

# Harbor Safety Committee

of the San Francisco Bay Region

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

## Draft Minutes

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

**November 14, 2024**

**Port of San Francisco, South Beach Harbor**

**The Embarcadero, San Francisco, California**

**Scott Humphrey (M)**, Marine Exchange of the San Francisco Bay Region (Marine Exchange), Chair of the Harbor Safety Committee (HSC); called the meeting to order at 10:05.

**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: **Capt. Jordan Baldueza (M)**, United States Coast Guard; **Capt. David Corbett (M)**, San Francisco Bar Pilots; **Jeff Ferguson (M)**, NOAA; **Patrick Forrester (M)**, Port of San Francisco; **Scott Grindy (M)**, San Francisco Small Craft Harbor; **Kevin Hartley (M)**, Crowley Petroleum Services; **Capt. Tony Heeter (M)**, Blue and Gold Fleet; **Troy Hosmer (M)**, Port of Oakland; **Tammie Lasiter (A)**, SSA Terminals; **Erin Pierson (M)**, Crowley; **John Schneider (M)**, Marathon Petroleum; **Jessica Vargas (A)**, US Army Corps of Engineers; **Jeff Vine (M)**, Port of Stockton.

The meetings are always open to the public.

## Approval of the Minutes-

A motion to accept the minutes of the October 17, 2024, meeting was made and seconded. The minutes were approved without dissent.

## Comments by the Chair- Scott Humphrey

Welcomed the committee members and audience. The Marine Exchange is providing industry orientation training for incoming USCG personnel. A session will be held after the regular meeting to answer HSC related questions. The State of California regulates HSCs in state harbors. Regional HSCs are responsible for planning safe maritime navigation of tank vessels and developing best practices as part of their Harbor Safety Plans. Critical Maneuvering Areas, ferry routing protocol, anchorage designations, emergency planning, and bridge management are considered. The SF Harbor Safety Plan is updated annually in June to include all changes approved by the committee since the previous update. The Marine Exchange is the regional clearinghouse for the California OSPR Tank Vessel Escort Program developed through the HSC and is responsible for certifying tug escort ratings via bollard pull testing. The HSC has also published educational materials promoting maritime safety including a flyer on Rule 9 violations for recreational boaters. Flyer updates are being considered, and public outreach is a priority.

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## **Coast Guard Report- Capt. Jordan Balduenza**

- The annual Storms, Flooding and Sea Level Defense Conference was held on November 12<sup>th</sup> with USCG participation.
- A Marine Exchange Industry Day was held yesterday to provide regional orientation training for USCG personnel.
- A national ship firefighting taskforce has been established in response to the vessel NYK Delphinus fire incident. Marine firefighting poses unique challenges, and a plan is being developed.
- USCG Incident Management is reaching out to port partners regarding abandoned and derelict vessels.
- Preparation for Operation Safe Crab is underway. Dockside vessel inspections will be conducted to promote fishing industry safety.
- There have been increased reports of Rule 9 and 10 violations concerning recreational vessels impeding narrow shipping channels and not following TSS rules. Report violations to the USCG.
- Golden muscles, an invasive species, have been detected at the Port of Stockton. The muscle can clog water intake systems.
- A Maritime Security Directive was issued for cyber-risk management of ZPMC container cranes. Inspections are required.
- LT William Harris read from the October- 2024 Prevention/Response Report (attached).
- Jim Haussener advised that there is a California state program funding removal of abandoned and derelict vessels in the delta.

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

- Read from the US Army Corps of Engineers, San Francisco District Report (attached). HSC membership focuses on the Army Corps' dredging program and debris removal mission. FY24 dredging is ongoing for Oakland Harbor, San Joaquin River, and Redwood City Harbor. Richmond Inner Harbor bidding is open. Planning for FY25 dredging is underway. Debris removal tonnage for October was below average and the vessel Dillard is still out for repairs. The Regional Dredge Material Management Plan draft EA has been published, and public comment is welcome. Surveys are posted and a channel condition report is included.
- John Schneider advised of increased Pinole Shoal Channel shoaling which may require emergency dredging before the next scheduled dredging in 2025. Capt. Dave Corbett advised that there is a shallow spot in the channel reducing controlling depth and requiring tide planning for some deep draft vessels. Scott Humphrey advised of climate change impacts to shoaling.

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

- The Marine Exchange is the San Francisco Bay region clearinghouse for the OSPR Tank Vessel Escort Program. The oil spill prevention program requires loaded tank vessels to be escorted by tugs with sufficient braking force when transiting certain waters in the bay and delta. If a tank vessel loses propulsion in a regulated zone, the escort tugs can respond and stop the vessel.

## **OSPR Report- Mike Zamora**

- OSPR regulates the Tank Vessel Escort Program and manages the Escort Tug Inspection Program (ETIP) for participating escort tugs. OSPR also regulates COFRs and contingency planning.
- 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)
- Scott Humphrey advised that OSPR has denied the petition to add a cybersecurity focused at-large HSC membership position to the committee. The HSC will still consider cyber issues pertaining to vessel navigation. Cybersecurity is a primary focus of the USCG's Northern California Area Maritime Security Committee (AMSC).
- Marcus Freeling advised that both the Marine Exchange and OSPR monitor regional bollard pulls for tugs in the Tank Vessel Escort Program. Bollard pulls measure breaking force and determine a tug's escort rating.

## **NOAA Report- Jeff Ferguson**

- Read from the NOAA HSC Report for November 2024 (attached). Production of raster charts will end in December and mariners should use ENCs. King tides are predicted November 15-17 and again on December 13-15. Coastal flooding is possible. The Port of West Sacramento is installing a tide gauge station, and the data will be included in SF PORTS. The BoatUS Foundation has received a grant from the NOAA Marine Debris Program to create a nationwide abandoned and derelict vessel database. Feedback is welcome. The NWS reports that a La Nina Watch is in effect for the coming winter. The SF NOAA buoy wind sensor will be repaired.

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

## **PORTS Report- Marcus Freeling**

- The Marine Exchange is responsible for the majority of maintenance to the SF PORTS network of oceanographic and meteorological sensors around the bay including tide stations, weather

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stations, current meters, visibility sensors, and the Bay Bridge air gap sensor. Funding for PORTS maintenance is provided by a grant from OSPR. NOAA verifies and disseminates the real-time data. PORTS is designed to promote maritime navigation safety and is used by ship pilots and recreational boaters to assess conditions and plan accordingly. PORTS data can also be used for forecast modeling.

- Service and redeployment of PORTS buoy-mounted current meters was performed in late October. The redeployment was successful but a profiler malfunction on the Oakland Outer Harbor LB3 buoy will require additional service which is being planned. Software upgrades and replacement of temperature/humidity sensors were completed. Failing batteries were replaced at the Pittsburg Weather Station. NOAA field teams serviced 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-** Erin Pierson: Regional tugs have been undergoing Tier 4 engine repowers to meet CARB requirements. Repowered tugs must conduct new bollard pull tests for escort program certification. Managing crew work hours is a priority. There is concern regarding CARB Diesel Particulate Filter (DPF) regulations. Shawn Bennett, Baydelta, advised that the CARB DPF requirements pose significant safety issues relating to tug stability and fire risk. DPF bypass ability is needed. USCG District 11 is working on the issue and a letter to CARB detailing DPF concerns was sent. The USCG is responsible for safe installation of DPF technology, and a safety bypass is approved. There are exceptions to the CARB regulations.

**Navigation Work Group-** Capt. David Corbett: Work continues with the USCG and USACE on navigational safety issues. The Oakland Outer Harbor ranges are being repaired.

**Ferry Operations Work Group-** Capt. Tony Heeter: Lithium battery fires are a major concern for the ferry industry considering the prevalence of electric scooters and bikes. A tabletop exercise was held recently focused on lithium battery fire prevention and response. A 120-foot-long WW2 era seaplane is planning to visit the region.

**Dredge Issues Work Group-** Jim Haussener (A), CMANC: 2025 federal appropriations have not been passed. Pinole Shoal Channel dredging is scheduled for June 2025. Pinole Shoal Channel is dredged every other year due to smelt environmental concerns. Annual dredging is preferred. Complete dredging of Richmond Inner Harbor and cleanup of the Superfund site is supported. The Stockton Channel is not

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being dredged to full depth this year. A meeting is scheduled to consider the USACE Regional Dredge Material Management Plan. Legal issues with regional dredging regulations are a concern. CMANC represents state harbor navigation projects.

**PORTS Work Group-** Troy Hosmer: Nothing to report.

**Prevention through People Work Group-** Scott Grindy: The Work Group focuses on recreational boating issues. The Bay Area Marina Operators (BAMO) group meets quarterly. A ransomware cyber-attack was reported by the Port of Seattle. The Gashouse Cove fuel dock is impacted by nearby construction and planning is underway to move the fuel dock to a new location in 2027. A lighted boat parade will be held on December 13<sup>th</sup>. Patrick Forester advised that Gashouse Cove is the only remaining fuel dock in San Francisco.

**Marine Mammal Work Group-** Nothing to report.

## **Public Comment-**

- Stas Margaronis, Propeller Club, advised that the annual Storms, Flooding, and Sea Level Defense Conference was held on November 12<sup>th</sup>. Representatives from California ports participated in addition to the USCG. Scott Humphrey gave a presentation on Marine Exchange plans for an extreme climate information desk. BCDC requires development of local resiliency plans for flooding. Recent flooding damaged the Port Hueneme shore power system. Increased impacts from sea level rise are expected. The Port of Oakland received an EPA clean port grant. Political attacks directed at NOAA weather forecasting are a concern and data accuracy is critical.

## **Old Business-**

- Scott Humphrey advised that final ferry routing protocol updates will be voted on by the HSC.
- Scott Humphrey advised that the HSC sent a letter to the USCG in support of retaining the SF Sea Buoy racon. The USCG advised that the racon will not be repaired and that the technology is being phased out. Virtual ATONS will be used instead.
- Scott Humphrey advised that an in-person IALA risk assessment PAWSA is scheduled for April 14-16, 2025. Details will be provided.

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## **New Business-**

- Capt. Paul Ruff, SF Bar Pilots, advised that the Bar Pilot Open House is on December 12<sup>th</sup> and includes a toy drive sponsored by the SF Fire Department.
- The HSC will not be holding a meeting in December.

## **Next Meeting-**

1000-1200, January 9, 2025  
Richmond Maritime Safety & Security Center  
756 West Gertrude Street, Richmond, California

## **Adjournment-**

A motion to adjourn the meeting was made and seconded. The motion passed without dissent and the meeting adjourned at 12:01.

Respectfully submitted: Marine Exchange of the San Francisco Bay Region

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

**MARINE CASUALTIES**

**Allision (14OCT2024):** A foreign flag oil tanker experienced an allision with a pier in Martinez, CA while the vessel was getting underway. The allision created a 2.5-meter gash in the hull of the vessel approx. 12 ft above the waterline on the port side of the vessel. Qualified Individual confirmed that there was minor damage to the dock and the hole on the vessel was to a void tank with no pollution reported. Damage later observed at anchorage by Coast Guard personnel. Vessel received an operational control requiring repairs prior to departure. Vessel subsequently provided satisfactory Factual Statement from Class attesting to welds and NDT testing for repairs. Deficiency cleared. Case closed.

**Loss of Propulsion (18OCT2024):** A US flag passenger vessel reported loss of propulsion from both main engines while transiting to the San Francisco Ferry Building. The vessel's port side collided with the pier. Following the recovery of both main engines, vessel moored and offloaded passengers. Vessel authorized one-time transit without passengers to Alameda WETA facility. Coast Guard required assessment of any damage sustained, provide root cause analysis and rectification of engine failures. Case pends.

**Vessel Fire (25OCT2024):** A US flag passenger ship experienced a fire while underway in their port side engine room. Coast Guard required the vessel to submit a technician's report with root cause analysis and repair proposal, repairs and servicing to fire suppression system, and repairs to port side shaft. Coast Guard unable to properly inspect the damage sustained by fire due to lack of power onboard and the area being covered in soot. Case pends.

**Equipment Failure (28OCT2024):** A foreign flag container ship sailing to San Francisco from Los Angeles reported only local control of the Main Diesel Engine. Vessel received a COTP Order requiring vessel have 02 assist tugs within the San Francisco Bay and repairs to be completed at berth. Vessel reset and calibrated engine control system. Vessel conducted tests with satisfactory result. COTP Order lifted. Case closed.

### VESSEL SAFETY CONDITIONS

Operational Control (01OCT2024): AUS flag passenger vessel received an operational control, prior to carriage of passengers (Code 701). Vessel failed to complete drydock exam within required timeframe. Case pends.

Operational Control (07OCT2024): AUS flag passenger vessel received an operational control, prior to carriage of passengers (Code 701). Pinhole fracture identified in the outboard portion of the starboard main engine raw-water cooling system. Inspectors noted a constant stream of water leaking from the pipe. Vessel replaced damaged piping with spare from another engine; conducted satisfactory sea trials and verified no leaks. Deficiencies also issued for ring buoys, weathertight seal, and battery. Incorrect tape on lifebuoys found. Battery was also replaced and no noticeable drop in charge was observed. Operational test of ventilation closures showed stiffness in movement, so operator was instructed to service dampers. Case pends.

Operational Control (07OCT2024): AUS flag passenger vessel received an operational control, prior to carriage of passengers (Code 701). Vessel's Certificate of Documentation expired. Case pends.

Operational Control (14OCT2024): A foreign flag oil tanker received an operational control, prior to departure (Code 17). The vessel experienced an allision with a pier in Martinez, CA while getting underway. The allision created a 2.5-meter gash in the hull of the vessel approx. 12 ft above the waterline on the port side of the vessel. Qualified Individual confirmed that there was minor damage to the dock and the hole on the vessel was to a void tank with no pollution reported. Damage later observed at anchorage by Coast Guard personnel. Vessel received an operational control requiring repairs prior to departure. Vessel subsequently provided satisfactory Factual Statement from Class attesting to welds and NDT testing for repairs. Operational control cleared. Case closed.

Operational Control (16OCT2024): AUS flag passenger vessel received an operational control, prior to carriage of passengers (Code 701). Vessel was found to have an unapproved life buoy; installed smoke detector found inoperable. Vessel route was restricted to lakes, bays, and sounds. Case pends.

Operational Control (18OCT2024): AUS flag passenger vessel received an operational control, prior to carriage of passengers (Code 701). Vessel's fire servicing report indicated that the CO2 bottles onboard are condemned. In addition, the port and starboard fire dampers were seized in position. Case pends.

Operational Control (18OCT2024): AUS flag towing vessel received an operational control, prior to departure (Code 17). Vessel crew identified a leak in a port main engine fuel supply line and secured the engine. Coast Guard required tug escort when transiting into San Francisco Bay and to provide repair plan. Vessel completed satisfactory repairs to the fuel supply line. Operational control cleared. Case closed.

Operational Control (18OCT2024): AUS flag passenger vessel received an operational control, prior to carriage of passengers (Code 701). Vessel lost propulsion from both main engines while transiting to the San Francisco Ferry Building and vessel's port side collided with the pier. Following the recovery of both main engines, vessel moored and offloaded passengers. Vessel authorized one-time transit without passengers to Alameda WETA facility. Coast Guard required assessment of any damage sustained, provide root cause analysis and rectification of engine failures. Case pends.

Operational Control (20OCT2024): AUS flag passenger vessel received an operational control, prior to carriage of passengers (Code 701). Vessel reported an allision with a dock ladder. The vessel moored and offloaded passengers. Vessel was authorized one-time transit without passengers to Napa Marina drydock. Coast Guard required a damage assessment and hull repair proposal. Case pends.

Operational Control (23OCT2024): AUS flag vessel was issued an operational control, rectify deficiencies prior to departure (Code 17). Vessel reported a 15-degree discrepancy between commands given at helm and rudder angle indicator. Vessel instructed to provide report attesting repair and proper operation of steering and rudder angle indicator. Case pends.

Operational Control (24OCT2024): AUS flag passenger vessel was issued an operational control, prior to carriage of passengers (Code 701). Vessel operator failed to schedule/complete annual inspections and has outstanding deficiencies. Vessel has been directed to surrender its Certificate of Inspection and is not authorized to operate commercially. Case closed.

Operational Control (25OCT2024): AUS flag passenger ship was issued an operational control, prior to carriage of passengers (Code 701). Vessel experienced a fire while underway in their port side engine room. Coast Guard required the vessel to submit a technician's report with root cause analysis and repair proposal, repairs and servicing to fire suppression system, and repairs to port side shaft. Coast Guard unable to properly inspect the damage sustained by fire due to lack of power onboard and the area being covered in soot. Case pends.

Operational Control (28OCT2024): A foreign flag container ship was issued a COTP Order due to only local control of the MDE being available. The vessel reported only local control of Main Diesel Engine while transiting from Los Angeles to San Francisco. COTP Order required vessel to have 02 assist tugs within the San Francisco Bay and repairs to completed at berth. Vessel reset and calibrated engine control system. Vessel conducted tests with satisfactory result. COTP Order lifted. Case closed.

Operational Control (29OCT2024): AUS flag passenger vessel was issued an operational control, prior to carriage of passengers (Code 701). Vessel reported an approximate 8" by 2" penetration in the starboard hull. Operator removed vessel from service and transited to Mare Island facility to await repair. Coast Guard observed weld testing, the weld appeared to be in good condition. Case closed.

Operational Control (31OCT2024): AUS flag passenger vessel was issued an operational control, prior to carriage of passengers (Code 701). Vessel had not completed a drydock examination within the last two years. Vessel did not request dry dock extension. Vessel owner is currently undergoing repower and plans to complete dry dock at the conclusion of repower. Case pends.



### NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inaccurate Gyrocompass (16OCT2024): A foreign flag bulk carrier was issued an inbound LOD for a gyrocompass that was over 15 degrees off. LOD lifted after PSCO received satisfactory class/tech report of repairs. Case closed.

Letter of Deviation (LOD), Inoperable S-Band Radar (18OCT2024): A foreign flag bulk carrier was issued an inbound LOD for inoperable S-Band Radar. Operational tests incomplete, awaiting class and technician reports. Case pends.

Letter of Deviation (LOD), Inoperable Rudder Angle Indicator (27OCT2024): A foreign flag container ship was issued an inbound LOD for inoperable rudder angle indicator. Vessel was arriving from Seattle, with repairs planned to be completed in Oakland. Vessel subsequently reset and calibrated system. LOD lifted. Case closed.

### SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (21OCT24): A recreational vessel discharged approx. 1 gallon of diesel at Spud Point Marina in Bodega Bay, CA. Incident Management Division received an NRC Report of an unknown quantity of diesel discharged into Bodega Bay at the Spud Point Marina while refueling. Clean-up operations were performed by the Marina and Owner using absorbent pads. IMD issued a Notice of Federal Interest (NOFI) and Letter of Warning (LOW) to vessel owner verbally over the phone, via email, and via postal service.

Federal Case (27OCT24): Incident Management Division received an NRC Report of a partially submerged recreational vessel in Suisun Bay, CA. IMD duty team contacted the Reporting Party and suspected Responsible Party. No visible sheen was reported. The vessel has a potential discharge of 170 gallons of gasoline. The owner was instructed to remove the vessel from the waterway or pump out the pollutants onboard. Proper action was not taken by the owner and the vessel remains partially submerged in Suisun Bay with gasoline onboard. IMD issued a Notice of Federal Interest (NOFI), an Administrative Order to remove the vessel and gasoline onboard. IMD issued a Notice of Federal Assumption and a contractor was hired to remove the vessel. Case Pends.

<b>PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS</b>			
<b>October 2024</b>			
<b>PORT SAFETY CATEGORIES*</b>	<b>Oct-2024</b>	<b>Oct-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>1</b>	<b>2.81</b>
Navigation Safety (1), Port Safety & Security (0), ANOA (0)			
<b>Marine Casualties (reportable CG 2692) within SF Bay:</b>	<b>7</b>	<b>8</b>	<b>6.67</b>
Allision (1), Collision (0), Fire (1), Capsize (0), Grounding (0), Sinking (0)			
Steering (1), Propulsion (2), Personnel (1), Other (1), Power (0)			
<b>Total Number of (routine) Navigation Safety issues/Letters of Deviation:</b>	<b>3</b>	<b>3</b>	<b>1.92</b>
Radar (1), Gyro (1), Steering (0), Echo Sounder (0), AIS (0)			
ARPA (0), Speed Log (0), R.C. (0), Other (1)			
<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>11</b>	<b>12</b>	<b>11.50</b>
<b>MARINE POLLUTION RESPONSE</b>			
<b>Pollution Discharge Sources (Vessels)</b>	<b>Oct-2024</b>	<b>Oct-2023</b>	<b>**3yr Avg</b>
U.S. Commercial Vessels	0	2	0.72
Foreign Freight Vessels	0	0	0.19
Public Vessels	0	0	1.00
Commercial Fishing Vessels	0	2	0.78
Recreational Vessels	8	2	7.47
<b>Pollution Discharge Sources (Facilities)</b>	<b>Oct-2024</b>	<b>Oct-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	9	15	4.56
Mystery Spills - Unknown Sources	12	4	6.36
<b>Number of Pollution Incidents (By Spill Size)</b>	<b>Oct-2024</b>	<b>Oct-2023</b>	<b>**3yr Avg</b>
Spills < 10 gallons	20	9	11.28
Spills 10 - 100 gallons	1	4	1.86
Spills 100 - 1000 gallons	0	1	0.22
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	0	11	7.19
<b>Total Pollution Incidents</b>	<b>21</b>	<b>25</b>	<b>20.56</b>
<b>Oil Discharge/Hazardous Materials Release Volumes by Spill Size</b>	<b>Oct-2024</b>	<b>Oct-2023</b>	<b>**3yr Avg</b>
Estimated spill amount from U.S. Commercial Vessels	0.00	105.00	6.38
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.42
Estimated spill amount from Public Vessels	0.00	0.00	17.89
Estimated spill amount from Commercial Fishing Vessels	0.00	2.00	2.63
Estimated spill amount from Recreational Vessels	15.00	2.00	30.62
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	127.00	44.95
Estimated spill amount from Unknown Sources (Mystery Sheens)	0.00	4.00	5.78
<b>Total Oil Discharge and/or Hazardous Materials Release (Gallons)</b>	<b>15.00</b>	<b>240.00</b>	<b>110.54</b>
<b>Penalty Actions</b>	<b>Oct-2024</b>	<b>Oct-2023</b>	<b>**3yr Avg</b>
Civil Penalty Cases	0	0	0.06
Notice of Violations	0	0	0.11
Letters of Warning	1	1	3.81
<b>Total Penalty Actions</b>	<b>1</b>	<b>1</b>	<b>3.97</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  
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**Report of the  
U.S. Army Corps of Engineers, San Francisco District  
November 14, 2024**

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

**Since the last HSC meeting on October 17, the bid opening for the final dredging solicitation of the season– Richmond Inner Harbor FY24 Maintenance Dredging Project - was held on November 12.**

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 will be extended to enable the contractor to finish Redwood City Harbor first.**
- 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 began on October 28 with estimated completion in mid-December.**
- 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. **The contractor completed dredging on October 27 and has moved on to the Stockton project.**
- 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.
- e. **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 towards the end of November with estimated completion in early December.**
- f. **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.
- g. **Richmond Inner Harbor** – **A dredging contract solicitation was posted on sam.gov on October 11 with bid opening held on November 12. Award pending bid review. 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 October was 8.2 tons. Dillard: 0 tons; Raccoon: 8.2 tons. Average debris removal for October from 2014 to 2023 is 45 tons (Range: 9.5 – 108). Dillard is in dry dock for repairs. No ETA provided for return.

**BASEYARD DEBRIS COLLECTION TOTALS:**

<b>MONTH</b>	<b>RACCOON</b>	<b>DILLARD</b>	<b>MISC</b>	<b>TOTAL</b>
2024	TONS	TONS	TONS	TONS
JAN	17.5	45	0	62.5
FEB	27	31	0	58
MAR	10.5	11.5	0	22
APR	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	8.2	0	0	8.2
NOV				
DEC				

YR TOTAL
<b>214.3</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:** 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 began on 28 October. 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 Public Review Documents (Draft Management Plan and NEPA EA)* 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 October 20-22, 2024.](#)  
**Redwood City Harbor:** Condition survey of August 20, 2024.  
**Richmond Inner Harbor:** [Condition survey of October 17, 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 November 1, 2024.](#)  
**SF-10 (San Pablo Bay):** [Condition survey of October 18, 2024.](#)  
**SF-11 (Alcatraz Island):** [Condition survey of October 11, 2024.](#)  
**SF-16 (Suisun Bay Disposal Site):** [Condition survey of October 31, 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 **13 NOV 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	12-Nov	26-Nov													350kcy	TBD	Clamshell	SF-DODS	
Petaluma River (Tier III)																200kcy	N/A	Clamshell	BU	
Moss Landing Harbor (Tier III)																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													900kcy	Manson	WCHC (Portland)	HOODS	
<b>GOVERNMENT HOPPER</b>																				
		Start Work	Stop Work																	
Humboldt B&E & Interior	N/A	26-Apr	5-May													150kcy	Yaquina	Govt Hopper	HOODS	
Humboldt Bar & Entrance Channels	N/A	N/A	N/A													300kcy	Essayons	Govt Hopper	HOODS	
SF Main Ship Channel	N/A	26-May	13-Jun													350kcy	Essayons	Govt Hopper	OBDS SF-8	
Richmond Outer Harbor (Tier III)	N/A	14-Jun	3-Jul													250kcy	Essayons	Govt Hopper	SF-10 SF-11	
Pinole Shoal	N/A	N/A	N/A													250kcy	Essayons	Govt Hopper	SF-10 SF-11	
				<div style="display: flex; justify-content: space-between;"> <div style="width: 30%;">  Solicitation   Bid Opening   Contract Award   Work Stoppage                 </div> <div style="width: 30%;"> <b>West Coast Hopper Contract</b>   Gov't Dredge Yaquina   Gov't Dredge Essayons                 </div> <div style="width: 30%;"> <b>Env Window</b>   Mobilization   Physical Dredging   Hopper Dredging                 </div> </div>																

**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	10-25-2024	97 150	0.67	10	6.3	9.1	9.5	7.8
Noyo River Channel	10-25-2024	97 150	0.67	10	5.5	8.2	8.2	0.4
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

**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	10-17-2024	809 1021	0.96	38	34.8	35.8	35.8	34.7
Richmond Inner Harbor Approach Channel	10-17-2024	809 1201	3.09	38	33.5	34.2	35.7	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	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		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	10-21-2024	600 1644	10.40	35	26.4	36.3	34.8	31.5
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



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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

November 14, 2024

- 👉 In October the clearinghouse did not contact OSPR regarding any possible escort violations.
- 👉 In October 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 October there were 104 tank vessel arrivals: 16 ATBs, 6 Chemical Tankers, 25 Chemical/Oil Tankers, 27 Crude Oil Tankers, 20 Product Tankers, and 10 Tugs with Barges.
- 👉 In October there were 244 total vessel arrivals.

# San Francisco Bay Clearinghouse Report For October 2024

## San Francisco Bay Region Totals

	<u>2024</u>		<u>2023</u>	
Tanker arrivals to San Francisco Bay	78		73	
ATB arrivals	16		20	
Barge arrivals to San Francisco Bay	10		11	
Total Tanker and Barge Arrivals	104		104	
Tank ship movements & escorted barge movements	359		340	
Tank ship movements	190	52.92%	195	57.35%
Escorted tank ship movements	148	41.23%	160	47.06%
Unescorted tank ship movements	42	11.70%	35	10.29%
Tank barge movements	169	47.08%	145	42.65%
Escorted tank barge movements	15	4.18%	23	6.76%
Unescorted tank barge movements	154	42.90%	122	35.88%

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	205		340		0		144		689	
Unescorted movements	100	48.78%	184	54.12%	0	0.00%	79	54.86%	363	52.69%
Tank ships	83	40.49%	143	42.06%	0	0.00%	70	48.61%	296	42.96%
Tank barges	17	8.29%	41	12.06%	0	0.00%	9	6.25%	67	9.72%
Escorted movements	105	51.22%	156	45.88%	0	0.00%	65	45.14%	326	47.31%
Tank ships	103	50.24%	141	41.47%	0	0.00%	61	42.36%	305	44.27%
Tank barges	2	0.98%	15	4.41%	0	0.00%	4	2.78%	21	3.05%

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	739		830	
ATB arrivals	167		172	
Barge arrivals to San Francisco Bay	114		153	
Total Tanker and Barge Arrivals	1,020		1,155	
Tank ship movements & escorted barge movements	3,537		4,040	
Tank ship movements	1,931	54.59%	2,327	57.60%
Escorted tank ship movements	1,515	42.83%	1,859	46.01%
Unescorted tank ship movements	416	11.76%	468	11.58%
Tank barge movements	1,606	45.41%	1,713	42.40%
Escorted tank barge movements	197	5.57%	228	5.64%
Unescorted tank barge movements	1,409	39.84%	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	2,031		3,433		0		1,471		6,935	
Unescorted movements	930	45.79%	1,753	51.06%	0	0.00%	757	51.46%	3,440	49.60%
Tank ships	765	37.67%	1,351	39.35%	0	0.00%	642	43.64%	2,758	39.77%
Tank barges	165	8.12%	402	11.71%	0	0.00%	115	7.82%	682	9.83%
Escorted movements	1,101	54.21%	1,680	48.94%	0	0.00%	714	48.54%	3,495	50.40%
Tank ships	1,041	51.26%	1,491	43.43%	0	0.00%	629	42.76%	3,161	45.58%
Tank barges	60	2.95%	189	5.51%	0	0.00%	85	5.78%	334	4.82%

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 November 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.

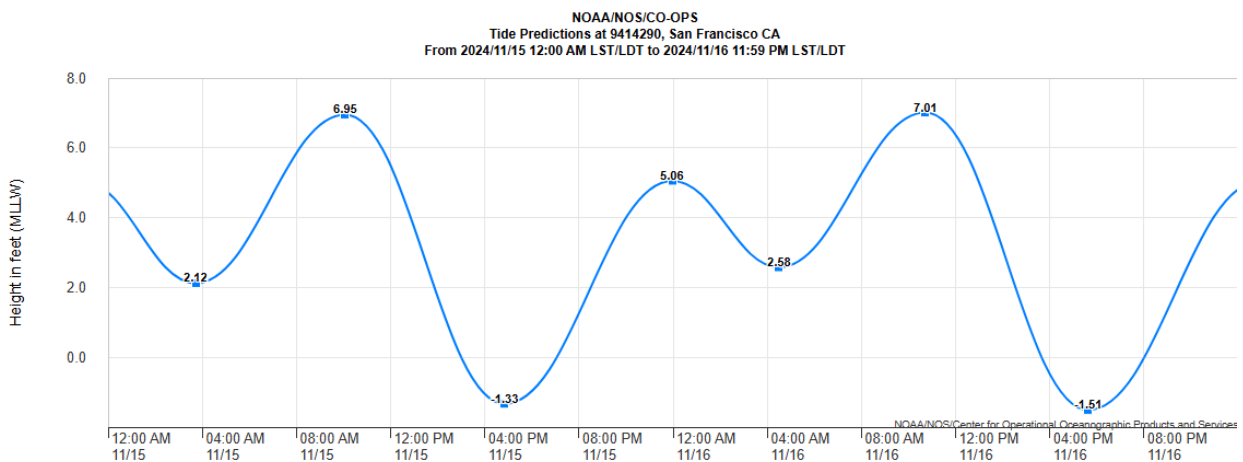
For users wanting a large format paper representation of the ENC for situational awareness or planning purposes, NOAA has the Custom Chart Tool that can convert the ENC data into a PDF that can be printed. The NOAA Custom Chart Tool is available here:

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

## King Tides

The highest tide ranges of the year, commonly referred to as King Tides continue on November 15 through November 17, and again December 13 through 15th.

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



The California Coastal Commission has a California King Tides Project website with public outreach events and public photography submission opportunities at:

<https://www.coastal.ca.gov/kingtides/>

## NOAA PORTS

The process is moving forward for a PORTS tide gauge up near West Sacramento. The City of West Sac is planning to sponsor it and work with an approved contractor for an install by late Spring 2025. More details to come.

## **NOAA Marine Debris Program**

### **BoatUS FEEDBACK OPPORTUNITY:**

The BoatUS Foundation is looking for feedback in the planning for the development of a nationwide abandoned and derelict vessel (ADV) database. The ADV database is expected to not only pinpoint the locations of ADVs but also improve tracking of their removal while providing a clearer picture of the extent of the problem across the country. The goal is to provide a flexible platform for users to report, track, and visualize ADV locations and removals—which is especially important for communities who don't have the capacity or capabilities to track the issue.

Agencies who currently report or collect ADV data or those in government, the marine industry, law enforcement, organizations such as environmental or boating groups as well as anyone who wants to improve the environment by removing unsightly vessels are urged to share feedback by December 17, 2024. Please note that all feedback is anonymous.

The ADV database is part of a four-year, \$10 million grant from the NOAA Marine Debris Program with funding provided by the Bipartisan Infrastructure Law. The grant funding is also fueling a national competitive grant program for the removal of ADVs as well as hosting a national conference about boating-related debris disposal which includes a focus on how ADVs impact waters in underserved communities.

To provide input/feedback, please go to the following website:  
<https://www.getfeedback.com/r/XEex9IC0/>

## **NOAA National Weather Service**

[La Niña Watch](#) continues and winter is coming. Expect more events like we've seen over the past week and continued cooler temperatures. For the marine environment, with the storms tracking across the North Pacific, expect regular long period NW swell entering the region throughout the winter.

Regarding the SF NOAA buoy, 46026, National Data Buoy Center is aware of the wind sensor outage and is working to get the buoy into the service schedule. No time frame has been established yet.

### **END OF REPORT**

Submitted by  
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## CALIFORNIA STATE LANDS COMMISSION - NORTHERN FIELD OFFICE

### OCTOBER 2024 COMPARISON REPORT for HARBOR SAFETY COMMITTEE

#### VESSEL TRANSFERS

	<u>Vessels Monitored</u>	<u>Percentage of Vessel Monitored</u>
OCTOBER 1- 31, 2023	138	15.16
OCTOBER 1- 31, 2024	146	16.22

#### CRUDE OIL / PRODUCT TOTALS (BBLS)

	Crude Oil ( D )	Crude Oil ( L )	Other Products (D)	Other Products (L)	GRAND TOTAL (D) / (L)
OCTOBER 1- 31, 2023	13,409,640	0	20,057,105	7,000,916	40,467,661
OCTOBER 1- 31, 2024	33,227,417	0	252,734,594	83,460,969	336,195,563

#### OIL SPILL REPORTED

	<u>TERMINAL</u>	<u>VESSEL</u>	<u>Total</u>	<u>Gallons Spilled</u>
OCTOBER 1- 31, 2023	0	0	0	0
OCTOBER 1- 31, 2024	0	0	0	0

#### MARINE INVASIVE SPECIES INSPECTIONS

<u>Percent</u>	<u>Qualified Voyages</u>	<u>Voyages Inspected</u>	<u>Goal</u>	<u>Shortfall</u>
20%	412	84	99	15

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