

# Harbor Safety Committee

of the San Francisco Bay Region

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

## Harbor Safety Committee of the San Francisco Bay Region

May 9, 2024

Port of San Francisco, South Beach Harbor

The Embarcadero, San Francisco, California

**Scott Humphrey** (M), Marine Exchange of the San Francisco Bay Region (Marine Exchange), Chair of the Harbor Safety Committee (HSC); called the meeting to order at 10:04.

**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** (M) Bay Conservation and Development Commission; **Christie Coats** (M), Port of Redwood City; **Ben Eichenberg** (M), San Francisco Baykeeper; **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; **Capt. Tony Heeter** (M), Blue and Gold Fleet; **Paul Hendriks** (A), Baydelta Maritime; **Capt. Taylor Lam** (M), United States Coast Guard; **Tammie Lasiter** (A), SSA Terminals; **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 April 11, 2024, meeting was made and seconded. The minutes were approved without dissent.

### Comments by the Chair- Scott Humphrey

Welcomed the committee members and audience. A vote will be held at the June HSC meeting to consider adding a new HSC member position focused on maritime cybersecurity. Congratulations were given to the 2024 Cal Maritime graduating class.

### Coast Guard Report- Capt. Taylor Lam

- A planned economic blockade and protest of the Israel-Hamas conflict took place on April 15<sup>th</sup>. The USCG worked with local agencies to maintain maritime security and navigational safety while ensuring First Amendment rights. Continued protests are anticipated.
- President Biden is planning a visit to the region today and security zones will be established.

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- The Sail GP sailing race will be held in San Francisco July 12<sup>th</sup> – 14<sup>th</sup>. USCG regulations will be published, and public comments are welcome.
- Capt. Jordan Balduenza will be replacing Capt. Lam as Sector SF Commander and COTP on May 24<sup>th</sup>. Capt. Lam is moving to District 11. During his time leading Sector SF, Capt. Lam oversaw response to several maritime incidents including the 2022 container ship LOP and rescue in rough seas, and the Port of Benicia fire. Other notable events include the ongoing certification of the first hydrogen powered ferry boat, the 2023 APEC Summit, and Fleet Week.
- LT Abby Hamann read from the April- 2024 Prevention/Response Report (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 Redwood City Harbor and should finish by June. Bid solicitation is underway for FY24 dredge contracts. The hopper dredge Essayons will be in the region in June and July to dredge the Main Ship Channel and Richmond Outer Harbor. No debris removal data is available for April. 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.
- John Schneider advised that shoaling has reduced the depth of Pinole Shoal Channel by one foot. The channel is not scheduled to be dredged this year due to deferred dredging. Shoaling is not at emergency dredging levels yet but is a concern. Capt. Paul Ruff advised that pilots require acceptable under keel clearance and may delay vessel transits during low tide if channel depth is reduced. All upriver ports including Stockton and Sacramento are affected by this issue.

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

### **OSPR Report- Mike Zamora**

- Introduced Julie Yamamoto, OSPR Acting Administrator and Amir Sharifi, OSPR Assistant Deputy Administrator.
- Lucas Juon, Marathon Petroleum, has been appointed to the HSC as the alternate member representing Marine Oil Terminal Operators. Term ends on April 24, 2027. New members must complete the oath of office.
- An HSC membership vacancy announcement was previously distributed. Applications are welcome. Contact: [michael.zamora@wildlife.ca.gov](mailto:michael.zamora@wildlife.ca.gov)

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## **NOAA Report- Jeff Ferguson**

- Read from the NOAA HSC Report for May 2024 (attached). All raster charts are scheduled for cancelation by the end of 2024. The NOAA San Francisco Tide Station is experiencing silting issues causing inaccurate measurements during low tides. The 2024 Vessel Speed Reduction (VSR) guidance has been published. Vessels in the San Francisco Bay region are asked to slow down offshore from May 1<sup>st</sup> to December 31<sup>st</sup> for whale protection. The NOAA Marine Debris Program is offering grant funding opportunities for removal of derelict fishing traps. The deadline to apply is May 30<sup>th</sup>.
- Scott Humphrey asked if San Francisco Tide Gauge data is critical for navigation. Capt. Ruff advised that data from that particular station is useful but not heavily relied upon by pilots. Jeff Ferguson advised that natural scouring of the silt is hoped for, but dredging or other mitigation may be necessary to fix the silting issue.
- Brian Garcia, NWS, advised that higher than normal temperatures are forecast in the coming weeks. Increased recreational boating is expected. El Nino conditions are dissipating, and the emergence of La Nina conditions are predicted. The NWS is updating the Coastal Waters Forecast. The new forecast will include wave data such as height, direction, and period. Wave data is collected with buoys and used for predictive modeling.

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

## **PORTS Report- Marcus Freeling**

- PORTS buoy-mounted current meters are operating normally and will next be serviced in the summer. The Bay Bridge air gap sensor was serviced and is back online. A corroded battery was replaced, and a loose power wire reconnected. Issues with PORTS visibility sensors are being addressed. A calibration procedure will be performed on the Oakland Berth 38 visibility sensor next week. Calibrations will also be done on the SF Pier 17 and Amorco visibility sensors. 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>

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## **Work Group Reports-**

**Tug Work Group-** Erin Pierson: The Work Group met last week to review tug issues. The next Work Group meeting will be held on May 30<sup>th</sup>.

**Navigation Work Group-** Capt. Paul Ruff: A full HSC vote was held to approve HSC support for repairing the Oakland Outer Harbor ranges (letter attached). The motion passed without dissent. A full HSC vote was held to approve HSC support for retaining the SF Sea Buoy racon (letter attached). The motion passed without dissent. A full HSC vote was held to approve HSC support for NOAA to install harmonic tide stations at the Port of Stockton and the Port of Sacramento (letter attached). The motion passed without dissent. The USCG and USACE abstained from voting. Scott Humphrey advised that the HSC will draft endorsement letters to be sent to the appropriate parties. Capt. David Corbett will be taking over for Capt. Ruff as primary HSC representative for the SF Bar Pilots.

**Ferry Operations Work Group-** Capt. Tony Heeter: A full HSC vote was held to approve Work Group updates to HSC Dead Ship Tow guidelines (attached). The updates allow the use of Class D tugs for small passenger vessel towing. The motion to adopt the updates was approved without dissent. The Ferry Ops Work Group has drafted updates to the HSC Ferry Routing Protocol including a new downbound traffic lane (graphic attached). An HSC vote will be scheduled to approve the updates after stakeholder input. A recent security incident was reported at the SF Ferry Building involving an active shooter and bomb threat. Additional security training and support are needed. Capt. Lam advised that security exercises will be planned to simulate MARSEC Level 2 activation.

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

**PORTS Work Group-** Justin Taschek: The Work Group is considering potential upriver expansion of SF PORTS. Scott Humphrey advised that harmonic tide stations use data from temporarily installed tide gauges to improve predictions. Permanent tide stations provided better real-time data but require additional funding for installation. Capt. Ruff advised that better tide data for Stockton and Sacramento will allow for increased shipping efficiency with less vessel transits.

**Prevention through People Work Group-** Scott Grindy: The Sail GP race will be held July 12<sup>th</sup> – 14<sup>th</sup>. The San Francisco Marina's 100-year anniversary is in December. The next BAMO meeting is on June 6<sup>th</sup>.

**Marine Mammal Work Group-** Kathi George (A), The Marine Mammal Center: A full HSC vote was held to approve NOAA Marine Mammal Guidelines drafted by the Work Group (attached). The guidelines for marine mammal protection will be added to the Harbor Safety Plan in a new section. The motion to

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adopt the guidelines was approved without dissent. A gray whale was sighted in the traffic lanes on April 22<sup>nd</sup> prompting VTS to redirect a transiting petroleum barge to avoid the whale. Communication is critical. A dead whale was found at Crown Beach with injuries consistent with a vessel strike. The next Work Group meeting will be held in June after the regular HSC meeting. There have been unconfirmed sightings in Oregon of the entangled whale reported last month. The June HSC meeting will be held at the Marine Mammal Center in Sausalito and a tour of the facility will be provided to those interested.

## **Public Comment-**

- Stas Margaronis, Propeller Club, advised of a recent presentation concerning ZPMC crane security issues. The security issues can be mitigated by updating the crane operating system. Maritime Day is on May 28<sup>th</sup> and virtual participation is welcome. Presentations will be given on CARB regulations and on emissions scrubbing barges. The annual Storms, Flooding and Sea Level Defense Conference will be held on December 3<sup>rd</sup> at Scott's Seafood. A presentation from Google on AI weather forecasting is planned. Avian flu is a concern.
- Shawn Bennett, Baydelta, advised that the American Waterways Organization recently met with the Puget Sound Partnership focused on orca protection. Collaboration is suggested.
- CDR Will George, USCG D11 Chief of Waterways Management, was introduced to the committee. CMD George advised that repair work for the Oakland Outer Harbor ranges will be contracted with completion expected by the end of summer. There are also plans to refurbish and reinstall the SF Sea Buoy racon.
- Cody Aichele-Rothman advised that the annual Harbor Safety Plan Update is underway. The vote to approve the 2024 HSP Update will be held at the June HSC meeting.

## **Old Business- None**

## **New Business-**

- The HSC will vote in June on a proposal to create a new cybersecurity HSC member position for Cal OES. OSPR will make the final determination.
- The HSC will consider conducting a Simplified IALA Risk Assessment (SIRA) of the San Francisco Bay once stakeholder concerns have been addressed.
- Capt. Lam announced that a USCG port recovery tabletop exercise will be held on May 16<sup>th</sup> and participation is welcome.
- The June HSC meeting will be held at the Marine Mammal Center in Sausalito.

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## **Next Meeting-**

1000-1200, June 13, 2024  
The Marine Mammal Center  
2000 Bunker Road, Sausalito, California

## **Adjournment-**

A motion to adjourn the meeting was made and seconded. The motion passed without dissent and the meeting adjourned at 11:41.

Respectfully submitted: Marine Exchange of the San Francisco Bay Region

**SIGNIFICANT PORT SAFETY AND SECURITY CASES (APRIL 2024)**

**MARINE CASUALTIES**

NSTR

**VESSEL SAFETY CONDITIONS**

NSTR

**NAVIGATIONAL SAFETY**

Letter of Deviation (LOD), Inoperable AIS (04MAR24): A foreign flag container vessel was issued an inbound LOD for malfunctioning AIS. Repairs were conducted and the equipment is working properly. Case closed.

**SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES**

Letter of Warning 11Apr2024: IMD received a notification of a Recreational Vessel partially submerged while tied to riprap and actively discharging 1 gallon of fuel into 14 Mile slough, a navigable waterway, creating a sheen. The reporting party responded to the spill by adding boom around the vessel and hired a contractor to remove product and salvage the vessel using insurance funds. All product was removed from the waterway. IMD issued a Notice of Federal Interest and a Letter of Warning to the responsible party. Case closed.

Federal Case 24Apr2024: IMD received a report of an abandoned vessel that discharged approximately 30 gallons of diesel into Monterey Bay, a navigable waterway and marine sanctuary, creating a sheen. The marina placed absorbent boom around the vessel to contain the active discharge throughout the process of investigation, IMD duty team was unable to identify the responsible party and determined the Coast Guard will assume responsibility of pollution removal operations. The source of pollution for this incident was removed by hired contractors. An active investigation is being conducted to identify the responsible parties. Case remains open.

Letter of Warning 11Apr2024: IMD received a notification of a Fishing vessel that discharged approximately 1 gallon of oil into Bodega Bay. IMD contacted the marina who stated the vessel collected a large amount of rainwater and the marina accidentally spilled oil into the waterway while dewatering the vessel. The marina immediately deployed boom and removed the product. IMD contacted the owner of the vessel and ordered them to remove all remaining product from the vessel to eliminate another significant threat to the environment. IMD issued a Notice of Federal Interests and Letter of Warning to the responsible party. Case remains open.

**PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS**

**April 2024**

<b>PORT SAFETY CATEGORIES*</b>	<b>Apr-2024</b>	<b>Apr-2023</b>	<b>**3yr Avg</b>
<b>Total Number of Port State Control Detentions:</b>	<b>0</b>	<b>0</b>	<b>0.08</b>
SOLAS (), STCW (), MARPOL (), ISM (), ISPS ()			
<b>Total Number of COTP Orders:</b>	<b>0</b>	<b>0</b>	<b>3.22</b>
Navigation Safety (), Port Safety & Security (), ANOA ()			
<b>Marine Casualties (reportable CG 2692) within SF Bay:</b>	<b>7</b>	<b>4</b>	<b>6.06</b>
Allision (1), Collision (0), Fire (1), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (4), Personnel (0), Other (1), Power (0)			
<b>Total Number of (routine) Navigation Safety issues/Letters of Deviation:</b>	<b>0</b>	<b>1</b>	<b>2.03</b>
Radar (), Gyro (), Steering (), Echo Sounder (), AIS ()			
ARPA (), Speed Log (), R.C. (), Other ()			
<b>Reported or Verified "Rule 9" or other Navigational Rule Violations:</b>	<b>0</b>	<b>1</b>	<b>0.11</b>
<b>Significant Waterway events/Navigation related Cases:</b>	<b>0</b>	<b>0</b>	<b>0.00</b>
<b>Total Port Safety (PS) Cases opened</b>	<b>7</b>	<b>6</b>	<b>11.50</b>

**MARINE POLLUTION RESPONSE**

<b>Pollution Discharge Sources (Vessels)</b>	<b>Apr-2024</b>	<b>Apr-2023</b>	<b>**3yr Avg</b>
U.S. Commercial Vessels	<b>0</b>	<b>0</b>	<b>0.56</b>
Foreign Freight Vessels	<b>0</b>	<b>0</b>	<b>0.17</b>
Public Vessels	<b>0</b>	<b>0</b>	<b>0.97</b>
Commercial Fishing Vessels	<b>0</b>	<b>0</b>	<b>0.78</b>
Recreational Vessels	<b>9</b>	<b>6</b>	<b>7.47</b>
<b>Pollution Discharge Sources (Facilities)</b>	<b>Apr-2024</b>	<b>Apr-2023</b>	<b>**3yr Avg</b>
Regulated Waterfront Facilities	<b>0</b>	<b>0</b>	<b>0.22</b>
Regulated Waterfront Facilities - Fuel Transfer	<b>0</b>	<b>0</b>	<b>0.08</b>
Other Land Sources	<b>4</b>	<b>1</b>	<b>4.22</b>
Mystery Spills - Unknown Sources	<b>5</b>	<b>2</b>	<b>5.78</b>
<b>Number of Pollution Incidents (By Spill Size)</b>	<b>Apr-2024</b>	<b>Apr-2023</b>	<b>**3yr Avg</b>
Spills < 10 gallons	<b>17</b>	<b>2</b>	<b>10.36</b>
Spills 10 - 100 gallons	<b>1</b>	<b>0</b>	<b>1.92</b>
Spills 100 - 1000 gallons	<b>0</b>	<b>0</b>	<b>0.33</b>
Spills > 1000 gallons	<b>0</b>	<b>0</b>	<b>0.00</b>
Spills - Unknown Size	<b>0</b>	<b>7</b>	<b>7.17</b>
<b>Total Pollution Incidents</b>	<b>18</b>	<b>9</b>	<b>19.78</b>



<b>Oil Discharge/Hazardous Materials Release Volumes by Spill Size</b>	<b>Apr-2024</b>	<b>Apr-2023</b>	<b>**3yr Avg</b>
Estimated spill amount from U.S. Commercial Vessels	0.00	0.00	6.13
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.31
Estimated spill amount from Public Vessels	0.00	0.00	18.00
Estimated spill amount from Commercial Fishing Vessels	0.00	0.00	10.93
Estimated spill amount from Recreational Vessels	28.00	1.00	52.30
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	1.70
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.18
Estimated spill amount from Other Land Sources	4.00	1.00	59.77
Estimated spill amount from Unknown Sources (Mystery Sheens)	4.00	2.00	5.75
<b>Total Oil Discharge and/or Hazardous Materials Release (Gallons)</b>	<b>36.00</b>	<b>4.00</b>	<b>155.06</b>
<b>Penalty Actions</b>	<b>Apr-2024</b>	<b>Apr-2023</b>	<b>**3yr Avg</b>
Civil Penalty Cases	0	0	0.03
Notice of Violations	0	1	0.28
Letters of Warning	2	0	4.50
<b>Total Penalty Actions</b>	<b>2</b>	<b>1</b>	<b>4.81</b>
* NOTE: Values represent all cases within the HSC jurisdiction during the period. Significant cases are detailed in the narrative.			
** NOTE: Values represent an average month over a 36 month period for the specified category of information.			

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**Report of the  
U.S. Army Corps of Engineers, San Francisco District  
May 9, 2024**

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

Since the last HSC meeting on April 11, dredging has continued at Redwood City Harbor. Expected completion is now early June.

Planning and design work continues for the FY24 dredging program and is based on amounts provided in the FY 2024 Consolidated Appropriations Act, Public Law 118-42, signed into law on March 9, 2024. The FY24 project schedules are included at the end of this report. Adjustments may be made to these schedules as circumstances warrant.

**FY 2023 DREDGING PROGRAM**

- a. **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. **Dredging resumed on March 3 and is expected to continue through early June.**

**FY 2024 CONTRACT DREDGING PROGRAM**

- b. **Oakland Harbor** – A dredging contract solicitation was posted on sam.gov on April 2 with **bid opening moved to May 16 due to amendments.** Contract award is tentatively scheduled for **late May and dredging estimated to start early July.**
- c. **San Joaquin River (Port of Stockton)** – **A dredging contract solicitation was posted on sam.gov on April 9 with bid opening scheduled for May 20. Contract award is tentatively scheduled for early June with dredging estimated to start early July.**
- d. **Sacramento River Deep Water Ship Channel** – **A dredging contract solicitation was posted on sam.gov on April 25 with bid opening scheduled for May 28. Contract award is tentatively scheduled for mid-June with dredging estimated to start mid-July.**
- e. **Suisun Bay Channel (and New York Slough)** – **A dredging contract solicitation was posted on sam.gov on April 29 with bid opening scheduled for May 30. Contract award is tentatively scheduled for mid-June with dredging estimated to start mid-July.**
- a. **Petaluma River** – Planning and design for the FY24 dredging cycle is currently underway with contract award tentatively scheduled for mid-August and dredging estimated to start mid-September.
- b. **Redwood City Harbor** – Planning and design for the FY24 dredging cycle is currently underway with contract award tentatively scheduled for early September and dredging estimated to start in October.

- c. **Richmond Inner Harbor** – Planning for the FY24 dredging cycle is currently underway with contract award tentatively scheduled for mid-October and dredging estimated to start early December.

#### **FY 2024 GOVERNMENT HOPPER DREDGING PROGRAM**

- a. **San Francisco Main Ship Channel** – The Government Hopper Dredge Essayons is scheduled to dredge the San Francisco Main Ship Channel from the middle of June until mid-July. The dredged material placement will be at the near-shore Ocean Beach Demonstration Site (OBDS), as in previous years.
- b. **Richmond Outer Harbor** – Following completion of the Main Ship Channel, the Essayons will move to Richmond Outer Harbor in mid-July and perform maintenance dredging there until end of July. Upon completion of Richmond Outer Harbor, Essayons will depart the Bay Area.
- c. **San Pablo Bay (Pinole Shoal)** – Dredging is deferred to FY25 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.

**3. DEBRIS REMOVAL – No Updates this Month.**

**BASEYARD DEBRIS COLLECTION TOTALS:**

<b>MONTH</b>	<b>RACCOON</b>	<b>DILLARD</b>	<b>MISC</b>	<b>TOTAL</b>
2024	TONS	TONS	TONS	TONS
JAN	17.5	45	0	62.5
FEB	27	31	0	58
MAR	10.5	11.5	0	22
APR	-	-	-	-
MAY				
JUN				
JUL				
AUG				
SEP				
OCT				
NOV				
DEC				

YR TOTAL
<b>142.5</b>

#### 4. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

**Oakland Harbor Turning Basins Widening Study:** This study will investigate and determine if there is a technically feasible, economically justifiable, and environmentally acceptable recommendation for federal participation in a navigation improvement project to the existing - 50-foot Oakland Harbor Federal Navigation Project. The Draft Integrated Feasibility Report (IFR) was released on 17 December 2021 for public comment. A Draft IFR/EA and a 404(b)(1) analysis is now included as appendix A-3 of the Feasibility Study. A complete list of updates from the initial Draft IFR/EA is in the executive summary of the 2<sup>nd</sup> Draft IFR/EA. The Study is scheduled to be completed in Jan 2024 and the Chief's Report is scheduled to be completed end of May 2024.

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

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

#### 5. OTHER WORK

**Regional Dredge Material Management Plan:** 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 April 30, 2024.

**Islais Creek Channel:** Condition survey of July 21, 2023.

**Larkspur Ferry Channel:** Condition survey of December 12, 2023.

**Mare Island Strait:** Condition survey of May 2, 2024.

**Marinship Channel (Richardson Bay):** Condition survey of November 7, 2022.

**Napa River:** Condition survey of January 30-31, 2024.

**Northship Channel:** Condition survey of September 25 - October 18, 2023.

**Oakland Inner Harbor:** Condition survey of April 8-9, 2024.

**Oakland Inner Harbor (Brooklyn Basin):** Condition survey of 15-20 January 2021.

**Oakland Outer Harbor:** Condition survey of April 8, 2024.

**Petaluma River (Across-the-Flats):** Condition survey of March 12-14, 2024.

**Petaluma River (Main Channel):** Condition survey of March 12-14, 2024.

**Petaluma River (Extended Channel):** Condition survey of November 2-4, 2022.

**Pinole Shoal Channel:** Condition survey of January 4-11, 2024.

**Redwood City Harbor:** Condition and progress surveys of February 21 and March 27, 2024.

**Richmond Inner Harbor:** Condition survey of April 15, 2024.

**Richmond Inner Harbor (Santa Fe Channel):** Condition survey of November 28, 2022.

**Richmond Outer Harbor (Longwharf):** Condition survey of May 1, 2024.

**Richmond Outer Harbor (Southampton Shoal):** Condition survey of April 30, 2024.

**Sacramento River Deep Water Ship Channel:** Condition survey of March 25-26, 2024.

**San Bruno Shoal:** Condition survey of September 28, 2023.

**San Francisco Main Ship Channel:** Condition survey of February 13-27, 2024.

**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 March 21-24 and April 2, 2024.

**Suisun Bay Channel:** Condition survey of April 24-29, 2024.

**Suisun Bay Channel (Bullshead Reach):** Condition survey of April 24-29, 2024.

**Suisun Bay Channel (New York Slough):** Condition survey of April 24-25, 2024.

**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 April 18, 2024.

**SF-09 (Carquinez):** Condition survey of January 30, 2024.

**SF-10 (San Pablo Bay):** Condition survey of January 19, 2024.

**SF-11 (Alcatraz Island):** Condition survey of April 12, 2024.

**SF-16 (Suisun Bay Disposal Site):** Condition survey of February 9, 2024.

**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 FY23.

**Channel Condition Report (CCR):**

Attached is the Channel Condition Report (CCR) for all Corps maintained channels dated **7 MAY 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 2024 O&M DREDGING PLAN

Project	Target Solicitation	Target Bid Open	Target Award	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	Estimated CY	Dredge Type	Placement Site				
				FY2024						FY2025												
<b>CONTRACT CLAMSHELL OR CUTTERHEAD PIPELINE</b>																						
Oakland Harbor	2-Apr	16-May	30-May		→	◆	◆	→	→						700kcy	Clam Shell	BU					
San Joaquin River (Port of Stockton)	9-Apr	20-May	3-Jun		→	◆	◆	→	→						175kcy	Cutterhead	Various Upland					
Sacramento River (30 Foot Project)	25-Apr	28-May	11-Jun		→	◆	◆	→	→						150kcy	Cutterhead	Various Upland					
Suisun Bay Channel	29-Apr	30-May	13-Jun		→	◆	◆	→	→						100kcy	Clam Shell	SF-16					
MOTCO Debris Relocation	6-May	6-Jun	21-Jun		→	◆	◆	→	→						# tons	Excavator	N/A					
Moss Landing Harbor (Tier III)	22-May	21-Jun	9-Jul		→	◆	◆	→	→						85kcy	Cutterhead	BU					
Petaluma River (Tier III)	21-Jun	22-Jul	5-Aug				→	◆	◆	→	→						200kcy	Clamshell	BU			
Crescent City Harbor (Tier III)	10-Jul	9-Aug	23-Aug				→	◆	◆	→	→						75kcy	Clam Shell	HOODS			
Redwood City Harbor	24-Jul	23-Aug	6-Sep	→					→	◆	◆	→	→						400kcy	Clam Shell	BU/SF-11/ SF-DODS	
Richmond Inner Harbor (Tier III)	3-Sep	3-Oct	17-Oct	→						→	◆	◆	→	→						350kcy	Clam Shell	SF-DODS
<b>WEST COAST HOPPER CONTRACT</b>																						
Humboldt Bar & Entrance Channels	30-Jan	29-Feb	8-Mar														300kcy	WCHC (Portland)	HOODS			
<b>GOVERNMENT HOPPER</b>																						
Humboldt B&E & Interior	N/A	N/A	N/A				→										150kcy	Govt Hopper	HOODS			
Humboldt Bar & Entrance Channels	N/A	N/A	N/A				→										900kcy	Govt Hopper	HOODS			
SF Main Ship Channel	N/A	N/A	N/A				→										350kcy	Govt Hopper	OBDS SF-8			
Richmond Outer Harbor (Tier III)	N/A	N/A	N/A					→									250kcy	Govt Hopper	SF-10 SF-11			
Pinole Shoal	N/A	N/A	N/A														250kcy	Govt Hopper	SF-10 SF-11			

   	Solicitation Bid Opening Contract Award Work Stoppage	West Coast Hopper Contract Gov't Dredge Yaquina Gov't Dredge Essayons	Env Window Mobilization Physical Dredging Hopper Dredging



**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	02-13-2024	2000	4.96	55	50.0	55.0	55.1	53.7
Redwood City Harbor Redwood City Harbor	03-27-2024	300 943	3.94	30	18.3	25.0	23.9	20.9
Richmond Inner Harbor Entrance Channel	04-15-2024	809 1021	0.96	38	36.0	36.5	37.3	36.4
Richmond Inner Harbor Approach Channel	04-15-2024	809 1201	3.09	38	33.6	35.0	36.4	34.1
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	02-29-2024	600 1291	3.25	45	41.4	44.0	44.8	42.9
Richmond Outer Harbor Longwharf Turning Basin	02-28-2024	2188 5598	0.88	45	29.1	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	03-14-2024	100 361	4.06	8	3.6	4.3	3.0	3.0
Petaluma River ATF Across the Flats	12-15-2020	200 206	5.68	8	6.3	8.8	8.3	8.2
Mare Island Strait Causeway to Asylum Slough	01-30-2024	75 245	3.19	15	0.6	9.0	9.0	6.9
Napa River Asylum Slough to Napa City	01-30-2024	102 183	9.92	10	1.9	5.4	5.3	0.9
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	04-08-2024	544 1997	4.62	50	46.3	48.1	49.1	47.1

**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 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	04-08-2024	296 1761		50	46.9	48.3	48.7	47.9
Humboldt Bay Bar and Entrance Channel	04-04-2024	500 2113	2.60	48	11.9	34.1	35.5	+0.7
Humboldt Bay Eureka Channel	04-04-2024	400 416	1.69	26	2.0	3.8	11.4	7.0
Humboldt Bay Fields Landing Channel	04-04-2024	300 770	2.35	26	12.5	26.9	25.5	20.5
Humboldt Bay North Bay Channel	04-04-2024	400 657	3.04	38	31.9	36.9	34.7	17.0
Humboldt Bay Samoa Channel	04-04-2024	400 1000	1.83	38	33.2	35.1	34.5	17.6
Pinole Shoal Channel Pinole Shoal Channel	04-04-2024	600 1644	10.40	35	26.5	36.4	35.0	31.8
Suisun Bay Channel Suisun Bay (0+00 to 150+00)	04-24-2024	300	2.84	35	33.8	34.3	33.3	29.3
Suisun Bay Channel Suisun Bay (150+00 to 733+45)	04-24-2023	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)	04-23-2024	400 411	4.42	35	33.5	33.7	35.3	34.0
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	01-03-2024	120 405	0.98	15	6.4	5.7	6.1	8.8
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	04-10-2024	200 320	0.42	20	16.4	17.0	15.6	15.1
Crescent City Inner Harbor Basin Channel	04-10-2024	200 300	0.39	15	14.3	14.7	14.4	12.7
Crescent City Marina Access Channel	04-10-2024	228 170	0.22	15	10.1	11.7	11.0	9.1
SAN LEANDRO MARINA Approach Channel	03-30-2015	200	3.50	7	2.8	3.6	3.4	3.2

REPORT OF CHANNEL CONDITIONS  
400 FEET WIDE OR GREATER

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



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

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## San Francisco Clearinghouse Report

May 9, 2024

- 👉 In April the clearinghouse did not contact OSPR regarding any possible escort violations.
- 👉 In April the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- 👉 The clearinghouse has not contacted OSPR so far in 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 April there were 102 tank vessel arrivals: 21 ATBs, 6 Chemical Tankers, 22 Chemical/Oil Tankers, 23 Crude Oil Tankers, 1 LPG, 17 Product Tankers, and 12 Tugs with Barges.
- 👉 In April there were 254 total vessel arrivals.

# San Francisco Bay Clearinghouse Report For April 2024

## San Francisco Bay Region Totals

	<u>2024</u>		<u>2023</u>	
Tanker arrivals to San Francisco Bay	69		74	
ATB arrivals	21		15	
Barge arrivals to San Francisco Bay	12		13	
<b>Total Tanker and Barge Arrivals</b>	<b>102</b>		<b>102</b>	
Tank ship movements & escorted barge movements	350		366	
Tank ship movements	193	55.14%	217	59.29%
Escorted tank ship movements	154	44.00%	178	48.63%
Unescorted tank ship movements	39	11.14%	39	10.66%
Tank barge movements	157	44.86%	149	40.71%
Escorted tank barge movements	15	4.29%	19	5.19%
Unescorted tank barge movements	142	40.57%	130	35.52%

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

Escorts reported to OSPR 0 0

<b>Movements by Zone</b>	<b>Zone 1</b>	<b>%</b>	<b>Zone 2</b>	<b>%</b>	<b>Zone 4</b>	<b>%</b>	<b>Zone 6</b>	<b>%</b>	<b>Total</b>	<b>%</b>
Total movements	206		357		0		153		716	
Unescorted movements	101	49.03%	192	53.78%	0	0.00%	80	52.29%	373	52.09%
Tank ships	80	38.83%	153	42.86%	0	0.00%	74	48.37%	307	42.88%
Tank barges	21	10.19%	39	10.92%	0	0.00%	6	3.92%	66	9.22%
Escorted movements	105	50.97%	165	46.22%	0	0.00%	73	47.71%	343	47.91%
Tank ships	102	49.51%	153	42.86%	0	0.00%	66	43.14%	321	44.83%
Tank barges	3	1.46%	12	3.36%	0	0.00%	7	4.58%	22	3.07%

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 2024

## San Francisco Bay Region Totals

	<u>2024</u>		<u>2023</u>	
Tanker arrivals to San Francisco Bay	281		830	
ATB arrivals	69		172	
Barge arrivals to San Francisco Bay	50		153	
Total Tanker and Barge Arrivals	400		1,155	
Tank ship movements & escorted barge movements	1,378		4,040	
Tank ship movements	743	53.92%	2,327	57.60%
Escorted tank ship movements	582	42.24%	1,859	46.01%
Unescorted tank ship movements	161	11.68%	468	11.58%
Tank barge movements	635	46.08%	1,713	42.40%
Escorted tank barge movements	81	5.88%	228	5.64%
Unescorted tank barge movements	554	40.20%	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

<b>Movements by Zone</b>	<b>Zone 1</b>	<b>%</b>	<b>Zone 2</b>	<b>%</b>	<b>Zone 4</b>	<b>%</b>	<b>Zone 6</b>	<b>%</b>	<b>Total</b>	<b>%</b>
Total movements	799		1,351		0		574		2,724	
Unescorted movements	383	47.93%	703	52.04%	0	0.00%	307	53.48%	1,393	51.14%
Tank ships	308	38.55%	544	40.27%	0	0.00%	268	46.69%	1,120	41.12%
Tank barges	75	9.39%	159	11.77%	0	0.00%	39	6.79%	273	10.02%
Escorted movements	416	52.07%	648	47.96%	0	0.00%	267	46.52%	1,331	48.86%
Tank ships	391	48.94%	573	42.41%	0	0.00%	232	40.42%	1,196	43.91%
Tank barges	25	3.13%	75	5.55%	0	0.00%	35	6.10%	135	4.96%

Notes:

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

## NOAA Report to the San Francisco Bay Harbor Safety Committee May 2024

### Production of Raster Charts is Ending

Monthly reminder that 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. These charts will be officially canceled on July 31, 2024.

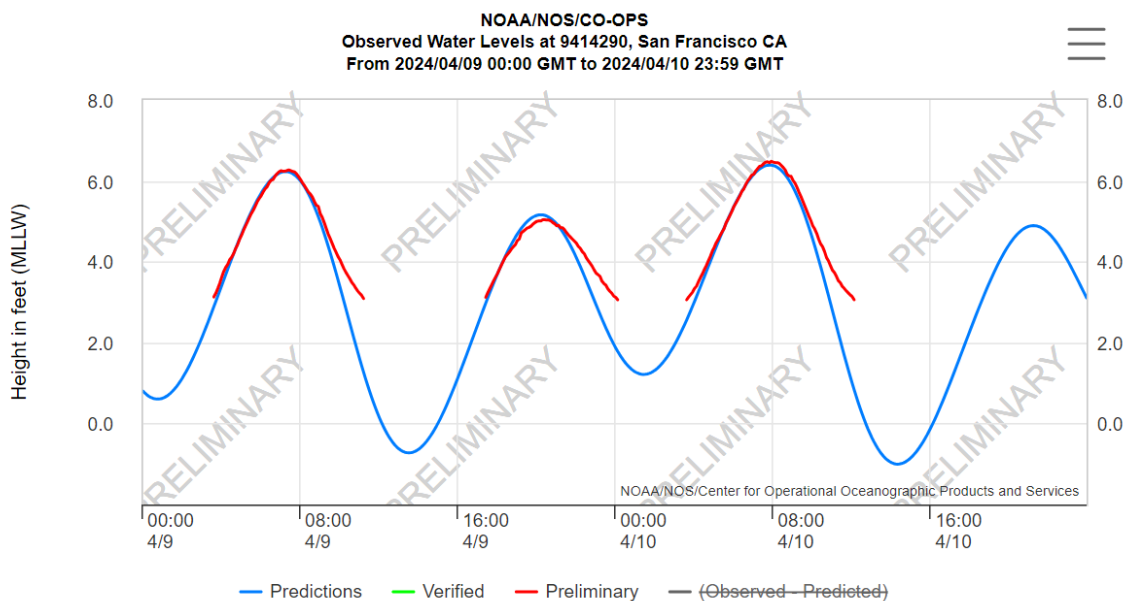
For real time navigation, mariners should be using the NOAA Electronic Navigational Chart (ENC) in an appropriate navigation system.

### Faulty Data at San Francisco Tide Gage

NOAA’s Center for Operational Oceanographic Products and Services (CO-OPS) has added a disclaimer to the San Francisco National Water Level Observation Network (NWLON) station pages. There are some large silting issues at the station which are impacting data resulting in a dampened tidal signal.

The disclaimer says, “Notice: Due to storm activity during the winter months, significant sediment deposits have been observed near the San Francisco water level station. This is impacting real-time water level observations, especially during low tide where observed water levels have generally been higher than astronomical tide predictions. The exact spatial extent of these sediment deposits and their influence on water levels away from the station is unclear. Please use caution when utilizing these water level data for marine navigation in this region.”

Due to these errors, the data has been cut off below a certain threshold.





## **Voluntary Vessel Speed Reduction Zone**

The Voluntary vessel Speed Reduction (VSR) zone to reduce impact of ship strikes on whales goes back into effect on May 1, 2024 and is expected to remain through December 31, 2024.

NOAA, USCG and EPA strongly recommend that vessels 300 GT or larger transit the VSR zone at 10 knots or less and prioritize use of the western traffic lane on the San Francisco Traffic Separation Scheme (TSS).

The letter also states that, "Vessels may deviate from the speed and routing recommendations whenever necessary to maintain safe maneuvering."

## **National Weather Service**

From the NWS SF Bay Area / Monterey: Over the next couple of months mariners will notice a change in the Coastal Waters Forecast, the CWF. This is the original and classic marine forecast product. This original is getting a much needed update.

By mid to late May the forecast will provide more wave details. Wave height is important, but it's the period of the waves that tells the full story. As such, for each wave system moving through the area, NOAA will now provide the direction, height, and period. So the example above will now look something like, "Thu Night...NW winds 15 to 25 knots with gusts up to 30 knots. Waves NW 9 ft at 8 seconds and NW 5 ft at 13 seconds".

This will provide a better representation of the sea state by giving the direction the waves are coming from, their height, and the period, which tells you how steep a wave is and how much energy a wave carries. 6 feet @ 6 seconds is way different than 6 feet @ 20 seconds.

For more information visit, [weather.gov/marine/wavedetail](https://www.weather.gov/marine/wavedetail). Or contact Brian Garcia at NWS for the SF Bay Area and Monterey Bay regions at [brian.garcia@noaa.gov](mailto:brian.garcia@noaa.gov).

## **NOAA Marine Debris Program partnership and funding opportunity**

The [Virginia Institute of Marine Science \(VIMS\)](#), in partnership with the [National Oceanic and Atmospheric Administration \(NOAA\) Marine Debris Program](#), announced a request for proposals under the [Nationwide Fishing Trap Removal, Assessment, and Prevention \(TRAP\) Program](#).

The [program](#) will award up to \$1,475,000 for projects between \$50,000-\$200,000 to support the removal of derelict fishing traps throughout coastal waterways nationwide. Eligible applicants include non-profit 501(c) organizations, state and territorial government agencies, local governments, municipal governments, commercial (for-profit) organizations, American Indian and Alaska Native governments Native Hawaiian and Pacific Islander Organizations, and educational institutions. Tribal governments include both federal and state-recognized tribes. The Nationwide Fishing TRAP Program is strongly committed to broadening the participation of American Indian Tribes and Indigenous communities, minority-serving institutions, and entities that work in underserved areas (as defined by NOAA's National Centers for Coastal Ocean Science via their Underserved Communities and Environmental Justice webpage) and will follow The CARE Principles for Indigenous Data Governance. The Nationwide Fishing TRAP Program encourages proposals from, or involving, any of the above types of institutions. For-profit applicants should see the Budget section below for specific budget considerations for for-profit entities. Applicants with a proven track record of success in implementing derelict trap removal projects with specific, measurable results are encouraged to apply. All projects must take place within the coastal waterways of the United States, territories, or the Freely Associated States (FAS) of the Pacific, which includes the Republic of the Marshall Islands, the Federated States of Micronesia, and the Republic of Palau. Projects in international waters will not be considered.

Deadline: May 30, 2024. [Learn more.](#)

### **END OF REPORT**

Submitted by,  
Jeffrey Ferguson  
California Navigation Manager  
NOAA's Office of Coast Survey  
[jeffrey.ferguson@noaa.gov](mailto:jeffrey.ferguson@noaa.gov)



**CALIFORNIA STATE LANDS COMMISSION - NORTHERN FIELD OFFICE**  
**APRIL COMPARISON REPORT for HARBOR SAFETY COMMITTEE**

**VESSEL TRANSFERS**

	<u>Vessel Arrivals</u>	<u>Vessels Monitored</u>	<u>Percentage of Vessel Monitored</u>
April 1 - 30, 2023	190	67	35.26
April 1 - 30, 2024	169	42	24.85

**CRUDE OIL / PRODUCT TOTALS (BBLs)**

	<u>Crude Oil ( D )</u>	<u>Crude Oil ( L )</u>	<u>Other Products (D)</u>	<u>Other Products (L)</u>	<u>GRAND TOTAL (D) / (L)</u>
April 1 - 30, 2023	12,655,912	0	6,751,930	6,296,042	25,703,884
April 1 - 30, 2024	10,652,736	0	8,107,485	6,040,370	24,800,591

**OIL SPILL REPORTED**

	<u>TERMINAL</u>	<u>VESSEL</u>	<u>Total</u>	<u>Gallons Spilled</u>
April 1 - 30, 2023	0	0	0	0
April 1 - 30, 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>
14%	418	60	102	42

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



## SAN FRANCISCO BAR PILOTS ASSOCIATION

Pier 9 East End  
San Francisco, CA 94111

April 8, 2024

To: USCG District 11 Prevention Division Waterways

**Subject: Oakland Outer Harbor Range Lights (USCG Light List Aids 4610, 4615, 4617, 4618, 4620, 4625)**

Please accept this letter of concern regarding the deterioration of the approach ranges in Oakland Outer Harbor. The San Francisco Bar Pilots urgently request the USCG repair these Aids to Navigation at soonest.

Background: The ranges in the Oakland Outer Harbor (OOH) are vital to the safe navigation of commercial vessels calling in OOH. These ranges, the center range in particular, are critical in maneuvering ships from the Oakland Bar Channel into Oakland Outer Harbor. A pilot's ability to navigate safely into the entrance channel and past ships at the Evergreen Terminal is predicated on visual, real time, information that the ranges provide. The nature of the navigation in this approach is predominately visual. Electronic charts/PPUs or virtual aids can support position determination but are not a substitute for the visual cues necessary for a pilot to make real time maneuvering decisions in this area.

The Center Range (yellow) marks the center of the channel. The location of the upper light tells the pilot if they are right or left of center. The A and B Ranges mark the edges of the channel where the ship can be safely maneuvered. The A Range (green) rear light structure has fallen over. The B Range (red) has the front day board missing. SFBP understands that the A structure cannot be fixed because it is condemned. We can only assume that the other structures are in the same condition as the A Range. Without lights and day boards, it becomes increasingly difficult to safely navigate in this area, particularly at night. The currents run nearly 90 degrees across the opening of the very narrow entrance channel, so it is critical to immediately judge the vessel set in order to remain in safe water.

Oakland Outer Harbor is a busy commercial port and a critical driver of the State's economy. Last year the Port of Oakland had 303 vessel calls in OOH and 2024 is on track for 330. OOH represents about 40% of the Port's container vessel traffic. To keep commerce flowing safely and efficiently, it's imperative that the Oakland Outer Harbor Ranges be maintained and repaired.

Respectfully,

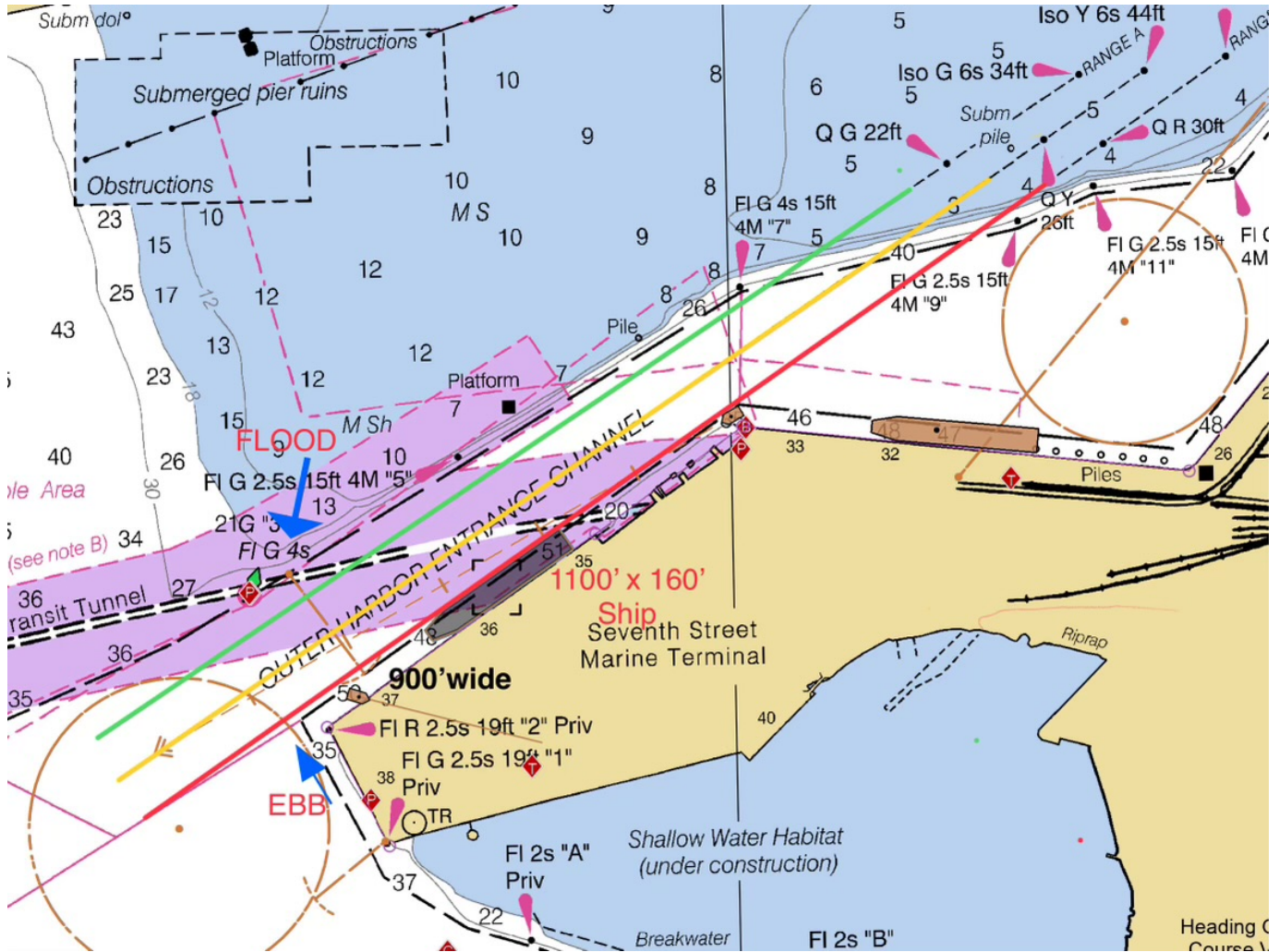
*John Carlier*

Capt. John Carlier  
Port Agent

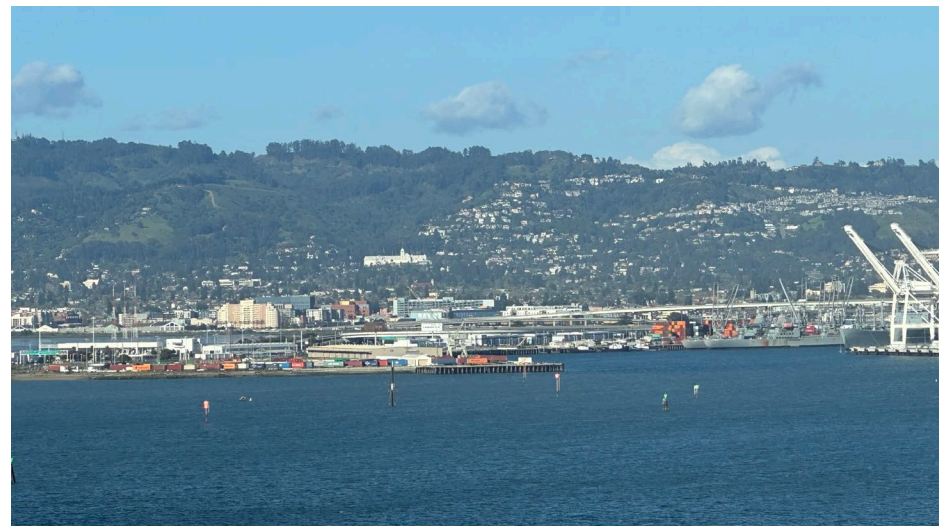
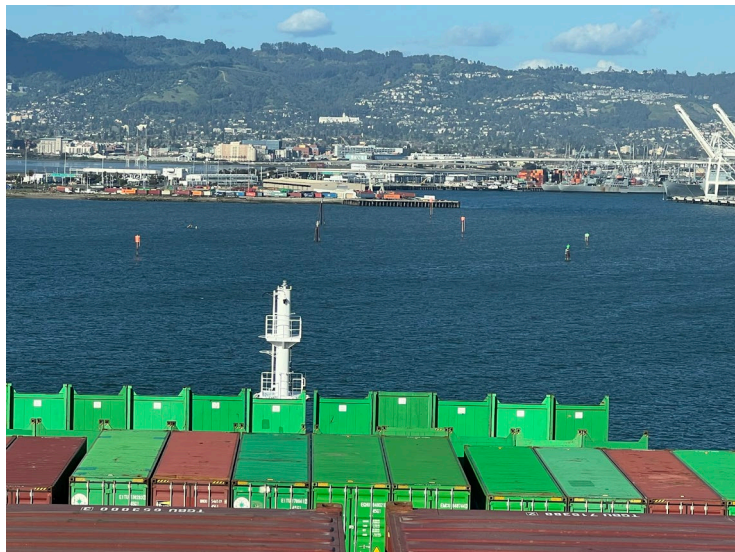
cc: Mr. Scott Humphrey, Chair SFHSC  
Mr. Bryan Brandes, Maritime Director, Port of Oakland  
Capt. Paul Ruff, SFHSC Navigation Work Group

# Chart View of Ranges

Note current direction, ships alongside and shallow water on north side of channel



## Pictures of Visual Approach





## **SAN FRANCISCO BAR PILOTS ASSOCIATION**

Pier 9 East End  
San Francisco, CA 94111

April 10, 2024

To: USCG District 11 Prevention Division Waterways

**Subject: Removal of SF Approach Lighted Whistle Buoy SF (LLNR 360) Racon**

This letter is to raise the San Francisco Bar Pilots (SFBP) strong objection to the proposed removal of the racon from SF Approach Lighted Whistle Buoy SF (the Sea Buoy). As stated in our letter of January 18, 2024, objecting to the removal of the Sea Buoy, the Sea Buoy is the epicenter of SFBP's vessel traffic management when boarding and disembarking pilots offshore. The racon is critical to the functional use of the Sea Buoy and therefore the safety of navigation in the congested offshore pilot boarding area.

The racon's primary function is to assist mariners in identifying the Sea Buoy in the radar in restricted visibility or when the buoy's light is extinguished. Pilots, commercial ships, fishing and recreational vessels all rely on the racon to identify the Sea Buoy on the radar. When there are multiple targets on the radar, the racon is the most effective tool for a pilot to identify the Sea Buoy. This is particularly important in low visibility during crab and sport fishing seasons when numerous radar targets are in the area and immediate maneuvering is required. When piloting in restricted visibility a pilot navigates using information from radar, PPU's and ECDIS. However, it is important to understand that radar is still the primary tool for piloting in restricted visibility.

The racon is also the most effective tool for our pilot vessel to communicate the location of the Sea Buoy to arriving ships. In areas where ships and smaller vessels who may not be familiar with the area are all converging, easily distinguished navigational information is critical for safety.

In our professional opinion, the removal of the racon on San Francisco Approach Lighted Horn Buoy SF would degrade the safe maneuvering of vessels in the Pilot Boarding Area and, while we understand the resources required to maintain the aid, we would strongly urge the USCG to keep the racon in place. Should you require more information regarding our concerns, please contact me at the below email address.

Respectfully,

Capt. John Carlier  
Port Agent

cc: Mr. Scott Humphrey, Chair SFHSC  
Capt. Paul Ruff, SFHSC Navigation Work Group



## **SAN FRANCISCO BAR PILOTS ASSOCIATION**

Pier 9 East End  
San Francisco, CA 94111

April 4, 2024

Marian Westley, PhD

Director of the Center for Operational Oceanographic Products and Services (CO-OPS)

1305 East West Hwy, SSMC4, N/CCOPS

Silver Spring, MD 20910-3278

[marian.westley@noaa.gov](mailto:marian.westley@noaa.gov)

### **Subject: Request for Harmonic Tide Stations, Sacramento and San Joaquin Rivers**

Dear Dr. Westley,

On behalf of the numerous users of the NOAA Tide Stations in the Port of West Sacramento and Port of Stockton, the San Francisco Bar Pilots are officially requesting that NOAA install a Harmonic Tide Station in the Port of West Sacramento and the Port of Stockton. While ships are being moved safely, the lack of accurate tide data and predictions causes inefficiencies in vessel scheduling and traffic management, as well as reduced ship cargo capacity. The more accurate information provided by a Harmonic Tide Station would increase safety margins and help grow the economy of our inland port system by allowing better management of under keel clearance, increased transit windows and deeper ship drafts.

For transiting the San Joaquin River to the Port of Stockton and the Sacramento River to the Port of West Sacramento, SFBP has always used the predicted river tides published by the cooperative of the CA NV Forecast Center, NOAA National Weather Service, and the California Dept of Water Resources. Over the past several years, we noted with concern increasing discrepancies between the CA River Tides forecasts for Antioch and the NOAA Harmonic Tide Station at Antioch.

In November 2022, we held a meeting with NOAA to review these discrepancies. The result of this meeting was that NOAA expressed concern regarding their confidence in the accuracy of the predictions. This leaves SFBP and the inland ports we serve in the position of relying on sub-standard information for critical safety and operational decisions. At the time of the meeting, all the NOAA Tide Stations on the San Joaquin River route to Stockton were only Subordinate Stations and enroute to the Port of West Sacramento there are not even Subordinate Stations. To their credit, NOAA has converted some of the relevant NOAA Subordinate Tide



Stations to Harmonic Tide Stations. This has improved forecasting; however, we still do not have an accurate Harmonic Tide Station in either the Port of West Sacramento or the Port of Stockton.

### **Port of Stockton – Harmonic Tide Station**

The Port of Stockton has had a significant increase in deep draft vessels and many of these carry petroleum or hazardous cargoes. Most vessels calling in Stockton plan transits to arrive and depart at the exact maximum draft as per the SFBP Vessel Movement Guidelines. Generally, our transit planning is based on Harmonic Tide Stations that are located throughout the Bay, about 6 nautical miles apart.

Currently, there is a Harmonic Tide Station at Blackslough Landing, about 6 nm downriver from the Port of Stockton. Since there is not an accurate Tide Station in the Port of Stockton, SFBP applies a correction to the predictions at Blackslough Landing Tide Station. We then calculate the correction by using the maximum difference from the Wards Island Tide Station, 6 nm downriver in the opposite direction. While this method of correction generates a safe transit window, it is simply not accurate.

The NOAA Port of Stockton Tide Station 9414883 was physically removed in 1982 and therefore it's not possible to turn it into a Harmonic Tide Station. Many of the vessels use this outdated Subordinate Tide Station for their own draft calculations when loading and discharging cargo. There is significant interest in installing a PORTS level sensor (which SFBP supports); but this does not provide the accurate advance predictions we need for advising vessels months in advance what their maximum draft can be on any specific day. We believe it is critical for NOAA to establish a new Harmonic Tide Station in the Port of Stockton. The most logical position would be at the secure location alongside the CA Dept of Water Resources Stations in the Port, at the Rough and Ready Island Berth 20.

### **Port of West Sacramento – Harmonic Tide Station**

A similar problem exists in the Port of West Sacramento. There are no accurate tide predictions. In this case, the NOAA Tide Station 9416131 for the Port of West Sacramento was removed and delisted there is not even a Subordinate Tide Station. Of concern, the Army Corps of Engineers uses this Station's reference point in their surveys but there is no tide Station to refer to for predictions. The closest Harmonic Tide Station is at Rio Vista which is about 26 nm away. The Rio Vista Tide Station is too far from the Port of West Sacramento to be used operationally and this is a significant problem, especially for loaded vessels departing the Port. Pilots use years of institutional knowledge to make estimates. But again, this is not accurate. There are tide stations in Sacramento, only a few miles away, but they are on a different river and of no operational value for the Port of West Sacramento. As in Stockton, there is significant interest in installing a PORTS level sensor (which SFBP supports); but again, this does not provide the accurate advance predictions we need for advising vessels months in

advance what their maximum draft can be on any specific day. Operationally, we believe it is critical for NOAA to establish a new Harmonic Tide Station in the Port of West Sacramento. The most logical position would be in a secure location at one of the main berths inside the port.

We appreciate your review of this request and look forward to scheduling a meeting soon to discuss details and next steps.

Best regards,

Capt. John Carlier  
Port Agent  
San Francisco Bar Pilots  
[portagent@sfbarpilots.com](mailto:portagent@sfbarpilots.com)

cc: CDR Krysia Pohl, Chief of Prevention, USCG Sector San Francisco  
Mr. Scott Humphrey, Chair, Harbor Safety Committee of the SF Bay Region  
Mr. Jason Katindoy, Deputy Port Director, Port of Stockton  
Mr. Rick Toft, General Manager, Port of West Sacramento  
Mr. Jeff Ferguson, CA Navigation Manager, NOAA OCS

d. Ensure that tugs assigned adhere to the minimum towing capacities listed below

Class	Static Bollard Pull Ahead	Static Bollard Pull Astern
A+*	100,000	100,000
A	85,000	55,000
B	60,000	45,000
C	35,000	20,000
D	20,000	10,000

* Tractor Tug Vessel's LOA in Feet	Draft In Feet	Tugs Required
Greater Than 1000	N/A	A+, A+, A+, A+
900 - 1000	Greater than 38'	A+, A+, A+, A+
900 - 1000	Less than 38'	A+, A+, A+, A
750 - 900	All	A+, A+, A, A
550 - 750	All	A, A, B, or A, B, C, C
400 - 550	All	A, B, C
300 - 400	All	B, C
200 - 300	All	C, C
0-200	All	C

Vessel Size	DGT All below 99 GRT	construction materials	Tug Required
100-200	<100	N/A	D
100-200	<50	*Lightweight construction	No requirement
0-100	<100	N/A	D
0-100	<50	*Lightweight construction	No requirement

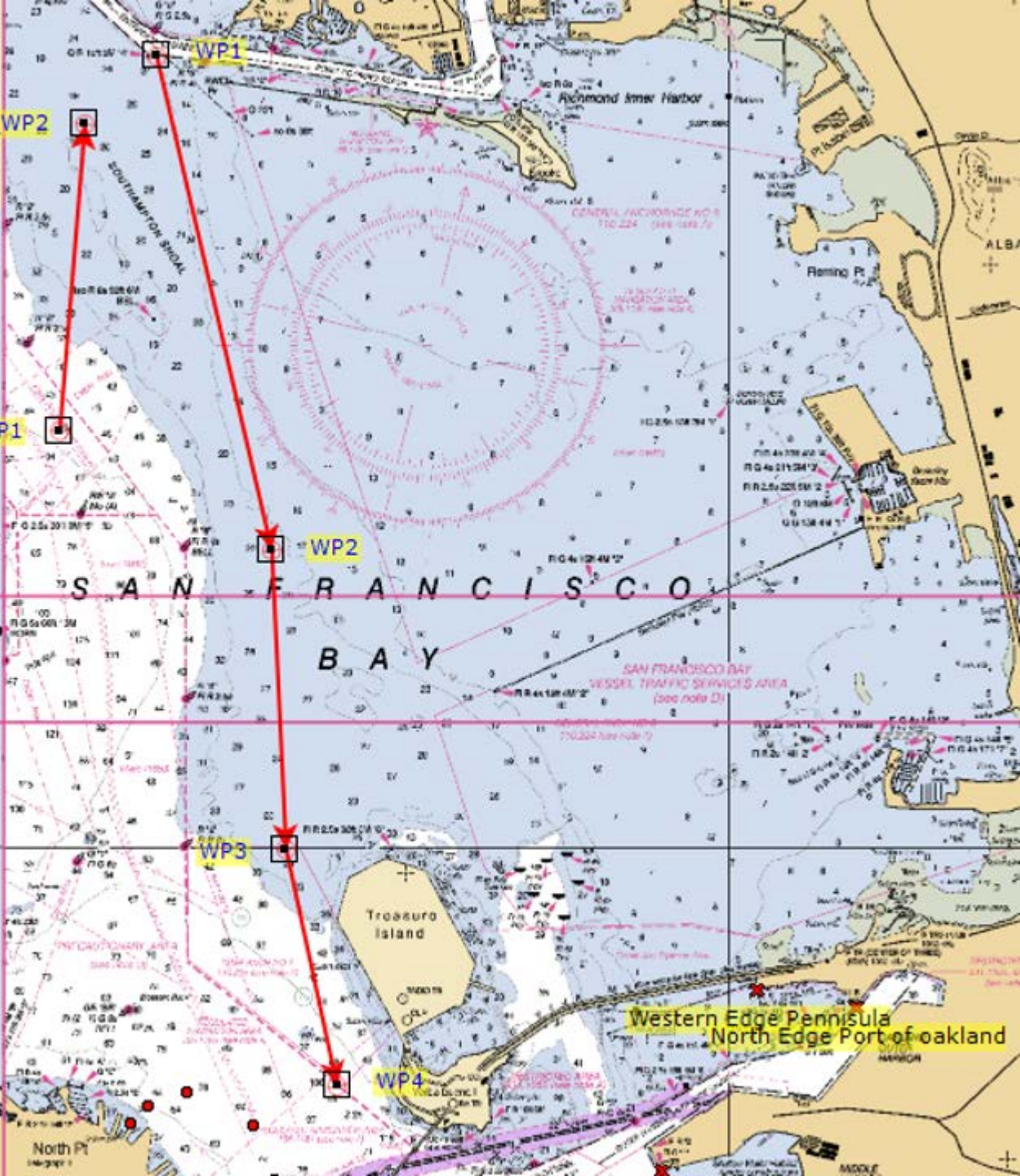
\*Lightweight construction (Aluminum, Wood, Carbon Fiber, Fiberglass)

Columbia Oil Spill  
Routes and minimum  
transiting along  
San Francisco Bay and San Diego,  
California.

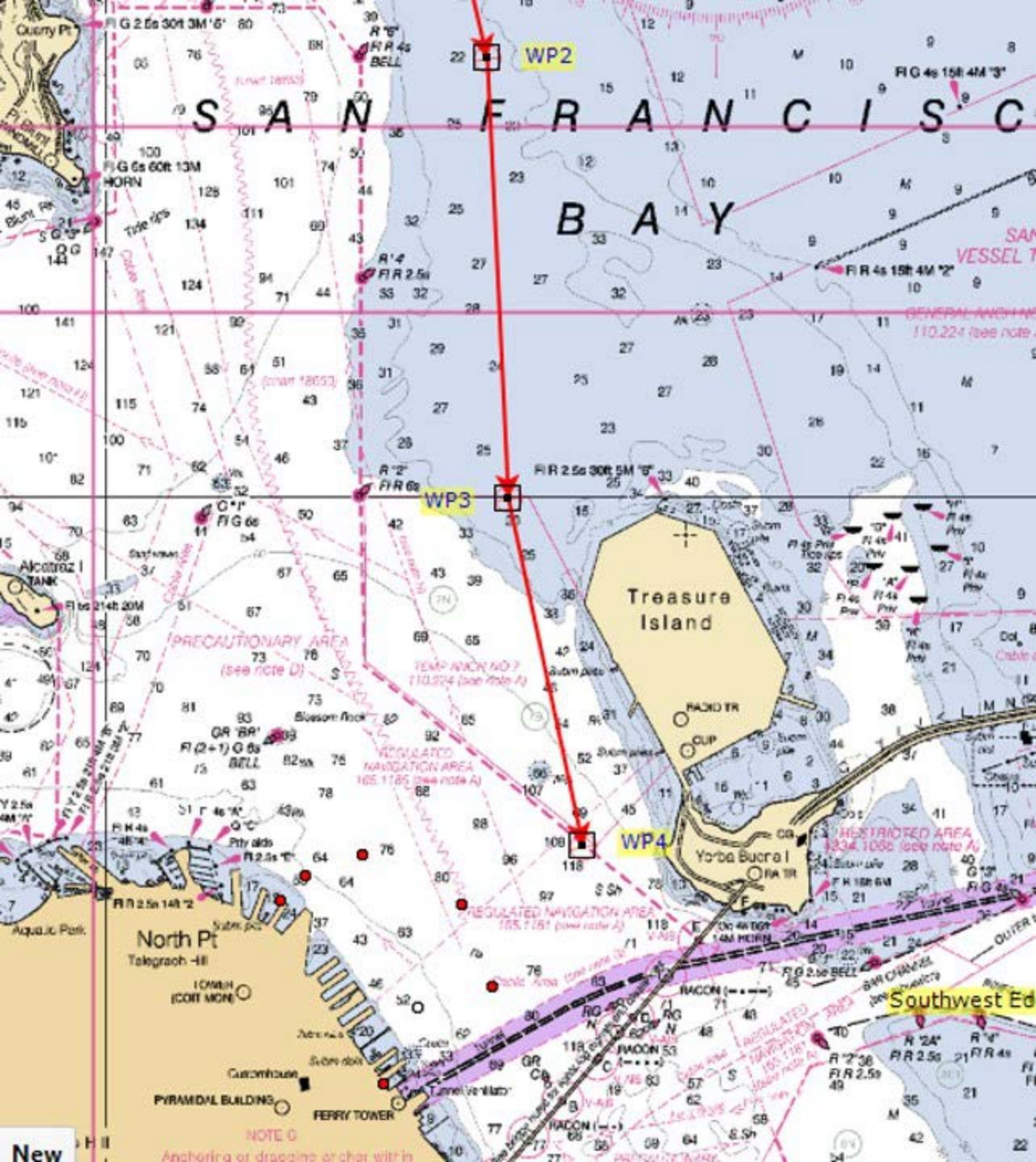


SAN FRANCISCO  
BAY

ALCATRAZ LT  
5s 20M  
Alcatraz I  
(charts)



Western Edge Peninsula  
North Edge Port of Oakland



# SAN FRANCISCO BAY

WP2

WP3

WP4

Treasure Island

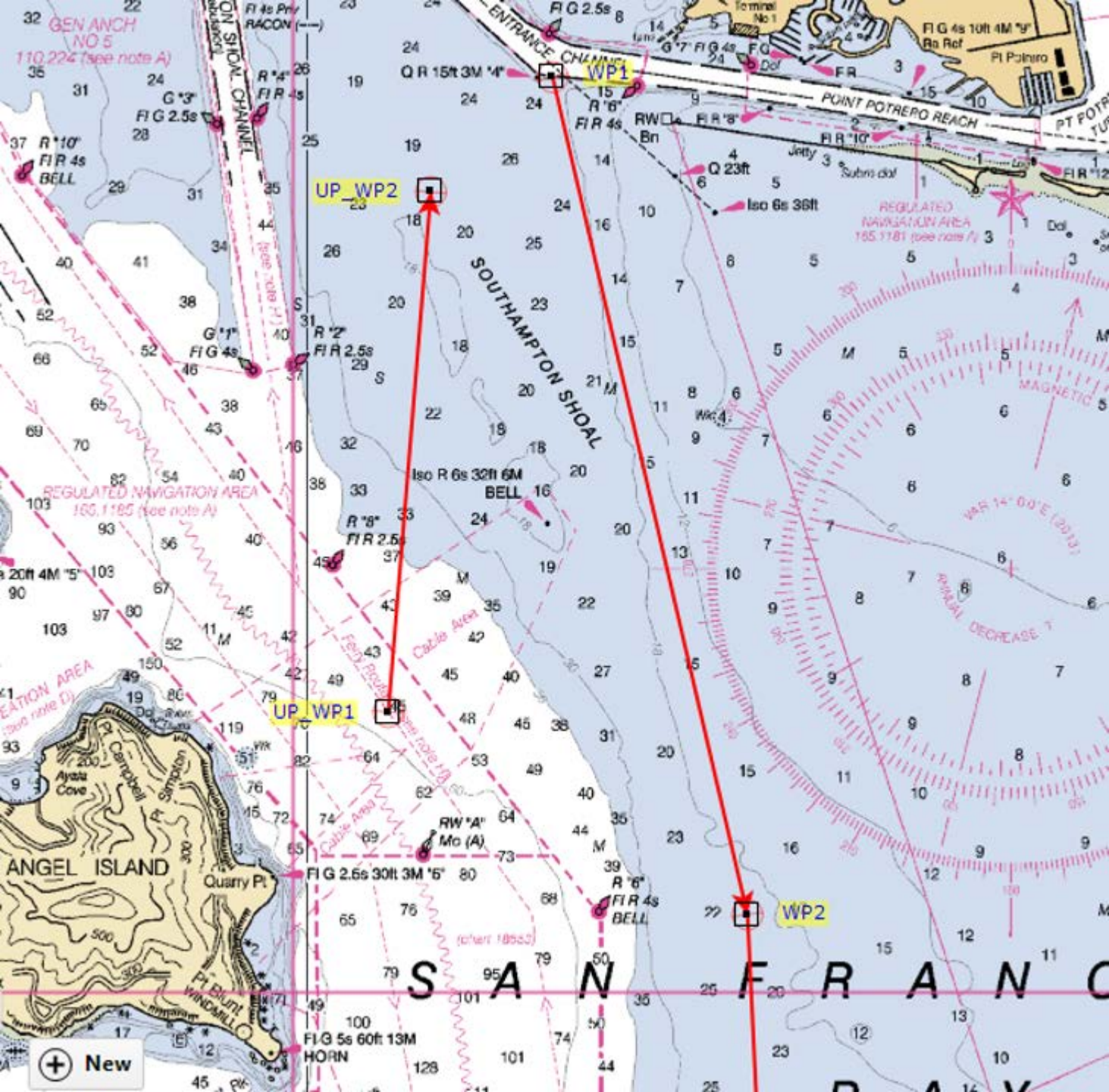
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UP\_WP2

UP\_WP1

WP2

+ New

## XXI: NOAA Marine Mammal Guidelines

California coastal and bay waters host large whales year-round. Operating vessels or watercraft of any size in their vicinity requires heightened awareness of their location, travel patterns, behaviors, and the laws protecting them.

All marine mammals including whales, dolphins, and porpoises (cetaceans) are protected in US waters under the [Marine Mammal Protection Act](#) (MMPA), with additional protection for endangered and threatened species under the [Endangered Species Act](#) (ESA). These regulations prohibit **take**, which is defined as harassing, hunting, capturing, killing, or attempting to harass, hunt, capture or kill any marine mammal. This includes “... any other negligent or intentional act which results in disturbing or molesting a marine mammal.”

### All Vessel Operators:

When safe to do so, mariners can reduce their chance of striking or disturbing whales in the following ways.

- **Maintain Distance** of 100 yards/92 meters minimum, the length of a football field.
- **Stay out of the path** of the whale’s direction of travel. Do not put your vessel between whales, especially mothers and calves.
- **Reroute**. Assess the whale’s direction of travel and avoid entering its path. Feeding whales may remain to “work” patches of prey and require a wider berth.
- **Do not chase or harass them**, and do not approach the animals head-on, from directly behind them, or from the side (t-bone). Instead, gradually steer your vessel to be parallel to the animals from the side and stay at least 100 yards away—i.e., the length of a football field.