

Harbor Safety Committee

of the San Francisco Bay Region

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

Harbor Safety Committee of the San Francisco Bay Region

February 8, 2024

Port of Oakland, Exhibit Room

530 Water Street, Oakland, California

Capt. Tony Heeter (M), Blue and Gold Fleet, Vice-Chair of the Harbor Safety Committee (HSC), called the meeting to order at 10:02.

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

Committee members (M) and alternates (A) in attendance with a vote: **Christie Coats** (M), Port of Redwood City; **Ben Eichenberg** (M), San Francisco Baykeeper; **Robert Estrada** (M), Inlandboatmen's Union; **John Fadeeff** (M), Chevron Shipping Co.; **Jeff Ferguson** (M), NOAA; **Patrick Forrester** (M), Port of San Francisco; **Scott Grindy** (M), San Francisco Small Craft Harbor; **Jim Haussener** (A), CMANC; **Paul Hendriks** (A), Baydelta Maritime; **Capt. Taylor Lam** (M), United States Coast Guard; **Christopher Lee** (M), Matson Navigation; **Erin Pierson** (M), Crowley; **Capt. Paul Ruff** (M), San Francisco Bar Pilots; **John Schneider** (M), Marathon Petroleum; **Randy Scott** (M), Port of Benicia; **Justin Taschek** (A), Port of Oakland; **Jessica Vargas** (A), US Army Corps of Engineers; **Jeff Vine** (M), Port of Stockton.

The meetings are always open to the public.

Approval of the Minutes-

A motion to accept the minutes of the January 11, 2024, meeting was made and seconded. The minutes were approved without dissent.

Comments by the Vice-Chair- Capt. Tony Heeter

Welcomed the committee members and audience.

Coast Guard Report- Capt. Taylor Lam

- Recent atmospheric river storm systems caused four ships in Anchorage 9 to drag anchor, but they were safely attended to by the Bar Pilots. The USCG responded to pollution hazards including sunken vessels in Richardson's Bay.
- National recruitment challenges and personnel shortages have caused the USCG to reduce small boat activity. USCG Station Vallejo will be reducing operation to five days per week. Other USCG stations in the region will respond to incidents during off hours.

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- The prevention of maritime sexual assault and harassment is a USCG priority. Guidance has been given to marine inspectors empowering them to cease work immediately and report the incident if sexual harassment, intimidation, or assault are encountered on board a vessel.
- A Search and Rescue incident occurred on October 18, 2023, involving a downed kitesurfer in the Main Ship Channel at sunset. The USCG issued commendations to the San Francisco Bar Pilots and USCG VTS for their role in responding to the emergency. The kitesurfer was rescued by the crew of Pilot Boat Drake and provided medical attention. Ships in the vicinity also rendered assistance.
- LT William Harris read from the December- 2023 and January- 2024 Prevention/Response Reports (attached).

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 draft FY24 dredge plan has been released. Debris removal tonnage was below average in January. 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.
- In response to a question about Redwood City Harbor dredging, Jessica Vargas advised that dredging should resume by March and take approximately eight weeks to complete.

Clearinghouse Report- Marcus Freeling (report attached)

OSPR Report- Mike Zamora

- OSPR is developing new regulations for sensitive site protection. A notice will be sent out to the HSC and stakeholder input is welcome.
- A new HSC membership vacancy announcement was distributed (attached). Applications are welcome. Contact: michael.zamora@wildlife.ca.gov

NOAA Report- Jeff Ferguson

- Read from the NOAA HSC Report for February 2024 (attached). All raster charts are scheduled for cancellation by the end of 2024. The USCG is responsible for determining carriage requirements. The Hydrographic Services Review Panel (HSRP) is holding a public meeting on March 5-7 and attendance is welcome. The NOAA Marine Debris Program has released the US Marine Debris Emergency Response Guide in collaboration with other federal agencies. King

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tides are predicted this week and flooding is a concern. The NWS predicts more storm activity midmonth. An El Nino Advisory is still in effect.

State Lands Commission Report- Robert Booker (report attached)

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 have been scheduled for the week of February 25th. The Amorco current meter was serviced but recently went offline again. Additional maintenance will be performed. Data issues with the Amorco and Pier 17 visibility sensors are being addressed. Batteries were replaced at the Richmond Tide Station due to weak solar charging and the station is back online. 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>

Work Group Reports-

Tug Work Group- Nothing to Report.

Navigation Work Group- Capt. Paul Ruff: The Bar Pilots suspended service during the recent storm and had pilots pre-positioned to assist vessels dragging anchor. SF PORTS current meter data is used for ship navigation and bringing them back online is a priority.

Ferry Operations Work Group- Nothing to report.

Dredge Issues Work Group- Jim Haussener (A), CMANC: Navigation concerns should be prioritized for Redwood City dredging. A Dredge Issues Work Group meeting will be scheduled. Offshore wind power events are scheduled in February and May.

PORTS Work Group- Justin Taschek: A meeting is scheduled on February 16th to consider potential upriver expansion of SF PORTS.

Prevention through People Work Group- Scott Grindy: The next BAMO meeting is on March 7th. The lack of recreational fuel docks in the region is a concern. Jim Haussener advised that fuel dock access is an emergency planning issue for smaller vessels.

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Marine Mammal Work Group- Kathi George (A), The Marine Mammal Center: The Work Group will meet after today's HSC meeting. Recommendations for marine mammal protection are being reviewed and will be brought to the full committee for consideration.

Public Comment-

- Brandon Champman, Golden Gate Bridge Highway and Transportation District, advised of maritime security exercises to be conducted on March 1st, 8th, and 12th at local ferry terminals. Participation is welcome.
- William Crabbs, Phillips 66, advised that the refinery is converting to renewable fuel production and will no longer be importing fossil crude oil.
- Susan Ransom, SSA, advised of possible labor issues related to the Super Bowl. There have been no recent updates regarding Howard Terminal development.
- Ben Eichenberg advised that thousands of shipping containers are lost at sea every year, which is an environmental concern. Capt. Lam advised of an offshore incident earlier this week resulting in twenty-four lost containers. An investigation is ongoing. Lost containers can impact navigational safety and are an environmental threat if hazardous material is present. Containers in the water can float and sightings should be reported to the USCG Command Center.
- Erin Pierson introduced herself as the newly appointed HSC Tug Work Group Chair. A Tug Work Group meeting will be scheduled.

Old Business-

- Jim Haussener asked about reports of increased ferry mechanical issues. Tony Heeter advised that issues do occur, but the industry maintains a 97.6 percent on-time rate. There have been mechanical problems associated with Tier 4 engines, but the safety risk is minimal. It has been a challenging month for WEDA and additional ferries are needed in the region to improve service. Shawn Bennett, Baydelta Maritime, advised that power issues related to CARB regulations for Tier 4 engines are a concern for the tug industry.

New Business-

- Robert Barley, Golden Gate Bridge Highway and Transportation District, advised of a letter sent to the HSC regarding Dead Ship Tow regulations (attached). Currently Class C tugs are required for Dead Ship Tows, but Class D tugs are often sufficient. A USCG exemption is required to use Class D tugs. A change in the HSC guidelines is requested allowing use of Class D tugs to tow passenger vessels. Capt. Heeter supported the proposal and suggested the Ferry Operations

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Work Group take up the issue for consideration. An HSC vote is required to update the Harbor Safety Plan.

Next Meeting-

1000-1200, March 14, 2024
Port of Oakland, Exhibit Room
530 Water Street, Oakland, California

Adjournment-

A motion to adjourn the meeting was made and seconded. The motion passed without dissent and the meeting adjourned at 11:04.

Respectfully submitted: Marine Exchange of the San Francisco Bay Region

| SIGNIFICANT PORT SAFETY AND SECURITY CASES (DECEMBER 2023) |
|--|
| MARINE CASUALTIES |
| Loss of Propulsion (02DEC2023): A foreign flagged container vessel experienced a loss of propulsion while transiting into San Francisco Bay. The vessel underwent trouble shooting and the master was able to fix the issue and able to get back underway. Vessel transited into Anchorage 9 with two assist tugs. Class attended the vessel and provided satisfactory report to the Coast Guard. Case closed. |
| Equipment Failure (04DEC2023): A foreign flagged container vessel experienced a loss of pilot house main engine control while at Anchorage 9. Vessel was able to conduct adequate repairs and Coast Guard received class survey attesting to the satisfactory main engine control from the pilot house. Case closed. |
| Loss of Propulsion (06DEC2023): A U.S. flagged small passenger vessel experienced a loss of propulsion while enroute to their homeport of Larkspur, CA. The vessel experienced loss of propulsion on both main engines due to pressure loss within the vessel's fuel system. Satisfactory repairs were conducted, and the Coast Guard witnessed sea trial. Case closed. |
| Passenger Injury (16DEC2023): A U.S. flagged small passenger vessel experienced a passenger injury onboard the vessel while the vessel was transiting west of the Golden Gate Bridge. The injured passenger fell and sustained a head injury and was subsequently taken to the hospital. Case closed. |
| Loss of Propulsion (24DEC2023): A U.S. flagged commercial fishing vessel experienced a loss of propulsion while underway in the vicinity of Monterey Bay. The vessel was towed into Moss Landing Harbor. Case pends. |
| Crewmember Injury (28DEC2023): A foreign flagged general cargo vessel experienced a crewmember injury while transiting from Stockton, CA. The crewmember suffered a finger laceration while rigging the pilot's ladder and was subsequently transferred to a local hospital. Case closed. |
| VESSEL SAFETY CONDITIONS |
| Operations Control (06DEC2023): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due to a loss of propulsion and a 2in diameter hole located approximately 3ft above the waterline caused by mooring operations. A port side vacuum pressure loss in the fuel system was identified and the vessel conducted temporary repairs for the hole. Coast Guard witnessed sea trial and temp repair. Operational control lifted. Case closed. |
| Operations Control (14DEC2023): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due to failing to undergo annual firefighting equipment servicing. Case pends. |
| Operations Control (27DEC2023): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due to the crew detecting a howling noise coming from vessel's starboard gearbox. Coast Guard went on sea trial with the vessel and the vessel's gearbox could not recreate the same noise that was detected. Case closed. |
| Operations Control (29DEC2023): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due to vessel's starboard gearbox producing a loud abnormal noise while underway. Additional testing dockside confirmed the subsequent noise. Case pends. |
| NAVIGATIONAL SAFETY |
| Letter of Deviation (LOD), Inoperable X-Band Radar (04DEC2023): A foreign flag container vessel was issued an inbound LOD for a faulty X-Band Radar. Case pends. |
| Letter of Deviation (LOD), Inoperable Echo Depth Sounder (11DEC2023): A foreign flag container vessel was issued an inbound LOD for a faulty echo depth sounder. Case pends. |
| Letter of Deviation (LOD), Inoperable S-Band Radar (24DEC2023): A foreign flagged tank vessel was issued an outbound LOD for a faulty S-band radar. 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 United 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 are to lift and stabilize the tug this month to complete pollution removal and transfer ownership to the city of Stockton to properly salvage. To date, no responsible party has been designated, however, IMD issued a Notice of Federal Interest to a suspected operator. Case remains open, but the pollution and removal salvage plan has been approved by the UC and removal plans have been tentatively scheduled. |
| Letter of Warning (24DEC2023): IMD received notification of a sheen found in the San Francisco Bay. IMD contacted the reporting party and was notified that the sheen was diesel and was coming from a vessel's bilge within the Brisbane Marina. The marina deployed boom and removed pollution. The owner repaired the issue to stop the bilge from further discharging. IMD issued a Notice of Federal Interest and a Letter of Warning to the owner of the vessel. Case Closed. |

| PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS | | | |
|--|-----------------|-----------------|------------------|
| December 2023 | | | |
| PORT SAFETY CATEGORIES* | Dec-2023 | Dec-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 | 5 | 3.39 |
| Navigation Safety (4), Port Safety & Security (1), ANOA (0) | | | |
| Marine Casualties (reportable CG 2692) within SF Bay: | 6 | 4 | 6.64 |
| Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (1), Sinking (0) | | | |
| Steering (0), Propulsion (3), Personnel (2), Other (0), Power (0) | | | |
| Total Number of (routine) Navigation Safety issues/Letters of Deviation: | 3 | 4 | 2.11 |
| Radar (2), Gyro (0), Steering (0), Echo Sounder (1), AIS (0) | | | |
| ARPA (0), Speed Log (0), R.C. (0), Other (0) | | | |
| 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 | 14 | 13 | 12.31 |
| MARINE POLLUTION RESPONSE | | | |
| Pollution Discharge Sources (Vessels) | Dec-2023 | Dec-2022 | **3yr Avg |
| U.S. Commercial Vessels | 0 | 0 | 0.53 |
| Foreign Freight Vessels | 0 | 0 | 0.14 |
| Public Vessels | 1 | 0 | 0.89 |
| Commercial Fishing Vessels | 0 | 0 | 0.75 |
| Recreational Vessels | 10 | 14 | 6.97 |
| Pollution Discharge Sources (Facilities) | Dec-2023 | Dec-2022 | **3yr Avg |
| Regulated Waterfront Facilities | 0 | 0 | 0.28 |
| Regulated Waterfront Facilities - Fuel Transfer | 0 | 0 | 0.06 |
| Other Land Sources | 2 | 8 | 3.58 |
| Mystery Spills - Unknown Sources | 11 | 13 | 5.42 |
| Number of Pollution Incidents (By Spill Size) | Dec-2023 | Dec-2022 | **3yr Avg |
| Spills < 10 gallons | 15 | 16 | 9.69 |
| Spills 10 - 100 gallons | 1 | 0 | 1.78 |
| Spills 100 - 1000 gallons | 0 | 0 | 0.28 |
| Spills > 1000 gallons | 0 | 0 | 0.00 |
| Spills - Unknown Size | 8 | 12 | 6.39 |
| Total Pollution Incidents | 24 | 28 | 18.14 |
| Oil Discharge/Hazardous Materials Release Volumes by Spill Size | Dec-2023 | Dec-2022 | **3yr Avg |
| Estimated spill amount from U.S. Commercial Vessels | 0.00 | 0.00 | 5.78 |
| Estimated spill amount from Foreign Freight Vessels | 0.00 | 0.00 | 0.28 |
| Estimated spill amount from Public Vessels | 1.00 | 0.00 | 3.98 |
| Estimated spill amount from Commercial Fishing Vessels | 0.00 | 0.00 | 10.99 |
| Estimated spill amount from Recreational Vessels | 23.00 | 16.00 | 70.98 |
| 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 | 2.00 | 3.00 | 56.42 |
| Estimated spill amount from Unknown Sources (Mystery Sheens) | unk | unk | 0.00 |
| Total Oil Discharge and/or Hazardous Materials Release (Gallons) | 26.00 | 19.00 | 171.04 |
| Penalty Actions | Dec-2023 | Dec-2022 | **3yr Avg |
| Civil Penalty Cases | 0 | 0 | 0.03 |
| Notice of Violations | 0 | 0 | 0.42 |
| Letters of Warning | 3 | 4 | 4.86 |
| Total Penalty Actions | 3 | 4 | 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. | | | |

SIGNIFICANT PORT SAFETY AND SECURITY CASES (JANUARY 2024)**MARINE CASUALTIES**

Loss of Propulsion (06JAN2024): A U.S. flag small passenger vessel experienced a loss of propulsion while transiting towards San Francisco Ferry Building. The vessel's port main engine shutdown automatically due to experiencing a low exhaust temperature in the cylinder. After initial diagnosis, it was determined that the issue was caused due to a faulty fuel injector. Case pends.

Loss of Steering (07JAN2024): A U.S. flag small passenger vessel experienced a loss of steering while transiting to San Francisco Ferry Building. The vessel's starboard rudder feedback unit had a failed limit switch that caused the vessel to lose steering. The vessel operator has replaced the limit switch and conducted a sea trial with the presence of the Coast Guard. Case closed.

Loss of Steering (16JAN2024): A foreign flag tank vessel experienced a loss of propulsion while transiting to San Francisco Bay. The vessel was unable to control the vessel from the wheelhouse. Class surveyor attended the vessel and conducted adequate repairs and tested the wheelhouse control of the vessel. Case closed.

Equipment Failure (17JAN2024): A U.S. flag small passenger vessel experienced abnormal noises in the starboard gearbox while transiting within the San Francisco Bay. The vessel was able to conduct adequate repairs to the starboard gearbox and conducted satisfactory sea trials with Coast Guard attendance. Case closed.

Loss of Propulsion (31JAN2024): A U.S. flag small passenger vessel experienced a loss of propulsion while transiting in the vicinity of Treasure Island. Investigation for the cause of loss of propulsion pends. Case pends.

VESSEL SAFETY CONDITIONS

Operational Control (06JAN2024): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due to experiencing a loss of propulsion on the port engine due to a safety shutdown of a low temp exhaust in one of the main engine cylinders. Case pends.

Operational Control (08JAN2024): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due to experiencing a loss of steering. Coast Guard witnessed repaired starboard rudder and conducted a sea trial. Case closed.

Operational Control (09JAN2024): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) for failing to undergo an annual inspection. Case pends.

Operational Control (10JAN2024): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) for failing to undergo required drydock inspection. Case pends.

Operational Control (17JAN2024): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) for experiencing problems with the vessel's starboard gearbox while transiting. Coast Guard witnessed satisfactory repairs to the vessel's gearbox and cleared the operational control. Case closed.

Operational Control (19JAN2024): A U.S. flagged inspected towing vessel was issued an operational control (Code 60, prior to movement) due to the vessel's captain unable to produce a valid merchant mariner credential and the vessel missing multiple major documents. Case pends.

Operational Control (19JAN2024): A U.S. flagged inspected towing vessel was issued an operational control (Code 60, prior to movement) due to the vessel not being prepared for a full annual inspection. Case pends.

Operational Control (24JAN2024): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due to failing to undergo an annual inspection. Case pends.

Operational Control (24JAN2024): A U.S. flagged small passenger vessel was issued an operational control (Code 60, prior to movement) due to having multiple deficiencies that have exceeded the time period specified by the OCMI. Case pends.

Operational Control (25JAN2024): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due having an outdated COI. Case pends.

Operational Control (31JAN2024): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due to experiencing a loss of propulsion on the vessel's port main engine. Case pends.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inoperable Anchors (01JAN2024): A U.S. Flagged ro-ro vessel was issued an outbound LOD for not having anchors readily available. Case pends.

Letter of Deviation (LOD), Inoperable X-Band Radar (14JAN2024): A foreign flagged ro-ro vessel was issued an outbound LOD for a faulty X-band radar. Case closed.

Letter of Deviation (LOD), Inoperable X-Band Radar (14JAN2024): A foreign flagged container vessel was issued an inbound LOD for a faulty X-band radar. Case closed.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Federal Case (04Sep23) IMD received notification of the U.S.S. MAZAPETA, a 96ft retired US Navy tug sunken and discharged 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. On 11Jan24, last phase of operations was conducted where contractors lifted and stabilized the tug to complete pollution removal. On 17Jan24, the tug successfully resurfaced and was reviewed for a dead-ship tow. USCG transferred ownership to the City of Stockton to properly salvage. To date, no responsible party has been designated, however, IMD issued a Notice of Federal Interest to a suspected operator. Case closed.

Letter of Warning (05JAN2023): IMD received notification of an oil sheen found in the Sacramento River and reached out to the reporting party, who disclosed that the sheen originated from a dock locker situated at Sacramento Marina. The Marina found a leaking container of oil in the locker and discharged approximately 1 gallon of oil on the dock and into the harbor. The marina removed the container of oil and used absorbents to remove the pollution. IMD issued a Notice of Federal Interest and a Letter of Warning to the owner of the leaking container. Case Closed.

| PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS | | | |
|--|-----------------|-----------------|------------------|
| January 2024 | | | |
| PORT SAFETY CATEGORIES* | Jan-2024 | Jan-2023 | **3yr Avg |
| Total Number of Port State Control Detentions: | 0 | 0 | 0.08 |
| SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0) | | | |
| Total Number of COTP Orders: | 3 | 5 | 3.42 |
| Navigation Safety (2), Port Safety & Security (1), ANOA (0) | | | |
| Marine Casualties (reportable CG 2692) within SF Bay: | 5 | 6 | 6.58 |
| Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0) | | | |
| Steering (0), Propulsion (3), Personnel (0), Other (2), Power (0) | | | |
| Total Number of (routine) Navigation Safety issues/Letters of Deviation: | 3 | 3 | 2.08 |
| Radar (2), Gyro (0), Steering (0), Echo Sounder (0), 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 | 11 | 14 | 12.25 |
| MARINE POLLUTION RESPONSE | | | |
| Pollution Discharge Sources (Vessels) | Jan-2024 | Jan-2023 | **3yr Avg |
| U.S. Commercial Vessels | 1 | 0 | 0.56 |
| Foreign Freight Vessels | 1 | 0 | 0.17 |
| Public Vessels | 2 | 0 | 0.94 |
| Commercial Fishing Vessels | 0 | 0 | 0.72 |
| Recreational Vessels | 6 | 21 | 7.00 |
| Pollution Discharge Sources (Facilities) | Jan-2024 | Jan-2023 | **3yr Avg |
| Regulated Waterfront Facilities | 0 | 1 | 0.28 |
| Regulated Waterfront Facilities - Fuel Transfer | 0 | 0 | 0.06 |
| Other Land Sources | 10 | 11 | 3.83 |
| Mystery Spills - Unknown Sources | 16 | 11 | 5.78 |
| Number of Pollution Incidents (By Spill Size) | Jan-2024 | Jan-2023 | **3yr Avg |
| Spills < 10 gallons | 14 | 12 | 9.81 |
| Spills 10 - 100 gallons | 3 | 4 | 1.86 |
| Spills 100 - 1000 gallons | 0 | 0 | 0.28 |
| Spills > 1000 gallons | 0 | 0 | 0.00 |
| Spills - Unknown Size | 19 | 28 | 6.92 |
| Total Pollution Incidents | 36 | 44 | 18.86 |
| Oil Discharge/Hazardous Materials Release Volumes by Spill Size | Jan-2024 | Jan-2023 | **3yr Avg |
| Estimated spill amount from U.S. Commercial Vessels | 15.00 | 0.00 | 6.19 |
| Estimated spill amount from Foreign Freight Vessels | 1.00 | 0.00 | 0.31 |
| Estimated spill amount from Public Vessels | 1.00 | 0.00 | 4.00 |
| Estimated spill amount from Commercial Fishing Vessels | 0.00 | 0.00 | 10.96 |
| Estimated spill amount from Recreational Vessels | unk | 13.00 | 70.62 |
| Estimated spill amount from Regulated Waterfront Facilities | 0.00 | 44.00 | 22.56 |
| Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer | 0.00 | 0.00 | 0.06 |
| Estimated spill amount from Other Land Sources | unk | 166.00 | 56.39 |
| Estimated spill amount from Unknown Sources (Mystery Sheens) | unk | unk | 0.00 |
| Total Oil Discharge and/or Hazardous Materials Release (Gallons) | 17.00 | 223.00 | 171.09 |
| Penalty Actions | Jan-2024 | Jan-2023 | **3yr Avg |
| Civil Penalty Cases | 0 | 0 | 0.03 |
| Notice of Violations | 0 | 0 | 0.36 |
| Letters of Warning | 2 | 10 | 4.86 |
| Total Penalty Actions | 2 | 10 | 5.25 |
| * NOTE: Values represent all cases within the HSC jurisdiction during the period. Significant cases are detailed in the narrative. | | | |
| ** NOTE: Values represent an average month over a 36 month period for the specified category of information. | | | |

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

**Report of the
U.S. Army Corps of Engineers, San Francisco District
February 8, 2024**

1. CORPS O&M DREDGING PROGRAM

Since the last HSC meeting, dredging has continued at Richmond Inner Harbor. Estimated completion is mid-March. Redwood City Harbor is still on pause while the contractor works a project in the Los Angeles District. Estimated return to work is early March.

Planning for the FY24 dredging program is currently underway based on amounts identified in the FY24 President's Budget. A tentative schedule, subject to final FY24 appropriations actions and Work Plan funding, is attached to this report.

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 mid-March.**
- 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/beginning of March.**
- 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 January was 62.5 tons. Dillard: 45 tons, including 4 abandoned boats; Raccoon: 17 tons. Average debris removal for January from 2014 to 2023 is 166 tons (Range: 35 – 417).

BASEYARD DEBRIS COLLECTION TOTALS:

| MONTH | RACCOON | DILLARD | MISC | TOTAL |
|--------------|----------------|----------------|-------------|--------------|
| 2024 | TONS | TONS | TONS | TONS |
| JAN | 17.5 | 45 | 0 | 62.5 |
| FEB | | | | |
| MAR | | | | |
| APR | | | | |
| MAY | | | | |
| JUN | | | | |
| JUL | | | | |
| AUG | | | | |
| SEP | | | | |
| OCT | | | | |
| NOV | | | | |
| DEC | | | | |

| |
|-------------|
| YR TOTAL |
| 62.5 |

4. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

Oakland Harbor Turning Basins Widening Study: This study will investigate and determine if there is a technically feasible, economically justifiable, and environmentally acceptable recommendation for federal participation in a navigation improvement project to the existing - 50-foot Oakland Harbor Federal Navigation Project. The Draft Integrated Feasibility Report (IFR) was released on 17 December 2021 for public comment. 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: A targeted District Quality Control (DQC) review of the draft array of alternatives has begun, but minor revisions due to updated cost information are delaying full start and completion of the targeted review. The 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. Public outreach including tribal consultation are in progress. Study scopes to address data gaps identified by the Interagency Working Group (IWG) remain in progress - Sediment Transport Modeling (ERDC), Ecological Modeling, and Benefits Analysis/Decision Support Tools. Some results will not be available until after the FY25 target completion for the RDMMP, but the data can be applied to future DMMP revisions.

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: Post Dredge survey of October 16, 2023 to January 1, 2024.
Oakland Inner Harbor (Brooklyn Basin): Condition survey of 15-20 January 2021.
Oakland Outer Harbor: Condition survey of August 23 to October 26, 2023.
Petaluma River (Across-the-Flats): Condition survey of December 20-21, 2023.
Petaluma River (Main Channel): Condition survey of December 20-21, 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 and progress surveys of September 26, December 1, and December 30, 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: Condition survey of January 5-9, 2024.
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 December 15-19, 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 January 25, 2024.
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 **2 FEB 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 | | | | | | | | | | | | | | | | |
| <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 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Bid Opening | YAQ Gov't Dredge Yaquina | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Contract Award | ESS Gov't Dredge Essayons | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Hopper Dredging | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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

FY 2024 O&M DREDGING PLAN (DRAFT)*

| Project | Target Solicitation | Target Bid Open | Target Award | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | JAN | FEB | Estimated CY | Dredge Type | Placement Site |
|--|---------------------|-----------------|--------------|--------|-----|-----|-----|-----|-----|-----|-----|--------|-----|-----|-----|-----|--------------|-------------------------|------------------|
| | | | | FY2024 | | | | | | | | FY2025 | | | | | | | |
| CONTRACT CLAMSHELL OR CUTTERHEAD PIPELINE | | | | | | | | | | | | | | | | | | | |
| Oakland Harbor | 12-Mar | 12-Apr | 26-Apr | | | | | | | | | | | | | | 700kcy | Clam Shell | BU |
| Moss Landing Harbor (Tier III) | 26-Mar | 25-Apr | 9-May | | | | | | | | | | | | | | 85kcy | Cutterhead | SF-12 Elkhorn SI |
| San Joaquin River (Port of Stockton) | 2-Apr | 2-May | 16-May | | | | | | | | | | | | | | 175kcy | Cutterhead or Clamshell | Various Upland |
| Sacramento River (30 Foot Project) | 9-Apr | 9-May | 23-May | | | | | | | | | | | | | | 150kcy | Cutterhead or Clamshell | Various Upland |
| MOTCO Debris Relocation | 22-Apr | 22-May | 5-Jun | | | | | | | | | | | | | | # tons | Excavator | N/A |
| Suisun Bay Channel | 29-Apr | 29-May | 12-Jun | | | | | | | | | | | | | | 125kcy | Clam Shell | BU SF-16 |
| Redwood City Harbor | 3-Jun | 3-Jul | 17-Jul | | | | | | | | | | | | | | 400kcy | Clam Shell | BU |
| Petaluma River (Tier III) | 21-Jun | 22-Jul | 5-Aug | | | | | | | | | | | | | | 200kcy | Cutterhead or Clamshell | Upland SF-10 |
| Crescent City Harbor (Tier III) | 10-Jul | 9-Aug | 23-Aug | | | | | | | | | | | | | | 75kcy | Clam Shell | HOODS |
| Richmond Inner Harbor (Tier III) | 3-Sep | 3-Oct | 17-Oct | | | | | | | | | | | | | | 350kcy | Clam Shell | BU |
| WEST COAST HOPPER CONTRACT | | | | | | | | | | | | | | | | | | | |
| Humboldt Bar & Entrance Channels | mid-Jan | mid-Feb | end-Feb | | | | | | | | | | | | | | 900kcy | WCHC (Portland) | HOODS |
| GOVERNMENT HOPPER | | | | | | | | | | | | | | | | | | | |
| Humboldt Interior Channels | N/A | N/A | N/A | | | | | YAQ | | | | | | | | | 150kcy | Govt Hopper | HOODS |
| Humboldt Bar & Entrance Channels | N/A | N/A | N/A | | | | | ESS | | | | | | | | | 0kcy | Govt Hopper | HOODS |
| SF Main Ship Channel | N/A | N/A | N/A | | | | | ESS | | | | | | | | | 350kcy | Govt Hopper | OBDS SF-8 |
| Richmond Outer Harbor (Tier III) | N/A | N/A | N/A | | | | | ESS | | | | | | | | | 250kcy | Govt Hopper | SF-10 SF-11 |
| Pinole Shoal | N/A | N/A | N/A | | | D | E | F | E | R | R | E | D | | | | 250kcy | Govt Hopper | SF-10 SF-11 |

| | | | | | | | | | | | | | | | |
|--|--------------|--|--------------------------|--|----------------|--|-----------------|--|--------------------------------|--|----------------------|--|--------------|--|-------------------|
| | Solicitation | | Solicitation Bid Opening | | Contract Award | | Hopper Dredging | | WCH West Coast Hopper Contract | | Environmental Window | | Mobilization | | Physical Dredging |
| | | | | | | | | | | | | | | | |

* Program execution is based on FY24 President's Budget plus FY23 carryover. Date of Last Update: 2/5/2024

**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 | 11-03-2023 | 809 1201 | 3.09 | 38 | 34.3 | 34.4 | 35.2 | 33.6 |
| 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 | 11-06-2023 | 600 1291 | 3.25 | 45 | 40.2 | 44.1 | 44.6 | 42.8 |
| Richmond Outer Harbor Longwharf Turning Basin | 11-06-2023 | 2188 5598 | 0.88 | 45 | 28.2 | 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 | 10-16-2023 | 544 1997 | 4.62 | 50 | 48.2 | 50.0 | 50.0 | 48.7 |

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 | | | | | | |
| Humboldt Bay Bar and Entrance Channel | 01-12-2024 | 500 2113 | 2.52 | 50 | 49.3 | 50.0 | 50.0 | 50.0 |
| Humboldt Bay Eureka Channel | 01-12-2024 | 400 416 | 1.69 | 26 | 2.2 | 3.7 | 11.6 | 7.5 |
| Humboldt Bay Fields Landing Channel | 01-12-2024 | 300 770 | 2.35 | 26 | 12.4 | 26.7 | 25.5 | 20.7 |
| Humboldt Bay North Bay Channel | 01-12-2024 | 400 657 | 3.04 | 38 | 31.3 | 37.1 | 35.4 | 17.2 |
| Humboldt Bay Samoa Channel | 01-12-2024 | 400 1000 | 1.83 | 38 | 32.8 | 35.1 | 34.4 | 17.5 |
| Pinole Shoal Channel Pinole Shoal Channel | 10-25-2023 | 600 1644 | 10.40 | 35 | 26.9 | 36.4 | 35.6 | 33.4 |
| Suisun Bay Channel Suisun Bay (0+00 to 150+00) | 10-11-2023 | 300 | 2.84 | 35 | 37.2 | 36.7 | 37.1 | 36.0 |
| Suisun Bay Channel Suisun Bay (150+00 to 733+45) | 10-11-2023 | 300 | 11.10 | 35 | 34.1 | 35.0 | 35.0 | 35.0 |
| 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) | 11-28-2023 | 400 411 | 4.42 | 35 | 35.0 | 35.1 | 35.3 | 35.1 |
| 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 | 12-08-2023 | 1000 4178 | 2.90 | 37 | 10.4 | 11.1 | 17.2 | 16.2 |
| Mare Island Strait Mare Island Strait | 11-08-2023 | 400 606 | 3.37 | 30 | 27.8 | 29.8 | 32.6 | 32.8 |
| 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 | 12-22-2023 | 100 142 | 1.36 | 15 | 3.2 | 3.4 | 3.8 | 3.8 |
| 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 | 01-16-2024 | 200 320 | 0.42 | 20 | 16.4 | 16.9 | 15.6 | 14.9 |
| Crescent City Inner Harbor Basin Channel | 01-16-2024 | 200 300 | 0.39 | 15 | 14.4 | 14.7 | 14.3 | 12.5 |
| Crescent City Marina Access Channel | 01-16-2024 | 228 170 | 0.22 | 15 | 11.2 | 11.0 | 10.6 | 8.5 |
| SAN LEANDRO MARINA Approach Channel | 03-30-2015 | 200 | 3.50 | 7 | 2.8 | 3.6 | 3.4 | 3.2 |

REPORT OF CHANNEL CONDITIONS
400 FEET WIDE OR GREATER

| To: Navigation Interests | | From: US Army Corps of Engineers San Francisco District 450 Golden Gate Ave San Francisco, CA 94102 | | | | | | |
|--|----------------|---|----------------|--------------|---|----------------------------|-----------------------------|------------------------------|
| RIVER/HARBOR NAME AND STATE SAN LEANDRO CALIFORNIA | | | | | MINIMUM DEPTHS IN EACH 1/4 WIDTH OF CHANNEL ENTERING FROM SEAWARD | | | |
| NAME OF CHANNEL | DATE OF SURVEY | AUTHORIZED PROJECT | | | LEFT OUTSIDE QUARTER (feet) | LEFT INSIDE QUARTER (feet) | RIGHT INSIDE QUARTER (feet) | RIGHT OUTSIDE QUARTER (feet) |
| | | WIDTH (feet) | LENGTH (miles) | DEPTH (feet) | | | | |
| SAN LEANDRO MARINA North Arm | 03-15-2010 | 170 | 0.30 | 7 | 2.7 | 3.6 | 3.8 | 3.9 |
| SAN LEANDRO MARINA South Arm | 03-15-2010 | 150 | 0.30 | 7 | 3.3 | 4.7 | 4.6 | 4.8 |



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

San Francisco Clearinghouse Report

February 8, 2024

- ✎ In January the clearinghouse did not contact OSPR regarding any possible escort violations.
- ✎ In January 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 2024 regarding possible escort violations. The clearinghouse did not contact OSPR in 2023, 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 January there were 101 tank vessel arrivals: 18 ATBs, 7 Chemical Tankers, 18 Chemical/Oil Tankers, 29 Crude Oil Tankers, 15 Product Tankers, and 14 Tugs with Barges.
- ✎ In January there were 249 total vessel arrivals.

San Francisco Bay Clearinghouse Report For January 2024

San Francisco Bay Region Totals

| | <u>2024</u> | | <u>2023</u> | |
|--|-------------|--------|-------------|--------|
| Tanker arrivals to San Francisco Bay | 69 | | 56 | |
| ATB arrivals | 18 | | 11 | |
| Barge arrivals to San Francisco Bay | 14 | | 10 | |
| Total Tanker and Barge Arrivals | 101 | | 77 | |
| Total tank ship & tank barge movements | 347 | | 285 | |
| Tank ship movements | 197 | 56.77% | 146 | 51.23% |
| Escorted tank ship movements | 152 | 43.80% | 122 | 42.81% |
| Unescorted tank ship movements | 45 | 12.97% | 24 | 8.42% |
| Tank barge movements | 150 | 43.23% | 139 | 48.77% |
| Escorted tank barge movements | 19 | 5.48% | 11 | 3.86% |
| Unescorted tank barge movements | 131 | 37.75% | 128 | 44.91% |

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

Escorts reported to OSPR 0 0

| Movements by Zone | Zone 1 | % | Zone 2 | % | Zone 4 | % | Zone 6 | % | Total | % |
|--------------------------|---------------|----------|---------------|----------|---------------|----------|---------------|----------|--------------|----------|
| Total movements | 201 | | 335 | | 0 | | 133 | | 669 | |
| Unescorted movements | 90 | 44.78% | 167 | 49.85% | 0 | 0.00% | 68 | 51.13% | 325 | 48.58% |
| Tank ships | 67 | 33.33% | 123 | 36.72% | 0 | 0.00% | 60 | 45.11% | 250 | 37.37% |
| Tank barges | 23 | 11.44% | 44 | 13.13% | 0 | 0.00% | 8 | 6.02% | 75 | 11.21% |
| Escorted movements | 111 | 55.22% | 168 | 50.15% | 0 | 0.00% | 65 | 48.87% | 344 | 51.42% |
| Tank ships | 107 | 53.23% | 150 | 44.78% | 0 | 0.00% | 56 | 42.11% | 313 | 46.79% |
| Tank barges | 4 | 1.99% | 18 | 5.37% | 0 | 0.00% | 9 | 6.77% | 31 | 4.63% |

Notes:

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

San Francisco Bay Clearinghouse Report For 2024

San Francisco Bay Region Totals

| | <u>2024</u> | | <u>2023</u> | |
|--|-------------|--------|-------------|--------|
| Tanker arrivals to San Francisco Bay | 69 | | 830 | |
| ATB arrivals | 18 | | 172 | |
| Barge arrivals to San Francisco Bay | 14 | | 153 | |
| Total Tanker and Barge Arrivals | 101 | | 1,155 | |
| Tank ship movements & escorted barge movements | 347 | | 4,040 | |
| Tank ship movements | 197 | 56.77% | 2,327 | 57.60% |
| Escorted tank ship movements | 152 | 43.80% | 1,859 | 46.01% |
| Unescorted tank ship movements | 45 | 12.97% | 468 | 11.58% |
| Tank barge movements | 150 | 43.23% | 1,713 | 42.40% |
| Escorted tank barge movements | 19 | 5.48% | 228 | 5.64% |
| Unescorted tank barge movements | 131 | 37.75% | 1,485 | 36.76% |

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 | 201 | | 335 | | 0 | | 133 | | 669 | |
| Unescorted movements | 90 | 44.78% | 167 | 49.85% | 0 | 0.00% | 68 | 51.13% | 325 | 48.58% |
| Tank ships | 67 | 33.33% | 123 | 36.72% | 0 | 0.00% | 60 | 45.11% | 250 | 37.37% |
| Tank barges | 23 | 11.44% | 44 | 13.13% | 0 | 0.00% | 8 | 6.02% | 75 | 11.21% |
| Escorted movements | 111 | 55.22% | 168 | 50.15% | 0 | 0.00% | 65 | 48.87% | 344 | 51.42% |
| Tank ships | 107 | 53.23% | 150 | 44.78% | 0 | 0.00% | 56 | 42.11% | 313 | 46.79% |
| Tank barges | 4 | 1.99% | 18 | 5.37% | 0 | 0.00% | 9 | 6.77% | 31 | 4.63% |

Notes:

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



STATE OF CALIFORNIA
THE NATURAL RESOURCES AGENCY

January 31, 2024

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:

Tank Barge Operator (Primary)
Commercial Fishing (Alternate)
Dry Cargo Vessel Operators II (Alternate)
Tanker Ship Operator (Alternate)
Labor Organizations (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, or by telephone at (916) 215-3749.

Conserving California's Wildlife Since 1870

NOAA Report to the San Francisco Bay Harbor Safety Committee February 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 are now in "LAST EDITION" status. The "LAST EDITION" announcement starts a 6-month warning period, to final cancellation. Therefore, these charts will be officially canceled on July 31, 2024.

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>

Hydrographic Services Review Panel (HSRP)

The HSRP is a federal advisory committee that provides NOAA with independent advice on improving the quality, efficiency, and usefulness of NOAA's navigation-related products, data, and services.

There are two public meetings each year in different port regions at which public comments from stakeholders and partners are sought. Most of the meetings include a webinar capability to facilitate remote attendance.

The next meeting will be in San Pedro, at the Doubletree by Hilton on March 5 - 7, 2024.

This is a public meeting, all interested parties are encouraged to attend. More information will be available on the website here:

<https://www.nauticalcharts.noaa.gov/hsrp/meetings/2024/spring-2024.html>

(Agenda for the meeting will be posted soon.)

NOAA's Marine Debris Program

The [NOAA Marine Debris Program](#) released the [United States Marine Debris Emergency Response Guide: A New National-Level Comprehensive Guide](#) in collaboration with other federal agencies in December 2023.

The Guide aims to improve preparedness for responding to marine debris after hurricanes and other disasters in coastal areas of the United States, including the Great Lakes and territories. The purpose of the Guide is to improve preparedness for response and recovery operations following any natural disaster or event that generates large amounts of marine debris in the United States. This Guide will complement the [state-specific guides](#) available on the NOAA Marine Debris Program [Response page](#)

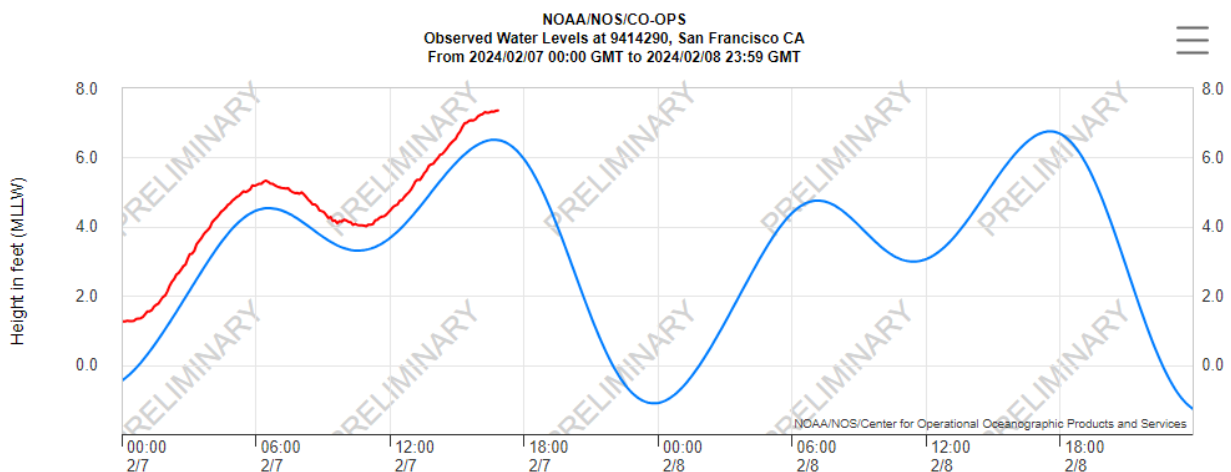
This document outlines existing response structures at the federal level to serve as a reference for all U.S. states and territories and support regional and national planning efforts. The Guide seeks to capture the most likely response structures and actions at the federal level, with the understanding that state and local agency involvement is a critical component of an effective response. The Guide highlights organization roles and responsibilities as well as common challenges that have been identified by stakeholders, along with recommended actions.

If you would like to learn more about the Guide, please contact NOAA Marine Debris Program Response Team Jason Rolfe (jason.rolfe@noaa.gov) and Jessica Conway (jessica.conway@noaa.gov).

Please check out this NOAA MDP [blog webpage](#) to learn more.

King Tides

California King Tides occurring on 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/>

National Weather Service

The Goldilocks weather that started winter is gone, broken up by last Sunday's wind storm. While we get a break over the next few days across the Bay Area, we are expecting to move back into an active weather pattern around the 16th or 17th, about a week out. Wind and rain will be main threats, but this will also cause rough seas offshore and potentially moderate chop in the Bay. El Nino still in effect.

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

JANUARY COMPARISON REPORT for HARBOR SAFETY COMMITTEE

VESSEL TRANSFERS

| | <u>Vessel Arrivals</u> | <u>Vessels Monitored</u> | <u>Percentage of Vessel Monitored</u> |
|----------------------|------------------------|--------------------------|---------------------------------------|
| JANUARY 1 - 31, 2023 | 149 | 50 | 33.56 |
| JANUARY 1 - 31, 2024 | 160 | 55 | 34.38 |

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> |
|----------------------|------------------------|------------------------|---------------------------|---------------------------|------------------------------|
| JANUARY 1 - 31, 2023 | 10,871,368 | 130,000 | 5,533,636 | 6,298,344 | 22,833,348 |
| JANUARY 1 - 31, 2024 | 11,536,937 | 160,000 | 6,094,956 | 6,941,393 | 24,733,286 |

OIL SPILL REPORTED

| | | <u>TERMINAL</u> | <u>VESSEL</u> | <u>Total</u> | <u>Gallons Spilled</u> |
|----------------------|----------------|-----------------|---------------|--------------|------------------------|
| January 24, 2023 | TB BARGE 550-1 | 0 | 1 | 10 | 10 BBLS - LCO |
| January 31, 2023 | CHEVRON | 1 | 0 | 2 | 2 BBLS - OTHER |
| JANUARY 1 - 31, 2024 | | 0 | 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% | 411 | 74 | 101 | 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

January 10, 2024



Scott Humphrey
Executive Director
Marine Exchange of the San Francisco Bay Region
10 Commodore Drive
Emeryville, CA 94608

Re: Request for Agenda Item – Review/amendment to *Recommended Harbor Safety Committee Best Practice for Dead Ship Tows in the San Francisco Bay Area*.

Dear Mr. Humphrey,

Golden Gate Bridge, Highway and Transportation District, Ferry Division, requests time at an upcoming Harbor Safety Committee (HSC) meeting to discuss and consider an amendment to the *Best Practices for Dead Ship Tows in the San Francisco Bay Area*. The current requirement in the document drafted by the San Francisco HSC requires a Class C towing vessel for any dead ship tows in San Francisco Bay.

Golden Gate Ferry found that Class C tugs are not readily available for hire on short notice within San Francisco Bay and pose a significant financial burden when available. We believe that amending the document to allow for **Class D tugs for Small Passenger Vessels** is safe and poses no risk to the public and waterways. This request has been proven recently twice with safe successful tows of the *M/V Sonoma*, a 165-foot, 99 gross ton passenger ferry, utilizing the ship *Bearcat* which has the following specifications:

- Engines: Twin Cummins QSK19-M
- Horsepower: 1,320
- Length: 69 feet; Beam: 23 feet; Draft: 8.9 feet
- Astern Bollard 17.85 Kips
- Ahead Bollard: 25.0 Kips

Both evolutions provided safe tows from Larkspur Ferry Terminal to Bay Ship & Yacht in Alameda. Golden Gate Ferry believes approving a revision of the best practices to include an amendment for Small Passenger Vessels (subchapter K) towed within San Francisco Bay to allow for class D tugs.

Sincerely,

A handwritten signature in black ink, appearing to be "R Barley".

Robert Barley
Supervising Vessel Master/Port Captain
Ferry Division