

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

February 13, 2025

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 10:00.

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; **Capt. Jordan Baldueza (M)**, United States Coast Guard; **Capt. David Corbett (M)**, San Francisco Bar Pilots; **Ben Eichenberg (M)**, San Francisco Baykeeper; **Robert Estrada (M)**, Inlandboatmen's Union; **John Fadeeff (M)**, Chevron Shipping Co.; **Jeff Ferguson (M)**, NOAA; **Patrick Forrester (M)**, Port of San Francisco; **Kevin Hartley (M)**, Crowley Petroleum Services; **John Schneider (M)**, Marathon Petroleum; **Randy Scott (M)**, Port of Benicia; **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 January 9, 2025, meeting was made and seconded. The minutes were approved without dissent.

Comments by the Chair- Scott Humphrey

Welcomed the committee members and audience. Scott Humphrey is attending a CMANC meeting in Washington DC on dredging and USACE issues. Funding for dredging is critical for ship navigation. CMANC functions as the port authority for California.

Coast Guard Report- Capt. Jarod Toczko

- A severe storm on December 23rd destroyed a Santa Cruz pier and sunk eighteen vessels. Equipment, including a crane, was also lost and recovery operations are ongoing. The sunken vessels have been refloated. The USCG is part of the Unified Command managing incident response.

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- Rio Vista Bridge construction is scheduled for March 21st – June 16th. The bridge deck will be replaced and impacts to ship traffic are expected. Information is provided in the Local Notice to Mariners.
- Removal of abandoned and derelict vessels is a priority. Report derelict vessels to the USCG. Oakland PD is working on a contract for the removal of derelict vessels in the estuary.
- An incident occurred involving a dredge barge striking power lines. Vessel operators are directed to use approved maritime navigation equipment.
- A presentation will be given later in the meeting on USCG Investigations. Report marine casualties to the USCG.
- The seaplane Philippine Mars recently visited the bay before continuing its flight to the Pima Air and Space Museum.
- New USCG cybersecurity requirements go into effect on July 16th. Cyber officers, cybersecurity plans, and mitigation measures will be required.
- LT Abby Hamann read from the December- 2024 and January- 2025 Prevention/Response Reports (attached).

Army Corps of Engineers Report- Jessica Vargas

- Read from the US Army Corps of Engineers, San Francisco District Report (attached). FY24 dredging is ongoing at Oakland Harbor and Richmond Inner Harbor. A draft plan for FY25 dredging has been developed but is subject to funding. Debris removal for January was below average but the vessel Dillard will be back in service soon. 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.

Clearinghouse Report- Marcus Freeling (report attached)

OSPR Report- Mike Zamora

- The terms of continuing HSC members will be renewed, and new members will be joining the committee. An updated HSC membership vacancy announcement was distributed (attached). Applications for vacant positions are welcome. Contact: michael.zamora@wildlife.ca.gov
- Scott Humphrey advised that the Marine Exchange is updating the HSC distribution list database to facilitate increased committee participation.

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NOAA Report- Jeff Ferguson

- Read from the NOAA HSC Report for February 2025 (attached). The new Port of West Sacramento Tide Station has been installed and will be online soon. The data will be integrated with SF PORTS. The seasonal VSR program for whale protection ended on January 15th. NOAA has developed a Sea Level Calculator providing localized flooding information. The NWS reports that an atmospheric river storm is in progress. Changes to NOAA ENC's will be reviewed at the March HSC meeting.

State Lands Commission Report- (no report)

PORTS Report- Marcus Freeling

- Bouy-mounted current meters are operating normally, and the next service is being planned. All regional PORTS sensors are online and transmitting data. A modem was replaced at the Port Chicago Tide Station. Routine PORTS maintenance is ongoing. Aging PORTS equipment requires increased service.
- PORTS data is publicly available through NOAA's Tides and Currents website:
<https://tidesandcurrents.noaa.gov/ports/index.html?port=sf>

Report on Sail Grand Prix 2025- Melanie Roberts, SailGP

- Melanie Roberts, SailGP, gave a presentation to the committee on the upcoming Sail Grand Prix racing event (slides attached). The sailing race will be held on March 22-23 off the San Francisco City Front. The race rehearsal will be held on March 21st. An exclusion zone will be in place for rehearsal and race days. Exclusion zone and racecourse maps are provided. Plans are similar to last year's SailGP event. Website: <https://sailgp.com>
- Ben Eichenberg asked about spectators for the event. Melanie Roberts advised that there will be approximately fifty boats on the water and an unknown number of shoreside spectators. The event will be broadcast on CBS Sports.

Report on USCG Investigations – LCDR Tammy Bolin, USCG

- LCDR Tammy Bolin, USCG, gave a presentation on the Coast Guard Investigations Division Sector San Francisco (slides attached). Sector SF has a seventeen-person team to investigate marine casualty reports. The investigative process includes determining cause, whether misconduct was involved, civil and criminal evidence, and if new regulations could prevent the recurrence of the casualty. Report marine casualties to the USCG Command Center. Marine casualty reporting is

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required for recreational vessel incidents that result in a death, treatment beyond first aid, damage over \$2000, loss of vessel, or disappearance. OCS vessel incidents require reporting in case of death, injury to more than five people, damage to lifesaving equipment, or damage over \$25,000. Certified vessels are required to report incidents involving unintended grounding or bridge allision, intended grounding or bridge allision creating a hazard, loss of propulsion, death, severe injury, damage over \$75,000, or significant environmental harm. Diving casualties must also be reported if there is a death or significant injury. Serious marine incidents require testing in case of death, injury beyond first aid, potential damage over \$200,000, loss of vessel, discharge of over 10,000 gallons of oil, or discharge of a hazardous substance. Alcohol and drug testing must be performed within the designated time frames. Forms and evidence must be filed for marine casualties. Sexual Assault and Sexual Harassment (SASH) reports are required for incidents detailed in USCG MSIB 1-23. There is a civil penalty of \$50,000 for failing to report. SASH reports trigger an investigative process which includes notifying local law enforcement when appropriate. Credentials will not be renewed for mariners with prior convictions. Marine casualty reporting procedures are detailed in USCG NVIC 01-15.

- Scott Humphrey asked about intended vs. unintended groundings of certified vessels. LCDR Bolin advised that intentional grounding of vessels is common in other port regions but not in SF Bay. Intended groundings only have to be reported if a hazard is created. Hazardous material discharge requires reporting if quantity thresholds are met as detailed in 40 CFR part 302, Table 302.4.

Work Group Reports-

Tug Work Group- Nothing to report.

Navigation Work Group- Capt. David Corbett: Nothing to report.

Ferry Operations Work Group- Nothing to report.

Dredge Issues Work Group- Nothing to report.

PORTS Work Group- Nothing to report.

Prevention through People Work Group- Nothing to report.

Marine Mammal Work Group- Kathi George (A), The Marine Mammal Center: The Work Group met last month. Offshore radar vessel data indicates that eighty percent of vessels transiting the Golden Gate strait do not have AIS. Whale identification training is being planned. The Whale Safe Buoy is back

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online. The Work Group will meet again in March. Scott Humphrey advised of buoy-mounted technology for tracking marine mammals.

Public Comment-

- Travis Liberman, Cal OES, introduced himself to the committee and advised that he is a resource for issues related to maritime intelligence and the California Maritime Security Council.
- Stephen Brown, Marine Exchange, introduced himself to the committee. Stephen Brown is working on Marine Exchange database updates.

Old Business-

- Cody Aichele-Rothman advised that the annual Harbor Safety Plan Update is underway. Work Group annual reports are needed. The vote to approve the HSP Update will be held at the June HSC meeting.
- Scott Humphrey advised that an in-person IALA risk assessment PAWSA is scheduled for April 15-17, 2025. Participation is welcome and details will be provided. A vote to approve ferry routing protocol updates will be scheduled.

New Business-

- Scott Humphrey advised that two new HSC Work Groups are being established. The Bay Area Tsunami Action and Response Work Group is being formed to consider tsunami warning issues and create best practices. The Tanker Tug Escort Regulation Alignment and Modernization Work Group is being formed to update OSPR Tanker Escort Program regulations. Participants are welcome.

Next Meeting-

1000-1200, March 13, 2025
Port of Oakland, Exhibit Room
530 Water Street, Oakland, California

Adjournment-

A motion to adjourn the meeting was made and seconded. The motion passed without dissent and the meeting adjourned at 11:22.

Respectfully submitted: Marine Exchange of the San Francisco Bay Region

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

Loss of Steering (05DEC2024): A foreign flag tank vessel experienced inoperable local control of the Main Engine. Crew noted functional control of main engine from vessel bridge and ECR. The vessel received a COTP Order, which allowed for transit through the Sector SF COTP Zone with a minimum 1 tug assist until completion of proper repairs. Coast Guard received a satisfactory survey report attesting to completed repairs. COTP Order lifted. Case Closed.

Loss of Propulsion (17DEC2024): A U.S. flag passenger vessel experienced a Loss of Propulsion on the port engine. Vessel moored safely at San Francisco Gate B and received permission for a one-time transit from San Francisco to Larkspur for repairs. Coast Guard issued the vessel an Operational Control, rectify Prior to Carriage of Passengers (Code 701). On 07JAN2025, vessel operator reported the root cause of the loss of propulsion as a failed fuel injector. On 21JAN2025, Coast Guard received a report that the vessel propulsion system operated as intended following satisfactory sea trials. Deficiency Cleared. Case pends.

Loss of Propulsion (18DEC2024): A U.S. flag towing vessel experienced a Loss of Propulsion on the starboard engine. The operator stated that starboard engine experienced a loss in pressure on the clutch transmission after completing tug operations with ship transiting in the San Francisco Bay. Coast Guard issued the vessel an Operational Control, rectify Prior to Carriage of Cargo (Code 701). Vessel crew identified a broken starboard unit input pinion shaft and ordered a replacement shaft. Vessel operators replaced pinion gear shaft bearings and installed new shaft in upper box. Coast Guard received technician and sea trial report. Operational Control cleared. Case Pends.

Loss of Propulsion (22DEC2024): A U.S. flag towing vessel experienced a temporary loss of propulsion. Coast Guard issued an Operational Control, rectify Prior to Carriage of Passengers (Code 701). On 24DEC2024, the vessel's chief engineer and class representative reported completion of satisfactory repairs and inspection by class. Operational Control Cleared. Case Pends.

Loss of Propulsion (22DEC2024): A foreign flag crude oil tanker experienced a reduction in propulsion during transit to Benicia, CA. Pilot onboard redirected the vessel to Anchorage 9 for troubleshooting. Class surveyor discovered that a coupling element on the vessel's No. 1 cylinder lubrication pump required replacement. Vessel crew replaced the part, and successfully reached necessary lube oil pressure, and tested ahead & astern propulsion. Case Closed.

Loss of Propulsion (23DEC2024): A U.S. flag passenger vessel experienced a reduction in propulsion on the starboard engine due to a low fuel oil pressure alarm. Vessel received permission from the Coast Guard for one time transit to Alameda facility to identify root cause, provide tech report, and conduct sea trials. Coast Guard issued an Operational Control, rectify Prior to Carriage of Passengers (Code 701). On 01JAN2025, Coast Guard received an email outlining the root cause of the reduction in propulsion to be from an issue with the ECU connecting to the starboard main engine. Vessel replaced the ECU and completed satisfactory sea trials. Operational Control Cleared. Case Pends.

Loss of Propulsion (27DEC2024): A U.S. flag passenger vessel experienced an engine stall while transiting in the San Francisco Bay. Vessel returned to Pier 3 in Alameda and determined the engine stall occurred due to a leaky fuel fitting. Vessel crew also found a loose connection at a fuel hardline which caused air intrusion into the fuel system. Coast Guard issued an operational control, rectify Prior to Carriage of Passengers (Code 701). Crew repaired the faulty connection and engine reached full RPM during satisfactory sea trials. Operational Control Cleared. Case Pends.

VESSEL SAFETY CONDITIONS

Operational Control (01DEC2024): A foreign flag container vessel received an operational control, rectify Prior to Departure (Code 17). Operational control issued due to the overheating and burnout of a main engine blower, which significantly reduced vessel propulsion. Coast Guard received a satisfactory class report attesting to repairs of the blower. Operational Control Cleared. Case Closed.

Operational Control (02DEC2024): A U.S. flag towing vessel received an operational control, rectify Prior to Carriage of Cargo (Code 701). Vessel reported loss of starboard generator while transiting inbound to Stockton, CA. On 03DEC2024, Coast Guard received a Third Party Organization report attesting to satisfactory operation of starboard generator. Operational Control Cleared. Case Closed.

Operational Control (05DEC2024): A foreign flag tank vessel experienced inoperable local control of the Main Engine. Crew noted functional control of main engine from vessel bridge and ECR. The vessel received a COTP Order, which allowed for transit through the Sector SF COTP Zone with a minimum 1 tug assist until completion of proper repairs. Coast Guard received a satisfactory survey report attesting to completed repairs. COTP Order lifted. Case Closed.

Operational Control (05DEC2024): A U.S. flag passenger vessel's operator reported a hydrogen leak onboard while berthed at Pier 68. Coast Guard issued an operational control, rectify Prior to Bunkering Operations and Carriage of Passengers (Code 703 and 701). On 06DEC2024, operator/technician submitted a report of completed repair of the leaky fitting on the bunkering panel. A pressure test confirmed no remaining leaks. Operational control cleared. On 07DEC2024, vessel operator reported a hydrogen leak at the check valve on the bunkering system line onboard the vessel while berthed at Pier 68. The vessel secured all operations and transited back to Pier 9. Technician attended vessel for diagnosis. Coast Guard issued an operational control, rectify Prior to Bunkering Operations (Code 703). On 17DEC2024, Coast Guard conducted final inspection and witnessed satisfactory pressure test on repairs made to bunkering panel. Operational Control Cleared. Case Closed.

Operational Control (06DEC2024): A U.S. flag towing vessel received an operational control, rectify Prior to Carriage of Cargo (Code 701). Vessel did not conduct an annual inspection within the required timeframe. Vessel later conducted satisfactory annual inspection. Operational Control Cleared. Case Closed.

Operational Control (09DEC2024): A U.S. flag passenger ship experienced a loss of gear oil pressure on the port side gear box. Coast Guard issued an operational control, rectify Prior to Carriage of Passengers (Code 701). On 10DEC2024, the operator reported replacement of the ferrule fitting identified as the root cause of the leak from the port gearbox. Sea trials satisfactorily conducted, and no further issues identified in the vessel's propulsion system. Operational Control Cleared. Case Closed.

Operational Control (18DEC2024): A U.S. flag towing vessel experienced a Loss of Propulsion on the starboard engine. The operator stated that starboard engine experienced a loss in pressure on the clutch transmission after completing tug operations with ship transiting in the San Francisco Bay. Coast Guard issued the vessel an Operational Control, rectify Prior to Carriage of Cargo (Code 701). Vessel crew identified a broken starboard unit input pinion shaft and ordered a replacement shaft. Vessel operators replaced pinion gear shaft bearings and installed new shaft in upper box. Coast Guard received technician and sea trial report. Operational Control cleared. Case Pends.

Operational Control (22DEC2024): A U.S. flag towing vessel experienced a temporary loss of propulsion. Coast Guard issued an Operational Control, rectify Prior to Carriage of Passengers (Code 701). On 24DEC2024, the vessel's chief engineer and class representative reported completion of satisfactory repairs and inspection by class. Operational Control Cleared. Case Pends.

Operational Control (23DEC2024): A U.S. flag passenger vessel experienced a reduction in propulsion on the starboard engine due to a low fuel oil pressure alarm. Vessel received permission from the Coast Guard for one time transit to Alameda facility to identify root cause, provide tech report, and conduct sea trials. Coast Guard issued an Operational Control, rectify Prior to Carriage of Passengers (Code 701). On 01JAN2025, Coast Guard received an email outlining the root cause of the reduction in propulsion to be from an issue with the ECU connecting to the starboard main engine. Vessel replaced the ECU and completed satisfactory sea trials. Operational Control Cleared. Case Pends.

Operational Control (23DEC2024): A U.S. flag passenger vessel received an operational control, rectify Prior to Carriage of Passengers (Code 701). Vessel reported loss of throttle control to port and starboard propulsion drives while mooring at Pier 41. On 26DEC2024, operator submitted a tech report that no abnormalities were found, sea trials conducted satisfactorily, and all systems operational. Operational Control Cleared. On 27DEC2024, during transit, the vessel experienced loss of throttle control to the port and starboard propulsion drives. Vessel moored at Pier 41. Coast Guard issued an operational control, rectify Prior to Carriage of Passengers (Code 701). Vessel received authorization for one-time transit to Pier 9 for maintenance and repairs. On 10JAN2025, the vessel conducted sea trials. While underway the operator completed several propulsion tests, including full ahead followed by full astern. On 14JAN2025, technicians reported that the throttles were calibrated to disable themselves until RPMs reduced below 70 when going from ahead to astern. Vessel installed new throttle controls. Operational control Cleared. Case Closed.

Operational Control (27DEC2024): A U.S. flag vehicle carrier received an operational control, rectify Prior to Departure (Code 17). Vessel did not complete an annual inspection within the required timeframe. Case Pends.

Operational Control (27DEC2024): A U.S. flag tank vessel reported an alarm on the primary main engine hydraulic pressure service pump when transiting outbound from San Francisco, CA. The alarm indicated a drop in hydraulic pressure, engaging the backup pump. The vessel, while under pilotage, returned to Anchorage 8. Coast Guard issued an Operational Control, rectify Prior to Departure (Code 17), and required root cause analysis and class report. On 27DEC2024, vessel replaced the hydraulic service pump. Class attended vessel for inspection and provided report confirming sufficient pressure supply from the hydraulic service pump to the main engine. Operational Control Cleared. Case Pends.

Operational Control (27DEC2024): A U.S. flag passenger vessel experienced an engine stall while transiting in the San Francisco Bay. Vessel returned to Pier 3 in Alameda and determined the engine stall occurred due to a leaky fuel fitting. Vessel crew also found a loose connection at a fuel hardline which caused air intrusion into the fuel system. Coast Guard issued an operational control, rectify Prior to Carriage of Passengers (Code 701). Crew repaired the faulty connection and engine reached full RPM during satisfactory sea trials. Operational Control Cleared. Case Pends.

NAVIGATIONAL SAFETY

Inoperable S-Band Radar (03DEC2024): A foreign flag bulk freight vessel received an inbound LOD due to an inoperable S-Band Radar. Technician attended the vessel and conducted repairs. On 04DEC2024, vessel provided satisfactory service report attesting to S-Band Radar repair. LOD Lifted. Case Closed.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (28DEC24): A vessel discharged approx. 10 gal of diesel into the San Francisco Bay. Incident Management Division received an NRC report of a vessel moored at Pier 45 releasing diesel from the bilge producing a sheen. IMD and harbormaster attempted to contact the suspected responsible party, harbormaster agreed to have the vessel towed. IMD issued a Notice of Federal Interest and a Letter of Warning to vessel owner via postal service. Case Pends.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
December 2024			
PORT SAFETY CATEGORIES*	Dec-2024	Dec-2023	**3yr Avg
Total Number of Port State Control Detentions:	0	0	0.03
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
Total Number of COTP Orders:	1	0	2.64
Navigation Safety (0), Port Safety & Security (1), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	7	5	6.92
Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (1), Propulsion (6), Personnel (0), Other (0), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	1	1	1.89
Radar (1), Gyro (0), Steering (0), Echo Sounder (0), AIS (0)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	0	0	0.08
Significant Waterway events/Navigation related Cases:	0	0	0.00
Total Port Safety (PS) Cases opened	9	6	11.56
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Dec-2024	Dec-2023	**3yr Avg
U.S. Commercial Vessels	0	0	0.75
Foreign Freight Vessels	0	0	0.19
Public Vessels	1	1	0.97
Commercial Fishing Vessels	0	0	0.78
Recreational Vessels	11	10	7.58
Pollution Discharge Sources (Facilities)	Dec-2024	Dec-2023	**3yr Avg
Regulated Waterfront Facilities	0	0	0.25
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.25
Other Land Sources	0	2	4.53
Mystery Spills - Unknown Sources	1	11	6.44
Number of Pollution Incidents (By Spill Size)	Dec-2024	Dec-2023	**3yr Avg
Spills < 10 gallons	7	15	11.31
Spills 10 - 100 gallons	0	1	1.78
Spills 100 - 1000 gallons	0	0	0.22
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	6	8	7.44
Total Pollution Incidents	13	24	20.75
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Dec-2024	Dec-2023	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	0.00	0.00	6.38
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.42
Estimated spill amount from Public Vessels	2.00	1.00	17.84
Estimated spill amount from Commercial Fishing Vessels	0.00	0.00	2.60
Estimated spill amount from Recreational Vessels	16.00	23.00	27.23
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	1.35
Estimated spill amount from Other Land Sources	0.00	2.00	44.53
Estimated spill amount from Unknown Sources (Mystery Sheens)	0.00	11.00	5.64
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	18.00	37.00	107.68
Penalty Actions	Dec-2024	Dec-2023	**3yr Avg
Civil Penalty Cases	0	0	0.06
Notice of Violations	0	0	0.08
Letters of Warning	3	3	3.50
Total Penalty Actions	3	3	3.64
* NOTE: Values represent all cases within the HSC jurisdiction during the period. Significant cases are detailed in the narrative.			
** NOTE: Values represent an average month over a 36 month period for the specified category of information.			

SIGNIFICANT PORT SAFETY AND SECURITY CASES (JANUARY 2025)

MARINE CASUALTIES

Allision (07JAN2025): A U.S. flag passenger vessel reported striking a submerged object in the San Francisco Bay and began to take on water. Coast Guard issued an Operational Control, rectify Prior to Movement (Code 60). On 08JAN2025, Coast Guard authorized one-time transit from vessel's home facility to shipyard to affect permanent repairs. Coast Guard attended the vessel and observed damage to the vessel. Vessel completed satisfactory repairs and non-destructive testing. Operational Control Cleared. Case Pends.

Loss of Steering (19JAN2025): A U.S. flag towing vessel reported a loss of steering. The port azimuth thruster locked in place at the 180 degree position while underway. The vessel returned to Pier 17 in San Francisco and moored safely. Vessel captain stated that the azimuth thruster freed itself enroute to the pier and worked properly during mooring. Coast Guard issued an operational control, rectify Prior to Carriage of Cargo (Code 701). On 24JAN2025, class reported replacement and recalibration of a potentiometer in the port azimuth thruster. Class reported successful sea trials. Operational Control Cleared. Case Closed.

Loss of Steering (20JAN2025): A U.S. flag towing vessel experienced a loss of steering while assisting a tank vessel docking in Richmond, CA. Crew closed a tripped breaker restoring steering. Coast Guard issued an operational control, rectify Prior to Carriage of Cargo (Code 701). Operator provided class findings report and repairs summary. Vessel replaced the electrical breaker of the starboard thruster inboard motor and conducted satisfactory sea trials. Operational Control Cleared. Case Pends.

Loss of Power (23JAN2025): A U.S. flag passenger vessel reported an injector alarm in their starboard main engine. Coast Guard issued an operational control, rectify Prior to Carriage of Passengers (Code 701). Engineers removed and replaced the faulty injector harness and the individual injector. Dockside testing and satisfactory sea trials verified no further alarms, and the system operated within specifications. Operational Control Cleared. Case Pends.

Loss of Propulsion (25JAN2025): A foreign bulk freight vessel experienced two separate reductions in propulsion during transit from Anchorage to Sacramento, CA. Vessel had two reductions in RPM. Vessel Traffic Service instructed the vessel to drop anchor and await further instructions. Pilot onboard and vessel master concluded that reductions of propulsion occurred from activation of the engine limiting device during rapid engine order changes. Pilot onboard communicated to VTS their comfort in the vessel continuing transit, Cost Guard granted permission for the vessel to continue. Case Pends.

VESSEL SAFETY CONDITIONS

Operational Control (01JAN25): A U.S. flag passenger vessel received an operational control, rectify prior to carriage of passenger (Code 701). Vessel did not complete drydock examination within the required timeframe. Vessel successfully completed drydock examination. Operation Control Cleared. Case Pends.

Operational Control (03JAN2025): A U.S. flag passenger vessel received an operational control, rectify Prior to Carriage of Passengers (Code 701). Vessel experienced a ruptured cooling pipe on the starboard main engine. Vessel received permission for a one-time transit to facility for repairs. On 04JAN2025, vessel satisfactorily replaced the failed cooling pipe. Operational Control Cleared. Case Pends.

Operational Control (05JAN2025): A U.S. flag passenger vessel received an operational control, rectify Prior to Carriage of Passengers (Code 701). Vessel did not complete annual inspection within required timeframe. Annual inspection scheduled for 27JAN2025. Case Pends.

Operational Control (07JAN2025): A U.S. flag passenger vessel reported striking a submerged object in the San Francisco Bay and began to take on water. Coast Guard issued an Operational Control, rectify Prior to Movement (Code 60). On 08JAN2025, Coast Guard authorized one-time transit from vessel's home facility to shipyard to affect permanent repairs. Coast Guard attended the vessel and observed damage to the vessel. Vessel completed satisfactory repairs and non-destructive testing. Operational Control Cleared. Case Pends.

Operational Control (08JAN2025): A U.S. flag passenger vessel received an operational control, rectify Prior to Movement (Code 60). Vessel crew discovered excessive water in the bilge from a pin hole leak found in the starboard stern tube and placed a temporary patch for transit to shipyard. On 15JAN2025, Coast Guard inspected the vessel and identified additional wastage on hull plating extending approximately 16 inches on both sides of the identified leak. Vessel repairs satisfactory. Operational Control Cleared. Case Pends.

Operational Control (19JAN2025): A U.S. flag towing vessel reported a loss of steering. The port azimuth thruster locked in place at the 180 degree position while underway. The vessel returned to Pier 17 in San Francisco and moored safely. Vessel captain stated that the azimuth thruster freed itself enroute to the pier and worked properly during mooring. Coast Guard issued an operational control, rectify Prior to Carriage of Cargo (Code 701). On 24JAN2025, class reported replacement and recalibration of a potentiometer in the port azimuth thruster. Class reported successful sea trials. Operational Control Cleared. Case Closed.

Operational Control (19JAN2025): A U.S. flag passenger vessel received an operational control, rectify Prior to Carriage of Passengers (Code 701). Vessel reported a failure with the transmission oil cooling system and a leak through the engine exhaust system. Vessel crew identified a sheen in the water and immediately secured engine to cease any discharge and check the engine room. On 24JAN2025, Coast Guard confirmed replacement of the oil cooler and witnessed satisfactory sea trials. Operational Control Cleared. Case Closed.

Operational Control (20JAN2025): A U.S. flag towing vessel experienced a loss of steering while assisting a tank vessel docking in Richmond, CA. Crew closed a tripped breaker restoring steering. Coast Guard issued an operational control, rectify Prior to Carriage of Cargo (Code 701). Operator provided class findings report and repairs summary. Vessel replaced the electrical breaker of the starboard thruster inboard motor and conducted satisfactory sea trials. Operational Control Cleared. Case Pends.

Operational Control (23JAN2025): A U.S. flag passenger vessel reported an injector alarm in their starboard main engine. Coast Guard issued an operational control, rectify Prior to Carriage of Passengers (Code 701). Engineers removed and replaced the faulty injector harness and the individual injector. Dockside testing and satisfactory sea trials verified no further alarms, and the system operated within specifications. Operational Control Cleared. Case Pends.

Operational Control (24JAN2025): A U.S. flag passenger vessel received an operational control, rectify Prior to Carriage of Passengers (Code 701). During an inspection, Coast Guard identified a two-inch hole in the port side aft corner of the engine room overhead caused from heavy chafing from engine supports. Additionally, vessel life ring found to be in unserviceable condition. Case Pends.

Operational Control (30JAN2025): A U.S. flag passenger vessel received an operational control, rectify Prior to Carriage of passengers (Code 701). Vessel experienced a failure of reduction gear box cooler, causing oil to mix with raw water and discharge overboard. Repairs and sea trials completed satisfactorily. Operational Control Cleared. Case Pends.

NAVIGATIONAL SAFETY

Inoperable X-Band Radar (09JAN2025): A foreign vehicle carrier received an inbound LOD due to an inoperable X-band Radar. Vessel received flag dispensation letter and arranged spare parts and technician. Technician attended the vessel and rectified the issue with replacement parts. Class survey attested to full functionality of X-band Radar. LOD lifted. Case Closed.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (07JAN2025): A vessel owned by South Beach Harbor discharged approx. 5 gal of diesel into the San Francisco Bay. Incident Management Division (IMD) received an NRC report of a submerged vessel discharging in the South Beach Harbor Marina. Marina representatives confirmed ownership of the vessel and deployment of boom to mitigate the spill. Vessel later demolished. Letter of Warning issued to South Beach Harbor pursuant to 33 U.S.C. 1321(b)(3).

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
January 2025			
PORT SAFETY CATEGORIES*	Jan-2025	Jan-2024	**3yr Avg
Total Number of Port State Control Detentions:	0	0	0.00
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
Total Number of COTP Orders:	0	1	2.47
Navigation Safety (0), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	5	7	6.97
Allision (1), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (2), Propulsion (1), Personnel (0), Other (0), Power (1)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	1	1	1.78
Radar (1), Gyro (0), Steering (0), Echo Sounder (0), AIS (0)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	0	0	0.08
Significant Waterway events/Navigation related Cases:	0	0	0.00
Total Port Safety (PS) Cases opened	6	9	11.31
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Jan-2025	Jan-2024	**3yr Avg
U.S. Commercial Vessels	2	1	0.81
Foreign Freight Vessels	0	1	0.19
Public Vessels	1	2	0.92
Commercial Fishing Vessels	0	0	0.75
Recreational Vessels	6	6	7.69
Pollution Discharge Sources (Facilities)	Jan-2025	Jan-2024	**3yr Avg
Regulated Waterfront Facilities	2	0	0.31
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.25
Other Land Sources	0	10	4.53
Mystery Spills - Unknown Sources	1	16	6.25
Number of Pollution Incidents (By Spill Size)	Jan-2025	Jan-2024	**3yr Avg
Spills < 10 gallons	9	14	11.44
Spills 10 - 100 gallons	0	3	1.72
Spills 100 - 1000 gallons	0	0	0.22
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	3	19	7.31
Total Pollution Incidents	12	36	20.69
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Jan-2025	Jan-2024	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	2.00	15.00	6.43
Estimated spill amount from Foreign Freight Vessels	0.00	1.00	0.42
Estimated spill amount from Public Vessels	1.00	1.00	16.17
Estimated spill amount from Commercial Fishing Vessels	2.00	0.00	2.63
Estimated spill amount from Recreational Vessels	0.00	26.00	25.84
Estimated spill amount from Regulated Waterfront Facilities	7.00	0.00	1.90
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	1.35
Estimated spill amount from Other Land Sources	0.00	34.50	44.53
Estimated spill amount from Unknown Sources (Mystery Sheens)	0.00	16.00	5.42
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	12.00	93.50	104.68
Penalty Actions	Jan-2025	Jan-2024	**3yr Avg
Civil Penalty Cases	0	0	0.06
Notice of Violations	0	0	0.08
Letters of Warning	4	2	3.53
Total Penalty Actions	4	2	3.67
* NOTE: Values represent all cases within the HSC jurisdiction during the period. Significant cases are detailed in the narrative.			
** NOTE: Values represent an average month over a 36 month period for the specified category of information.			

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

**Report of the
U.S. Army Corps of Engineers, San Francisco District
February 13, 2025**

1. CORPS O&M DREDGING PROGRAM

Since the last HSC meeting on January 9, dredging has commenced at Richmond Inner Harbor while dredging at Oakland Harbor continues.

Planning for the FY25 dredging program is currently underway based on amounts identified in the FY25 President's Budget. A tentative schedule, subject to final FY25 appropriations actions and Work Plan funding, is attached to this report.

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. **Dredging continues at Oakland Harbor. Estimated completion is late April.**
- b. **Richmond Inner Harbor** – A dredging contract solicitation was posted on sam.gov on October 11 with bid opening held on November 12. The contract was awarded to Manson Construction on November 26 with dredging commencing on January 3. **Estimated completion is early March.**

FY 2025 CONTRACT DREDGING PROGRAM

- a. **San Joaquin River (Port of Stockton)** – **Planning and design for the FY25 dredging cycle is currently underway with contract award tentatively scheduled for mid-May and dredging estimated to start early July.**
- b. **Sacramento River Deep Water Ship Channel** – **Planning and design for the FY25 dredging cycle is currently underway with contract award tentatively scheduled for late May and dredging estimated start to mid-July.**
- c. **Suisun Bay Channel and New York Slough** – **Planning and design for the FY25 dredging cycle is currently underway with contract award tentatively scheduled for late June and dredging estimated to start early August.**
- d. **Maritime Administration (MARAD) Suisun Bay Reserve Fleet (SBRF)** – **Planning and design for a maintenance dredging event at the service craft berthing area at MARAD SBRF is currently underway with contract award tentatively scheduled for early July and dredging estimated to start mid-August.**

- e. **Petaluma River – Planning and design for a maintenance dredging event at Petaluma River is currently underway with contract award tentatively scheduled for mid-July and dredging estimated to start mid-August.**
- f. **Military Ocean Terminal Concord (MOTCO) – Planning and design for a dredging event at Wharf 2 at MOTCO is currently underway with contract award tentatively scheduled for late July and dredging estimated to start early September.**
- g. **Redwood City Harbor – Planning and design for the FY25 dredging cycle is currently underway with contract award tentatively scheduled for early August and dredging estimated to start mid-September.**
- h. **Richmond Inner Harbor – Planning and design for the FY25 dredging cycle is currently underway with contract award tentatively scheduled for early September and dredging estimated to start mid-October.**
- i. **Oakland Harbor – Planning and design for the FY25 dredging cycle is currently underway with contract award tentatively scheduled for late September and dredging estimated to start late October.**

FY 2025 GOVERNMENT HOPPER DREDGING PROGRAM

- a. **San Francisco Main Ship Channel – The Government Hopper Dredge Essayons is scheduled to dredge the San Francisco Main Ship Channel from the end of May until mid-June. The dredged material placement will be at the near-shore Ocean Beach Demonstration Site (OBDS), as in previous years.**
- b. **San Pablo Bay (Pinole Shoal) – Following completion of the Main Ship Channel, the Essayons will move to Pinole Shoal in mid-June and complete maintenance dredging there until end of June. Upon completion of Pinole Shoal, Essayons will depart the Bay Area.**
- c. **Richmond Outer Harbor – Dredging is deferred to FY26 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 January was 23 tons. Dillard: 0 tons; Raccoon: 23 tons. Average debris removal for January from 2015 to 2024 is 169 tons (Range: 60 – 374). Dillard returned to Sausalito and is planned to resume service in late February.

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	RACCOON	DILLARD	MISC	TOTAL
2024	TONS	TONS	TONS	TONS
JAN	23	0	0	23
FEB				
MAR				
APR				
MAY				
JUN				
JUL				
AUG				
SEP				
OCT				
NOV				
DEC				

YR TOTAL
23

4. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

Oakland Harbor Turning Basins Widening Study: This study will investigate and determine if there is a technically feasible, economically justifiable, and environmentally acceptable recommendation for federal participation in a navigation improvement project to the existing -50-foot Oakland Harbor Federal Navigation Project. The Draft Integrated Feasibility Report (IFR) was released on 17 December 2021 for public comment. A Draft IFR/EA and a 404(b)(1) analysis is now included as appendix A-3 of the Feasibility Study. A complete list of updates from the initial Draft IFR/EA is in the executive summary of the 2nd Draft IFR/EA. The 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: The District Quality Control (DQC) review of the draft management plan and draft NEPA Environmental Assessment concluded in July. **Agency Technical Review, Public review, and USACE vertical team review have all been completed, and final revisions and comment responses are wrapping up. The final report draft is targeted for March, including second rounds of review, with a target to be ready for the FY26+ dredging program. Interim agency approvals will be coordinated for FY25 dredging.** Public outreach including tribal consultation are in progress. Study scopes to address data gaps identified by the Interagency Working Group (IWG) remain in progress - Sediment Transport Modeling (ERDC), Ecological Modeling, and Benefits Analysis/Decision Support Tools. Some results will not be available until after the targeted completion for the RDMMP, however the data will be applied to future DMMP revisions. **New site identification and coordination is also ongoing as new data becomes available.**

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 5-7, 2024.

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 November 13, 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 December 2-10, 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: After Dredge surveys of Dec 19-20, 29, 2024 and January 3, 2025.

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: After Dredge survey of September 20 and 30, 2024, and October 3-10, 12, 14, 27, 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: After Dredge survey of November 1, 2, 11, 15, 22-23, 2024 and December 9-12, 15, 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): Condition survey of January 23, 2025.

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 November 14, 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:

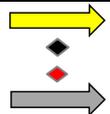
Pre/Post-dredge and condition surveys have been completed for all of San Francisco District's in-bay projects dredged in FY23.

Channel Condition Report (CCR):

Attached is the Channel Condition Report (CCR) for all Corps maintained channels dated **7 FEB 2025**. 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 2025 O&M DREDGING PLAN

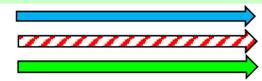
Project	Target Solicitation	Target Bid Open	Target Award	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	Estimated CY	Contractor	Dredge Type	Placement Site
				FY2025						FY2026									
CONTRACT CLAMSHELL OR CUTTERHEAD PIPELINE																			
Moss Landing Harbor	18-Mar	17-Apr	1-May	→			→			→						50kcy	TBD	Cutterhead or Clamshell	SF-12
San Joaquin River	1-Apr	1-May	15-May	→			→			→						175kcy	TBD	Cutterhead or Clamshell	Various Upland
Sacramento River	15-Apr	15-May	29-May	→			→			→						75kcy	TBD	Cutterhead or Clamshell	Various Upland
Suisun Bay Channel	13-May	12-Jun	26-Jun	→			→			→						100kcy	TBD	Clamshell	SF-16
MARAD SBRF	19-May	20-Jun	3-Jul	→			→			→						TBD	TBD	Clamshell	TBD
Petaluma River	27-May	26-Jun	10-Jul	→			→			→						200kcy	TBD	Clamshell	TBD
MOTCO Dredging	10-Jun	10-Jul	24-Jul	→			→			→						100kcy	TBD	Clamshell	Upland
Redwood City Harbor	24-Jun	24-Jul	7-Aug	→			→			→						200kcy	TBD	Clamshell	BU SF-DODS
Richmond Inner Harbor	22-Jul	21-Aug	4-Sep	→			→			→			→			350kcy	TBD	Clamshell	BU
Oakland Harbor	8-Aug	8-Sep	22-Sep	→			→			→			→			750kcy	TBD	Clamshell	BU SF-DODS
Noyo River					D	E	F	E	R	R	E	D				40kcy	TBD	Cutterhead	TBD
WEST COAST HOPPER CONTRACT																			
Humboldt Bar & Entrance Channels	22-Jan	21-Feb	7-Mar				→									Base:600kcy Opt:300kcy	TBD	WCHC (Portland)	HOODS
GOVERNMENT HOPPER																			
Humboldt Interior Channels	N/A	N/A	N/A			→										150kcy	Yaquina	Govt Hopper	HOODS
Humboldt Bar & Entrance Channels	N/A	N/A	N/A			→		→								600kcy	Essayons	Govt Hopper	Nearshore
SF Main Ship Channel	N/A	N/A	N/A				→									350kcy	Essayons	Govt Hopper	OBDS SF-8
San Pablo Bay (Pinole Shoal)	N/A	N/A	N/A				→									250kcy	Essayons	Govt Hopper	SF-10 SF-11
Richmond Outer Harbor	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



**REPORT OF CHANNEL CONDITIONS
400 FEET WIDE OR GREATER**

To: Navigation Interests		From: US Army Engineer District, Sacramento 1325 J Street Sacramento, CA 95814-2922						
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	01-03-2025	300 943	3.94	30	18.0	30.0	30.0	29.8
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 Engineer District, Sacramento 1325 J Street Sacramento, CA 95814-2922						
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		296						
Oakland Outer Channel	06-13-2024	1761	2.52	50	45.4	48.4	49.0	47.4
Humboldt Bay		500						
Bar and Entrance Channel	07-11-2024	2113	2.60	48	19.1	44.0	42.8	38.1
Humboldt Bay		400						
Eureka Channel	04-04-2024	416	1.69	26	2.0	3.8	11.4	7.0
Humboldt Bay		300						
Fields Landing Channel	04-04-2024	770	2.35	26	12.5	26.9	25.5	20.5
Humboldt Bay		400						
North Bay Channel	07-11-2024	657	3.04	38	31.1	39.1	38.9	33.5
Humboldt Bay		400						
Samoa Channel	04-04-2024	1000	1.83	38	33.2	35.1	34.5	17.6
Pinole Shoal Channel		600						
Pinole Shoal Channel	07-18-2024	1644	10.40	35	26.3	36.1	34.7	31.6
Suisun Bay Channel								
Suisun Bay (0+00 to 150+00)	01-30-2025	300	2.84	35	34.1	34.3	34.4	29.2
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						No	No	No
Suisun Bay Channel Anchorage	01-17-2023	400	0.90	35	34.4	Data	Data	Data
New York Slough		400						
New York Slough (0+00 to 232+03)	01-23-2025	411	4.42	35	33.1	34.5	34.7	34.7
Suisun Slough Channel		200						
Suisun Slough Channel	11-30-2022	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 Engineer District, Sacramento 1325 J Street Sacramento, CA 95814-2922						
RIVER/HARBOR NAME AND STATE SAN LEANDRO CALIFORNIA					MINIMUM DEPTHS IN EACH 1/4 WIDTH OF CHANNEL ENTERING FROM SEAWARD			
NAME OF CHANNEL	DATE OF SURVEY	AUTHORIZED PROJECT			LEFT OUTSIDE QUARTER (feet)	LEFT INSIDE QUARTER (feet)	RIGHT INSIDE QUARTER (feet)	RIGHT OUTSIDE QUARTER (feet)
		WIDTH (feet)	LENGTH (miles)	DEPTH (feet)				
San Bruno Shoal San Bruno Shoal	09-28-2023	500	5.66	30	28.9	31.0	31.3	30.1
Richardson Bay/Marinship Richardson Bay/Marinship	11-07-2022	300 1069	2.11	20	4.7	5.2	5.3	4.8
Islais Creek Islais Creek	09-17-2024	500 1424	1.71	40	31.1	37.1	37.1	23.7
Alameda Naval Air Alameda Naval Air	11-05-2024	1000 4178	2.90	37	9.8	10.4	16.4	15.9
Mare Island Strait Mare Island Strait	11-13-2024	400 606	3.37	30	28.1	29.8	32.9	33.1
Larkspur Channel Larkspur Channel	02-24-2023	231 542	2.37	13	11.9	12.5	12.7	12.0
Northship Channel Northship Channel	12-02-2024	3576 4769	5.97	45	23.9	37.4	36.9	35.0
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	12-19-2024	200 320	0.42	20	17.2	19.6	16.7	17.1
Crescent City Inner Harbor Basin Channel	12-19-2024	200 300	0.39	15	14.7	15.5	15.5	13.3
Crescent City Marina Access Channel	12-19-2024	228 170	0.22	15	4.7	10.0	12.0	9.2
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 Engineer District, Sacramento 1325 J Street Sacramento, CA 95814-2922						
RIVER/HARBOR NAME AND STATE SAN LEANDRO CALIFORNIA					MINIMUM DEPTHS IN EACH 1/4 WIDTH OF CHANNEL ENTERING FROM SEAWARD			
NAME OF CHANNEL	DATE OF SURVEY	AUTHORIZED PROJECT			LEFT OUTSIDE QUARTER (feet)	LEFT INSIDE QUARTER (feet)	RIGHT INSIDE QUARTER (feet)	RIGHT OUTSIDE QUARTER (feet)
		WIDTH (feet)	LENGTH (miles)	DEPTH (feet)				
SAN LEANDRO MARINA North Arm	03-15-2010	170	0.30	7	2.7	3.6	3.8	3.9
SAN LEANDRO MARINA South Arm	03-15-2010	150	0.30	7	3.3	4.7	4.6	4.8



Harbor Safety Committee of the
San Francisco Bay Region Clearing House

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

San Francisco Clearinghouse Report

February 13, 2025

- ✎ In January the clearinghouse did not contact OSPR regarding any possible escort violations.
- ✎ In January the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ✎ The clearinghouse has not contacted OSPR so far in 2025 regarding possible escort violations. The clearinghouse did not contact OSPR in 2024, 2023, 2022, or 2021 regarding possible escort violations. The clearinghouse contacted OSPR 1 time in 2020 regarding a possible escort violation. The clearinghouse did not contact OSPR in 2019 regarding possible escort violations. The clearinghouse contacted OSPR 1 time in 2018 about a possible escort violation. The clearinghouse did not contact OSPR in 2017 about possible escort violations. The clearinghouse contacted OSPR 1 time in 2016 about a possible escort violation. The clearinghouse contacted OSPR 3 times in 2015 about possible escort violations. The clearinghouse contacted OSPR 5 times regarding possible escort violations in 2014. The clearinghouse contacted OSPR 1 time in 2013. The clearinghouse contacted OSPR 3 times in 2012 regarding possible escort violations, 3 times in 2011, 6 times in 2010, 8 times 2009; 4 times 2008; 9 times in 2007; 9 times in 2006; 16 times in 2005; 24 times in 2004; twice in 2003; twice in 2002; 6 times in 2001; 5 times in 2000.
- ✎ In January there were 96 tank vessel arrivals: 22 ATBs, 6 Chemical Tankers, 16 Chemical/Oil Tankers, 25 Crude Oil Tankers, 14 Product Tankers, and 13 Tugs with Barges.
- ✎ In January there were 230 total vessel arrivals.

San Francisco Bay Clearinghouse Report For January 2025

San Francisco Bay Region Totals

	<u>2025</u>		<u>2024</u>	
Tanker arrivals to San Francisco Bay	61		69	
ATB arrivals	22		18	
Barge arrivals to San Francisco Bay	13		14	
Total Tanker and Barge Arrivals	96		101	
Total tank ship & tank barge movements	345		347	
Tank ship movements	177	51.30%	197	56.77%
Escorted tank ship movements	129	37.39%	152	43.80%
Unescorted tank ship movements	48	13.91%	45	12.97%
Tank barge movements	168	48.70%	150	43.23%
Escorted tank barge movements	18	5.22%	19	5.48%
Unescorted tank barge movements	150	43.48%	131	37.75%

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

Escorts reported to OSPR 0 0

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	199		332		0		144		675	
Unescorted movements	103	51.76%	186	56.02%	0	0.00%	84	58.33%	373	55.26%
Tank ships	80	40.20%	138	41.57%	0	0.00%	73	50.69%	291	43.11%
Tank barges	23	11.56%	48	14.46%	0	0.00%	11	7.64%	82	12.15%
Escorted movements	96	48.24%	146	43.98%	0	0.00%	60	41.67%	302	44.74%
Tank ships	91	45.73%	128	38.55%	0	0.00%	54	37.50%	273	40.44%
Tank barges	5	2.51%	18	5.42%	0	0.00%	6	4.17%	29	4.30%

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 2025

San Francisco Bay Region Totals

	<u>2025</u>		<u>2024</u>	
Tanker arrivals to San Francisco Bay	61		890	
ATB arrivals	22		205	
Barge arrivals to San Francisco Bay	13		130	
Total Tanker and Barge Arrivals	96		1,225	
Tank ship movements & escorted barge movements	345		4,233	
Tank ship movements	177	51.30%	2,277	53.79%
Escorted tank ship movements	129	37.39%	1,793	42.36%
Unescorted tank ship movements	48	13.91%	484	11.43%
Tank barge movements	168	48.70%	1,956	46.21%
Escorted tank barge movements	18	5.22%	230	5.43%
Unescorted tank barge movements	150	43.48%	1,726	40.77%

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

Escorts reported to OSPR 0 0

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	199		332		0		144		675	
Unescorted movements	103	51.76%	186	56.02%	0	0.00%	84	58.33%	373	55.26%
Tank ships	80	40.20%	138	41.57%	0	0.00%	73	50.69%	291	43.11%
Tank barges	23	11.56%	48	14.46%	0	0.00%	11	7.64%	82	12.15%
Escorted movements	96	48.24%	146	43.98%	0	0.00%	60	41.67%	302	44.74%
Tank ships	91	45.73%	128	38.55%	0	0.00%	54	37.50%	273	40.44%
Tank barges	5	2.51%	18	5.42%	0	0.00%	6	4.17%	29	4.30%

Notes:

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



STATE OF CALIFORNIA
THE NATURAL RESOURCES AGENCY

February 13, 2025

ANNOUNCEMENT FOR:

Harbor Safety Committee of the San Francisco Bay Region Membership

The Office of Spill Prevention and Response (OSPR) is accepting applications for membership on the Harbor Safety Committee of the San Francisco Bay Region. The OSPR is seeking representatives to fill vacancies in the following seats:

Commercial Fishing (Alternate)
Dry Cargo Vessel Operators II (Primary)
Dry Cargo Vessel Operators II (Alternate)
Tank Ship Operator (Alternate)
Labor Organizations (Alternate)
Maritime Info Exchange Comm (Alternate)
Non-Profit Environmental Org (Alternate)
Pleasure Boat Operators (Primary)

Qualified individuals who reside in the San Francisco Bay area are encouraged to apply. A Harbor Safety Committee application can be obtained at the following link:

<https://www.wildlife.ca.gov/OSPR/Marine-Safety/Harbor-Safety/Harbor-Safety-Application>

Please follow the instructions for e-mailing an electronic application along with a current resume as indicated in the online application. Applications will be accepted until the position is filled.

If you have questions regarding the requirements for a position, or the application process, please contact Mr. Michael Zamora at e-mail address michael.zamora@wildlife.ca.gov, or by telephone at (916) 215-3749.

Conserving California's Wildlife Since 1870

NOAA Report to the San Francisco Bay Harbor Safety Committee February 2025

NOAA PORTS

The process is moving forward for a PORTS tide gauge up near West Sacramento. The tide gauge was installed in December and should go live in the next week or two. CO-OPS will be integrating the station data into the San Francisco Bay PORTS. A web link will be shared with the HSC and other stakeholders as soon as data and products are live. NOAA CO-OPS has been ingesting data since the station was installed in December and is finalizing data analysis and validation. The provisional datums and astronomical tide predictions will be publicly available in addition to the real time data.

Voluntary Speed Reduction Zone

The voluntary Vessel Speed Reduction (VSR) requests for the California zones ended on January 15, 2025.

We appreciate all those that reduced vessel speeds to help protect endangered whales. The VSR requests will return later in the year.

Sea Level Rise Calculator

NOAA's new [Sea Level Calculator](#) provides easy access to the best available data for your location. The really good news is that in addition to the raw data, users get ready access to information about past, current, and future flooding in easy-to-understand charts and maps designed for use in reports, grant applications, slide presentations, and outreach and educational materials.

Much of this data has been previously available but from various sources. By combining the functionality and data from a variety of sites, the calculator provides, from one location, the comprehensive information needed by the private and public sector. The information includes:

- future sea levels
- changes in flood frequency
- extreme water levels
- observed sea level trends
- seasonal variation

END OF REPORT

Submitted by
Jeffrey Ferguson, CA Navigation Manager
NOAA, Office of Coast Survey
jeffrey.ferguson@noaa.gov

UPDATE FOR HARBOR SAFETY COMMITTEE
ORACLE SAN FRANCISCO SAIL GRAND PRIX
2025 SEASON

SAIL GP

POWERED BY NATURE.™

FRA

65.1 km/h

USA

57

GBR

66.8

CAN

68.5 km/h

DEN

70.2 km/h

SUI

72.9 km/h

NZL

73.2 km/h

SAIL GP

SAIL GP

SAIL GP

SAIL GP

SAIL GP

Emirates

low carbon

ROCKWOOL

SUI

LIVE OCEAN

ALUARIUM

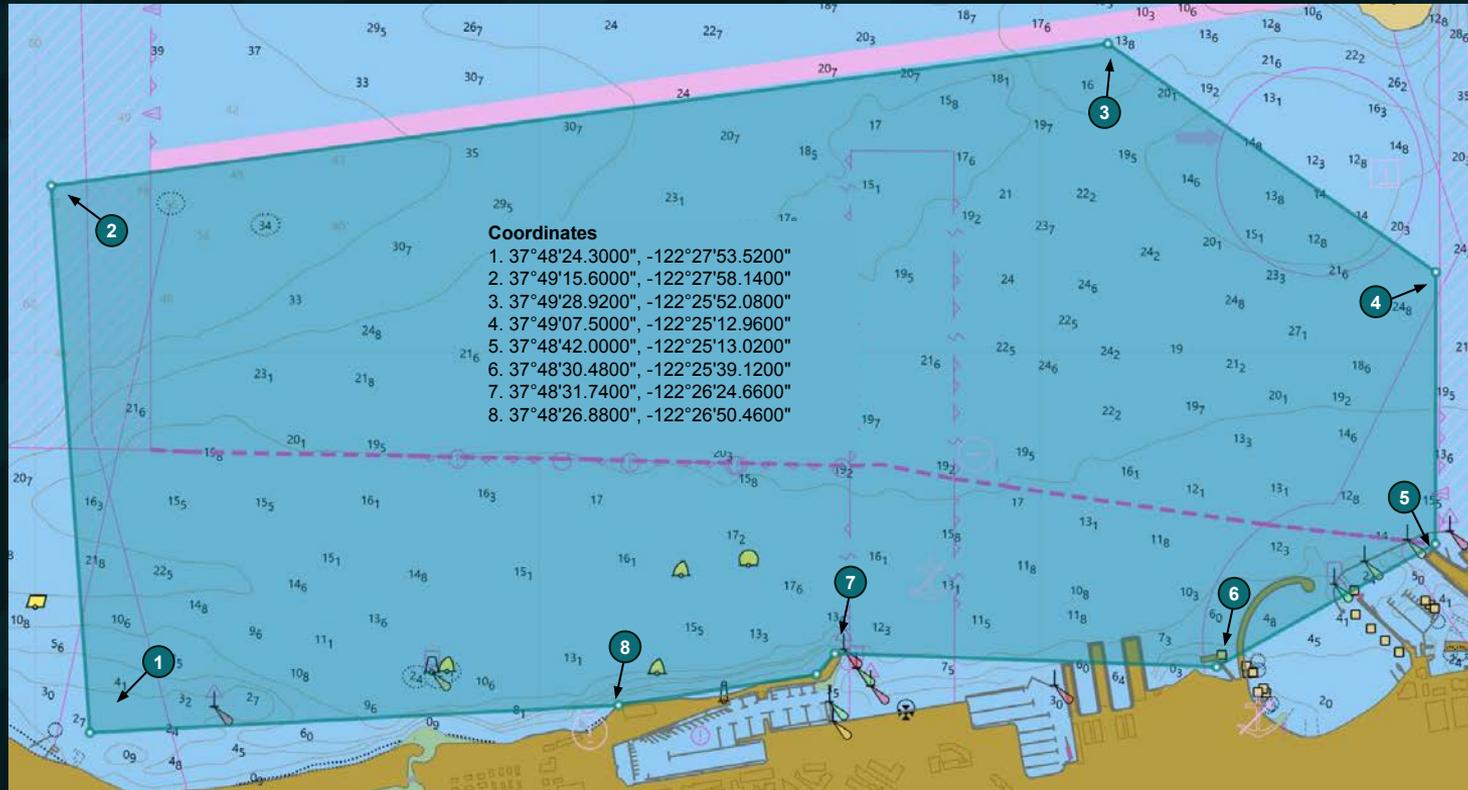
FEBRUARY 13, 2025

RACING SCHEDULE

REHEARSAL	RACING
FRIDAY, MARCH 21	SATURDAY, MARCH 22 + SUNDAY, MARCH 23
12:30 EXCLUSION ZONE ACTIVE	12:30 EXCLUSION ZONE ACTIVE
14:30-16:00 RACING REHEARSAL	14:30-16:00 RACING
17:00 EXCLUSION ZONE ENDS	17:30 EXCLUSION ZONE ENDS

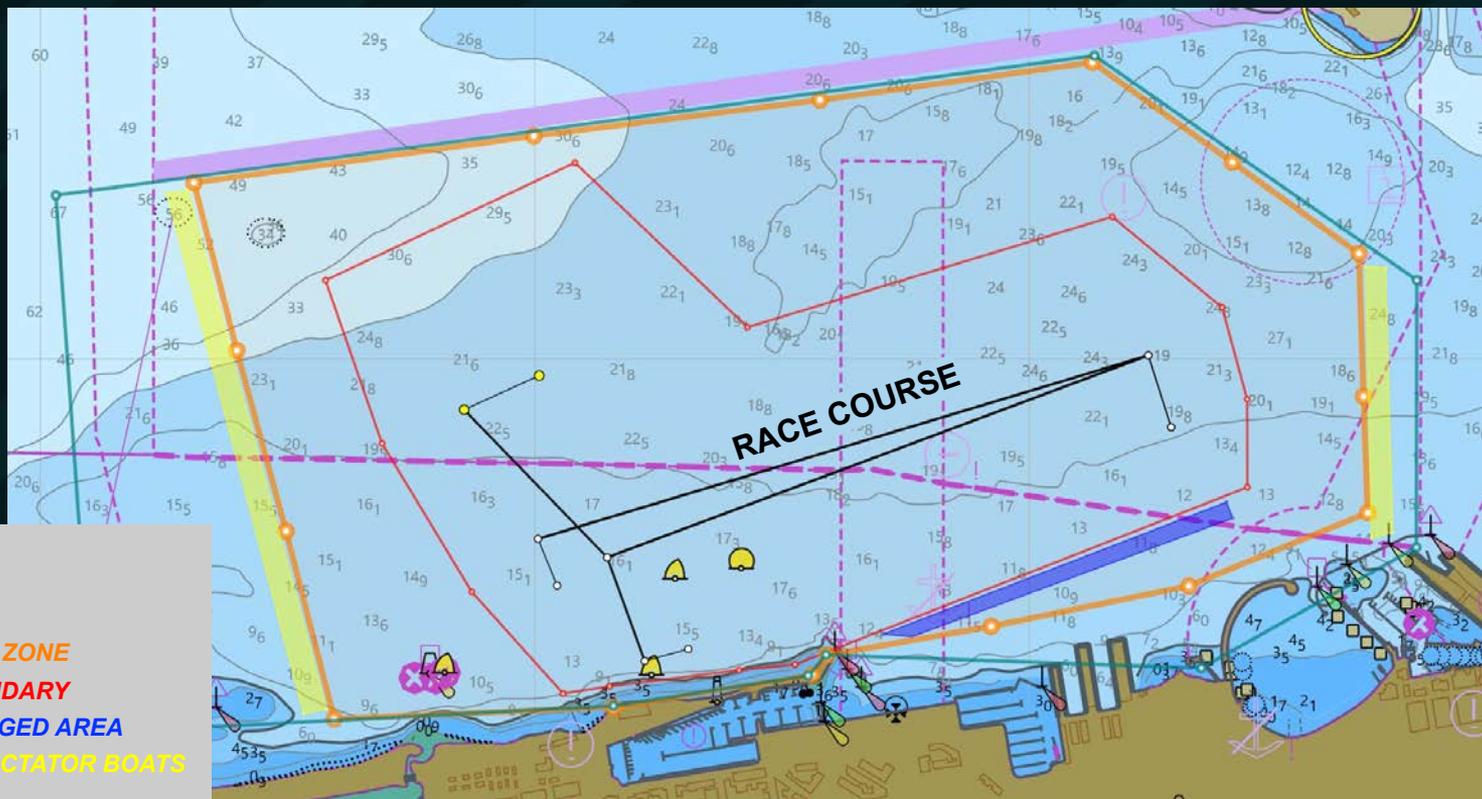
SPECIAL LOCAL REGULATION AREA

THE EXCLUSION ZONE/RACE COURSE WILL FIT WITHIN THIS AREA ON MARCH 21-23
SAME FOOTPRINT AS PREVIOUS SEASONS



EXAMPLE RACE COURSE

WITHIN PROPOSED S.L.R.



KEY

MAX S.L.R.

EXCLUSION ZONE

RACE BOUNDARY

BYOB FLAGGED AREA

PUBLIC SPECTATOR BOATS

SAILGP

POWERED BY NATURE.™



Coast Guard Investigations Division Sector San Francisco



Sector San Francisco



Marine Investigations



- 46 USC 6301
 - The cause of the casualty, including cause of death
 - Whether an act of mariner misconduct, incompetence, negligence, unskillfulness, or violation of federal law contributed to the cause of the casualty
 - Whether there is evidence justifying a civil penalty
 - Whether there is evidence of criminal act
 - Whether there is need for new laws or regulations, or amendment or repeal of existing laws or regulations, to prevent the recurrence of the casualty



Reporting – Rec Vessel



- 33 CFR 173.51 – *To Reporting Authority*
 - Death (24 Hrs)
 - Treatment Beyond 1st Aid
 - Damage over \$2,000.00
 - Complete Loss of Vessel
 - Disappearance Indicating Death/Injury



Reporting – OCS Activities



- 33 CFR 146.30 – *To USCG*
 - Death
 - Injury to 5 or More Persons
 - Damage to Lifesaving Equipment
 - Injury with Incapacitation over 72hrs
 - Damage to Facility over \$25,000.00



Reporting – Certificated Vessel



- 46 CFR 4.05-1 – *To USCG Command Center*
 - Unintended Grounding/Allision with Bridge
 - Intended Grounding/Allision with Bridge
Creating a Hazard
 - Loss or Reduction of Propulsion, Steering, or
Maneuverability



Reporting – Certificated Vessel



- Loss of Life
- Injury Beyond 1st Aid or Impacting Mariners' Performance of Routine Duties
- Damage anticipated to be over \$75,000.00
- Significant Harm to the Marine Environment



Reporting – Certificated Vessel



- Casualties and Accidents Defined in 46 CFR 4.03-1
- NVIC 01-15
- Includes circumstances which might impact a vessel's seaworthiness, efficiency, fitness for service, or route



Reporting – Diving Casualty



- 46 CFR 197.484 – To USCG Command Center
 - Loss of Life
 - Diving Injury with Incapacitation over 72 hrs
 - Diving Injury with Hospitalization over 24 hrs

NOTE: Uninspected Vessels/Platforms for Diving are Generally Investigated by OSHA



Serious Marine Incident Testing



- 46 CFR 4.03-2/4.06-14
 - Death
 - Injury Beyond 1st Aid
 - Property damage potential over \$200,000.00
 - Total loss of an inspected vessel
 - Loss of any self-propelled vessel of 100GT or more
 - Discharge of oil of 10,000 Gallons or more
 - Discharge of a reportable quantity of a hazardous substance



Drug and Alcohol Testing



Marine Employer Must Test Those directly involved:

1. Alcohol Testing – 2 hours, not more than 8 hours
2. Drug Testing – Within 32 hours



Forms/Evidence

- 2692 – Report of Marine Casualty
- 2692A – Barge Addendum
- 2692B – Report of Chemical Testing Following Serious Marine Incident (46 CFR 4.06)
 - ALCOHOL – 2HRS (8 Max)
 - DRUGS – 32 Hours
- 2692C – Personnel Casualty Addendum - For injuries/Deaths
- 2692D – Involved Persons and Witnesses
- Witness Statement Forms
- Work Rest History
- Additional Evidence/Logs applicable to the Casualty



SASH REPORTS



- 46 USC 10104 – Report Harassment, Assault, Violation of Company Policy
- CGIS is Notified First
- **Reporting is required – Marine Safety Info Bulletin 1-23**
 - How to report?
 - CGISTIPS@uscg.mil
 - 202-372-2100
 - CGTIPS App
- Civil Penalty of \$50,000 for failing to report



Sexual Misconduct Reporting and Investigation Process

MARINER / REPORTING PARTY



CGIS



Sexual assault and sexual harassment have no place in the maritime industry and the Coast Guard is committed to investigating all reports. Mariners and aspiring mariners have the right to work in an environment free from the fear of being sexually assaulted or sexually harassed.

REPORTING INFORMATION

PHONE
202-372-2100

EMAIL
CGISTIPS@uscg.mil

CGIS TIPS APP

DOJ



S&R



- KEY**
- CGIS: Coast Guard Investigative Service
 - DOJ: Department of Justice
 - S&R: Suspension and Revocation
 - NCOE: National Center of Expertise
 - ALJ: Administrative Law Judge
 - MMC: Merchant Mariner Credential





SASH MMC IMPACTS



- 46 USC 7511 - Precludes issuing a credential to individuals with certain convictions (considered “sex offender” convictions)
- The law went into effect in 2022
- See 2022 Coast Guard Authorization Act, located at the following web link: <https://www.congress.gov/bill/117th-congress/house-bill/6865/text> for more information



Questions

