

Harbor Safety Committee

of the San Francisco Bay Region

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

Harbor Safety Committee of the San Francisco Bay Region

Thursday, September 10, 2020

Remote Meeting Via Zoom

10 Commodore Drive, Emeryville, CA

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

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

Committee members (M) and alternates (A) in attendance with a vote: **Jim Anderson** (M), CA Dungeness Crab Task Force; **John Berge** (M), Pacific Merchant Shipping Association; **Capt. Marie Byrd** (M), United States Coast Guard; **LTC John Cunningham** (M), US Army Corps of Engineers; **Ben Eichenberg** (A), San Francisco Baykeeper; **Robert Estrada** (M), Inlandboatmen's Union; **Jeff Ferguson** (M), NOAA; **Scott Grindy** (M), San Francisco Small Craft Harbor; **Chris Hendry** (M), Chevron Shipping Company; **Troy Hosmer** (M), Port of Oakland; **Capt. Thomas Kirsch** (M), Blue and Gold Fleet; **Steve Longoria** (M) Port of Redwood City; **Dominic Moreno** (M), Port of San Francisco; **Jeff Robbins** (M), General Steamship Corporation; **Julian Rose** (M), Marathon Petroleum; **Capt. Paul Ruff** (A), San Francisco Bar Pilots; **Linda Scourtis** (A), Bay Conservation and Development Commission; **Mariah Swenson** (M), AMPORTS; **Capt. Brad Westlund** (A), AmNav Maritime Services; **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 July 9, 2020 meeting was made and seconded. The minutes were approved without dissent.

Comments by Chair- Capt. Lynn Korwatch

Welcomed the committee members and audience.

Coast Guard Report- Capt. Marie Byrd

- Presented a USCG Certificate of Merit to the Port of Oakland for their efforts regarding the cruise ship Grand Princess which docked at the port in March with confirmed COVID-19 cases on board. The port arranged pier space and coordinated safe offload of thousands of passengers. Capt. Korwatch congratulated the port on behalf of the HSC. Bryan Brandes, Port of Oakland Maritime Director, thanked the USCG and advised that many federal, state, and local agencies coordinated in response to the crisis.

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- Presented a USCG Certificate of Merit to the San Francisco Bar Pilots for their efforts regarding the cruise ship Grand Princess docking. The Bar Pilots assisted in locating a suitable dock and piloted the vessel into port while mitigating COVID-19 risk. Capt. Korwatch congratulated the pilots on behalf of the HSC. Bruce Horton, SF Bar Pilot, advised that it was his honor to be the pilot of record and to bring the ship in safely. He thanked the USCG and other agencies involved.
- Advised that ash from recent wildfires has been collecting on the bay. A reported five by fifteen-mile oil sheen turned out to be ash upon USCG inspection.
- Advised of power outages affecting VTS. Rolling outages are expected due to fire risk management. Customer service is a priority and a report on VTS service impacts will be given.
- Advised that an oil sheen was reported at Hyde Street Harbor leading to an EPA led investigation of upland sources.
- Advised that the USCG and State Lands are aware of a derelict sailing vessel in San Pablo Bay near Rodeo Marina. Pollution has been removed and the vessel is not a hazard to navigation.
- Encouraged members of the maritime community to subscribe to the Coast Guard Maritime Commons: <https://mariners.coastguard.blog/>.
- Advised of SAR response assistance provided by the tug Silia during a case on July 14th near the San Mateo Bridge.
- Advised of a recent incident offshore Gualala. The CMA CGM Aquila aided a sailing vessel in distress and waited with other vessels on scene until the USCG arrived.
- LT Cotton read from the July and August- 2020 Prevention/Response Reports (attached).

Army Corps of Engineers Report- LTC John Cunningham

- Read from the US Army Corps of Engineers, San Francisco District Report (attached). USACE continues to focus on maintaining waterway safety. Richmond Inner Harbor dredging is ongoing. Emergency dredging of Bulls Head Channel was conducted. Petaluma dredging is underway as is Sacramento dredging. The July debris removal numbers were slightly below average and the August numbers were above average. Surveys have been posted. The USACE Work Plan is available at: www.usace.army.mil/Missions/Civil-Works/Budget/.

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Clearinghouse Report- Marcus Freeling (report attached)

- Capt. Korwatch asked about the recent increase in tank vessel arrivals. Joy Hall, Polar Tankers, advised that the oil storage problem is resolving and vessels holding oil offshore have been allowed to come into port. Chris Hendry advised of increased oil demand from driving and airlines.

OSPR Report- Mike Caliguire

- Advised that two new HSC members have been sworn in. Steve Longoria, Port of Redwood City, has been appointed as a primary member. Capt. Brad Westlund, AmNav, has been appointed as the alternate member representing tug operators. Terms end on September 9, 2023. Capt. Korwatch welcomed the new members to the committee.
- Advised that the terms of several current HSC members have expired and reappointment will be processed as soon as possible.
- Advised that OSPR is increasing harbor patrols which had been reduced due to the pandemic.

NOAA Report- Jeff Ferguson

- Advised that NOAA's Office of Coast Survey is continuing the five-year process of ending paper nautical chart production. ENC charts will replace paper and raster products. Charts for Lake Tahoe and Lake Mead are scheduled to be removed first and comments on the plan are welcome.
- Advised that the NWS is assisting with fire response. A La Nina Advisory has been issued possibly bringing drier conditions than normal this fall and winter. The NWS is interested if any mariners are concerned with ash fall. An advisory regarding ash fall is possible if desired by the community.

State Lands Commission Report- Robert Booker (July and August reports attached)

Work Group Reports-

Tug Work Group- Nothing to report.

Navigation Work Group- Capt. Ruff advised that several ATONs have been repaired recently and are running again.

Ferry Operations Work Group- Capt. Tom Kirsch advised that there was nothing to report.

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Dredge Issues Work Group- Julian Rose announced that a Dredge Issues Work Group meeting will take place after today's HSC meeting. This will be a recurring Work Group meeting to be held after every HSC meeting in order to review channel status using condition reports.

PORTS Work Group- Troy Hosmer advised that there was nothing to report.

Prevention through People Work Group- Scott Grindy advised of an unsanctioned airmail anniversary event taking place tomorrow involving a seaplane landing off the City Front. A permit for the seaplane landing was denied due to COVID-19 but organizers plan to hold the event anyway. Recreational boaters frequent the area and the landing could be hazardous.

PORTS Report- Marcus Freeling

- Advised that service of PORTS buoy-mounted current meters was delayed and will now take place next week. The South Hampton Shoal LB6 current meter is currently offline in addition to the Oakland Outer Harbor LB3 current meter.
- Advised that the Amorco current meter winch has failed and the station is offline. Servicing by divers and winch replacement will be scheduled as soon as possible.
- Advised that the USGS has installed a camera on the Oakland Middle Harbor Park weather station to monitor birds as part of a habitat restoration project.
- Advised that PORTS data is publicly available through NOAA's Tides and Currents website.

Public Comment-

- Catharine Hooper, Maritime Consultant, asked for more information about the seaplane event tomorrow. The USCG advised that an event application was received but no permit was issued.
- Catharine Hooper advised that there will not be an airshow for Fleet Week this year due to the pandemic. The presence of any Navy ships is uncertain. Dominic Moreno advised that Fleet Week details should be announced at the next planning meeting.
- Dominic Moreno advised that the Hyde Street Harbor oil seep is likely caused by a historic land source. Efforts are being made in coordination with the EPA and OSPR to identify and mitigate the pollution but the source is still undetermined.
- Paul Ruff advised that there have been complaints about the Point Diablo fog signal and removal is being considered. Mariners who use the fog signals are encouraged to comment.
- Justin Taschek, Port of Oakland, advised of a three-year USACE feasibility study for widening and deepening of Oakland turning basins. An interagency meeting will be held on the subject with details to be provided.

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- Capt. Korwatch asked about labor issues due to smoke and poor air quality. None have been reported.

Old Business- None

New Business- None

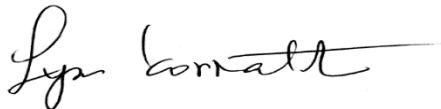
Next Meeting-

1000-1200, October 8, 2020
Remote Meeting via Zoom

Adjournment-

A motion to adjourn to meeting was made and seconded. The motion passed without dissent and the meeting adjourned at 11:07.

Respectfully submitted:



Capt. Lynn Korwatch

SIGNIFICANT PORT SAFETY AND SECURITY CASES (JULY 2020)
MARINE CASUALTIES
Loss of Propulsion (01JUL20): A U.S. flag freight ship experienced a loss of propulsion approximately 230 NM west of San Francisco. Vessel lost propulsion when the #2 ship service diesel generator (SSDG) tripped offline due to low lube oil pressure caused by restricted flow at the lube oil filters. The filters were replaced and the ship was able to resume her voyage without further assistance. Case closed.
Crewmember Death (03JUL20): A crewmember death was reported aboard a foreign flag container ship. Case pends.
Crewmember Injury (09JUL20): A U.S. flag commercial fishing vessel reported a crewmember injury after a crewmember's fingers were crushed in between the horn and seiner net. Case closed.
Loss of Propulsion (11JUL20): A foreign flag bulk freight vessel experienced a loss of propulsion and anchored in the San Joaquin River in the vicinity of Hog Island. Vessel lost propulsion due to a malfunction with the fuel pump. Repairs were conducted. Class attended the vessel and witnessed satisfactory operation. Case closed.
Loss of Propulsion (18JUL20): A U.S. flag commercial fishing vessel experienced a loss of propulsion approximately 19 miles off the coast of Bodega Head. The vessel lost propulsion due to a fuel pump malfunction. Case pends.
Equipment Failure (29JUL20): A U.S. flag commercial fishing vessel experienced a blown transmission approximately 1NM off of Point Arena. Station Noyo River assisted the vessel. MSD Humboldt is conducting the preliminary investigation. Case pends.
VESSEL SAFETY CONDITIONS
Operational Control (02JUL20): A U.S. flag Ro-Ro cargo ship was issued a COTP Order because two crewmembers tested positive for COVID-19. Vessel conducted COVID testing multiple times throughout their time in San Francisco and the vessel was cleared to depart on 18JUL2020. Case closed.
Operational Controls (08JUL20, 15JUL20, 29JUL20): Four foreign flag container ships were issued COTP Orders because crewmember(s) presented a risk of spreading the 2019 novel coronavirus. Cases closed.
Operational Control (12JUL20): A U.S. flag inspected towing vessel was issued an operational control (code 60) because the vessel was not made available for a Coast Guard COI inspection within 90 days. Case pends.
Operational Control (12JUL20): A foreign flag bulk freight vessel was issued an operational control (code 60) because the local start for the main engine was inoperable. Class attended the vessel and witnessed satisfactory operation. Case closed.
Operational Control (12JUL20): A U.S. flag small passenger vessel was issued an operational control (code 17) because the operator failed to acquire a valid Certificate of Documentation upon purchasing the vessel. Case pends.
Operational Control (14JUL20): A U.S. flag small passenger vessel was inspected at Berkeley Marina, CA. An operational control (code 17) was issued to the vessel because the vessel's fire pump was not able to achieve the required pressure at the pump outlet and the vessel did not have a valid Certificate of Documentation onboard. Case pends.
Operational Control (17JUL20): A U.S. flag small passenger vessel was inspected at Zephyr Cove, NV. An operational control (code 60) was issued to the vessel because there was no bilge strainer on the suction line in the aft compartment. Case pends.
Operational Controls (21JUL20): Two U.S. flag small passenger vessels were issued an operational control (code 60) because the vessels failed to schedule a drydock and internal structural examination within two years of the last drydock. Cases pend.
NAVIGATIONAL SAFETY
Letter of Deviation (22JUL20): Vessel was issued an inbound and outbound LOD due to an inoperable automatic identification system (AIS). Case closed.
SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES
Letter of Warning (LOW), (12JUL20): A generator from a land-based commercial enterprise in the Port of Oakland discharged five gallons of diesel into the San Francisco Bay after experiencing an equipment malfunction. A NOFI and LOW were issued. Case closed.
Letter of Warning (LOW), (19JUL20): A recreational vessel in Monterey, CA discharged one gallon of gasoline into Monterey Bay after inadvertently removing their bilge plug while on the launch ramp. The source was immediately secured once they realized what had happened and the sheen dissipated naturally. A NOFI and LOW were issued. Case closed.
Letter of Warning (LOW), (20JUL20): A commercial vessel in Stockton, CA sank at its berth on the San Joaquin River which resulted in a discharge of fifteen gallons of diesel into the waterway. No sheen was evident at the time of the report and the product was determined unrecoverable. A NOFI and LOW were issued. Case closed.
Letter of Warning (LOW), (29JUL20): A recreational vessel in Bodega Bay, CA sank at its dock in the harbor which resulted in a discharge of five gallons of diesel into the waterway. Cleanups were conducted by the responsible party and harbormaster, and the owner personally salvaged the vessel. A NOFI and LOW were issued. Case closed.
Letter of Warning (LOW), (30JUL20): A recreational vessel in Monterey, CA discharged one gallon of gasoline into Monterey Bay after an outboard motor equipment failure while on the marina launch ramp. Cleanups were conducted by the responsible party and harbormaster. A NOFI and LOW were issued. Case closed.
Notice of Violation (NOV), (08JUL20): A recreational vessel in San Francisco, CA sank at its berth resulting in a discharge of five gallons of diesel. A local contractor was hired for cleanups and to salvage the vessel. A NOFI and NOV were issued as a result of being the second offense. Case closed.
Civil Penalty (31JUL20): A commercial fishing vessel in San Francisco, CA was discovered to have a large quantity of oily waste in their bilge during a pollution investigation. The following day there was a sheen present in the vicinity of the vessel and samples were taken for the investigation. A NOFI was issued and a Civil Penalty is being pursued pending the investigation results. Case pends.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
July 2020			
PORT SAFETY CATEGORIES*	Jul-2020	Jul-2019	**3yr Avg
Total Number of Port State Control Detentions:	0	0	0.22
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
Total Number of COTP Orders:	6	2	4.06
Navigation Safety (0), Port Safety & Security (6), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	8	6	9.08
Allision (0), Collision (1), Fire (0), Capsize (0), Grounding (0), Sinking (1)			
Steering (0), Propulsion (5), Personnel (1), Other (0), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	1	0	1.78
Radar (0), Gyro (0), Steering (0), Echo Sounder (0), AIS (1)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	0	1	0.69
Significant Waterway events/Navigation related Cases:	0	0	0.17
Total Port Safety (PS) Cases opened	15	9	16.00
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Jul-2020	Jul-2019	**3yr Avg
U.S. Commercial Vessels	1	1	0.89
Foreign Freight Vessels	0	0	0.19
Public Vessels	0	0	0.64
Commercial Fishing Vessels	1	0	0.83
Recreational Vessels	7	6	5.39
Pollution Discharge Sources (Facilities)			
Regulated Waterfront Facilities	0	0	0.42
Regulated Waterfront Facilities - Fuel Transfer	0	1	0.06
Other Land Sources	4	2	3.69
Mystery Spills - Unknown Sources	7	4	5.19
Number of Pollution Incidents within San Francisco Bay			
Spills < 10 gallons	12	11	8.56
Spills 10 - 100 gallons	1	1	1.08
Spills 100 - 1000 gallons	0	0	0.22
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	7	2	7.44
Total Pollution Incidents	20	14	17.31
Oil Discharge/Hazardous Materials Release Volumes by Spill Size			
Estimated spill amount from U.S. Commercial Vessels	15.00	0.50	12.43
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.36
Estimated spill amount from Public Vessels	0.00	0.00	2.47
Estimated spill amount from Commercial Fishing Vessels	1.00	0.00	27.71
Estimated spill amount from Recreational Vessels	15.00	104.00	32.41
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	2.03
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	2.00	0.11
Estimated spill amount from Other Land Sources	10.00	1.00	19.42
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	41.00	107.50	96.94
Penalty Actions			
Civil Penalty Cases	1	0	0.08
Notice of Violations	1	0	0.56
Letters of Warning	5	8	3.58
Total Penalty Actions	7	8	4.22
* 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 (AUGUST 2020)
MARINE CASUALTIES
Equipment Failure (24AUG20): A foreign flag bulk freight vessel experienced an engine cooling failure while transiting from China to Panama. The vessel conducted temporary repairs at sea and proceeded to Anchorage 9 in San Francisco, CA to conduct permanent repairs. Class attended the vessel and witnessed satisfactory operation of the main engine. COTP Order was lifted. Case closed.
Personnel Injury (28AUG20): A commercial fishing vessel reported a personnel injury while in the vicinity of Rocky Point, CA. The crewmember experienced stroke-like symptoms. Station Golden Gate escorted the vessel back to the dock and the member was taken to the hospital. Case pends.
Allision (28AUG20): A towing vessel allided with the Sacramento River Deep Water Ship Channel Light 15. The aid was subsequently reported missing. Sector San Francisco investigating officers are conducting preliminary investigations. Case pends.
VESSEL SAFETY CONDITIONS
Operational Control (03AUG20): A small passenger vessel was issued an operational control (code 17) because the vessel is three months past due for its annual inspection. Case pends.
Operational Control (04AUG20): A vessel was inspected in Suisun Bay, CA and issued an operational control (code 60) because fractures were discovered in the reduction bull gear which rendered it unfit for service. Case pends.
Operational Control (12AUG20): A small passenger vessel was issued an operational control (code 60) because the vessel's pre-engineered fixed gas fire extinguishing system failed to automatically shut down the engine during annual servicing of firefighting equipment. Case pends.
Operational Control (14AUG20): A small passenger vessel was issued an operational control (code 60) because the vessel failed to complete their drydock and internal structural exam. Case pends.
Positive COVID Test (15AUG20): A U.S. flag tankship had a crewmember test positive for COVID-19 after embarking the vessel in LA. Once the vessel arrived at Anchorage 9, all crewmembers were tested for COVID-19. All results came back negative. No COTP order was issued, and the vessel was able to depart. Case closed.
Operational Control (17AUG20): A small passenger vessel was issued an operational control (code 17) because the vessel was overdue for inspection. Case pends.
Operational Control (20AUG20): A towing vessel was issued an operational control (code 60) because the vessel was not made available for a Coast Guard COI inspection within 90 days. Case pends.
Operational Control (25AUG20): A vessel was inspected in Vallejo, CA and issued an operational control (code 60) for firefighting, watertight integrity, and electrical deficiencies. Case pends.
GENERAL SAFETY CASES
Rule 9 Violation (28AUG20): A recreational vessel crossed in front of the bow of a foreign flag chemical tanker in the vicinity of Richmond, CA. A Letter of Warning was issued. Case closed.
NAVIGATIONAL SAFETY
Letter of Deviation (LOD), Inop Gyro Compass (08AUG20): A foreign flag tank vessel was issued an inbound LOD for an inoperable gyro compass. Repairs were conducted and the equipment is working properly. Case closed.
Letter of Deviation (LOD), Inop S-Band Radar (08AUG20): A foreign flag bulk carrier was issued an inbound LOD for an inoperable S-band radar. Repairs were conducted and the equipment is working properly. Case closed.
Letter of Deviation (LOD), Inop Starboard Anchor (13AUG20): A foreign flag tank vessel was issued an inbound LOD for an inoperable starboard anchor. Repairs were conducted and the equipment is working properly. Case closed.
Letter of Deviation (LOD), Inop AIS (14AUG20): A foreign flag general cargo ship was issued an outbound LOD for an inoperable AIS. Case closed.
Letter of Deviation (LOD), Inop Gyro Compass (27AUG20): A foreign flag bulk carrier was issued an inbound LOD for an inoperable gyro compass. Repairs were conducted and the equipment is working properly. Case closed.
SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES
Letter of Warning (LOW), (02AUG20): A recreational vessel in Monterey, CA discharged one gallon of gasoline into the water when their bilge pump activated. Cleanups were conducted by the harbor master and operator. The operator removed the vessel from the water. A NOFI and LOW were issued. Case closed.
Letter of Warning (LOW), (09AUG20): A recreational vessel in San Francisco, CA discharged 10 gallons of diesel into the bay due to operator error while the operator was changing out fuel tanks. Cleanups were conducted by the harbor master and operator and no further discharge occurred. A NOFI and LOW were issued. Case closed.
Letter of Warning (LOW), (10AUG20): A hydraulic hammer discharged approximately one gallon of vegetable oil into the Sacramento River due to a line hose rupturing during active work. Cleanups were conducted by the company and no further discharge occurred. A NOFI and LOW were issued. Case closed.
Letter of Warning (LOW), (26AUG20): A recreational vessel in San Francisco, CA discharged one gallon of oily mixture into the bay due to a faulty bilge activating. Cleanups were conducted by the harbor master and no further discharge occurred. A NOFI and LOW were issued. Case closed.
Letter of Warning (LOW), (30AUG20): A recreational vessel in San Pablo Bay, CA that was listing due to being on a shallow mud bottom discharged five gallons of diesel into the bay. Sector SF assumed responsibility of the vessel and opened the OSLTF. The threat of pollution was removed from the vessel. A NOFI and LOW were issued. Case closed.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
August 2020			
PORT SAFETY CATEGORIES*	Aug-2020	Aug-2019	**3yr Avg
Total Number of Port State Control Detentions:	0	0	0.22
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
Total Number of COTP Orders:	1	6	3.97
Navigation Safety (0), Port Safety & Security (1), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	3	8	8.94
Allision (1), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (2), Personnel (0), Other (0), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	5	1	1.75
Radar (1), Gyro (2), Steering (0), Echo Sounder (0), AIS (1)			
ARPA (0), Speed Log (0), R.C. (0), Other (1)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	1	0	0.72
Significant Waterway events/Navigation related Cases:	0	0	0.17
Total Port Safety (PS) Cases opened	10	15	15.78
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Aug-2020	Aug-2019	**3yr Avg
U.S. Commercial Vessels	0	0	0.89
Foreign Freight Vessels	0	0	0.19
Public Vessels	1	0	0.61
Commercial Fishing Vessels	0	0	0.83
Recreational Vessels	6	11	5.50
Pollution Discharge Sources (Facilities)			
Regulated Waterfront Facilities	0	0	0.39
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.06
Other Land Sources	6	4	3.86
Mystery Spills - Unknown Sources	3	7	5.19
Number of Pollution Incidents within San Francisco Bay			
Spills < 10 gallons	14	20	8.81
Spills 10 - 100 gallons	2	1	1.14
Spills 100 - 1000 gallons	0	0	0.22
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	0	1	7.36
Total Pollution Incidents	16	22	17.53
Oil Discharge/Hazardous Materials Release Volumes by Spill Size			
Estimated spill amount from U.S. Commercial Vessels	0.00	0.00	12.43
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.36
Estimated spill amount from Public Vessels	1.00	0.00	2.44
Estimated spill amount from Commercial Fishing Vessels	0.00	0.00	27.71
Estimated spill amount from Recreational Vessels	20.00	85.50	32.91
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	1.97
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.11
Estimated spill amount from Other Land Sources	60.00	0.00	21.09
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	81.00	85.50	99.02
Penalty Actions			
Civil Penalty Cases	0	0	0.08
Notice of Violations	0	0	0.56
Letters of Warning	5	3	3.72
Total Penalty Actions	5	3	4.36
* NOTE: Values represent all cases within the HSC jurisdiction during the period. Significant cases are detailed in the narrative.			
** NOTE: Values represent an average month over a 36 month period for the specified category of information.			

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

**Report of the
U.S. Army Corps of Engineers, San Francisco District
September 10, 2020**

1. CORPS O&M DREDGING PROGRAM

The following report covers the planned FY 2020 dredging program for San Francisco Bay. While this program is subject to change based on a number of variables, it is based on actual FY 20 appropriations including the FY 2020 Work Plan. Please refer to the Local Notice to Mariners for details of dredge operations.

FY 2020 DREDGING

- a. **SF Main Ship Channel** – The Government Hopper Dredge Essayons completed all dredging activities at the Main Ship Channel on July 1 and has departed the Bay Area for the season.
- b. **Richmond Outer Harbor (and Richmond Long Wharf)** – Per environmental requirements, Richmond Outer Harbor and San Pablo Bay (Pinole Shoal) are hopper-dredged in alternating years. Pinole Shoal was dredged in FY19, thus, Richmond Outer is scheduled for dredging in FY20. The Government Hopper Dredge Essayons completed all dredging activities at Richmond Outer Harbor on June 27.
- c. **Oakland Harbor** – A maintenance dredging contract was awarded to Manson Construction on May 1. Dredging is currently underway. Estimated completion is end of November.
- d. **Richmond Inner Harbor** – A maintenance dredging contract was awarded to Curtin Maritime on May 7. Dredging began late July and is expected to be complete by mid-September.
- e. **Suisun Bay Channel (and New York Slough)** – A maintenance dredging contract was awarded to Curtin Maritime on June 30. Emergency dredging took place at Bulls Head Channel from July 20 to 24. Production dredging is expected to start mid-September and is expected to be complete by mid-November.
- f. **Petaluma River Channel** – A maintenance dredging contract was awarded to Pacific Dredging and Construction on July 31. Dredging began on September 4 and is expected to be complete by early November.
- g. **San Joaquin River (Port of Stockton)** – A bid protest was filed with the GAO by Pacific Dredging and Construction on July 9. Contract award is on hold pending GAO decision. Environmental window closes on November 30 and completion of required dredging is at risk.
- h. **Sacramento River Deep Water Ship Channel** – A maintenance dredging contract was awarded to Ross Island Sand & Gravel on July 16. Dredging began early August and is expected to be complete by the end of October.

- i. **Redwood City Harbor** – The FY19 dredging was completed at the end of January 2020. Since Redwood City is on a two-year cycle, the next dredging episode is planned for FY21. Work planned for FY20 includes condition surveys and preliminary prep for the next dredging cycle.
- j. **San Pablo Bay (Pinole Shoal)** – Per environmental requirements, Richmond Outer and San Pablo Bay (Pinole Shoal) are hopper-dredged in alternating years. Pinole Shoal was dredged in FY19, next scheduled dredging will occur in 2021.

2. DEBRIS REMOVAL – Debris removal for July 2020 was 49 tons and for August 2020 was 89 tons. Dillard: 35 tons, including 4 abandoned vessels; Raccoon: 85 tons; other boats: 18 tons, including 6 abandoned vessels. Average for July from 2010 to 2019 is 59 tons (Range: 0-185) and average for August from 2010 to 2019 is 41 tons (Range: 5-86.5).

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	RACCOON	DILLARD	MISC	TOTAL
2020	TONS	TONS	TONS	TONS
JAN	45	57	28	130
FEB	33	39	45	117
MAR	15	5.5	29	49.5
APR	12	8	0	20
MAY	21	26	19	66
JUN	12	36	0	48
JUL	15	26	8	49
AUG	70	9	10	89
SEP				
OCT				
NOV				
DEC				

YR TOTAL
568.5

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

None to report.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

None to report.

5. OTHER WORK

Regional Dredge Material Management Plan: The Corps held virtual charrettes with the public over several days in July to address comments and scope supporting work products for the draft Project Management Plan (PMP) for the San Francisco Bay Regional Dredge Material Management Plan (RDMMP). Each charrette was organized to address four comment areas, including (1) Toxicology, (2) Climate Change and Other Environmental Issues, (3) Physical Processes --sediment transport, sea walls, erosion controls, etc., and (4) Economics, Social Studies and Policies. Additionally, a charrette was held to address the summary and next steps of the draft PMP. Information on the RDMMP can be found on our website: <https://www.spn.usace.army.mil/Missions/Projects-and-Programs/Regional-Dredge-Material-Management-Plan/>

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 Point Navigation Channel: Condition survey of December 27, 2019.

Berkeley Marina (Entrance Channel): Condition survey of April 30, 2020.

Islais Creek Channel: Condition survey of April 15, 2020.

Larkspur Ferry Channel: Condition survey of April 8, 2020.

Main Ship Channel: Condition survey of June 14-15, 2020.

Mare Island Strait: Condition survey of June 24, 2020.

Marinship Channel (Richardson Bay): Condition survey of June 23, 2020.

Napa River: Condition survey of March 5, 10-11, 2020.

Northship Channel: Condition survey of April 21-24, 2020.

Oakland Inner Harbor: Condition survey of May 12, 2020.

Oakland Outer Harbor: Condition survey of May 11, 2020.

Petaluma River (Across-the-Flats): Condition survey of June 3-15, 2020 (see Extended Channel).

Petaluma River (Main Channel): Condition survey of June 3-15, 2020.

Petaluma River (Extended Channel): Condition survey of June 3-15, 2020.

Pinole Shoals Channel: Condition survey of June 4-9, 2020.

Redwood City Harbor: Condition survey March 30 & April 1, 2020.

Richmond Inner Harbor: Condition survey of May 19-27, 2020.

Richmond Inner Harbor (Santa Fe Channel): Condition survey of December 20, 2016.

Richmond Outer Harbor (Longwharf): Condition survey of July 7, 2020.

Richmond Outer Harbor (Southampton Shoal): Condition survey of May 20, 2020.

Sacramento River Deep Water Ship Channel: Condition survey of June 28 – July 2, 2020.

San Bruno Shoal: Condition survey of April 9, 2020.

San Leandro Marina (and Channel): Condition survey of March 30 and April 1, 2015.

San Rafael (Across-the-Flats): Condition survey of May 28, 2020.

San Rafael (Creek): Condition survey of May 28, 2020.

Stockton Ship Channel: Condition survey of June 22-27, 2020.

Suisun Bay Channel: Condition survey of July 16, 2020.

Suisun Bay Channel (Bullshead Reach): Condition survey of July 21, 2020.

Suisun Bay Channel (New York Slough): Condition survey of July 14, 2020.

Disposal Site Condition Surveys:

SF-08 (Main Ship Channel Disposal Site): Condition survey of April 14, 2020.

SF-09 (Carquinez): Condition survey of July 20, 2020.

SF-10 (San Pablo Bay): Condition survey of July 20, 2020.

SF-11 (Alcatraz Island): Condition survey of August 4, 2020.

SF-16 (Suisun Bay Disposal Site): Condition survey of May 17, 2020.

SF-17 (Ocean Beach Disposal Site): Condition survey of April 14, 2020.

Requested Surveys:

Pre/Post-dredge and condition surveys are scheduled to occur throughout the year for all of San Francisco District's in-bay projects which are planned to be dredged in FY20.

NEW WEB ADDRESS – USACE WORK PLAN:

<http://www.usace.army.mil/Missions/Civil-Works/Budget/>

2020 O&M DREDGING PLAN*

Project	Bid Open	Award	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	Estimated CY	Dredge Type	Placement Site
			FY2020						FY2021								
Oakland Harbor	13-Apr (A)	1-May (A)													890kcy	Contract Clam Shell	SF-DODS
Richmond Inner Harbor	24-Apr (A)	7-May (A)													223kcy	Contract Clam Shell	SF-DODS
San Joaquin River (Port of Stockton)	15-Jun (A)	29-Jun (A)													285kcy	Contract Pipeline	Various Upland
Suisun Bay Channel	17-Jun (A)	30-Jun (A)													74kcy 33kcy	Contract Clam Shell	Upland SF-16
SF Main Ship Channel	N/A	N/A													350kcy	Govt Hopper	OBDS/SF-8
Richmond Outer Harbor	N/A	N/A													250kcy	Govt Hopper	SF-11/SF-10
Humboldt Bar & Entrance Channels	N/A	N/A													1100kcy	Contract Hopper	HOODS
Humboldt Interior Channels	N/A	N/A													150kcy	Govt Hopper	HOODS
Workplan Funded Projects in Order of Award Date																	
Noyo River and Harbor	5-Jun (A)	29-Jun (A)													22kcy	Pipeline	Upland
Sacramento River (30 Foot Project)	6-Jul (A)	16-Jul (A)													145kcy	Contract Pipeline	Various Upland
Crescent City Harbor	13-Jul (A)	27-Jul (A)													20kcy	Hydraulic/Pipeline	Wheeler Island
Petaluma River	15-Jul (A)	31-Jul (A)													200kcy	Clam Shell/Pipeline	Upland, SF-10
Moss Landing Harbor	14 Sep (S)	21-Sep (S)													85kcy	Hopper/Clam Shell w/Pipe	SF-14, Beach Site
San Rafael Creek (P&S only)	N/A	N/A													TBD	TBD	TBD



Solicitation



Bid Opening

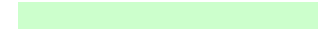


Contract Award



Hopper Dredging

Environmental Window



Mobilization



New SPN Contract



Funded for P&S only



* Program execution is based on the FY20 Workplan plus FY19 Carryover.



Harbor Safety Committee of the
San Francisco Bay Region Clearing House
c/o Marine Exchange of the San Francisco Bay Region
505 Beach Street, Suite 300
San Francisco, California 94133-1131
415-441-6600 fax 415-441-3080 hsc@sfmtx.org

San Francisco Clearinghouse Report

September 10, 2020

- ✎ In July and August the clearinghouse did not contact OSPR regarding any possible escort violations.
- ✎ In July and August the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ✎ The clearinghouse has 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 time 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 July there were 69 tank vessel arrivals; 10 ATBs, 6 Chemical Tankers, 14 Chemical/Oil Tankers, 19 Crude Oil Tankers, 1 LPG, 11 Product Tankers, and 8 Tugs with Barges.
- ✎ In July there were 227 total vessel arrivals.
- ✎ In August there were 93 tank vessel arrivals; 15 ATBs, 6 Chemical Tankers, 12 Chemical/Oil Tankers, 25 Crude Oil Tankers, 1 LPG, 22 Product Tankers, and 12 Tugs with Barges.
- ✎ In August there were 254 total vessel arrivals.

San Francisco Bay Clearinghouse Report For July 2020

San Francisco Bay Region Totals

	<u>2020</u>		<u>2019</u>		
Tanker arrivals to San Francisco Bay	51		78		
ATB arrivals	10		13		
Barge arrivals to San Francisco Bay	8		13		
Total Tanker and Barge Arrivals	69		104		
Tank ship movements & escorted barge movements	237		352		
Tank ship movements	117	49.37%	222	63.07%	
Escorted tank ship movements	94	39.66%	175	49.72%	
Unescorted tank ship movements	23	9.70%	47	13.35%	
Tank barge movements	120	50.63%	130	36.93%	
Escorted tank barge movements	11	4.64%	19	5.40%	
Unescorted tank barge movements	109	45.99%	111	31.53%	

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	146		233		0		94		473	
Unescorted movements	77	52.74%	130	55.79%	0	0.00%	46	48.94%	253	53.49%
Tank ships	65	44.52%	107	45.92%	0	0.00%	43	45.74%	215	45.45%
Tank barges	12	8.22%	23	9.87%	0	0.00%	3	3.19%	38	8.03%
Escorted movements	69	47.26%	103	44.21%	0	0.00%	48	51.06%	220	46.51%
Tank ships	64	43.84%	92	39.48%	0	0.00%	43	45.74%	199	42.07%
Tank barges	5	3.42%	11	4.72%	0	0.00%	5	5.32%	21	4.44%

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 August 2020

San Francisco Bay Region Totals

	<u>2020</u>		<u>2019</u>	
Tanker arrivals to San Francisco Bay	66		70	
ATB arrivals	15		14	
Barge arrivals to San Francisco Bay	12		15	
Total Tanker and Barge Arrivals	93		99	
Tank ship movements & escorted barge movements	277		337	
Tank ship movements	135	48.74%	197	58.46%
Escorted tank ship movements	103	37.18%	160	47.48%
Unescorted tank ship movements	32	11.55%	37	10.98%
Tank barge movements	142	51.26%	140	41.54%
Escorted tank barge movements	16	5.78%	20	5.93%
Unescorted tank barge movements	126	45.49%	120	35.61%

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	181		271		0		114		566	
Unescorted movements	94	51.93%	156	57.56%	0	0.00%	60	52.63%	310	54.77%
Tank ships	76	41.99%	124	45.76%	0	0.00%	58	50.88%	258	45.58%
Tank barges	18	9.94%	32	11.81%	0	0.00%	2	1.75%	52	9.19%
Escorted movements	87	48.07%	115	42.44%	0	0.00%	54	47.37%	256	45.23%
Tank ships	82	45.30%	100	36.90%	0	0.00%	49	42.98%	231	40.81%
Tank barges	5	2.76%	15	5.54%	0	0.00%	5	4.39%	25	4.42%

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 2020

San Francisco Bay Region Totals

	<u>2020</u>		<u>2019</u>	
Tanker arrivals to San Francisco Bay	517		878	
ATB arrivals	110		185	
Barge arrivals to San Francisco Bay	97		164	
Total Tanker and Barge Arrivals	724		1,227	
Tank ship movements & escorted barge movements	2,429		4,053	
Tank ship movements	1,223	50.35%	2,257	55.69%
Escorted tank ship movements	961	39.56%	1,804	44.51%
Unescorted tank ship movements	262	10.79%	453	11.18%
Tank barge movements	1,206	49.65%	1,796	44.31%
Escorted tank barge movements	176	7.25%	241	5.95%
Unescorted tank barge movements	1,030	42.40%	1,555	38.37%

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

Escorts reported to OSPR 0 #REF!

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	1,469		2,376		0		981		4,826	
Unescorted movements	740	50.37%	1,273	53.58%	0	0.00%	480	48.93%	2,493	51.66%
Tank ships	597	40.64%	1,013	42.63%	0	0.00%	442	45.06%	2,052	42.52%
Tank barges	143	9.73%	260	10.94%	0	0.00%	38	3.87%	441	9.14%
Escorted movements	729	49.63%	1,103	46.42%	0	0.00%	501	51.07%	2,333	48.34%
Tank ships	678	46.15%	940	39.56%	0	0.00%	448	45.67%	2,066	42.81%
Tank barges	51	3.47%	163	6.86%	0	0.00%	53	5.40%	267	5.53%

Notes:

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



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - JULY COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessels Monitored	Total Transfers Percentage
JULY 1 - 31, 2019	225	71	31.56
JULY 1 - 31, 2020	168	32	19.05

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
JULY 1 - 31, 2019	14,251,000		22,839,151	6,587,641	29,426,792
JULY 1 - 31, 2020	8,276,000	98,000	14,270,124	5,305,416	19,575,540

OIL SPILL TOTAL

	<u>TERMINAL</u>	<u>VESSEL</u>	<u>Total</u>	<u>Gallons Spilled</u> Jet Fuel - 2 Gallons
JULY 1 - 31, 2019	1	0	1	
JULY 1 - 31, 2020	0	0	0	0

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.



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - AUGUST COMPARISON

VESEL TRANSFERS

	Total Transfers	Total Vessels Monitored	Total Transfers Percentage
AUGUST 1 - 31, 2019	241	76	31.54
AUGUST 1 - 31, 2020	174	30	17.24

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
AUGUST 1 - 31, 2019	16,808,900	0	22,738,321	8,430,061	31,168,382
AUGUST 1 - 31, 2020	11,073,000	250,000	16,339,100	5,445,289	21,784,389

OIL SPILL TOTAL

	<u>TERMINAL</u>	<u>VESSEL</u>	<u>Total</u>	<u>Gallons Spilled</u>
AUGUST 1 - 31, 2019	0	0	0	0
AUGUST 1 - 31, 2020	0	0	0	0

Disclaimer:

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