell of the vessel below the deepest loaded waterline. Case pends.
Operational Control (7OCT2023): A U.S. flagged small passenger vessel was issued an operational control (Code 60, prior to movement) due to a failure of port electric motor drive. Vessel repaired its port electric motor drive and conducted sea trial in the presence of a Coast Guard Marine Inspector. Case closed.
Operational Control (10OCT2023): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) for a port main engine failure. Vessel repaired port engine by replacing clogged filter and worn sensor for the engine. Coast Guard witnessed sea trial and cleared deficiency. Case closed.
Operational Control (11OCT2023): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due to the failure of both main engines while underway. Vessel repaired both main engines. Coast Guard witnessed the corrected deficiencies and removed operational control. Case closed.
Operational Control (12OCT2023): A U.S. flagged inspected towing vessel was issued an operational control (Code 60, prior to movement) due to multiple expired hydraulic release units on the vessel's EPIRB and liferaft. Case pends.
Operational Control (17OCT2023): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due to failing to schedule an annual inspection in the allotted time frame. Case pends.
Operational Control (17OCT2023): A U.S. flagged inspected towing vessel was issued an operational control (Code 30, ship detained) due to the vessel operating in substantial noncompliance with applicable requirements of the regulation. The vessel cleared multiple serious deficiencies and was inspected again in the presence of a Coast Guard Inspector and the detention was lifted. Case closed.
Operational Control (21OCT2023): A foreign flagged bulk freight vessel was issued an operational control (Code 17, prior to departure) due to a leak in the vessel's ballast pump. The vessel repaired the ballast pump. Class surveyor witnessed the repaired ballast pump, operational control cleared. Case closed.
Operational Control (24OCT2023): A U.S. flagged inspected towing vessel was issued an operational control (Code 60, prior to movement) due to failing to undergo annual fire servicing inspection and an inoperable bilge suction valve reach rod. Case pends.
Operational Control (24OCT2023): A U.S. flagged small passenger was issued an operational control (Code 17, prior to departure) due to missing distress signals onboard the vessel. Case pends.
Operational Control (25OCT2023): A U.S. flagged vehicle carrier was issued an operational control (Code 17, prior to carriage of cargo) for inadequate operation of fire pump and failure to maintain compliance with the Alternative Compliance Program. Case pends.
Operational Control (26OCT2023): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due to experiencing a reduction in propulsion. Vessel conducted adequate repairs. Coast Guard witnessed successful dock trials and the operational control was cleared. Case closed.
Operational Control (28OCT2023): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to the carriage of passengers) due to a reported failure of one of two generators onboard. Case pends.
Operational Control (31OCT2023): A U.S. flagged inspected towing vessel was issued an operational control (Code 705, prior to commercial operations) due to failing to undergo required Coast Guard Inspection within the allotted time frame. Case pends.
<b>NAVIGATIONAL SAFETY</b>
Letter of Deviation (LOD), Inoperable Anchor (13OCT2023): A U.S. flag Ro-Ro vessel was issued an outbound LOD for a faulty anchor windlass. Case pends.
<b>SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES</b>
Federalized Pollution Case: MAZAPETA ongoing since 04SEP23. Vessel remains sunk and actively discharging in Little Potato Slough. A United Command consisting of USCG, CAL-OSPR, and San Joaquin County Sheriffs was established to manage the incident. Sorbent boom, hard boom, and rubberized boom have been placed and are effectively containing all discharged products. Boom maintenance and clean-up is conducted once a week. Final pollution removal and salvage operations are pending due to weather, tides, tug/barge availability, and plan approval from UC and SERT. No responsible party has been named to date, but a Notice of Federal Interest has been provided to a known operator.
Letter of Warning (20OCT2023): IMD received notification from a marina in Monterey, CA of a discharge of approx. 01 gallon of fuel into the Monterey Bay. Reporting party stated that a vessel was fueling and attempted to disengage the nozzle and it failed. The marina immediately activated the emergency shut off valve and wiped down all surfaces. The sheen dissipated quickly. IMD issued a Notice of Federal Interest and a Letter of Warning. Case Closed.

<b>PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS</b>			
<b>October 2023</b>			
<b>PORT SAFETY CATEGORIES*</b>	<b>Oct-2023</b>	<b>Oct-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>3</b>	<b>2</b>	<b>3.31</b>
Navigation Safety (2), Port Safety & Security (1), ANOA (0)			
<b>Marine Casualties (reportable CG 2692) within SF Bay:</b>	<b>10</b>	<b>8</b>	<b>6.89</b>
Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (5), Personnel (2), Other (3), Power (0)			
<b>Total Number of (routine) Navigation Safety issues/Letters of Deviation:</b>	<b>1</b>	<b>2</b>	<b>2.17</b>
Radar (0), Gyro (0), Steering (0), Echo Sounder (0), AIS (0)			
ARPA (0), Speed Log (0), R.C. (0), Other (1)			
<b>Reported or Verified "Rule 9" or other Navigational Rule Violations:</b>	<b>0</b>	<b>1</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>14</b>	<b>13</b>	<b>12.53</b>
<b>MARINE POLLUTION RESPONSE</b>			
<b>Pollution Discharge Sources (Vessels)</b>	<b>Oct-2023</b>	<b>Oct-2022</b>	<b>**3yr Avg</b>
U.S. Commercial Vessels	2	0	0.50
Foreign Freight Vessels	0	0	0.14
Public Vessels	0	2	0.92
Commercial Fishing Vessels	2	0	0.72
Recreational Vessels	2	12	6.89
<b>Pollution Discharge Sources (Facilities)</b>	<b>Oct-2023</b>	<b>Oct-2022</b>	<b>**3yr Avg</b>
Regulated Waterfront Facilities	0	1	0.28
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.06
Other Land Sources	15	5	3.61
Mystery Spills - Unknown Sources	4	5	4.97
<b>Number of Pollution Incidents (By Spill Size)</b>	<b>Oct-2023</b>	<b>Oct-2022</b>	<b>**3yr Avg</b>
Spills < 10 gallons	9	20	9.42
Spills 10 - 100 gallons	4	2	1.78
Spills 100 - 1000 gallons	1	0	0.33
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	11	3	6.08
<b>Total Pollution Incidents</b>	<b>25</b>	<b>25</b>	<b>17.61</b>
<b>Oil Discharge/Hazardous Materials Release Volumes by Spill Size</b>	<b>Oct-2023</b>	<b>Oct-2022</b>	<b>**3yr Avg</b>
Estimated spill amount from U.S. Commercial Vessels	105.00	0.00	5.72
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.28
Estimated spill amount from Public Vessels	0.00	2.00	8.14
Estimated spill amount from Commercial Fishing Vessels	unk	0.00	10.99
Estimated spill amount from Recreational Vessels	unk	12.00	75.53
Estimated spill amount from Regulated Waterfront Facilities	0.00	5.00	22.56
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.06
Estimated spill amount from Other Land Sources	127.00	37.00	56.51
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
<b>Total Oil Discharge and/or Hazardous Materials Release (Gallons)</b>	<b>232.00</b>	<b>56.00</b>	<b>179.79</b>
<b>Penalty Actions</b>	<b>Oct-2023</b>	<b>Oct-2022</b>	<b>**3yr Avg</b>
Civil Penalty Cases	0	0	0.03
Notice of Violations	0	1	0.47
Letters of Warning	1	4	5.00
<b>Total Penalty Actions</b>	<b>1</b>	<b>5</b>	<b>5.50</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  
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**Report of the  
U.S. Army Corps of Engineers, San Francisco District  
November 9, 2023**

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

**FY23 dredging continues with the award of the last project of the season, Redwood City Harbor O&M Dredging. Work continues in 5 of the 7 projects, with Sacramento DWSC and MARAD, having been completed.** 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 and completed on September 13.
- e. **Redwood City Harbor** – **Second bid opening was held on October 16 with contract award to HME Construction on October 27. Dredging is expected to start later in November, completion TBD.**
- f. **Maritime Administration (MARAD) Suisun Bay Reserve Fleet (SBRF)** – 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. Bid opening was held on August 14 with contract award to Pacific Dredge on August 21. **Dredging started on October 6 and completed on October 25.**
- 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 started on September 18, estimated completion mid-November.**

- 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. After completion the Essayons 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 October was 15 tons. Dillard: 12.5 tons; Raccoon: 2.5 tons, including one abandoned vessel. Average debris removal for October from 2013 to 2022 is 47 tons (Range: 9.5 – 108).

**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	3.3	18	0	21.3
OCT	2.5	12.5	0	15
NOV				
DEC				

YR TOTAL
<b>539</b>

#### 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 July 21, 2023.  
**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 September 6-11, 2023.  
**Northship Channel:** Condition survey of September 25 - October 18, 2023.  
**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:** Post dredge survey of August 3-8, 2023  
**Redwood City Harbor:** Condition survey of September 26, 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:** Post dredge survey of August 13-17 and September 9, 13, 2023.  
**San Bruno Shoal:** Condition survey of September 28, 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 September 26-30, 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 October 18, 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 **3 NOV 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 (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 (A)	27-OCT (A)				■	■	■	■	■	■	■	■	■	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																
WEST COAST HOPPER CONTRACT																																	
Humboldt Bar & Entrance Channels	3-Apr	13-Apr		■	■	■	■	■	■	■	■	■	■	■	300 Kcy	WCHC (Portland)	HOODS																
GOVERNMENT HOPPER																																	
Humboldt Interior Channels	N/A	N/A		■	■	■	■	■	■	■	■	■	■	■	150 Kcy	Govt Hopper	HOODS																
Humboldt Bar & Entrance Channels	N/A	N/A		■	■	■	■	■	■	■	■	■	■	■	600 Kcy	Govt Hopper	HOODS																
SF Main Ship Channel	N/A	N/A	■	■	■	■	■	■	■	■	■	■	■	■	350 Kcy	Govt Hopper	OBDS SF-8																
Pinole Shoal	N/A	N/A				■	■	■	■	■	■	■	■	■	250 Kcy	Govt Hopper	SF-10 SF-11																
<table style="width: 100%; border: none;"> <tr> <td style="width: 15%;"></td> <td style="width: 25%;">Solicitation</td> <td style="width: 25%;">WCH West Coast Hopper Contract</td> <td style="width: 35%;"></td> </tr> <tr> <td></td> <td>Bid Opening</td> <td>YAQ Gov't Dredge Yaquina</td> <td></td> </tr> <tr> <td></td> <td>Contract Award</td> <td>ESS Gov't Dredge Essayons</td> <td></td> </tr> <tr> <td></td> <td>Hopper Dredging</td> <td></td> <td></td> </tr> </table>																			Solicitation	WCH West Coast Hopper Contract			Bid Opening	YAQ Gov't Dredge Yaquina			Contract Award	ESS Gov't Dredge Essayons			Hopper Dredging		
	Solicitation	WCH West Coast Hopper Contract																															
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	Hopper Dredging																																

\* 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 SLOUGH CHANNEL 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	09-26-2023	300 943	3.94	30	18.2	25.6	23.9	20.5
Richmond Inner Harbor Entrance Channel	06-15-2023	809 1021	0.96	38	35.9	36.5	36.4	36.2
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	08-24-2023	100 361	4.06	8	3.4	1.4	1.2	3.7
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	09-06-2023	75 245	3.19	15	1.8	9.1	8.9	7.1
Napa River Asylum Slough to Napa City	09-06-2023	102 183	9.92	10	4.3	5.8	5.5	1.0
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

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 SLOUGH CHANNEL 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	08-23-2023	1761	2.52	50	49.3	50.0	50.0	50.0
Humboldt Bay		500						
Bar and Entrance Channel	06-29-2023	2113	2.60	48	27.2	40.6	37.7	27.9
Humboldt Bay		400						
Eureka Channel	06-29-2023	416	1.69	26	2.0	3.7	12.1	6.6
Humboldt Bay		300						
Fields Landing Channel	06-29-2023	770	2.35	26	12.5	26.8	25.3	20.8
Humboldt Bay		400						
North Bay Channel	06-29-2023	657	3.04	38	33.2	37.7	36.3	18.6
Humboldt Bay		400						
Samoa Channel	06-29-2023	1000	1.83	38	32.9	35.2	34.2	17.2
Pinole Shoal Channel		600						
Pinole Shoal Channel	08-08-2023	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						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)	08-28-2023	411	4.42	35	32.3	33.0	34.0	33.4
Suisun Slough Channel		200						
Suisun Slough Channel	11-30-2022	250	15.85	8	5.9	5.9	5.9	6.1

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	09-28-2023	500	5.66	30	28.9	31.0	31.3	30.1
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	09-25-2023	3576 4769	5.97	45	23.5	37.3	36.7	34.8
Berkeley Marina Berkeley Marina	02-28-2023	100 142	1.36	15	3.5	3.6	4.1	4.1
Bodega Bay Bodega Bay	10-20-2023	100 400	3.46	12	3.2	9.4	9.3	5.4
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

November 9, 2023

- 👉 In October the clearinghouse did not contact OSPR regarding any possible escort violations.
- 👉 In October 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 times 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 October there were 104 tank vessel arrivals; 20 ATBs, 4 Chemical Tankers, 20 Chemical/Oil Tankers, 31 Crude Oil Tankers, 18 Product Tankers, and 11 Tugs with Barges.
- 👉 In October there were 266 total vessel arrivals.

# San Francisco Bay Clearinghouse Report For October 2023

## San Francisco Bay Region Totals

	<u>2023</u>		<u>2022</u>	
Tanker arrivals to San Francisco Bay	73		59	
ATB arrivals	20		14	
Barge arrivals to San Francisco Bay	11		11	
Total Tanker and Barge Arrivals	104		84	
Tank ship movements & escorted barge movements	340		286	
Tank ship movements	195	57.35%	190	66.43%
Escorted tank ship movements	160	47.06%	144	50.35%
Unescorted tank ship movements	35	10.29%	46	16.08%
Tank barge movements	145	42.65%	96	33.57%
Escorted tank barge movements	23	6.76%	15	5.24%
Unescorted tank barge movements	122	35.88%	81	28.32%

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	204		329		0		141		674	
Unescorted movements	89	43.63%	152	46.20%	0	0.00%	52	36.88%	293	43.47%
Tank ships	74	36.27%	117	35.56%	0	0.00%	46	32.62%	237	35.16%
Tank barges	15	7.35%	35	10.64%	0	0.00%	6	4.26%	56	8.31%
Escorted movements	115	56.37%	177	53.80%	0	0.00%	89	63.12%	381	56.53%
Tank ships	105	51.47%	155	47.11%	0	0.00%	77	54.61%	337	50.00%
Tank barges	10	4.90%	22	6.69%	0	0.00%	12	8.51%	44	6.53%

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	687		706	
ATB arrivals	144		177	
Barge arrivals to San Francisco Bay	127		129	
Total Tanker and Barge Arrivals	958		1,012	
Tank ship movements & escorted barge movements	3,357		3,363	
Tank ship movements	1,955	58.24%	1,999	59.44%
Escorted tank ship movements	1,559	46.44%	1,596	47.46%
Unescorted tank ship movements	396	11.80%	403	11.98%
Tank barge movements	1,402	41.76%	1,364	40.56%
Escorted tank barge movements	187	5.57%	171	5.08%
Unescorted tank barge movements	1,215	36.19%	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	1,901		3,251		0		1,343		6,495	
Unescorted movements	815	42.87%	1,533	47.15%	0	0.00%	592	44.08%	2,940	45.27%
Tank ships	632	33.25%	1,145	35.22%	0	0.00%	518	38.57%	2,295	35.33%
Tank barges	183	9.63%	388	11.93%	0	0.00%	74	5.51%	645	9.93%
Escorted movements	1,086	57.13%	1,718	52.85%	0	0.00%	751	55.92%	3,555	54.73%
Tank ships	1,017	53.50%	1,540	47.37%	0	0.00%	671	49.96%	3,228	49.70%
Tank barges	69	3.63%	178	5.48%	0	0.00%	80	5.96%	327	5.03%

### 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

October 26, 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)  
Tanker Ship Operator (Alternate)  
Tug Operators (Primary)  
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.

*Conserving California's Wildlife Since 1870*

## **NOAA Report to the San Francisco Bay Harbor Safety Committee November 2023**

### **Production of Raster Charts is Ending**

NOAA is in the process of ending production of the raster chart products, including the traditional paper chart. The final charts will be canceled in December, 2024.

The remaining raster charts in and around San Francisco Bay will enter “LAST EDITION” status in February, 2024. This (and all charts entering LAST EDITION status) will be announced in the Local Notice to Mariners issued by the United States Coast Guard.

The “LAST EDITION” announcement starts a 6-month warning period, to final cancellation. Therefore, these charts will be officially canceled in August, 2024.

The general coastal charts along the west coast from the Mexican border to Canada, will enter “LAST EDITION” status in June, 2024, and canceled in December, 2024.

Once canceled, the charts will not be available for download from the NOAA website, they will not be mentioned in the Local Notice to Mariners, they technically no longer exist.

The final and last edition of all charts will be archived and available forever, from our historical chart catalog website here: <https://historicalcharts.noaa.gov/> Charts from the historical chart website are not updated and therefore are not to be used for navigation purposes.

For real time navigation, mariners should be using the NOAA Electronic Navigational Chart (ENC) in an appropriate navigation system.

For users wanting a large format paper representation of the ENC for situational awareness or planning purposes, NOAA has the Custom Chart Tool that can convert the ENC data into a PDF that can be printed.

The NOAA Custom Chart Tool is available here: <https://devgis.charttools.noaa.gov/pod/>

Several print vendors will print the PDF on high quality paper and/or make custom chart products for direct sale to the public. More information can be obtained by contacting those vendors directly and on the Coast Survey website here:

<https://www.nauticalcharts.noaa.gov/publications/print-agents.html#ncc>

Any questions on whether the custom chart printed products can be used to meet carriage requirements should be directed to the USCG.

If you have any questions or want to know the cancellation date for a specific chart in the NOAA suite, you can contact the CA Navigation Manager at [jeffrey.ferguson@noaa.gov](mailto:jeffrey.ferguson@noaa.gov)





## CALIFORNIA STATE LANDS COMMISSION - NORTHERN FIELD OFFICE

### OCTOBER COMPARISON REPORT for HARBOR SAFETY COMMITTEE

#### VESSEL TRANSFERS

	<u>Vessel Arrivals</u>	<u>Vessels Monitored</u>	<u>Percentage of Vessel Monitored</u>
OCTOBER 1 - 31, 2022	193	73	37.82
OCTOBER 1 - 31, 2023	182	54	29.67

#### 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>
OCTOBER 1 - 31, 2022	11,355,347	0	8,225,792	5,229,778	13,455,570
OCTOBER 1 - 31, 2022	13,409,640	0	13,567,381	7,000,916	20,057,105

#### OIL SPILL REPORTED

		<u>TERMINAL</u>	<u>VESSEL</u>	<u>Total</u>	<u>Gallons Spilled</u>
OCTOBER 1 - 31, 2022	(P66 Rodeo)	0	0	0	0
OCTOBER 1 - 31, 2022		0		0	0

#### MARINE INVASIVE SPECIES INSPECTIONS

<u>Percent</u>	<u>Qualified Voyages</u>	<u>Voyages Inspected</u>	<u>Goal</u>	<u>Shortfall</u>
18%	391	70	97	27

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