

# 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

October 17, 2024

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

**Scott Humphrey** (M), Marine Exchange of the San Francisco Bay Region (Marine Exchange), Chair of the Harbor Safety Committee (HSC); called the meeting to order at 10:00.

**Marcus Freeling** (A), Marine Exchange, confirmed the presence of a quorum of the HSC.

Committee members (M) and alternates (A) in attendance with a vote: **Cody Aichele-Rothman** (M) Bay Conservation and Development Commission; **Christie Coats** (M), Port of Redwood City; **Capt. David Corbett** (M), San Francisco Bar Pilots; **Ben Eichenberg** (M), San Francisco Baykeeper; **Jeff Ferguson** (M), NOAA; **Scott Grindy** (M), San Francisco Small Craft Harbor; **Kevin Hartley** (M), Crowley Petroleum Services; **Joe Monroe** (A), Port of San Francisco; **Laura Rosenberg** (A), Foss Maritime; **John Schneider** (M), Marathon Petroleum; **Randy Scott** (M), Port of Benicia; **Justin Taschek** (A), Port of Oakland; **Capt. Jarod Toczko** (A), United States Coast Guard; **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 September 5, 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 tour of Amports Port of Benicia operations was recently held for USCG personnel.

### Coast Guard Report- Capt. Jarod Toczko

- San Francisco Fleet Week was held successfully with security enforced by over forty state and local assets. The four-day Fleet Week event required extensive planning and supports the maritime community. A Blue Angels airshow was also held.
- The USCG has received requests from FEMA to assist with East Coast hurricane response efforts and personnel will be assigned. Tampa, Florida was able to reopen their port within thirty-six hours after the storm.

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- A USCG Aids to Navigation team has repaired Mile Rocks Light.
- The Marine Exchange will be holding industry orientation training for new USCG personnel on November 13-15. Scott Humphrey advised that port and facility tours are part of the orientation training.
- LT William Harris read from the August and September- 2024 Prevention/Response Reports (attached). Letters of Deviation are issued by the USCG when non-essential navigational equipment issues are reported by a vessel, but transit is allowed to continue.

## **Army Corps of Engineers Report- Jessica Vargas**

- Read from the US Army Corps of Engineers, San Francisco District Report (attached). FY24 dredging is ongoing. Oakland Harbor and San Joaquin River are being dredged with Sacramento Channel, Redwood City Harbor, and Richmond Inner Harbor scheduled. Planning for FY25 dredging has begun. Debris removal tonnage for September was below average and the vessel Dillard is still in drydock for repairs. Work continues on the Regional Dredge Material Management Plan. Surveys are posted and a channel condition report is included.

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

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

- The terms of continuing HSC members will be renewed. An updated HSC membership vacancy announcement will be distributed. Applications for vacant positions are welcome. Contact: [michael.zamora@wildlife.ca.gov](mailto:michael.zamora@wildlife.ca.gov)
- OSPR is updating regulations for the Environmental Sensitive Site Protection Program and public comment is welcome until November 26<sup>th</sup>. Additional information will be provided.

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

- Read from the NOAA HSC Report for October 2024 (attached). Production of raster charts will end in December and mariners should use ENCs. Vessel Speed Reduction (VSR) is in effect through December 31<sup>st</sup> and cooperation with the program has increased to seventy-three percent. King tides are predicted October 17-25 and again on December 13-19. Coastal flooding is possible. The NOAA Marine Debris Program is offering grant funding opportunities for marine debris removal. The City of Oakland was recently awarded a grant of over three million dollars for derelict vessel removal and shoreline cleanup. Charting issues concerning channel frameworks are being addressed.

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

### **PORTS Report- Marcus Freeling**

- Service and redeployment of PORTS buoy-mounted current meters is scheduled for next week. The Oakland Outer Harbor LB3 current meter is offline due to battery issues. Software upgrades and replacement of temperature/humidity sensors are also planned. A NOAA field team will be servicing PORTS tide stations in October and November. Routine PORTS maintenance is ongoing.
- PORTS data is publicly available through NOAA's Tides and Currents website:  
<https://tidesandcurrents.noaa.gov/ports/index.html?port=sf>

### **Work Group Reports-**

**Tug Work Group-** Laura Rosenburg: Nothing to report.

**Navigation Work Group-** Capt. David Corbett: The Oakland Outer Harbor range lights are being repaired by the USCG. Fleet Week was held successfully.

**Ferry Operations Work Group-** Nothing to report.

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

**PORTS Work Group-** Justin Taschek: Nothing to report.

**Prevention through People Work Group-** Scott Grindy: The East Marina fuel dock might be impacted by nearby construction. A post Fleet Week survey was distributed.

**Marine Mammal Work Group-** Kathi George (A), The Marine Mammal Center: Whale activity has been reported near the Farallones. The Work Group will not be meeting this month.

### **Public Comment-**

- Stas Margaronis, Propeller Club, advised that the annual Storms, Flooding, and Sea Level Defense Conference will be held on November 12<sup>th</sup>. Flooding is an increasing concern highlighted by recent hurricanes. Scott Humphrey is scheduled to give a presentation on Marine Exchange plans for an extreme climate information desk. Beneficial reuse of dredge material can mitigate flooding, and cities are developing resiliency plans. Striking East Coast longshoremen have agreed to return to work but the automation issue has not been resolved. West Coast

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ports have seen increased activity due to the strike. Scott Humphrey advised that the recent East Coast hurricanes damaged the largest national environmental data center.

- Robert Barley, Golden Gate Ferry, advised that there is concern regarding lithium battery fires on small passenger vessels. The HSC Ferry Operations Work Group is addressing the issue. Golden Gate Ferry is holding an oil spill response plan exercise and observers are welcome. New ferry routes are working well. Scott Humphrey advised that the HSC will vote in January on final approval of new ferry routing protocol updates. Capt. Toczko advised that the USCG is interested in collaboration on lithium battery fire issues.
- Scott Humphrey advised that a regional IALA risk assessment is being planned and will include both a quantitative IWRAP and qualitative PAWSA. The risk assessment process takes about eight weeks, and a schedule will be provided when dates are firm. A regional PAWSA was last conducted in 2008. The USCG has decided not to conduct a risk assessment of the San Francisco region.
- Nick Taylor, CARB, advised of regulations for the use of shore power by vessels in port. Indirectly docked vessels are not required to use shore power. Vessels docked for less than one hour are not required to use shore power. Contact: [harborcraft@arb.ca.gov](mailto:harborcraft@arb.ca.gov)
- The USCG announced that a Small Passenger Vessel Industry Day will be held on October 25<sup>th</sup> at the Bay Model.

## Old Business-

- Scott Humphrey advised that a letter was submitted to OSPR requesting approval for the addition of an at-large HSC member focused on cybersecurity. The HSC is scheduled to vote in January on ferry routing protocol updates developed by the Ferry Operation Work Group.

## New Business- None

## Next Meeting-

1000-1200, November 14, 2024  
Port of San Francisco, South Beach Harbor  
The Embarcadero, San Francisco, California

## Adjournment-

A motion to adjourn the meeting was made and seconded. The motion passed without dissent and the meeting adjourned at 10:52.

Respectfully submitted: Marine Exchange of the San Francisco Bay Region

Harbor Safety Committee of the SF Bay Region

October 17, 2024

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

**Loss of Steering (03AUG2024):** A U.S. flag passenger vessel reported a port side steering failure. Operational control was issued to vessel; root cause and corrections were required prior to carrying passengers. New motor control contactor auxiliary contact block installed, and extensive sea trials conducted. No steering failures noted. Case closed.

**Equipment Failure (07AUG2024):** A foreign flag bulk freight vessel experienced a loss of pilot house control due to a loose electrical connection. COTP Order was issued requiring repairs to satisfaction of flag or class surveyor. Chief Engineer tightened connection and reset the alarm, which resolved the issue. Class surveyor report attested to repairs and COTP Order lifted. Case closed.

**Operational Control (13AUG2024):** A U.S. flag passenger reported that its port engine overheated and experienced a reduction of propulsion while transiting to Alcatraz Island. Vessel returned to Pier 33 for troubleshooting. On 14AUG2024, deficiency check was conducted and port engine found in satisfactory condition. Case closed.

**Injured Passenger (16AUG2024):** A foreign flag passenger vessel experienced a passenger injury while underway, roughly 77 nautical miles offshore west of Crescent City, CA. Passenger suffered a laceration on forehead and was taken to ship's medical facility for treatment. Passenger was permitted to continue the cruise, and the vessel was instructed to submit a CG-2692. Case closed.

**Loss of Propulsion (20AUG2024):** A foreign flag vehicle carrier experienced a loss of astern propulsion during a propulsion test. Pilot and two tugs diverted the vessel into Anchorage 7. Pilot conducted propulsion test again and astern propulsion was operational, but underpowered. Class attended with tech company that serviced fuel oil system on engine. In addition, class report and tech report were submitted. Coast Guard later confirmed propulsion issues had been cleared. Case closed.

**Loss of Propulsion (25AUG2024):** A U.S. flag passenger vessel experienced a loss of propulsion. Vessel had reported that the engine gearbox went neutral, and the engine displayed an "electric control module alarm." After losing propulsion, the harbor master had to tow the vessel 0.5 nm into the Pillar Point Harbor. Mechanic explained that two plugs in the solenoid came unplugged. Vessel conducted a 30-minute sea trial without any issues. Operational Control cleared. Case closed.

**Equipment Failure (26AUG2024):** A U.S. flag training ship reported that while tied to pier, vessel's shore power failed. Vessel proceeded to utilize the EDG. After running for about five hours, EDG had an over speed trip. Vessel operator then restarted vessel, and EDG over speed tripped a second time. Vessel later would conduct a two-hour load test. Case pends.

**Reduction of Propulsion (27 AUG 2024):** A foreign flag vehicle carrier experienced insufficient RPM for dead slow ahead. Pilot reported that the vessel's bridge control was unable to make proper RPM for dead slow ahead. All other engine orders from the bridge in ahead/astern worked normally, as well as all RPM orders from the engine room. Ship shifted to Anchorage 9 after completion of PSC B exam. Class conducted remote survey and operational control cleared. Case closed.

### VESSEL SAFETY CONDITIONS

Operational Control (03AUG2024): A U.S. flag passenger vessel reported a port side steering failure. CG issued an operational control, prior to carrying passengers (Code 701). New motor control contactor auxiliary contact block installed, and extensive sea trials were conducted over span of four days. No issues were found nor were steering failures noted. Operational control cleared. Case closed.

Operational Control (07AUG2024): A foreign flag bulk freight vessel was issued a COTP Order due to loss of pilot house control attributed to a loose electrical connection. COTP Order was issued requiring repairs to the satisfaction of flag or class surveyor. Class surveyor report was received attesting to repairs on 08AUG2024, COTP Lifted. Case closed.

Operational Control (12AUG2024): A U.S. flag towing vessel was issued an operational control, prior to movement (Code 60). Vessel did not have nautical charts on board that conform with Coast Guard standards. On 15AUG2024, operator provided proof of required charts onboard vessel. Operational control was lifted. Case closed.

Operational Control (13AUG2024): A U.S. flag passenger reported that its port engine overheated and experienced a reduction of propulsion while transiting to Alcatraz Island. Vessel returned to Pier 33 for troubleshooting. Vessel was issued an operational control, prior to carriage of passengers (Code 701). On 14AUG2024, deficiency check was conducted and port engine found in satisfactory condition. Operational control cleared. Case closed.

Operational Control (19AUG2024): A U.S. flag passenger vessel was issued operational control, prior to carriage of passengers (Code 701) for invalid stability letter. Stability is under review by the Marine Safety Center following replacement of original aluminum tanks with plastic tanks. Case pends.

Operational Control (20AUG2024): A foreign flag vehicle carrier was issued an operational control, prior to movement (Code 60) after experiencing a loss of astern propulsion during a propulsion test. Class attended with tech company that serviced fuel oil system on engine. Class and tech reports submitted to Coast Guard, who also confirmed propulsion issues had been cleared. Case closed.

Operational Control (24AUG2024): A U.S. flag passenger vessel was issued an operational control, prior to carriage of passengers (Code 701). Vessel reported that both generators overheated and experienced a reduction in propulsion. While approaching Pier 33 the vessel struck pier. Reduction in propulsion was deemed to be operator error as cooling was not turned back on, leading to engines being derated. Operational control cleared. Case closed.

Operational Control (25AUG2024): A U.S. flag passenger vessel was issued an operational Control, prior to carriage of passengers (Code 701) following a loss of propulsion. Vessel had reported that the engine gearbox went neutral, and the engine displayed an "electric control module alarm." Vessel operator emailed tech report outlining work done to the vessel. Mechanic explained that two plugs in the solenoid came unplugged. Vessel completed a 30-minute sea trial without any issues. Operational control cleared. Case closed.

Operational Control (26AUG2024): A U.S. flag training ship was issued an operational control, prior to carriage of passengers (Code 701). Vessel reported that while tied to pier shore power failed. Vessel utilized their emergency diesel generator which ran for five hours before experiencing an over speed trip. Vessel operator then restarted vessel, and the generator over speed tripped a second time. Case pends.

Operational Control (27 AUG 2024): A foreign flag vehicle carrier was issued an operational control, prior to departure (Code 17). Pilot reported that the vessel's bridge control was unable to make proper RPM for dead slow ahead. All other engine orders from the bridge in ahead/astern worked normally, as well as all RPM orders from the engine room. Following remote survey by class operational control cleared.

Vessel Detention (28AUG2024): A U.S. flag passenger vessel received a Flag State Detention (Code 30). CG received an anonymous report that the vessel was operating with starboard engine leaking excess oil and active leak from starboard shaft. During inspection, several gallons of oily water were noted and sorbent pads found in the bilge. Starboard engine had several areas of pooled engine oil and heavily oil-soaked lagging and saturated sorbents. Vessel fire suppression system in the engine room was overdue for annual servicing, in addition to all portable extinguishers. Captain stated he was aware of all the above items for at least a month and had briefed the vessel owner. Deficiencies cleared except oil leak on 30AUG2024 following underway operational test at full RPM, ahead, astern, hard to port and starboard. Additional deficiencies noted during inspection that did not warrant an operational control. Case pends.

Operational Control (29AUG2024): A U.S. flag towing vessel was issued a COTP Order due to its modifications creating an unseaworthy condition posing a threat to human life and the environment. Vessel had previously capsized in the New York Slough in Suisun Bay. Vessel was prohibited from getting underway until an evaluation of the vessel's stability and suitability for service have been conducted by an accredited Marine Surveyor, Licensed Professional Engineer, or by the Coast Guard Marine Safety Center to verify vessel's seaworthiness. Case pends.

**NAVIGATIONAL SAFETY**

NSTR

**SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES**

Letter of Warning (LOW) (25AUG24): The National Response Center received a report of a vessel that discharged diesel into the Little Potato Slough at the Tower Park Marina in Lodi, CA. IMD duty team contacted the reporting party who stated that product had floated north down the slough. Absorbent boom was deployed. IMD duty team contacted the owner of the vessel who stated the cause of the discharge was due to a fuel filter that spun off due to engine vibrations on a generator. The source was eventually secured, and the product was actively being removed via pumps. IMD issued a Notice of Federal Interest (NOFI) and a Letter of Warning (LOW) to the owner of the vessel.

<b>PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS</b>			
<b>August 2024</b>			
<b>PORT SAFETY CATEGORIES*</b>	<b>Aug-2024</b>	<b>Aug-2023</b>	<b>**3yr Avg</b>
<b>Total Number of Port State Control Detentions:</b>	<b>0</b>	<b>0</b>	<b>0.03</b>
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
<b>Total Number of COTP Orders:</b>	<b>2</b>	<b>2</b>	<b>2.94</b>
Navigation Safety (2), Port Safety & Security (0), ANOA (0)			
<b>Marine Casualties (reportable CG 2692) within SF Bay:</b>	<b>8</b>	<b>10</b>	<b>6.61</b>
Allision (1), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (1), Propulsion (4), Personnel (1), Other (0), Power (1)			
<b>Total Number of (routine) Navigation Safety issues/Letters of Deviation:</b>	<b>0</b>	<b>2</b>	<b>2.03</b>
Radar (0), Gyro (0), Steering (0), Echo Sounder (0), AIS (0)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
<b>Reported or Verified "Rule 9" or other Navigational Rule Violations:</b>	<b>0</b>	<b>0</b>	<b>0.08</b>
<b>Significant Waterway events/Navigation related Cases:</b>	<b>0</b>	<b>0</b>	<b>0.00</b>
<b>Total Port Safety (PS) Cases opened</b>	<b>10</b>	<b>14</b>	<b>11.69</b>
<b>MARINE POLLUTION RESPONSE</b>			
<b>Pollution Discharge Sources (Vessels)</b>	<b>Aug-2024</b>	<b>Aug-2023</b>	<b>**3yr Avg</b>
U.S. Commercial Vessels	2	0	0.69
Foreign Freight Vessels	2	1	0.19
Public Vessels	2	2	1.00
Commercial Fishing Vessels	2	2	0.83
Recreational Vessels	4	8	7.50
<b>Pollution Discharge Sources (Facilities)</b>	<b>Aug-2024</b>	<b>Aug-2023</b>	<b>**3yr Avg</b>
Regulated Waterfront Facilities	1	0	0.25
Regulated Waterfront Facilities - Fuel Transfer	5	0	0.22
Other Land Sources	3	7	4.28
Mystery Spills - Unknown Sources	3	0	6.17
<b>Number of Pollution Incidents (By Spill Size)</b>	<b>Aug-2024</b>	<b>Aug-2023</b>	<b>**3yr Avg</b>
Spills < 10 gallons	6	20	10.83
Spills 10 - 100 gallons	0	0	1.94
Spills 100 - 1000 gallons	0	0	0.25
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	6	0	7.31
<b>Total Pollution Incidents</b>	<b>12</b>	<b>20</b>	<b>20.33</b>
<b>Oil Discharge/Hazardous Materials Release Volumes by Spill Size</b>	<b>Aug-2024</b>	<b>Aug-2023</b>	<b>**3yr Avg</b>
Estimated spill amount from U.S. Commercial Vessels	5.00	0.00	6.35
Estimated spill amount from Foreign Freight Vessels	5.00	0.00	0.42
Estimated spill amount from Public Vessels	2.00	1.25	18.00
Estimated spill amount from Commercial Fishing Vessels	0.00	0.50	10.96
Estimated spill amount from Recreational Vessels	2.00	11.25	31.37
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	0.00	2.00	46.84
Estimated spill amount from Unknown Sources (Mystery Sheens)	0.00	0.00	6.00
<b>Total Oil Discharge and/or Hazardous Materials Release (Gallons)</b>	<b>14.00</b>	<b>15.00</b>	<b>121.81</b>
<b>Penalty Actions</b>	<b>Aug-2024</b>	<b>Aug-2023</b>	<b>**3yr Avg</b>
Civil Penalty Cases	0	0	0.03
Notice of Violations	0	0	0.19
Letters of Warning	1	3	4.06
<b>Total Penalty Actions</b>	<b>1</b>	<b>3</b>	<b>4.28</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.			



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

**Equipment Failure (01SEP2024):** A U.S. flag passenger vessel found a leak on their fire main piping while conducting a fire drill. The leak was pin hole-sized and produced a steady stream of water when it was energized. On 05SEP2024, satisfactory operation of fire main was witnessed. Case closed.

**Loss of Power (06SEP2024):** A U.S. flag passenger vessel reported loss of power to starboard main engine on approach to dock at the Ferry Building. Vessel was able to safely moor and get engine back online. The vessel intended to transit to Larkspur for repairs. On 07SEP2024, vessel was attended at Larkspur Ferry Terminal to witness sea trials. Operational test and visual inspection of machinery all satisfactory. Deficiency cleared. Case closed.

**Equipment Failure (08SEP2024):** A U.S. flag passenger vessel had a reported fuel rail failure, restricting charging of batteries. On 11SEP2024, vessel was visited in order to witness operational tests of propulsion system, no alarms or faults were detected in propulsion system. Inspected fuel cells; loss of propulsion was found to be a faulty re-circulation pump on fuel cell #2, rack #3. Received tech report attesting to satisfactory repairs. Case closed.

**Equipment Failure (10SEP2024):** A foreign flag vehicle carrier reported the Main Engine Governor as inoperable. Vessel was issued a COTP Order requiring one (1) tug during transit. Repairs would be conducted at Anchorage 9 before proceeding to Benicia, CA. Received tech report on 16SEP2024, Class survey and email from vessel master stated that governor was replaced. Engine order tests were completed satisfactorily from bridge and Engine Control Room. COTP Order lifted.

**Equipment Failure (10SEP2024):** A foreign flag tank vessel reported that one of their generators had an air cooler minor leak and could only take partial load. The other two generators were fully operational, and vessel confirmed that one generator was capable of taking load for navigation/maneuvering. Satisfactory repairs completed. Case closed.

**Equipment Failure (11SEP2024):** A foreign tanker reported an inoperable emergency generator. Vessel received new batteries for emergency generator on 12SEP2024. Received report from Class on 14SEP2024 attesting to satisfactory working condition of emergency generator. Case closed.

**Collision (19SEP2024):** A U.S. flag passenger vessel hit an unknown object causing the steering motor shaft to break. On 20SEP2024, CG attended and observed satisfactory repair of steering motor shaft. Conducted satisfactory propulsion test transiting underway. Case closed.

**Allision (26SEP2024):** A foreign flag bulk carrier vessel experienced an allision at the Port of Stockton. No recorded damage to vessel. Port State Control duty received class report attesting to no damages found to the internal or external components/structural condition of the vessel. Case closed.

**Hull Damage (24SEP2024):** A foreign flag passenger ship reported water entering the engine room through day tank into the compartment and adjacent void space. Vessel estimated to have pumped out 70 to 90 cubic meters of water from flooding spaces. The vessel used a wooden wedge with rubber to stop the ingress of water. On 25SEP2024, divers applied epoxy compound on outside of hull and a doubler plate was installed inside void space with strongback supports. On 26SEP2024, Port State Control personnel attended vessel to conduct satisfactory examination. Port State Control required more permanent repairs by next port, scheduled to be Los Angeles, CA. Vessel noted to have not made permanent repairs in Los Angeles where the vessel departed and was last reported to be in Mexico with temporary repairs. Case closed.

**Equipment Failure (30SEP2024):** A foreign flag bulk carrier vessel had anchor that would not properly deploy during anchoring evolution, as reported by pilot. When pilot returned onboard vessel, they conducted an operational test of both the port and starboard anchors, which was satisfactory. Vessel provided satisfactory Class report, both port and starboard anchors were found to be in good working order. Case closed.

### VESSEL SAFETY CONDITIONS

Operational Control (01SEP2024): A U.S. flag passenger vessel received an operational control, prior to carriage of passengers (Code 701). The vessel found a leak on their fire main piping while conducting a fire drill. The leak was pin hole-sized and produced a steady stream of water when it was energized. On 05SEP2024, satisfactory operation of fire main was witnessed. Operational control cleared. Case closed.

Operational Control (06SEP2024): A U.S. flag passenger vessel received an operational control, prior to carriage of passengers (Code 701). Vessel reported loss of power to starboard main engine on approach to dock at the Ferry Building. Vessel was able to safely moor and get engine back online. The vessel intended to transit to Larkspur for repairs. On 07SEP2024, vessel was attended at Larkspur Ferry Terminal to witness sea trials. Operational test and visual inspection of machinery all satisfactory. Operational control cleared. Case closed.

Operational Control (08SEP2024): A U.S. flag passenger vessel received an operational control, prior to carriage of passengers (Code 17). Vessel reported a fuel rail failure, restricting charging of batteries. On 11SEP2024, vessel was visited in order to witness operational tests of propulsion system, no alarms or faults were detected in propulsion system. Inspected fuel cells; loss of propulsion was found to be a faulty re-circulation pump on fuel cell #2, rack #3. Received tech report attesting to satisfactory repairs. Operational control cleared. Case closed.

Operational Control (10SEP2024): A foreign flag vehicle carrier received a COTP Order requiring assist tug during transit. Vessel reported the Main Engine Governor as inoperable. Repairs conducted at Anchorage 9 on 16SEP2024, class survey and email from vessel master stated that governor was replaced. Engine order tests were completed satisfactorily from bridge and Engine Control Room. COTP Order lifted.

Operational Control (10SEP2024): A U.S. flag passenger vessel received an operational control, prior to carriage of passengers (Code 701). Vessel did not have its IBA onboard. Case pends.

Operational Control (11SEP2024): A foreign flag tank vessel received an operations control, prior to departure (Code 17). Vessel reported an inoperable emergency generator. Vessel received new batteries for emergency generator on 12SEP2024. Received report from class on 14SEP2024 attesting to satisfactory working condition of emergency generator. Operational control cleared. Case closed.

Operational Control (11SEP2024): A U.S. flag towing vessel received an operational control, prior to carriage of cargo (Code 701). Vessel reported starboard rudder was missing, which resulted in limited maneuverability during towing operations. Upon closer examination, a diver stated no obvious collision damage was visible, port rudder appeared intact, and starboard rudder was missing. Vessel was authorized to transit to Richmond while awaiting repairs, and to BSY in Alameda for unscheduled dry dock. On 19SEP2024, vessel starboard side prop was noted to have possible hairline fractures. On 30SEP2024, vessel was attended for air test on starboard rudder; leaks were identified and corrected on the spot. On 02OCT2024, vessel was attended to inspect starboard rudder installation. Visual inspection of rudder assembly and internal of stern void showed no issues. Re-floating and sea trials satisfactory on 03OCT2024. Case closed.

Operational Control (17SEP2024): A U.S. flag passenger vessel received an operational control, prior to carriage of passengers (Code 701). The vessel's drug and alcohol program was not compliant with regulations. Vessel was found to be missing testing, training, and company program. On 18SEP2024, proof was provided to Coast Guard of completed training with a certificate of enrollment and crew enrollment list. On 27SEP2024, outstanding documents needed to demonstrate program compliance were received from vessel rep. Completed DAPI audit. Operational control cleared. Case closed.

Operational Control (19SEP2024): A U.S. flag passenger vessel received an operational control, prior to movement (Code 60). Vessel reported striking an unknown object causing the steering motor shaft to break. On 20SEP2024, CG attended and observed satisfactory repairs to steering motor shaft. Conducted satisfactory propulsion test. Operational control cleared. Case closed.

Operational Control (26SEP2024): A U.S. flag towing vessel received an operational control, prior to departure (Code 17). Vessel encountered a malfunction in the #2 steering pump when switching to non-follow up during pre-arrival checks, causing the rudder to go hard over. Primary steering pump stated to be in good working order. Tug assist required, in addition to Class report. On 28SEP2024, class attended the vessel and found that the PLC memory card had backed out of the steering control panel. Tech pushed the memory card back into the slot and non-follow up steering returned to normal. Spare parts were left on the vessel for safe measure against a repeat incident. Operational control cleared. Case closed.

Operational Control (27SEP2024): A U.S. flag passenger ship received an operational control, prior to carriage of passengers (Code 701). Vessel had not completed a drydock exam within the required time frame. Vessel representative had confirmed that they were still in process of scheduling a drydock exam and will remove the vessel from service officially until drydock exam is completed. Case pends.

**NAVIGATIONAL SAFETY**

Letter of Deviation (LOD), Inoperable X-Band Radar (09SEP2024): A foreign flag bulk carrier was issued an inbound LOD for an inoperable X-Band Radar. LOD was lifted and cleared on 13SEP2024. Case closed.

Letter of Deviation (LOD), Inoperable S-Band Radar (11SEP2024): A foreign flag tank vessel was issued an inbound LOD for an inoperable S-Band Radar. LOD was lifted and cleared on 17SEP2024. Case closed.

Letter of Deviation (LOD), Inop X-Band Radar (27SEP2024): A foreign flag bulk carrier was issued an inbound LOD for an inoperable X-Band Radar. LOD was lifted and cleared on 30SEP2024. Case closed.

**SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES**

Letter of Warning (LOW) 07SEP2024: IMD received a report of a vessel that discharged approximately 1 gallon of diesel into Monterey Bay. Reporting party stated that a strong odor of diesel and rainbow sheen was present on the water's surface. This was traced to a boat with diesel in its bilge. The vessel had recently pumped its bilge and contained the spill. The IMD duty team also contacted the vessel owner, who admitted that they had spilled diesel onto the water. The responsible party conducted cleanup using boom to contain the spill and absorbent pads to remove the oil. IMD issued a Notice of Federal Interest and a Letter of Warning to the owner/responsible party. Case CLOSED.

Federal Case 27SEP2024: IMD received a report that a waste oil container was dumped into Smith Canal in Stockton, CA with a maximum potential of 280 gallons. IMD could not identify a responsible party, opened the OSTLF fund, and assumed responsibility for cleanup efforts. Contractor hired to contain the pollution within Smith Canal and conduct pollution removal. On 05OCT, USCG transitioned the role of Federal On-Scene Coordinator to EPA to assess and remove the threat of discharge on the soil. Investigations continue to identify a responsible party. Case PENDING.

<b>PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS</b>			
<b>September 2024</b>			
<b>PORT SAFETY CATEGORIES*</b>	<b>Sep-2024</b>	<b>Sep-2023</b>	<b>**3yr Avg</b>
<b>Total Number of Port State Control Detentions:</b>	<b>0</b>	<b>0</b>	<b>0.03</b>
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
<b>Total Number of COTP Orders:</b>	<b>1</b>	<b>2</b>	<b>2.78</b>
Navigation Safety (1), Port Safety & Security (0), ANOA (0)			
<b>Marine Casualties (reportable CG 2692) within SF Bay:</b>	<b>8</b>	<b>8</b>	<b>6.47</b>
Allision (4), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (1), Propulsion (0), Personnel (1), Other (2), Power (0)			
<b>Total Number of (routine) Navigation Safety issues/Letters of Deviation:</b>	<b>3</b>	<b>0</b>	<b>1.83</b>
Radar (3), Gyro (0), Steering (0), Echo Sounder (0), AIS (0)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
<b>Reported or Verified "Rule 9" or other Navigational Rule Violations:</b>	<b>0</b>	<b>0</b>	<b>0.08</b>
<b>Significant Waterway events/Navigation related Cases:</b>	<b>0</b>	<b>0</b>	<b>0.00</b>
<b>Total Port Safety (PS) Cases opened</b>	<b>12</b>	<b>10</b>	<b>11.19</b>
<b>MARINE POLLUTION RESPONSE</b>			
<b>Pollution Discharge Sources (Vessels)</b>	<b>Sep-2024</b>	<b>Sep-2023</b>	<b>**3yr Avg</b>
U.S. Commercial Vessels	1	1	0.72
Foreign Freight Vessels	0	1	0.19
Public Vessels	1	3	1.00
Commercial Fishing Vessels	0	2	0.78
Recreational Vessels	8	9	7.25
<b>Pollution Discharge Sources (Facilities)</b>	<b>Sep-2024</b>	<b>Sep-2023</b>	<b>**3yr Avg</b>
Regulated Waterfront Facilities	0	0	0.25
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.22
Other Land Sources	5	9	4.31
Mystery Spills - Unknown Sources	9	11	6.03
<b>Number of Pollution Incidents (By Spill Size)</b>	<b>Sep-2024</b>	<b>Sep-2023</b>	<b>**3yr Avg</b>
Spills < 10 gallons	14	13	10.72
Spills 10 - 100 gallons	1	3	1.83
Spills 100 - 1000 gallons	0	0	0.22
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	10	20	7.19
<b>Total Pollution Incidents</b>	<b>25</b>	<b>36</b>	<b>19.97</b>
<b>Oil Discharge/Hazardous Materials Release Volumes by Spill Size</b>	<b>Sep-2024</b>	<b>Sep-2023</b>	<b>**3yr Avg</b>
Estimated spill amount from U.S. Commercial Vessels	1.00	1.00	6.38
Estimated spill amount from Foreign Freight Vessels	0.00	1.00	0.42
Estimated spill amount from Public Vessels	1.00	45.10	17.89
Estimated spill amount from Commercial Fishing Vessels	0.00	1.00	2.63
Estimated spill amount from Recreational Vessels	17.00	56.50	30.20
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	2.00	14.20	44.95
Estimated spill amount from Unknown Sources (Mystery Sheens)	6.00	11.00	5.78
<b>Total Oil Discharge and/or Hazardous Materials Release (Gallons)</b>	<b>27.00</b>	<b>129.80</b>	<b>110.12</b>
<b>Penalty Actions</b>	<b>Sep-2024</b>	<b>Sep-2023</b>	<b>**3yr Avg</b>
Civil Penalty Cases	1	0	0.06
Notice of Violations	0	0	0.11
Letters of Warning	5	3	3.78
<b>Total Penalty Actions</b>	<b>6</b>	<b>3</b>	<b>3.94</b>
* NOTE: Values represent all cases within the HSC jurisdiction during the period. Significant cases are detailed in the narrative.			
** NOTE: Values represent an average month over a 36 month period for the specified category of information.			

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

**Report of the  
U.S. Army Corps of Engineers, San Francisco District  
October 17, 2024**

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

Since the last HSC meeting on September 5, the final dredging solicitation of the season was advertised – Richmond Inner Harbor FY24 Maintenance Dredging Project on October 11.

Planning and design work is essentially completed for the FY24 dredging program and with the upcoming award of the Richmond Inner Harbor dredging project, we will be fully engaged in the contract administration phase. Additionally, planning and design work for the FY25 dredging program has begun. As always, future project schedules provided in this report are tentative and adjustments may be made 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 with actual dredging commencing on September 1. Estimated completion is currently mid-December.**
- b. **San Joaquin River (Port of Stockton)** – A dredging contract solicitation was posted on sam.gov on June 12 with bid opening held on July 12. The contract was awarded to HME Construction on July 23. **Dredging is expected to start following completion of the Sacramento Deep Water Ship Channel project in late October.**
- 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 with actual dredging commencing on September 11 following completion of the Suisun Bay Channel contract.**
- 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 started on August 1 and was completed on September 6.**
- a. **Redwood City Harbor** – A dredging contract solicitation was posted on sam.gov on July 1 with bid opening held on August 6. The contract was awarded to Curtin Maritime on August 26. **Dredging is estimated to start at the end of October.**
- b. **Petaluma River** – Dredging has been postponed due to sediment suitability issues. We are working on a strategy to ensure dredging, and placement can be fully executed next summer.
- c. **Richmond Inner Harbor** – **A dredging contract solicitation was posted on sam.gov on October 11 with bid opening scheduled for November 12. Dredging is estimated to start late 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 September was 4.8 tons. Dillard: 0 tons; Raccoon: 4.8 tons. Average debris removal for September from 2014 to 2023 is 35 tons (Range: 8.5 – 71.5). Debris removal for August was 1.5 tons. Raccoon: 1.5 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	9	0	0	9
AUG	1.5	0	0	1.5
SEP	4.8	0	0	4.8
OCT				
NOV				
DEC				

YR TOTAL
<b>206.1</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 Chief's Report was signed on 30 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:** Regional Dredge Material Management Plan: The District Quality Control (DQC) review of the draft management plan and draft NEPA Environmental Assessment concluded in July. **Agency Technical Review will begin in October pending NEPA/CEQA updates. Public review will occur simultaneously, and vertical review will follow, with a target to be ready for the FY26+ dredging program. Interim agency approvals will be coordinated for FY25 dredging.** Public outreaches 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 targeted 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 July 16, 2024.  
**Napa River:** Condition survey of June 5-10, 2024.  
**Northship Channel:** Condition survey of August 21-30, 2024.  
**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 July 30-31, 2024.  
**Petaluma River (Main Channel):** Condition survey of July 30-31, 2024.  
**Petaluma River (Extended Channel):** Condition survey of November 2-4, 2022.  
**Pinole Shoal Channel:** Condition survey of July 18-26, 2024.  
**Redwood City Harbor:** Condition survey of August 20, 2024.  
**Richmond Inner Harbor:** Condition survey of September 4-11, 2024.  
**Richmond Inner Harbor (Santa Fe Channel):** Condition survey of November 28, 2022.  
**Richmond Outer Harbor (Longwharf):** Condition survey of October 3, 2024.  
**Richmond Outer Harbor (Southampton Shoal):** Condition survey of October 2, 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 July 16, 2024.  
**San Leandro Marina (and Channel):** Condition survey of March 30 and April 1, 2015.  
**San Rafael (Across-the-Flats):** Condition survey of August 15-16, 2024.  
**San Rafael (Creek):** Condition survey of August 15-16, 2024.  
**Stockton Ship Channel:** Condition survey of July 16-20, 2024.  
**Suisun Bay Channel:** After Dredge survey August 5, 11, 16 and 25, 2024.  
**Suisun Bay Channel (Bullshead Reach):** After Dredge survey of August 5, 11, 16 and 25, 2024.  
**Suisun Bay Channel (New York Slough):** After Dredge survey of September 2-8, 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 July 9, 2024.  
**SF-10 (San Pablo Bay):** Condition survey of July 9, 2024.  
**SF-11 (Alcatraz Island):** Condition survey of September 12, 2024.  
**SF-16 (Suisun Bay Disposal Site):** Condition survey of July 15, 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 **10 OCT 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	Contractor	Dredge Type	Placement Site	
				FY2024						FY2025										
<b>CONTRACT CLAMSHELL OR CUTTERHEAD PIPELINE</b>																				
Oakland Harbor	2-Apr	16-May	7-Jun		→			→			→			→			700kcy	Curtin	Clamshell	BU
Sacramento River (30 Foot Project)	25-Apr	18-Jun	3-Jul		→			→			→			→			115kcy	HME	Cutterhead or Clamshell	Various Upland
Suisun Bay Channel	29-Apr	6-Jun	21-Jun		→			→			→			→			100kcy	HME	Clamshell	SF-16
MOTCO Debris Relocation	6-May	26-Jun	25-Jul		→			→			→			→			# tons	CAM-Dutra	Excavator	N/A
San Joaquin River (Port of Stockton)	12-Jun	12-Jul	23-Jul		→			→			→			→			150kcy	HME	Cutterhead or Clamshell	Various Upland
Redwood City Harbor	1-Jul	6-Aug	26-Aug	→			→			→			→			400kcy	Curtin	Clamshell	BU/SF-11/SF-DODS	
Crescent City Harbor (Tier III)	9-Jul	13-Aug	26-Aug		→			→			→			→			75kcy	CAM-Dutra	Clamshell	Whaler Island
Richmond Inner Harbor (Tier III)	11-Oct	11-Nov	25-Nov	→			→			→			→			350kcy	TBD	Clamshell	SF-DODS	
Petaluma River (Tier III)					D	E	F	E	R	R	E	D				200kcy	N/A	Clamshell	BU	
Moss Landing Harbor (Tier III)					D	E	F	E	R	R	E	D				40kcy	N/A	Cutterhead	BU	
<b>WEST COAST HOPPER CONTRACT</b>																				
	Target Award	Start Work	Stop Work																	
Humboldt Bar & Entrance Channels	30-Jan	7-Jun	8-Jul				→ WCH										900kcy	Manson	WCHC (Portland)	HOODS
<b>GOVERNMENT HOPPER</b>																				
		Start Work	Stop Work																	
Humboldt B&E & Interior	N/A	26-Apr	5-May		→ YAQ												150kcy	Yaquina	Govt Hopper	HOODS
Humboldt Bar & Entrance Channels	N/A	Nov (T)	Nov (T)								→ ESS						300kcy	Essayons	Govt Hopper	HOODS
SF Main Ship Channel	N/A	26-May	13-Jun			→ ESS										350kcy	Essayons	Govt Hopper	OBDS SF-8	
Richmond Outer Harbor (Tier III)	N/A	14-Jun	3-Jul			→ ESS										250kcy	Essayons	Govt Hopper	SF-10 SF-11	
Pinole Shoal	N/A	N/A	N/A		D	E	F	E	R	R	E	D				250kcy	Essayons	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	   
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**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	07-16-2024	2000	4.96	55	50.5	55.0	55.5	54.1
Redwood City Harbor Redwood City Harbor	08-20-2024	300 943	3.94	30	20.1	29.2	28.2	27.1
Richmond Inner Harbor Entrance Channel	09-04-2024	809 1021	0.96	38	34.9	36.0	35.8	34.8
Richmond Inner Harbor Approach Channel	09-04-2024	809 1201	3.09	38	33.4	34.4	35.8	33.5
Richmond Inner Harbor Santa Fe Channel	11-28-2022	195 509	0.37	38	25.6	27.4	27.1	21.2
Richmond Outer Harbor Richmond Outer Harbor	10-02-2024	600 1291	3.25	45	39.7	44.1	45.0	42.2
Richmond Outer Harbor Longwharf Turning Basin	10-03-2024	2188 5598	0.88	45	26.4	No Data	No Data	No Data
San Rafael ATF Across the Flats	08-15-2024	100	2.25	8	4.7	5.6	5.9	5.9
San Rafael River Inner Canal Channel	08-15-2024	60 160	1.55	6	3.6	4.5	4.8	4.8
Petaluma River Main Channel	07-30-2024	100 361	4.06	8	1.3	1.1	0.9	0.3
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	07-11-2024	500 2113	2.60	48	19.1	44.0	42.8	38.1
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	07-11-2024	400 657	3.04	38	31.1	39.1	38.9	33.5
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	07-18-2024	600 1644	10.40	35	26.3	36.1	34.7	31.6
Suisun Bay Channel Suisun Bay (0+00 to 150+00)	08-05-2024	300	2.84	35	34.9	35.0	35.0	35.0
Suisun Bay Channel Suisun Bay (150+00 to 733+45)	10-11-2023	300	11.10	35	34.1	35.0	35.0	35.0
Suisun Bay Channel Anchorage Suisun Bay Channel Anchorage	01-17-2023	400	0.90	35	34.4	No Data	No Data	No Data
New York Slough New York Slough (0+00 to 232+03)	09-02-2024	400 411	4.42	35	35.2	35.0	35.1	35.3
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	09-17-2024	500 1424	1.71	40	31.1	37.1	37.1	23.7
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	08-21-2024	3576 4769	5.97	45	23.9	37.3	36.8	35.2
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	07-24-2024	120 405	0.98	15	5.0	3.5	5.1	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	07-12-2024	200 320	0.42	20	16.4	16.8	15.6	15.0
Crescent City Inner Harbor Basin Channel	07-12-2024	200 300	0.39	15	14.3	14.7	14.3	12.7
Crescent City Marina Access Channel	07-12-2024	228 170	0.22	15	10.0	11.7	11.1	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

October 17, 2024

- 👉 In September the clearinghouse did not contact OSPR regarding any possible escort violations.
- 👉 In September 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 September there were 101 tank vessel arrivals: 19 ATBs, 4 Chemical Tankers, 20 Chemical/Oil Tankers, 23 Crude Oil Tankers, 1 LPG, 19 Product Tankers, and 15 Tugs with Barges.
- 👉 In September there were 249 total vessel arrivals.



# San Francisco Bay Clearinghouse Report For September 2024

## San Francisco Bay Region Totals

	<u>2024</u>		<u>2023</u>	
Tanker arrivals to San Francisco Bay	67		74	
ATB arrivals	19		19	
Barge arrivals to San Francisco Bay	15		16	
Total Tanker and Barge Arrivals	101		109	
Tank ship movements & escorted barge movements	367		367	
Tank ship movements	207	56.40%	219	59.67%
Escorted tank ship movements	161	43.87%	166	45.23%
Unescorted tank ship movements	46	12.53%	53	14.44%
Tank barge movements	160	43.60%	148	40.33%
Escorted tank barge movements	25	6.81%	24	6.54%
Unescorted tank barge movements	135	36.78%	124	33.79%

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

Escorts reported to OSPR

	0	0
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<b>Movements by Zone</b>	<b>Zone 1</b>	<b>%</b>	<b>Zone 2</b>	<b>%</b>	<b>Zone 4</b>	<b>%</b>	<b>Zone 6</b>	<b>%</b>	<b>Total</b>	<b>%</b>
Total movements	204		347		0		156		707	
Unescorted movements	80	39.22%	167	48.13%	0	0.00%	71	45.51%	318	44.98%
Tank ships	63	30.88%	122	35.16%	0	0.00%	60	38.46%	245	34.65%
Tank barges	17	8.33%	45	12.97%	0	0.00%	11	7.05%	73	10.33%
Escorted movements	124	60.78%	180	51.87%	0	0.00%	85	54.49%	389	55.02%
Tank ships	112	54.90%	157	45.24%	0	0.00%	74	47.44%	343	48.51%
Tank barges	12	5.88%	23	6.63%	0	0.00%	11	7.05%	46	6.51%

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	661		830	
ATB arrivals	151		172	
Barge arrivals to San Francisco Bay	104		153	
Total Tanker and Barge Arrivals	916		1,155	
Tank ship movements & escorted barge movements	3,178		4,040	
Tank ship movements	1,741	54.78%	2,327	57.60%
Escorted tank ship movements	1,367	43.01%	1,859	46.01%
Unescorted tank ship movements	374	11.77%	468	11.58%
Tank barge movements	1,437	45.22%	1,713	42.40%
Escorted tank barge movements	182	5.73%	228	5.64%
Unescorted tank barge movements	1,255	39.49%	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	1,826		3,093		0		1,327		6,246	
Unescorted movements	830	45.45%	1,569	50.73%	0	0.00%	678	51.09%	3,077	49.26%
Tank ships	682	37.35%	1,208	39.06%	0	0.00%	572	43.10%	2,462	39.42%
Tank barges	148	8.11%	361	11.67%	0	0.00%	106	7.99%	615	9.85%
Escorted movements	996	54.55%	1,524	49.27%	0	0.00%	649	48.91%	3,169	50.74%
Tank ships	938	51.37%	1,350	43.65%	0	0.00%	568	42.80%	2,856	45.73%
Tank barges	58	3.18%	174	5.63%	0	0.00%	81	6.10%	313	5.01%

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 October 2024**

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

Final reminder that NOAA is ending production of the raster chart products, including the traditional paper chart. The final charts will be canceled on December 4, 2024.

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

<https://devgis.charttools.noaa.gov/pod/>

### **Voluntary Speed Reduction Zone**

Reminder that the Voluntary Speed Reduction Zone is still in effect through December 31, 2024 (see attachment for additional information).

Preliminary statistics for this season show that between May and August 2024 in the voluntary Vessel Speed Reduction zones: Vessels 300 GT or larger traveled 154,812 nautical miles with an overall cooperation rate of 73% in San Francisco and Monterey region (up 6% from the 67% cooperation level recorded in the 2023 season)

NOAA wants to thank those shipping lines that have reduced speed to help protect endangered whales.

### **King Tides**

The highest tide ranges of the year, commonly referred to as King Tides occur October 15 through 20, and again December 13 through 19th.

There will be high tides approaching 7 feet above MLLW, and low tides up to a negative 1.5 feet below MLLW.

## NOAA Marine Debris Program

### NEW PREVENTION FUNDING:

The NOAA Marine Debris Program and the National Marine Sanctuary Foundation are pleased to announce a Request for Proposals for the Fiscal Year 2025 Ocean Odyssey Marine Debris Prevention Awards for Diversity, Equity, Inclusion, Justice, and Accessibility (DEIJA). Individual awards will range between \$5,000 and \$10,000 to support initiatives that prevent the adverse impacts of marine debris in communities that are underserved, underrepresented, or overburdened by marine debris.

These projects may include marine debris prevention, education, and outreach activities. The Ocean Odyssey Grants aim to support projects and partners that are leading efforts to increase inclusion and access related to science, technology, engineering, and math education as well as workforce development opportunities for diverse youth to learn about ocean science in middle school and beyond.

Full proposals are due on November 20, 2024, by 11:59 PM Eastern Time. Learn more about this [grant proposal](#). If you want to learn more, [register for the informational webinar](#) held on Wednesday, October 16, 2024, from 1:00 - 2:00 PM PST.

### REMOVAL PROJECT ANNOUNCEMENT:

The National Oceanic and Atmospheric Administration (NOAA) Marine Debris Program is proud to announce [13 New Projects Recommended for Funding Under the Bipartisan Infrastructure Law](#) for NOAA Marine Debris Removal and Interception Technologies award competitions. These projects represent an investment of over \$23 million for marine debris removal with funds provided by the Bipartisan Infrastructure Law. Read the full post on [NOAA's Marine Debris Blog](#)

- The City of Oakland was funded for \$3,164,649 to remove abandoned and derelict vessels and other large debris items including appliances, furniture, and a large debris pile from the Oakland Alameda Estuary. The project will also institute a boat buy-back program and lead shoreline cleanups and outreach efforts involving estuary stakeholders, marinas, local aquatic teams and clubs, businesses, neighborhood groups, and the extended estuary community to raise awareness and collaborate on solutions to prevent marine debris. [Learn more about this City of Oakland project.](#)

## END OF REPORT

Submitted by

Jeffrey Ferguson, CA Navigation Manager

NOAA, Office of Coast Survey

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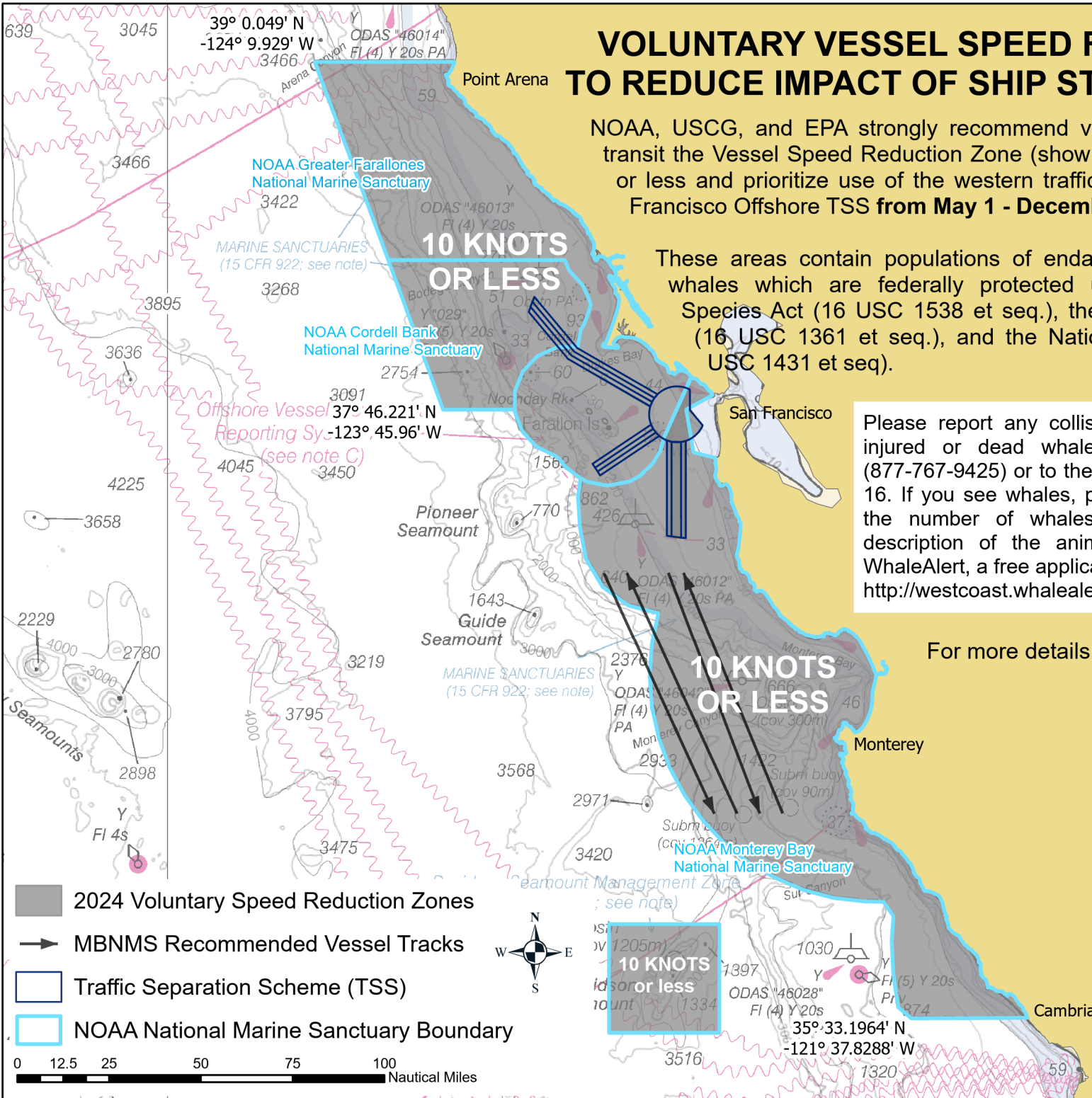
# VOLUNTARY VESSEL SPEED REDUCTION ZONE TO REDUCE IMPACT OF SHIP STRIKES ON WHALES

NOAA, USCG, and EPA strongly recommend vessels 300 gross tons or larger transit the Vessel Speed Reduction Zone (shown in gray in the map) at 10 knots or less and prioritize use of the western traffic lane when traveling in the San Francisco Offshore TSS from **May 1 - December 31, 2024**.

These areas contain populations of endangered blue, humpback and fin whales which are federally protected under the Federal Endangered Species Act (16 USC 1538 et seq.), the Marine Mammal Protection Act (16 USC 1361 et seq.), and the National Marine Sanctuaries Act (16 USC 1431 et seq.).

Please report any collisions with whales or any observed injured or dead whales to NOAA at 877-SOS-WHALE (877-767-9425) or to the U.S. Coast Guard on VHF Channel 16. If you see whales, please record the date and location, the number of whales, the species (if known) and a description of the animals and report sightings through WhaleAlert, a free application available at: <http://westcoast.whalealert.org>.

For more details, please contact Jessica Morten at [jessica.morten@noaa.gov](mailto:jessica.morten@noaa.gov) or 805-203-3186





## CALIFORNIA STATE LANDS COMMISSION - NORTHERN FIELD OFFICE

### SEPTEMBER 2024 COMPARISON REPORT for HARBOR SAFETY COMMITTEE

#### VESSEL TRANSFERS

	<u>Vessels Monitored</u>	<u>Percentage of Vessel Monitored</u>
SEPTEMBER 1- 30, 2023	116	12.82
SEPTEMBER 1- 30, 2024	151	15.1

#### 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>
SEPTEMBER 1- 30, 2023	26,784,887	0	20,345,763	6,439,124	26,784,887
SEPTEMBER 1-30, 2024	27,425,737	0	19,838,341	7,587,396	27,425,737

#### OIL SPILL REPORTED

	<u>TERMINAL</u>	<u>VESSEL</u>	<u>Total</u>	<u>Gallons Spilled</u>
SEPTEMBER 1- 30, 2023	0	0	0	0
SEPTEMBER 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>
20%	383	78	92	14

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