

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

January 11, 2024

Richmond Maritime Safety & Security Center
756 West Gertrude Street, Richmond, 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; **John Fadeeff** (M), Chevron Shipping Co.; **Jeff Ferguson** (M), NOAA; **Patrick Forrester** (A), Port of San Francisco; **Jim Haussener** (A), CMANC; **Capt. Tony Heeter** (M), Blue and Gold Fleet; **Capt. Taylor Lam** (M), United States Coast Guard; **Jeff Qualman** (M), Norvic Shipping; **Capt. Paul Ruff** (M), San Francisco Bar Pilots; **John Schneider** (M), Marathon Petroleum; **Jessica Vargas** (A), US Army Corps of Engineers; **Jeff Vine** (M), Port of Stockton.

The meetings are always open to the public.

Approval of the Minutes-

A motion to accept the minutes of the November 9, 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

- The Asia-Pacific Economic Cooperation (APEC) Summit was held successfully in November 2023. The event was safe and secure. The New Year's Eve fireworks SEAR event was also held successfully with increased public attendance.
- The USCG conducted Operation Safe Crab aimed at improving fishing vessel safety. Twenty-three vessel inspections were performed.
- A cybersecurity incident was reported by the Port of Oakland. The incident had minimal impact but demonstrates the importance of preparedness. USCG Cyber Protection Teams are available to conduct cybersecurity assessments and assist with network hardening.

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- Increased storm activity is predicted which can increase navigational risk. Waterway and vessel safety are priorities.
- USCG leadership changes will be taking place this summer. Capt. Jordan Balduenza will be taking over for Capt. Lam as Sector San Francisco Commander and COTP.
- LT William Harris read from the November- 2023 Prevention/Response Report (attached). The December report will be reviewed at the February HSC Meeting.

Army Corps of Engineers Report- Jessica Vargas

- Read from the US Army Corps of Engineers, San Francisco District Report (attached). FY23 dredging is still ongoing at Richmond inner Harbor and Redwood City Harbor. The FY24 dredge program will be released. Debris removal tonnage was below average for November and December. Work continues on the Oakland Harbor Turning Basins Widening Study and the Regional Dredge Material Management Plan. Surveys are posted and a channel condition report is included.
- The hopper dredge Essayons was in drydock for repairs and additional information will be provided.

Clearinghouse Report- Marcus Freeling (report attached)

OSPR Report- Mike Zamora

- Several new HSC members and alternates have been appointed to the committee and will be sworn in before the February HSC meeting: Paul Hendriks (A), Baydelta Maritime, will represent barge operators. Christie Coats (M), Port of Redwood City, will represent port authorities. Erin Pierson (M), Crowley, will represent tug operators. Laura Rosenberg (A), Foss Maritime, will represent tug operators. Terms end on December 19, 2026. Capt. Tony Heeter has been appointed as HSC Vice-Chair.
- A new HSC membership vacancy announcement will be distributed. Applications are welcome. Contact: michael.zamora@wildlife.ca.gov

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NOAA Report- Jeff Ferguson

- Read from the NOAA HSC Report for January 2024 (attached). All raster charts are scheduled for cancellation 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. The NWS reports that an El Nino Advisory has been issued. King tides are predicted this week and flooding is a concern in addition to coastal erosion.

State Lands Commission Report- Robert Booker (report attached)

- Scott Humphrey asked about ballast water testing procedures. Robert Booker advised that ships are boarded to check physical records and conduct ballast water inspections. A State Lands conference is being planned and details will be provided.

PORTS Report- Marcus Freeling

- The Southampton Shoal LB6, Oakland Inner Harbor LB4, and Oakland Outer Harbor LB3 buoy-mounted current meters are offline due to failing batteries. Service and redeployment are being coordinated. Wind sensors at the Richmond Point Potrero weather station were replaced and the station is back online. Data issues with the Amorco and Pier 17 visibility sensors are being addressed. The Amorco Current meter experienced an outage and service is in progress. 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>

Report on the CDIP Wave Buoy Program – Jim Behrens, UC San Diego

- Jim Behrens, UC San Diego, gave a presentation to the committee on the Coastal Data Information Program (CDIP). The program began in 1975 and now operates twenty-five Waverider buoys offshore California collecting wave data. Funding for the program is provided by USACE, the State of California, and the US Navy. CDIP is separate from NOAA's offshore buoy system, but data is shared. A CDIP buoy is located in the San Francisco Bar Channel. Wave data from the buoy is transmitted every thirty minutes and disseminated through NOAA SF PORTS. CDIP buoys measure wave energy, direction, and height. Ocean current and temperature data are also collected. Several record high waves were recorded in 2023. The data is used for wave model forecasting, coastal erosion research, and real time marine safety alerts. In Long Beach,

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CDIP data is provided to the Bar Pilots and Marine Exchange to inform ship navigation. Forecasts and alerts for hazardous seas are provided to Chevron to increase safety of their lightering operations. The California State Parks uses CDIP data for infrastructure exposure planning. El Nino conditions are associated with stronger storms and increased wave activity. More information is available at: www.cdip.ucsd.edu. Letters of support from stakeholders are requested to maintain CDIP funding. Contact: jb@cdip.ucsd.edu

- Capt. Paul Ruff advised that the SF Bar Pilots use CDIP data for navigational planning. Under keel clearance is critical for ships transiting the Main Ship Channel and CDIP data is beneficial, especially for outbound vessels. Scott Humphrey asked about additional uses of CDIP data. Jim Behrens advised that the USCG uses the data to aid Search and Rescue missions. The US Navy uses CDIP data for submarine navigation and the NWS integrates the data for forecasting/modeling. Scott Humphrey advised that a public webinar on CDIP would help stakeholders better understand the program and data collected.

Work Group Reports-

Tug Work Group- Nothing to report. Scott Humphrey advised that a new Work Group Chair will be appointed.

Navigation Work Group- Capt. Paul Ruff: Echo Buoy will not be physically replaced until late February or March due to the lack of a buoy tender. The buoy will continue to be displayed on AIS as a virtual ATON. The Oakland Outer Harbor ranges require maintenance and night work at the Port of Oakland could be impacted. Capt. Lam advised that the investigation is still ongoing into the November 4, 2023, incident involving a transiting ship encountering a swimming event. Investigation findings will be provided when complete and safety is paramount. USCG VTS event reporting procedures are being reviewed.

Ferry Operations Work Group- Capt. Tony Heeter: The Bay Ferry VI maritime security exercise and APEC were held successfully. The Work Group is reviewing ferry routing protocol, and a meeting will be scheduled to consider the issue. Participants are requested to attend. SF Bay Ferry is planning for fleet electrification in the coming years. A new diesel ferry will be arriving soon, but future ferries will be electric. The hydrogen fuel cell powered Sea Change ferry is making regulatory progress and is currently bunkering. There have been two recent reports of laser pointers being directed at ferry wheelhouses. Lasers can impair the ferry captain's vision and are a serious safety concern. Capt. Lam advised that laser incidents be reported to the USCG Command Center.

Dredge Issues Work Group- Jim Haussener: A Work Group meeting will be scheduled.

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PORTS Work Group- Potential upriver expansion of SF PORTS will be considered.

Prevention through People Work Group- Jim Haussener: No marina damage was reported from the recent storm. BAMO met in December with the next meeting to be held on March 7th.

Marine Mammal Work Group- Kathi George (A), The Marine Mammal Center: The Work Group met in December. Vessel Speed Reduction issues are being considered and proposals will be brought to the main HSC when ready. Work Group meetings will be held directly after regular HSC meetings starting in February.

Scott Humphrey advised of plans to transmit whale protection information through AIS. The Marine Exchange is acquiring AIS transceivers that are capable of transmitting AIS virtual ATONs. A recent trip was made to install an AIS receiver at the Port of Humboldt Bay. Humboldt Bay receives regular oil barge traffic and development of offshore wind is expected to increase vessel traffic in the future. AIS capability will allow for enhanced vessel tracking and monitoring of the region. Jim Haussener advised that regular Humboldt Bay dredging is critical.

Public Comment-

- Rom Matthews, USCG Marine Transportation System Recovery Coordinator, advised that an MTS Recovery Work Group meeting will be held on March 19th. A tabletop port reopening exercise will take place on May 16th. Stakeholders are welcome to participate. Marine firefighting of lithium battery fires is a critical issue. Scott Humphrey advised that maritime orientation seminars are planned. Capt. Ruff advised that foam containment of lithium fires is a priority and training is critical.
- Benita Margaronis, Propeller Club, advised that a meeting will be held at Scott's Seafood in Oakland on February 6th. The Propeller Club has joined social media sites to further engage on maritime issues. Contact: apmargaronis@gmail.com
- Charles Gerard, Port of Richmond, introduced himself to the committee as the new Port Director.

Old Business- None

New Business- None

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Next Meeting-

1000-1200, February 8, 2024
Port of San Francisco, Pier 1, Bay Side Conference Room
The Embarcadero, San Francisco, California

Adjournment-

A motion to adjourn the meeting was made and seconded. The motion passed without dissent and the meeting adjourned at 11:28.

Respectfully submitted: Marine Exchange of the San Francisco Bay Region

SIGNIFICANT PORT SAFETY AND SECURITY CASES (NOVEMBER 2023)
MARINE CASUALTIES
Loss of Propulsion (05NOV2023): A foreign flagged tanker vessel experienced a loss of propulsion while departing Martinez for Benicia. The vessel lost propulsion as they attempted to slow down their reverse speed by shifting to forward. The vessel conducted satisfactory repairs and class attended the vessel to oversee satisfactory repairs. Case closed.
Loss of Power (09NOV2023): A foreign flagged container vessel experienced a loss of power while approaching the Bay Bridge. The vessel's loss of power was determined to be due to a clogged filter in the vessel's generator. Class attended the vessel and witnessed satisfactory operation of the vessel's generator. Case closed.
Loss of Propulsion (14NOV2023): A foreign flagged tank chemical tanker vessel experienced a loss of propulsion while mooring at Richmond Chevron Long Wharf. The root cause of the failure was identified as a stuck cam shaft limit switch causing an engine interlock and a failure of the machinery to respond to command. The vessel repaired the shaft limit switch to correct the issue. Class attended the vessel and witnessed satisfactory operation of the main engine. Case closed.
Equipment Failure (18NOV2023): A foreign flagged vehicle carrier experienced a failure of an emergency generator while conducting routine tests of the generator. The vessel's failure in the emergency generator was caused by a faulty spring in the Air Control Breaker bus-tie. The vessel was unable to conduct repairs to the emergency generator while in U.S. Case pends.
Reduction of Propulsion (24NOV2023): A foreign flagged bulk carrier experienced a reduction of propulsion while transiting from Redwood City to Anchorage #9. It was determined that the pneumatic actuator controlling the fuel injection timing in the #2 fuel pump was fractured causing the fuel injectors to deliver fuel in an improper sequence. The actuator was replaced by the crew using the spares onboard. Class attended the vessel and witnessed satisfactory operation of the main engine. Case closed.
Loss of Steering (29NOV2023): A foreign flagged tank vessel experienced a loss of steering while transiting to San Francisco. The cause of the loss of steering has not been identified. Case pends.
VESSEL SAFETY CONDITIONS
Operational Control (01NOV2023): A U.S. flagged Inspected Towing Vessel was issued an operational control (Code 701, prior to carrying cargo) for failing to undergo a drydock inspection within the allotted time frame. Case pends.
Operational Control (03NOV2023): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) for failure to implement the required random drug testing program by the vessel's company. Coast Guard verified successful implementation of the random drug testing procedures. Case closed.
Operational Control (03NOV2023): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) for failure to implement the required random drug testing program by vessel's company. Coast Guard verified a new Designated Employer Representative has been assigned, and a new drug testing process has been put into place. Case closed.
Operational Control (03NOV2023): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) for failure to implement the required random drug testing program by vessel's company. Coast Guard verified a new Designated Employer Representative has been assigned, and a new drug testing process has been put into place. Case closed.
Operational Control (08NOV2023): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) for finding wastage in the vessel's hull plating that is causing water intrusion into lazarette. Coast Guard witnessed satisfactory repairs to the damaged section of the hull. Case closed.
Operational Control (09NOV2023): A U.S. flagged ro-ro vessel was issued an operational control (Code 701, prior to carriage of cargo/passengers) due to faulty emergency fire pump. Case pends.
Operational Control (09NOV2023): A U.S. flagged small passenger vessel was issued an operational control (Code 60, prior to movement) for multiple deficiencies including, but not limited to, inadequate lifesaving equipment, lack of drills for crew, and faulty bilge pump. Case pends.
Operational Control (13NOV2023): A U.S. flagged inspected towing vessel was issued an operational control (Code 701, prior to carriage of cargo) due to failing to undergo an annual inspection. Case pends.
Operational Control (25NOV2023): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due extensive damage to the vessel's railing. Case pends.
Operations Control (30NOV2023): A U.S. flagged ro-ro vessel was issued an operational control (Code 701, prior to carriage of cargo and passengers) due to an inoperable emergency fire pump. Case pends.
NAVIGATIONAL SAFETY
Letter of Deviation (LOD), Inoperable X-band Radar (08NOV2023): A foreign flagged ro-ro vessel was issued an outbound LOD for faulty primary marine radar. Case pends.
Letter of Deviation (LOD), Inoperable Anchor (08NOV2023): A foreign flagged oil/chem tanker was issued an inbound LOD for an inoperable anchor. Proper repairs were conducted, and the equipment is working properly. Case closed.
Letter of Deviation (LOD), Inoperable Echo Depth Sounder (14NOV2023): A foreign flagged bulk carrier was issued an inbound LOD for a faulty echo depth sounder. Case pends.
Letter of Deviation (LOD), Inoperable Gyro Compass (18NOV2023): A foreign flagged ro-ro vessel was issued an inbound LOD for an inoperable gyrocompass. Case pends.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Federal On-going Case (04SEP23) IMD received notification of the U.S.S. Mazapeta, a 96ft retired US Navy tug sunken and actively discharging approximately 1000 gallons of diesel and 600 gallons of oil into the Little Potato Slough. A Unified Command consisting of USCG, CAL-OSPR, and San Joaquin County Sheriffs was established to manage the incident. The Oil Spill Liability Trust Fund was opened, and contractors were hired to conduct boom maintenance and cleanup operations weekly. Plans to lift and stabilize the tug are pending due to availability. Other options are considered, such as hot-tapping and barge winch systems. To date, no responsible party has been designated, however, IMD issued a Notice of Federal Interest to a suspected operator. Case remains open.

Letter of Warning (29NOV2023): IMD received notification that a tug near San Rafael, CA, discharged 02 gallons of fuel into the San Francisco Bay. Reporting party stated that the incident occurred when diesel was transferred between two tanks and discharged onto the vessel's deck. The tug immediately conducted containment strategies on the deck, and the diesel that entered the water dissipated naturally. IMD issued a Notice of Federal Interest and a Letter of Warning. Case Closed.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
November 2023			
PORT SAFETY CATEGORIES*	Nov-2023	Nov-2022	**3yr Avg
Total Number of Port State Control Detentions:	0	0	0.08
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
Total Number of COTP Orders:	5	3	3.33
Navigation Safety (4), Port Safety & Security (1), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	4	6	6.67
Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (1), Personnel (1), Other (2), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	4	1	2.14
Radar (1), Gyro (1), Steering (0), Echo Sounder (1), AIS (0)			
ARPA (0), Speed Log (0), R.C. (0), Other (1)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	0	0	0.08
Significant Waterway events/Navigation related Cases:	0	0	0.00
Total Port Safety (PS) Cases opened	13	10	12.31
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Nov-2023	Nov-2022	**3yr Avg
U.S. Commercial Vessels	2	0	0.53
Foreign Freight Vessels	0	0	0.14
Public Vessels	0	0	0.89
Commercial Fishing Vessels	1	1	0.75
Recreational Vessels	4	6	6.78
Pollution Discharge Sources (Facilities)	Nov-2023	Nov-2022	**3yr Avg
Regulated Waterfront Facilities	0	0	0.28
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.06
Other Land Sources	1	3	3.56
Mystery Spills - Unknown Sources	8	6	5.14
Number of Pollution Incidents (By Spill Size)	Nov-2023	Nov-2022	**3yr Avg
Spills < 10 gallons	10	8	9.36
Spills 10 - 100 gallons	0	2	1.78
Spills 100 - 1000 gallons	0	0	0.31
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	6	6	6.19
Total Pollution Incidents	16	16	17.64
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Nov-2023	Nov-2022	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	3.00	0.00	5.78
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.28
Estimated spill amount from Public Vessels	0.00	0.00	8.11
Estimated spill amount from Commercial Fishing Vessels	unk	1.00	10.99
Estimated spill amount from Recreational Vessels	0.00	47.00	70.78
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	22.56
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.06
Estimated spill amount from Other Land Sources	0.00	1.00	56.37
Estimated spill amount from Unknown Sources (Mystery Sheens)	1.00	unk	0.03
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	4.00	49.00	174.95
Penalty Actions	Nov-2023	Nov-2022	**3yr Avg
Civil Penalty Cases	0	0	0.03
Notice of Violations	0	0	0.44
Letters of Warning	1	5	4.83
Total Penalty Actions	1	5	5.31
* 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.			

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**Report of the
U.S. Army Corps of Engineers, San Francisco District
January 11, 2024**

1. CORPS O&M DREDGING PROGRAM

FY23 dredging continues with the start-up of dredging at Redwood City Harbor. Since the last HSC meeting, dredging completed at Oakland Harbor and the San Joaquin River projects. Dredging continues at Richmond Inner Harbor. Redwood City Harbor is on pause while the contractor works a project in the Los Angeles District.

Planning for the FY24 dredging program is currently underway based on amounts identified in the FY24 President's Budget. A tentative schedule will be published at the next HSC meeting.

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 but was paused while the contractor mobilized to the Sacramento Deep Water Ship Channel and then the Suisun Bay Channel project. Dredging resumed in early December and is expected to complete end of February.**
- b. **Oakland Harbor** – Bid Opening was held on June 2 with contract award to Manson Construction on June 16. **Dredging started on August 7 and completed on December 31.**
- 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 and completed on December 15.**
- 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 started on December 6; however, the contractor demobilized at the end of December to work a project in the Los Angeles District. The current proposed schedule shows a return to Redwood City at the end of February.**
- 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 and completed on November 30.**
- 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 December was 44.5 tons. Dillard: 38 tons; Raccoon: 6.5 tons, including one abandoned vessel. The debris removal total for 2023 was 626 tons. Average annual debris removal from 2014 to 2023 is 816 tons (Range: 372.5 – 1,490) and for December is 67 tons (Range: 24 – 115).

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	17.5	25	0	42.5
DEC	6.5	38	0	44.5

YR TOTAL
626

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 2nd 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: Data gap analysis scopes based on Interagency Working Group (IWG) input remain in progress - Sediment Transport Modeling (ERDC), Ecological Modeling, and Benefits Analysis/Decision Support Tools. The Regional Analysis final draft report and functional mapping tool is in review. Targeted DQC of the draft array of alternatives will begin this month. Draft recommended plan will receive final reviews (DQC and ATR) in spring 2024. NEPA/CEQA prep has been contracted and Agency coordination will follow, with a target to be ready for the FY25+ dredging program.

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 30 and December 8, 2023.
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 December 12, 2023.
Mare Island Strait: Condition survey of November 8-9, 2023.
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: Condition survey of October 25 to November 2, 2023
Redwood City Harbor: Condition survey of September 26, 2023.
Richmond Inner Harbor: Condition survey of November 3, 2023.
Richmond Inner Harbor (Santa Fe Channel): Condition survey of November 28, 2022.
Richmond Outer Harbor (Longwharf): Condition survey of November 6, 2023.
Richmond Outer Harbor (Southampton Shoal): Condition survey of November 6, 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 (sediment trap) of November 14, 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 November 8, 2023.
SF-11 (Alcatraz Island): Condition survey of December 11, 2023.
SF-16 (Suisun Bay Disposal Site): Condition survey of December 7, 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 **10 JAN 2024**. 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		■		■		Deleted from WCH Contract								300 Kcy	WCHC (Portland)	HOODS
GOVERNMENT HOPPER																		
Humboldt Interior Channels	N/A	N/A		YAQ	■										150 Kcy	Govt Hopper	HOODS	
Humboldt Bar & Entrance Channels	N/A	N/A		ESS	■										600 Kcy	Govt Hopper	HOODS	
SF Main Ship Channel	N/A	N/A			ESS	■	■								350 Kcy	Govt Hopper	OBDS SF-8	
Pinole Shoal	N/A	N/A				ESS	■								250 Kcy	Govt Hopper	SF-10 SF-11	
			■	◆	◆	■	WCH West Coast Hopper Contract			Environmental Window			■					
			■	◆		YAQ Gov't Dredge Yaquina			Mobilization			■						
			■	◆		ESS Gov't Dredge Essayons			Physical Dredging			▨						
			■	◆		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	12-13-2023	300 943	3.94	30	27.3	28.6	27.3	21.2
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 Oakland Outer Channel	08-23-2023	296 1761	2.52	50	49.3	50.0	50.0	50.0
Humboldt Bay Bar and Entrance Channel	06-29-2023	500 2113	2.60	48	27.2	40.6	37.7	27.9
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
Suisun Slough Channel Suisun Slough Channel	11-30-2022	200 250	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



Harbor Safety Committee of the
San Francisco Bay Region Clearing House
c/o Marine Exchange of the San Francisco Bay Region
10 Commodore Drive
Emeryville, California 94608
415-441-6600 -- hsc@sfmtx.org

San Francisco Clearinghouse Report

January 11, 2024

- ✎ In November and December, the clearinghouse did not contact OSPR regarding any possible escort violations.
- ✎ In November and December, the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ✎ The clearinghouse did not contact OSPR 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 November there were 98 tank vessel arrivals; 14 ATBs, 5 Chemical Tankers, 24 Chemical/Oil Tankers, 24 Crude Oil Tankers, 1 LPG, 13 Product Tankers, and 17 Tugs with Barges. In November there were 239 total vessel arrivals.
- ✎ In December there were 99 tank vessel arrivals; 14 ATBs, 1 Asphalt Tanker, 5 Chemical Tankers, 27 Chemical/Oil Tankers, 27 Crude Oil Tankers, 1 LPG, 15 Product Tankers, and 9 Tugs with Barges. In December there were 238 total vessel arrivals.

San Francisco Bay Clearinghouse Report For November 2023

San Francisco Bay Region Totals

	<u>2023</u>		<u>2022</u>	
Tanker arrivals to San Francisco Bay	67		65	
ATB arrivals	14		15	
Barge arrivals to San Francisco Bay	17		13	
Total Tanker and Barge Arrivals	98		93	
Tank ship movements & escorted barge movements	340		309	
Tank ship movements	188	55.29%	169	54.69%
Escorted tank ship movements	153	45.00%	124	40.13%
Unescorted tank ship movements	35	10.29%	45	14.56%
Tank barge movements	152	44.71%	140	45.31%
Escorted tank barge movements	21	6.18%	17	5.50%
Unescorted tank barge movements	131	38.53%	123	39.81%

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

Escorts reported to OSPR 0 0

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	204		328		0		137		669	
Unescorted movements	87	42.65%	156	47.56%	0	0.00%	54	39.42%	297	44.39%
Tank ships	68	33.33%	121	36.89%	0	0.00%	51	37.23%	240	35.87%
Tank barges	19	9.31%	35	10.67%	0	0.00%	3	2.19%	57	8.52%
Escorted movements	117	57.35%	172	52.44%	0	0.00%	83	60.58%	372	55.61%
Tank ships	105	51.47%	151	46.04%	0	0.00%	72	52.55%	328	49.03%
Tank barges	12	5.88%	21	6.40%	0	0.00%	11	8.03%	44	6.58%

Notes:

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

San Francisco Bay Clearinghouse Report For December 2023

San Francisco Bay Region Totals

	<u>2023</u>		<u>2022</u>	
Tanker arrivals to San Francisco Bay	76		67	
ATB arrivals	14		13	
Barge arrivals to San Francisco Bay	9		13	
Total Tanker and Barge Arrivals	99		93	
Tank ship movements & escorted barge movements	343		310	
Tank ship movements	184	53.64%	179	57.74%
Escorted tank ship movements	147	42.86%	134	43.23%
Unescorted tank ship movements	37	10.79%	45	14.52%
Tank barge movements	159	46.36%	131	42.26%
Escorted tank barge movements	20	5.83%	16	5.16%
Unescorted tank barge movements	139	40.52%	115	37.10%

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

Escorts reported to OSPR 0 0

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	194		328		0		141		663	
Unescorted movements	87	44.85%	168	51.22%	0	0.00%	68	48.23%	323	48.72%
Tank ships	74	38.14%	131	39.94%	0	0.00%	61	43.26%	266	40.12%
Tank barges	13	6.70%	37	11.28%	0	0.00%	7	4.96%	57	8.60%
Escorted movements	107	55.15%	160	48.78%	0	0.00%	73	51.77%	340	51.28%
Tank ships	100	51.55%	141	42.99%	0	0.00%	67	47.52%	308	46.46%
Tank barges	7	3.61%	19	5.79%	0	0.00%	6	4.26%	32	4.83%

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	830		706	
ATB arrivals	172		177	
Barge arrivals to San Francisco Bay	153		129	
Total Tanker and Barge Arrivals	1,155		1,012	
Tank ship movements & escorted barge movements	4,040		3,363	
Tank ship movements	2,327	57.60%	1,999	59.44%
Escorted tank ship movements	1,859	46.01%	1,596	47.46%
Unescorted tank ship movements	468	11.58%	403	11.98%
Tank barge movements	1,713	42.40%	1,364	40.56%
Escorted tank barge movements	228	5.64%	171	5.08%
Unescorted tank barge movements	1,485	36.76%	1,193	35.47%

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

Escorts reported to OSPR

0

0

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	2,299		3,907		0		1,621		7,827	
Unescorted movements	989	43.02%	1,857	47.53%	0	0.00%	714	44.05%	3,560	45.48%
Tank ships	774	33.67%	1,397	35.76%	0	0.00%	630	38.86%	2,801	35.79%
Tank barges	215	9.35%	460	11.77%	0	0.00%	84	5.18%	759	9.70%
Escorted movements	1,310	56.98%	2,050	52.47%	0	0.00%	907	55.95%	4,267	54.52%
Tank ships	1,222	53.15%	1,832	46.89%	0	0.00%	810	49.97%	3,864	49.37%
Tank barges	88	3.83%	218	5.58%	0	0.00%	97	5.98%	403	5.15%

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.

NOAA Report to the San Francisco Bay Harbor Safety Committee January 2024

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

El Nino Advisory

From the National WeatherService - “El Niño is large and in charge.”

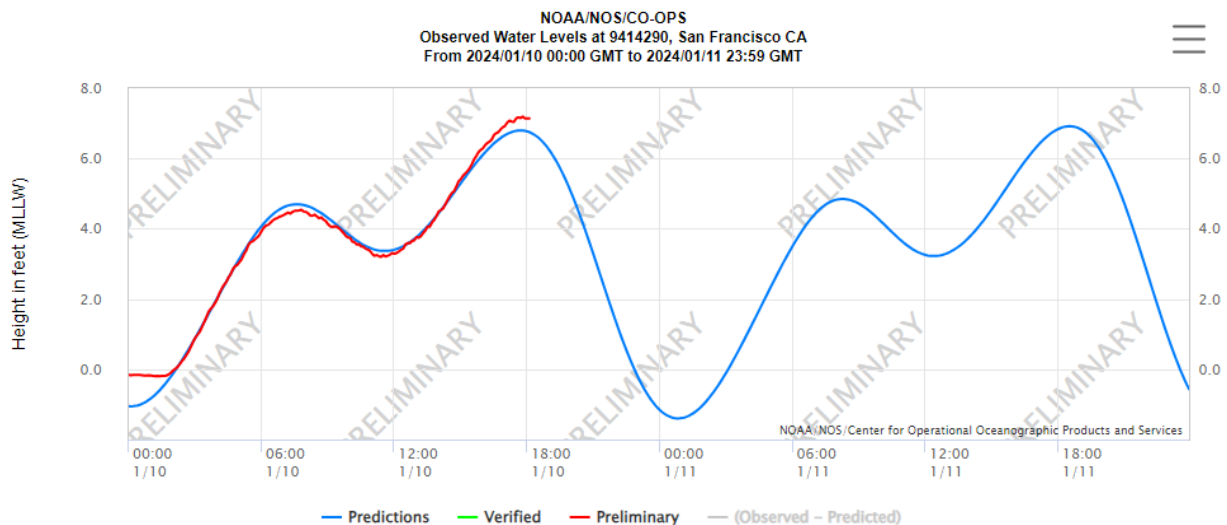
If you want all the details, read the [weekly status update and prediction](#).

Short story, strong El Niño is active now, yielding an El Niño Advisory. El Niño will be in place through winter and into spring. How this manifests in the local weather patterns going forward will be dictated by intra-seasonal variability. We've already seen how El Niño has impacted the region with swell this year and that remains possible again, if the pattern lines up.

King Tides

California King Tides occurring Jan 11 and 12, and again February 9 and 10. Largest tide ranges of the year.

High tides approaching +7 feet, low tides -1.5 feet. (i.e. 1.5 feet below MLLW).



The California Coastal Commission has a website with more information, public education sessions and a website for citizens to provide photos of impacts. Web site available here: <https://www.coastal.ca.gov/kingtides/>

END OF REPORT

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



CALIFORNIA STATE LANDS COMMISSION - NORTHERN FIELD OFFICE

NOVEMBER COMPARISON REPORT for HARBOR SAFETY COMMITTEE

VESSEL TRANSFERS

	<u>Vessel Arrivals</u>	<u>Vessels Monitored</u>	<u>Percentage of Vessel Monitored</u>
NOVEMBER 1 - 30, 2022	184	69	37.50
NOVEMBER 1 - 30, 2023	176	50	28.41

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>
NOVEMBER 1 - 30, 2022	11,242,286	453,544	5,392,718	7,232,756	24,321,304
NOVEMBER 1 - 30, 2023	11,887,950	0	6,640,580	6,640,580	25,243,809

OIL SPILL REPORTED

		<u>TERMINAL</u>	<u>VESSEL</u>	<u>Total</u>	<u>Gallons Spilled</u>
NOVEMBER 1 - 30, 2022	(P66 Rodeo)	0	0	0	0
NOVEMBER 1 - 30, 2023		0		0	0

MARINE INVASIVE SPECIES INSPECTIONS

<u>Percent</u>	<u>Qualified Voyages</u>	<u>Voyages Inspected</u>	<u>Goal</u>	<u>Shortfall</u>
16%	385	63	96	33

Disclaimer: Please understand that the data is provided to the California State Lands Commission from a variety of sources; the Commission cannot guarantee the validity of the data provided to it.

By: MRA



CALIFORNIA STATE LANDS COMMISSION - NORTHERN FIELD OFFICE

DECEMBER COMPARISON REPORT for HARBOR SAFETY COMMITTEE

VESSEL TRANSFERS

	<u>Vessel Arrivals</u>	<u>Vessels Monitored</u>	<u>Percentage of Vessel Monitored</u>
DECEMBER 1 - 31, 2022	181	70	38.67
DECEMBER 1 - 31, 2023	182	37	20.33

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>
DECEMBER 1 - 31, 2022	11,797,356		6,568,669	6,371,889	24,737,914
DECEMBER 1 - 31, 2023	13,774,168		5,998,953	7,692,926	27,466,047

OIL SPILL REPORTED

		<u>TERMINAL</u>	<u>VESSEL</u>	<u>Total</u>	<u>Gallons Spilled</u>
DECEMBER 1 - 31, 2022	(P66 Rodeo)	0	0	0	0
DECEMBER 1 - 31, 2023		0	0	0	0

MARINE INVASIVE SPECIES INSPECTIONS (DECEMBER 1 - 31, 2023)

<u>Percent</u>	<u>Qualified Voyages</u>	<u>Voyages Inspected</u>	<u>Goal</u>	<u>Shortfall</u>
16%	396	62	94	32

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