

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

July 11, 2024

Richmond Maritime Safety & Security Center
756 West Gertrude Street, Richmond, California

Scott Humphrey (M), Marine Exchange of the San Francisco Bay Region (Marine Exchange), Chair of the Harbor Safety Committee (HSC); called the meeting to order at 10:02.

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; **Capt. Jordan Baldueza** (M), United States Coast Guard; **Katie Baracosa** (A), Port of Benicia; **Capt. David Corbett** (M), San Francisco Bar Pilots; **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; **Lucas Juon** (A), Marathon Petroleum; **Tammie Lasiter** (A), SSA Terminals; **Richard Ogg** (M), F/V Karen Jeanne; **Pamala Patton** (A), US Army Corps of Engineers; **Erin Pierson** (M), Crowley; **Justin Taschek** (A), Port of Oakland; **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 June 13, 2024, meeting was made and seconded. The minutes were approved without dissent.

Comments by the Chair- Scott Humphrey

Welcomed the committee members and audience.

Coast Guard Report- Capt. Jordan Baldueza

- The Fourth of July fireworks SEAR event was held successfully with coordinated security.
- There was a recent incident involving a ship at the Port of Oakland losing several empty shipping containers into the harbor near Berth 59. A Safety Zone was established due to reduced draft and the containers were recovered.
- The USCG responded to the sunken 300-foot vessel Aroua in Little Potato Slough which discharged 800 gallons of oil into the delta in addition to other hazardous material. Pollution

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was successfully removed, and the vessel was raised. An oil sheen reported on July 2nd in Three Mile Slough was found to be caused by a sunken vessel. The USCG responded and pollution was mitigated.

- The SailGP race is being held this weekend and a Safety Zone will be enforced during the event.
- Leadership changes are underway at Sector San Francisco with most units experiencing turnover. LCDR Clark Sanford introduced himself to the committee.
- LT William Harris read from the June- 2024 Prevention/Response Report (attached).

Army Corps of Engineers Report- Pamala Patton

- Read from the US Army Corps of Engineers, San Francisco District Report (attached). FY24 bid solicitation and contract awards are ongoing. The hopper dredge Essayons completed dredging of the Main Ship Channel and Richmond Outer Harbor. Pinole Shoal Channel dredging is deferred until 2025. Debris removal tonnage for June was below average and the vessel Dillard is in drydock for repairs. Surveys are posted and a channel condition report is included.

Clearinghouse Report- Marcus Freeling (report attached)

OSPR Report- Mike Zamora

- The HSC petition to add an at-large HSC member position for cybersecurity is being considered by OSPR.
- An application has been received for an open HSC member position representing tank barge operators. A new HSC membership vacancy announcement will be distributed. Applications for vacant positions are welcome. Contact: michael.zamora@wildlife.ca.gov

NOAA Report- Jeff Ferguson

- The NOAA San Francisco Tide Station is still experiencing silting issues causing inaccurate measurements during low tides. A temporary tide gauge will be installed by a NOAA field team next week to mitigate the issue. The NWS reports dry conditions and the start of fire season.

State Lands Commission Report- Robert Booker (report attached)

PORTS Report- Marcus Freeling

- PORTS buoy-mounted current meters are operating normally and will be serviced in late summer. Calibrations of all three PORTS visibility sensors were performed and the stations are

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back online. A broken data cable was replaced at the Amorce current meter and operation has resumed. Firmware upgrades and replacement of temperature/humidity sensors are planned. Routine PORTS maintenance is ongoing.

- PORTS data is publicly available through NOAA's Tides and Currents website:
<https://tidesandcurrents.noaa.gov/ports/index.html?port=sf>

Report on Maritime Risk Assessments and IALA Standards – Postponed

- Scott Humphrey advised that the presentation has been postponed until the September HSC meeting. Omar Eriksson, IALA Deputy Secretary General, will give a report on the maritime risk assessment process and data exchange standards.

Work Group Reports-

Tug Work Group- Erin Pierson: A Work Group meeting was held last week.

Navigation Work Group- Capt. David Corbett: In response to requests for increased tide data in the delta for navigation safety, both the Port of Sacramento and the Port of Stockton have agreed to install tide stations.

Ferry Operations Work Group- Scott Humphrey advised that a vote will be held at the September HSC meeting to approve ferry routing protocol updates including a new downbound traffic lane. Routes were developed to avoid popular yacht racing areas. The new updates will be added to navigational charts upon HSC approval.

Dredge Issues Work Group- Nothing to report.

PORTS Work Group- Justin Taschek: Nothing to report.

Prevention through People Work Group- Scott Grindy: The SailGP race will be held this weekend: July 12-14.

Marine Mammal Work Group- Kathi George (A), The Marine Mammal Center: No recent whale sightings in the bay have been reported but there is increased offshore activity. The voluntary Vessel Speed Reduction (VSR) program is in place with a 75% cooperation rate in the San Francisco region. A Work Group meeting was held last month. The use of AIS technology to distribute whale protection data is being considered. Scott Humphrey advised that the Marine Exchange is in the process of obtaining authorization to transmit via AIS. AIS transceivers are being installed in strategic locations. A new HSC

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Work Group focused on technology is being considered. Kathi George advised that a Cetacean Guide for Mariners has been published for the Puget Sound region, and development of a Bay Area guide is proposed in coordination with the Prevention through People Work Group.

Public Comment-

- Stas Margaronis, Propeller Club, advised of an upcoming port security briefing with the Port of Los Angeles. A forum on the future of electric trucking will be held on September 17th. The annual Storms, Flooding, and Sea Level Defense Conference will be held on November 12th. Development of offshore wind energy will create opportunities for maritime industry.
- Justin Taschek advised of a new ferry service between Jack London Square and Alameda. The Port of Oakland has experienced robust import growth in recent years. The port is investing extensively in green energy and zero emissions technology.

Old Business-

- Scott Humphrey advised that the HSC voted in May to approve the writing of support letters for repairing the Oakland Outer Harbor ranges, retaining the sea buoy racon, and installing a harmonic tide station in Stockton. The USCG has indicated plans to repair the ranges and keep the sea buoy racon. The Port of Sacramento and the Port of Stockton have agreed to install tide stations to aid upriver navigation.
- Scott Humphrey advised that the HSC was considering support for the Marine Exchange to conduct a Simplified IALA Risk Assessment (SIRA) of the SF Bay region, but the plan is on hold until further notice.
- OSPR is considering the petition, approved in June, for a new at-large HSC member representing maritime navigation safety cybersecurity.

New Business-

- The August HSC meeting has been canceled. The September HSC meeting date has been changed to September 5th, one week earlier than previously scheduled.
- A representative from Evergreen Terminals asked about recent tug shortages and vessels delays into berth. The issue involves CARB upgrades which require tugs to be out of service.

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Next Meeting-

1000-1200, September 5, 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 11:05.

Respectfully submitted: Marine Exchange of the San Francisco Bay Region

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

Loss of Propulsion, (11JUN2024), A U.S. flagged towing vessel experienced a loss of propulsion. While underway and engaged in a tug assist, the vessel lost propulsion on one of its engines while transiting from Richmond Long Whard to Richmond Pier 2. The vessel was able to restore the engine, within 1 minute, and safely arrive at Richmond Pier 2. The vessel received an operational control. Class attended vessel on to verify repairs to engine's fuel injector. Vessel installed new fuel pump and controlled on the port main engine. Vessel operated satisfactorily during sea trials. Case Closed.

Loss of Propulsion, (14JUN2024): A U.S. flagged small passenger vessel experienced a loss of propulsion. While getting underway from Pier 3 in San Francisco, the vessel experienced a reduction in RPMs and loss of control from the Bridge wing. The vessel was able to switch to local engine control, briefly, before losing propulsion again. The vessel was subsequently towed back to Pier 3. Vessel was issued a Code 701, (prior to carriage of passengers/cargo). Case Pends.

Loss of Propulsion (15JUN2024): A U.S. flagged small passenger vessel experienced a loss of propulsion. While mooring in Rio Vista, CA, the vessel experienced an engine failure causing the vessel to drift and ground near Hidden Harbor. It was determined that the Port M/E mechanical chain and the Starboard M/E hydraulic pump failed causing the loss of propulsion. Vessel received an operational control. CG conducted damage survey and sea trails. No structural damage was detected. Repairs were made to the steering control mechanical chain and faulty hydraulic pump. Operational Control lifted. Case closed.

Personnel Injury (16JUN2024): A U.S. flagged small passenger vessel experienced a personnel injury. While getting underway from the SF Ferry Terminal, a crewmember's lower left leg was crushed between the vessel and pier. The crewmember was transported by EMS personnel for further medical evaluation and treatment. Case Pends.

Personnel Injury (18JUN2024): A U.S. flagged small passenger vessel experienced a personnel injury. While underway, a passenger felt ill due to motion sickness. The passenger got up from their seat and fell, injuring their head and shoulder. EMS met the vessel in Monterey Harbor. Case Pends.

Loss of Steering (24JUN2024): A U.S. flagged Ro-Ro Cargo vessel experienced a malfunctioning steering gear while conducting sea trials as part of a USCG examination. The malfunction prevented the steering gear from operating to port. Vessel conducted necessary repairs, and class attended to verify. Case Closed.

VESSEL SAFETY CONDITIONS

Operational Control (04JUN2024): A U.S. flag small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due to conducting unauthorized temporary repair to the vessel's fire main piping. The wasted portion of the fire main piping was properly repaired, and Coast Guard witnessed satisfactory repairs. Case closed.

Operational Control (04JUN2024): A U.S. flag small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due to a fuel leak from the vessel's starboard fuel pump during an annual inspection. Vessel replaced the faulty fuel pump and conducted successful sea trial. Case closed.

Operational Control (07JUN2024): A U.S. flag 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 (11JUN2024): A U.S. flag inspected towing vessel was issued an operational control (Code 701, prior to carriage of cargo) due to experiencing a loss of propulsion on vessel's port engine. Vessel installed a new high pressure fuel pump on port main engine and conducted satisfactory sea trials in the presence of a class surveyor. Case closed.

Operational Control (12JUN2024): A U.S. flag small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due to experiencing a loss of propulsion on port main engine. Case pends.

Operational Control (14JUN2024): A U.S. flag small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due to experiencing a loss of propulsion. Case pends.

Operational Control (21JUN2024): A U.S. flag small passenger vessel was issued an operational control (Code 60, prior to movement) due to experiencing a loss of steering resulting in an unintentional grounding. The vessel replaced the hydraulic oil pump and mechanical chain for vessel's steering control system. Marine inspector witnessed satisfactory repairs and conducted sea trial. Case closed.

Operational Control (24JUNE2024): A U.S. flag Ro-Ro Cargo vessel was issued an operational control (Code 17, prior to departure) due to malfunctioning steering gear, preventing the vessel from operating to port. The vessel conducted necessary repairs, and class attended on 25JUN2024 to verify completion. USCG received satisfactory report of operational steering gear and cleared operational control. Case Closed.

Operational Control (24JUNE2024): A U.S. flag tank vessel was issued an operational control (Code 17, prior to departure) due to a self-reported inoperable rescue boat. The rescue boat malfunctioned due to the ignition coils, kill switch, spark plug, and engine management module needing to be replaced. Class attested to the repairs made to the rescue boat and USCG received a satisfactory report on 27JUN2024. Operational control removed. Case closed.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inop X-Band Radar (24JUN2024): A foreign flag freight vessel was issued an outbound LOD for faulty X-Band Radar. Repairs completed on 26JUN2024 and equipment is working properly. Case closed.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Federal Case (22MAY2024 to 30JUN24): IMD received a report of a decommissioned cruise ship that sank while docked in Little Potato Slough, Stockton, CA, discharging approximately 800 gallons of petroleum products along with releasing various hazardous waste products stored on board, near the city of Stockton's water intake and farmer's water siphon. The USCG assumed responsibility for pollution removal operations, opened both OSTLF and CERCLA funds, and established a Unified Command with CAF&W, the City of Stockton, and San Joaquin Sheriff's Office. The USCG hired contractors to deploy a hard boom and to remove pollution from the waterway. Contractors refloated the cruise ship and removed all remaining pollution. On 30JUN24, after pollution removal was successful, USCG transferred ownership of the vessel to the city of Stockton. IMD issued the suspected RP a NOFI and NOFA. Case CLOSED.

Letter of Warning/Federal Case: (06JUN2024): IMD received a report of a sunken vessel with a strong smell of gas near a marina in San Francisco Bay. IMD arrived on-scene and verified the vessel was sunk and discharging diesel into the waterway. IMD was unable to contact the owner and thus assumed federal responsibility for the vessel. IMD opened the OSTLF fund and hired contractors to refloat the vessel and remove 88 gallons of diesel. IMD issued a Notice of Federal Interest and a Letter of Warning to the vessel owner/responsible party. Case CLOSED.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
June 2024			
PORT SAFETY CATEGORIES*	Jun-2024	Jun-2023	**3yr Avg
Total Number of Port State Control Detentions:	0	0	0.03
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
Total Number of COTP Orders:	0	1	3.22
Navigation Safety (0), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	5	14	6.28
Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (1), Propulsion (2), Personnel (2), Other (0), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	1	3	2.06
Radar (1), Gyro (0), Steering (0), Echo Sounder (0), 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	6	18	11.67
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Jun-2024	Jun-2023	**3yr Avg
U.S. Commercial Vessels	0	1	0.61
Foreign Freight Vessels	0	0	0.14
Public Vessels	0	1	0.94
Commercial Fishing Vessels	0	0	0.75
Recreational Vessels	7	3	7.44
Pollution Discharge Sources (Facilities)	Jun-2024	Jun-2023	**3yr Avg
Regulated Waterfront Facilities	0	0	0.22
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.08
Other Land Sources	1	2	4.28
Mystery Spills - Unknown Sources	6	5	5.97
Number of Pollution Incidents (By Spill Size)	Jun-2024	Jun-2023	**3yr Avg
Spills < 10 gallons	11	3	10.39
Spills 10 - 100 gallons	3	2	2.00
Spills 100 - 1000 gallons	0	0	0.31
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	0	7	7.28
Total Pollution Incidents	14	12	19.97
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Jun-2024	Jun-2023	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	0.00	6.00	6.15
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.28
Estimated spill amount from Public Vessels	0.00	1.00	17.95
Estimated spill amount from Commercial Fishing Vessels	0.00	0.00	10.93
Estimated spill amount from Recreational Vessels	145.00	16.00	55.65
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	5.00	400.00	48.92
Estimated spill amount from Unknown Sources (Mystery Sheens)	5.00	5.00	5.89
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	155.00	428.00	147.65
Penalty Actions	Jun-2024	Jun-2023	**3yr Avg
Civil Penalty Cases	0	0	0.03
Notice of Violations	0	0	0.22
Letters of Warning	1	2	4.11
Total Penalty Actions	1	2	4.36
* 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
July 11, 2024**

1. CORPS O&M DREDGING PROGRAM

Since the last HSC meeting on June 13, Suisun Bay Channel Dredging was awarded on June 21 and Sacramento River (30 Foot Project) Dredging was awarded on July 3.

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 2024 CONTRACT DREDGING PROGRAM

- a. **Oakland Harbor** – A dredging contract solicitation was posted on sam.gov on April 2 with bid opening held on May 16. The contract was awarded to Curtin Maritime on June 7. Dredging is expected to start in mid-July.
- b. **San Joaquin River (Port of Stockton)** – **A new dredging contract solicitation was posted on sam.gov June 12 with bid opening scheduled on July 12. Contract award is tentatively scheduled for July 26 with dredging start on or about early September.**
- c. **Sacramento River Deep Water Ship Channel** – **A dredging contract solicitation was posted on sam.gov on April 25 with bid opening held on June 18. The contract was awarded to HME Construction on July 3. Dredging is expected to start in early August.**
- d. **Suisun Bay Channel (and New York Slough)** – **A dredging contract solicitation was posted on sam.gov on April 29 with bid opening held on June 6. The contract was awarded to HME Construction on June 21. Dredging is expected to start following completion of the Sacramento project.**
- a. **Redwood City Harbor** – **A dredging contract solicitation was posted on sam.gov on July 1 with bid opening scheduled for August 2. Contract award is tentatively scheduled for August 14 with dredging start on or about late September.**
- b. **Petaluma River** – Planning and design for the FY24 dredging cycle is currently underway with contract award tentatively scheduled for late August and dredging estimated to start early 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 began dredging in the San Francisco Main Ship Channel on May 26, and completed work on Jun 13.** The dredged material was placed 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 started dredging at Richmond Outer Harbor on June 14 and completed work on July 3. The hopper dredge has since departed the Bay Area for the season.**
- 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 – Debris removal for June was 10.5 tons. Dillard: 0 tons; Raccoon: 10.5 tons. Dillard is in dry dock for repairs. No ETA provided for return.

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	RACCOON	DILLARD	MISC	TOTAL
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	5.3	26.5	0	31.8
MAY	6	0	0	6
JUN	10.5	0	0	10.5
JUL				
AUG				
SEP				
OCT				
NOV				
DEC				

YR TOTAL
190.8

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: The District Quality Control (DQC) review of the management plan was conducted, and back check of comments will conclude during the first week of July. Agency Technical Review will begin in the second week of July. NEPA/CEQA public review will occur simultaneously, 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, however the data will 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 June 5-10, 2024.

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

Oakland Inner Harbor: Condition survey of June 13, 2024.

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

Oakland Outer Harbor: Condition survey of June 13, 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 April 4, 2024.

Redwood City Harbor: Condition survey of June 17, 2024.

Richmond Inner Harbor: Condition survey of June 4, 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 June 23-24, 2024.

San Bruno Shoal: Condition survey of May 30, 2024.

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 June 26-27, 2024.

Suisun Bay Channel (Bullshead Reach): Condition survey of June 26-27, 2024.

Suisun Bay Channel (New York Slough): Condition survey of June 26-27, 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 April 2, 2024.

SF-10 (San Pablo Bay): Condition survey of April 2, 2024.

SF-11 (Alcatraz Island): Condition survey of June 11, 2024.

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

SF-17 (Ocean Beach Disposal Site): Condition survey of April 18 and May 10, 2024.

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 **28 JUNE 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											
CONTRACT CLAMSHELL OR CUTTERHEAD PIPELINE																					
Oakland Harbor	2-Apr	16-May	7-Jun													700kcy	Clam Shell	BU			
Sacramento River (30 Foot Project)	25-Apr	18-Jun	3-Jul													75kcy	Cutterhead	Various Upland			
Suisun Bay Channel	29-Apr	6-Jun	21-Jun													100kcy	Clam Shell	SF-16			
MOTCO Debris Relocation	6-May	26-Jun	10-Jul													# tons	Excavator	N/A			
San Joaquin River (Port of Stockton)	12-Jun	12-Jul	26-Jul													150kcy	Cutterhead	Various Upland			
Redwood City Harbor	1-Jul	31-Jul	14-Aug													400kcy	Clam Shell	BU/SF-11/ SF-DODS			
Crescent City Harbor (Tier III)	10-Jul	9-Aug	23-Aug													75kcy	Clam Shell	Whaler Island			
Petaluma River (Tier III)	17-Jul	16-Aug	30-Aug													200kcy	Clamshell	BU			
Moss Landing Harbor (Tier III)	29-Jul	28-Aug	11-Sep													40kcy	Cutterhead	BU			
Richmond Inner Harbor (Tier III)	3-Sep	3-Oct	17-Oct													350kcy	Clam Shell	SF-DODS			
WEST COAST HOPPER CONTRACT																					
	Target Award	Start Work	Stop Work																		
Humboldt Bar & Entrance Channels	30-Jan	7-Jun	7-Jul														300kcy	WCHC (Portland)	HOODS		
GOVERNMENT HOPPER																					
		Start Work	Stop Work																		
Humboldt B&E & Interior	N/A	26-Apr	5-May														150kcy	Govt Hopper	HOODS		
Humboldt Bar & Entrance Channels	N/A	Oct	Oct													900kcy	Govt Hopper	HOODS			
SF Main Ship Channel	N/A	26-May	13-Jun													350kcy	Govt Hopper	OBDS SF-8			
Richmond Outer Harbor (Tier III)	N/A	14-Jun	3-Jul													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	06-17-2024	300 943	3.94	30	20.5	29.2	28.2	27.3
Richmond Inner Harbor Entrance Channel	06-04-2024	809 1021	0.96	38	35.8	36.2	36.6	35.9
Richmond Inner Harbor Approach Channel	06-04-2024	809 1201	3.09	38	33.4	34.7	36.4	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	04-30-2024	600 1291	3.25	45	39.8	44.0	44.6	42.1
Richmond Outer Harbor Longwharf Turning Basin	06-25-2024	2188 5598	0.88	45	26.2	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	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	06-05-2024	75 245	3.19	15	2.2	8.7	9.0	7.2
Napa River Asylum Slough to Napa City	06-05-2024	102 183	9.92	10	2.0	4.4	2.7	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	06-13-2024	544 1997	4.62	50	45.7	47.5	48.6	47.6

**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	06-13-2024	296 1761	2.52	50	45.4	48.4	49.0	47.4
Humboldt Bay Bar and Entrance Channel	05-25-2024	500 2113	2.60	48	14.7	33.8	35.4	31.6
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	05-25-2024	400 657	3.04	38	31.2	38.6	38.0	29.3
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)	06-26-2024	300	2.84	35	33.9	34.0	33.6	27.1
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)	06-26-2024	400 411	4.42	35	33.1	34.1	34.2	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	05-30-2024	500	5.66	30	29.0	31.1	31.2	30.0
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	05-02-2024	400 606	3.37	30	28.0	29.8	32.7	32.9
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	05-24-2024	100 142	1.36	15	3.5	3.8	3.8	4.2
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	05-08-2024	97 150	0.67	10	6.5	9.5	9.7	8.1
Noyo River Channel	05-08-2024	97 150	0.67	10	6.9	7.6	7.2	5.0
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



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

July 11, 2024

- ✎ In June the clearinghouse did not contact OSPR regarding any possible escort violations.
- ✎ In June 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 June there were 105 tank vessel arrivals: 15 ATBs, 8 Chemical Tankers, 26 Chemical/Oil Tankers, 29 Crude Oil Tankers, 1 LPG, 18 Product Tankers, and 8 Tugs with Barges.
- ✎ In June there were 250 total vessel arrivals.

San Francisco Bay Clearinghouse Report For June 2024

San Francisco Bay Region Totals

	<u>2024</u>		<u>2023</u>	
Tanker arrivals to San Francisco Bay	82		66	
ATB arrivals	15		13	
Barge arrivals to San Francisco Bay	8		12	
Total Tanker and Barge Arrivals	105		91	
Tank ship movements & escorted barge movements	365		343	
Tank ship movements	213	58.36%	175	51.02%
Escorted tank ship movements	172	47.12%	136	39.65%
Unescorted tank ship movements	41	11.23%	39	11.37%
Tank barge movements	152	41.64%	168	48.98%
Escorted tank barge movements	19	5.21%	26	7.58%
Unescorted tank barge movements	133	36.44%	142	41.40%

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	215		358		0		148		721	
Unescorted movements	92	42.79%	169	47.21%	0	0.00%	75	50.68%	336	46.60%
Tank ships	78	36.28%	131	36.59%	0	0.00%	58	39.19%	267	37.03%
Tank barges	14	6.51%	38	10.61%	0	0.00%	17	11.49%	69	9.57%
Escorted movements	123	57.21%	189	52.79%	0	0.00%	73	49.32%	385	53.40%
Tank ships	119	55.35%	170	47.49%	0	0.00%	66	44.59%	355	49.24%
Tank barges	4	1.86%	19	5.31%	0	0.00%	7	4.73%	30	4.16%

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	438		830	
ATB arrivals	101		172	
Barge arrivals to San Francisco Bay	68		153	
Total Tanker and Barge Arrivals	607		1,155	
Tank ship movements & escorted barge movements	2,076		4,040	
Tank ship movements	1,140	54.91%	2,327	57.60%
Escorted tank ship movements	905	43.59%	1,859	46.01%
Unescorted tank ship movements	235	11.32%	468	11.58%
Tank barge movements	936	45.09%	1,713	42.40%
Escorted tank barge movements	116	5.59%	228	5.64%
Unescorted tank barge movements	820	39.50%	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	1,216		2,030		0		870		4,116	
Unescorted movements	564	46.38%	1,028	50.64%	0	0.00%	457	52.53%	2,049	49.78%
Tank ships	461	37.91%	798	39.31%	0	0.00%	394	45.29%	1,653	40.16%
Tank barges	103	8.47%	230	11.33%	0	0.00%	63	7.24%	396	9.62%
Escorted movements	652	53.62%	1,002	49.36%	0	0.00%	413	47.47%	2,067	50.22%
Tank ships	617	50.74%	892	43.94%	0	0.00%	362	41.61%	1,871	45.46%
Tank barges	35	2.88%	110	5.42%	0	0.00%	51	5.86%	196	4.76%

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.



CALIFORNIA STATE LANDS COMMISSION - NORTHERN FIELD OFFICE

MAY COMPARISON REPORT for HARBOR SAFETY COMMITTEE

VESSEL TRANSFERS

	<u>Vessels Monitored</u>	<u>Percentage of Vessel Monitored</u>
JUNE 1 - 30, 2023	140	16.09
JUNE 1 - 30, 2024	186	12.9

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>
JUNE 1 - 30, 2023	24,698,786	0	19,116,351	5,582,435	24,698,786
JUNE 1 - 30, 2024	26,646,817	0	20,358,591	6,288,226	26,646,817

OIL SPILL REPORTED

	<u>TERMINAL</u>	<u>VESSEL</u>	<u>Total</u>	<u>Gallons Spilled</u>
JUNE 1 - 30, 2023	0	0	0	0
JUNE 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>
17%	399	67	100	33

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

By: MRA