

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, June 10, 2021

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 10:00.

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: **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; **Jeff Ferguson** (M), NOAA; **Scott Grindy** (M), San Francisco Small Craft Harbor; **Troy Hosmer** (M), Port of Oakland; **Capt. Thomas Kirsch** (M), Blue and Gold Fleet; **Capt. Paul Ruff** (M), San Francisco Bar Pilots; **Linda Scourtis** (M), Bay Conservation and Development Commission; **Jeff Vine** (M), Port of Stockton; **Capt. Bradford Westlund** (A), AMNAV Maritime Services.

The meetings are always open to the public.

Approval of the Minutes-

A motion to accept the minutes of the May 13, 2021 meeting was made and seconded. The minutes were approved without dissent.

Comments by Chair- Capt. Lynn Korwatch

Welcomed the committee members and audience. Advised that the HSC is planning to resume in-person meetings in September but will continue to provide remote access via Zoom.

Coast Guard Report- Capt. Marie Byrd

- Salvage of the sunken dredge barge, Iron Butterfly, in the Petaluma River is underway and the channel will be restored.
- An engine fire aboard the NYK Delphinus was reported on May 14th offshore. The vessel was inspected and towed to the Port of Oakland for repairs.
- The USCG is planning for the June 25th arrival of the vessel Zhen Hua 26 into the Port of Oakland transporting new cranes for Everport Terminal. The vessel will be escorted into port and a Safety Zone will be established.

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- Offshore vessels are complying with USCG MSIB 21-01 regarding IMO recommended tracks in Monterey Bay National Marine Sanctuary.
- USCG Sector San Francisco Change of Command is on June 24th. Capt. Taylor Lam will be replacing Capt. Byrd as Sector SF commander and COTP. Capt. Lam introduced himself to the committee.
- CWO Mickey Price read from the May- 2021 Prevention/Response Report (attached). There have been eight Marine Event Permit applications for Fourth of July fireworks shows.

Army Corps of Engineers Report- LTC John Cunningham

- Read from the US Army Corps of Engineers, San Francisco District Report (attached). The 2021 dredge season is underway. Oakland Harbor and Redwood City dredging contracts have been awarded. Pinole Shoal Channel dredging is being accelerated to follow Bulls Head Channel emergency dredging. Bulls Head Channel emergency dredging was approved. Debris removal for May was above average and included several derelict vessels. A study is being conducted on the feasibility of widening the Oakland Turning Basin. Surveys have been posted and a channel condition report is included.
- Kristine Zortman, Port of Redwood City, advised of Redwood City Channel shoaling and asked about the possibility of emergency dredging. LTC Cunningham advised that the issue can be discussed. Regularly scheduled dredging will be conducted soon.
- Jim Anderson advised that several new king salmon release sites have been selected including Fort Baker and thanked those who assisted.

Clearinghouse Report- Marcus Freeling (report attached)

OSPR Report- Mike Caliguire

- Two new HSC members were sworn into the committee: Amanda Wallace, Chevron Shipping and Kathi George, Marine Mammal Center.
- Tom Cullen, OSPR Administrator, welcomed the new HSC members and thanked Capt. Byrd for her service. Recent offshore casualties, including the NYK Delphinus, highlight the importance of the towing study conducted by the HSC for SB 414. OSPR is expanding authority over non-petroleum products. Response to the American Challenger, grounded near Dillon Beach, is ongoing. The Pacific States / BC Oil Spill Task Force is advocating for congressional action expanding COTP authority and use of the Oil Spill Liability Trust Fund to facilitate salvage of certain derelict vessels. California AB 339 regulating public virtual meetings has been tabled for

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this year. Capt. Korwatch advised that the HSC is planning to continue offering Zoom access for in-person meetings but expressed concerns with the bill.

NOAA Report- Jeff Ferguson

- The NOAA ship Fairweather will be conducting SF Bay surveying operations in August and September. Surveying site suggestions are welcome. See the May HSC NOAA Report for details. Maria Brown will be taking over as Superintendent of Cordell Bank National Marine Sanctuary. The NWS predicts warming temperatures later in the month. Record dryness is increasing wildfire risk.

State Lands Commission Report- (report attached)

Work Group Reports-

Tug Work Group- Capt. Brad Westlund advised that there was nothing to report.

Navigation Work Group- Capt. Paul Ruff advised that a Work Group meeting on Vessel Speed Reduction (VSR) will be held directly after today's HSC meeting.

Ferry Operations Work Group- Capt. Tom Kirsch advised that ferry service is increasing. Harbor Bay service will be resuming soon and Seaplane Lagoon Terminal will be used.

Dredge Issues Work Group- Nothing to report.

PORTS Work Group- Troy Hosmer advised that there was nothing to report. The NYK Delphinus is docked at the Port of Oakland and repairs are being facilitated. Plans for the upcoming crane ship arrival are being made. There were recent protests at the port over an Israeli chartered vessel and labor was disrupted. Port congestion is being addressed. John Berge advised that steps are being taken to ease labor issues at the port but the problem will take time to resolve.

Prevention through People Work Group- Scott Grindy advised that illegal charters are an increasing problem. Capt. Byrd advised reporting illegal charter incidents to the USCG Command Center.

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PORTS Report- Marcus Freeling

- The Southampton Shoal LB6 and Oakland LB4 buoy-mounted current meters are offline. New profilers are being acquired and maintenance will be scheduled. Power issues continue to affect the Richmond Tide Station and monthly battery replacement is required. Maintenance for the Amorco current meter including windlass chain replacement will be performed next week. A shore power issue has been reported at the Port Chicago Tide Station and will be investigated. Windbird nosecone replacement is ongoing.
- PORTS data is publicly available through NOAA's Tides and Currents website:
<https://tidesandcurrents.noaa.gov/ports/index.html?port=sf>

Public Comment-

- Richard James, Coastodian.org, asked for an update on the American Challenger grounding. Capt. Byrd advised that bids for salvage of the vessel are being reviewed by the Coast Guard. Safety is a priority. Capt. Cullen advised that the grounding site presents difficult conditions, and the vessel is being monitored until salvage can be performed.
- Fred Meitz, World Ocean Council, advised of outreach for participation in a WOC/CeNCOOS data collection program. A roundtable meeting will be held via Zoom on June 23rd for maritime industry partners interested in hosting scientific instruments. Participation is encouraged. Information will be distributed to the HSC and is posted to the Marine Exchange website (agenda attached).
- CDR Rob Rivera announced that he will be leaving Sector San Francisco for USCG Headquarters in July and thanked the community.
- Capt. Korwatch advised that HSC comments were submitted regarding the Oakland A's Howard Terminal Stadium Proposal DEIR. John Berge advised that the City of Oakland is expected to vote on the issue in July. Several groups have expressed concerns with the project.

Old Business- None

New Business-

- Linda Scourtis, BCDC, advised that the 2021 Harbor Safety Plan Update is ongoing. A vote on the HSP Update is expected at the July HSC meeting.

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Next Meeting-

1000-1200, July 8, 2021
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 11:15.

Respectfully submitted:



Capt. Lynn Korwatch

SIGNIFICANT PORT SAFETY AND SECURITY CASES (MAY 2021)
MARINE CASUALTIES
Grounding (02MAY2021): A U.S. flag towing vessel broke free from its anchorage in Pillar Point Harbor and drifted towards the south jetty where it ran aground. At the time of the incident there was no visible sheen and no apparent damage to the vessel or the jetty. IMD monitored. Case closed.
Equipment failure (04MAY2021): A U.S. flag commercial fishing vessel overheated in the vicinity of Pillar Point Harbor. The Harbor Master responded and towed the vessel into Pillar Point. Preliminary investigation to be completed. Case pends.
Fire (14MAY2021): A foreign flag container ship experienced an engine room fire 60 NM west of Monterey, CA while transiting from the Port of Vancouver, Canada. Vessel representatives requested entry to the Port of Oakland, CA by dead-ship movement. A COTP order was placed on the vessel with requirements to submit satisfactory dead-ship tow plan, flag or class attendance to attest to seaworthiness, suspend cargo operations, and prohibit further vessel movements until satisfactory flag or class report. The COTP order remains open at this time. Case pends.
Loss of propulsion (16MAY2021): A U.S. flag commercial fishing vessel fouled it's propeller on a crab pot approximately 1.5 miles off of Tomales Point. Station Bodega Bay towed the CFV halfway to Spud Point Marina before the prop was cleared. The CFV was escorted by Station Bodega Bay to Spud Point Marina with no further issues. Case closed.
Loss of propulsion (17MAY2021): A foreign flag bulk carrier experienced a loss of propulsion during inbound transit to Anchorage 9. A towing vessel assisted the vessel to safe anchorage. PSCO issued an operational control (code 60). Class attended vessel and provided satisfactory survey report After review, the operational control was lifted. Case closed.
Reduction in Propulsion (19MAY2021): A foreign flag bulk carrier experienced a reduction in propulsion while transiting from offshore to Anchorage 9. An operational control (code 60) was issued to the vessel. The vessel's class society attended the vessel and attested to satisfactory repairs. Deficiency cleared. Case closed.
Loss of Propulsion (20MAY2021): A foreign flag container ship reported a loss of propulsion, during transit from Anchorage 9 to Oakland, CA terminal. An operational control (code 60) was issued to the vessel. Class surveyor noted the M/E control was only operable by local control. PSC cleared the Code 60 and issued a Code 17 to allow the vessel to berth. USCG received and reviewed the DNV-GL class survey statement attesting to satisfactory propulsion checks from the engine control room, bridge and locally. Code 17 has been lifted. Case closed.
Loss of Propulsion (21MAY2021): A foreign flag bulk carrier experienced a loss of propulsion while transiting to Anchorage 9. An operational control (code 60) was issued to the vessel. The vessel's class society remotely attended the vessel to attest to main propulsion repairs and proper operation of the equipment. Satisfactory report was received from class surveyor. Deficiency cleared. Case closed.
Equipment failure (23MAY2021): A U.S. flag commercial fishing vessel received a notification from Station Monterey that a CFV experienced an equipment failure due to inoperable fuel line piping. The CFV was not operating in a commercial capacity during the incident. Station Monterey towed the CFV into the Santa Cruz fuel dock and conducted a post-SAR boarding, which resulted in 0 violations. Preliminary investigation to be completed. Case pends.
Grounding (26MAY2021): A foreign flag bulk carrier reported touching bottom while loading cargo at Schnitzer Steel in Oakland, CA. Cargo operations were subsequently suspended. The vessel was issued an operational control (Code 60) and required class attendance prior to vessel movement. Class verified the external structural integrity of the vessel and code 60 was lifted. A code 17 was issued to the vessel requiring an underwater hull survey at Anchorage 9. During the scheduled Port State Control B exam on 27MAY2021, the PSC team noted several deficiencies and issued a second operational control (Code 60) to the vessel due to inconsistencies found between the oil record book and the IOPP certificate. Class attended the vessel to address the deficiencies and submitted a class report to attest to repairs and further action needed. APSC team attended the vessel on 29MAY2021 and cleared 02 operational controls (01 Code 60 and 01 Code 17) with the approval of COTP. 01 Code 40 deficiency regarding the Oil Record Book remains outstanding. Case closed.
Loss of Propulsion (31MAY2021): A foreign flag crude oil tanker experienced a loss of propulsion while departing the Richmond Long Wharf. The vessel was directed to proceed to Anchorage 9 and remain until repairs were conducted to the satisfaction of the vessel's class society and the Coast Guard. A class surveyor attended the vessel at Anchorage 9 on 31MAY2021, verified the repairs to the M/E air starting distributor and satisfactory propulsion check. Coast Guard reviewed the class society factual statement and lifted the COTP order. Case closed.
VESSEL SAFETY CONDITIONS
Operational Control (03MAY2021): A U.S. flag small passenger vessel was inspected in South Beach Harbor, CA and issued an operational control (code 17) because the fire pump of the vessel did not maintain adequate pressure. The operator replaced the fire pump. The attending MI verified satisfactory pump pressure and fire hose output. Case closed.
Operational Control (08MAY2021): A U.S. flag small passenger vessel was inspected in South Lake Tahoe, CA and issued an operational control (code 701) because the remote fuel shutoff valve was not operational. The operator sent a video showing the repair and proper operation of remote fuel shut off valve. Case closed.
Operational Control (11MAY2021): A U.S. flag small passenger vessel was inspected in Berkeley, CA and issued an operational control (code 17) because the fire suppression system was not serviced by a third party and therefore could not be tested by the MI during the inspection for certification. Case pends.
Operational Control (20MAY2021): A foreign flag container ship was examined in Oakland and issued 02 operational controls (code 60 & code 17) for the following: (1) PSCO observed 03 mooring lines that displayed major fraying on or near the eye splice and (2) PSCO observed 01 crewmember who did not have an appropriately sized immersion suit for both training and for emergency use. The vessel replaced 03 mooring lines and the code 60 was cleared. The vessel purchased 04 new XL immersion suits. The code 17 was cleared. Case closed.
Operational Control (25MAY2021): A U.S. flag small passenger vessel was inspected in Alameda, CA and issued an operational control (code 17) for the following: (1) the vessel did not have a means to reset/override the pre-engineered fixed gas fire extinguishing system (2) multiple exhaust leaks were found on the starboard main engine and generator presenting a fire hazard and (3) the vessel did not have any fire buckets onboard. Case pends.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (02MAY2021): A recreational vessel capsized and discharged approximately 1 gallon of gasoline into the Mokelumne River. The owner was able to remove the vessel from the waterway. The source of pollution was secured with no further discharge. Case Closed.

Letter of Warning (04MAY2021): A semi-truck was struck by an Amtrak passenger train near Knightsten, CA. The truck discharged approximately 15 gallons of diesel onto the ground and 1 gallon reached the San Joaquin River. U.S. Ecology responded to the scene and conducted clean-up operations. The source of the discharge was secured. Case Closed.

Letter of Warning (10MAY2021): A barge located on the San Joaquin River experienced a hydraulic oil tank overflow, which led to a discharge of 1 gallon of Hydraulic Vegetable Oil into the river. IMD's investigation concluded that a gauge on the barge malfunctioned, which led to the product overflowing through a vent on-deck. NRCES responded and deployed absorbent material. The source of the discharge was secured. Case Closed.

Letter of Warning (15MAY2021): A US Commercial Fishing Vessel discharged approximately 5 gallons of Diesel into the San Francisco Bay. The vessel listed to port and was able to reach Pier 45 in San Francisco. However it proceeded to sink at the pier. Fellow fishing vessels deployed absorbent pads and assisted in refloating the vessel. The source of the discharge was secured. Case Closed.

Letter of Warning (16MAY2021): A US Commercial Vessel discharged approximately 5 gallons of bilge slop into Half Moon Bay. IMD concluded that a faulty float switch was tripped, which pumped the bilge water overboard. Absorbent pads and boom were deployed and the source was secured. No further discharge. Case Closed.

Letter of Warning (16MAY2021): A partial submerged recreational vessel discharged approximately 1 gallon of gasoline into the Oakland Estuary. The vessel took on water, which led to visible sheening. The vessel was dewatered and refloated and the source of pollution was secured. Case Closed.

Notice of Violation (21MAY2021): A recreational vessel discharged approximately 1 gallon of oily mixture into the Oakland Estuary. Local boaters were able to moor the vessel to a pier and the local marina provided pumps to dewater the vessel. Dewatering of the vessel was successful, but IMD concluded that the owner did not have the means to keep the vessel afloat. The Oil Spill Liability Trust Fund was authorized. A contractor was hired to remove all pollution potential from the vessel and the source was secured. Case Closed.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
May 2021			
PORT SAFETY CATEGORIES*	May-2021	May-2020	**3yr Avg
Total Number of Port State Control Detentions:	0	0	0.14
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
Total Number of COTP Orders:	3	2	3.53
Navigation Safety (1), Port Safety & Security (2), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	9	8	8.36
Allision (0), Collision (0), Fire (1), Capsize (0), Grounding (0), Sinking (1)			
Steering (2), Propulsion (4), Personnel (0), Other (1), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	0	3	2.17
Radar (0), 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	0.53
Significant Waterway events/Navigation related Cases:	0	0	0.11
Total Port Safety (PS) Cases opened	12	13	14.83
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	May-2021	May-2020	**3yr Avg
U.S. Commercial Vessels	2	0	1.00
Foreign Freight Vessels	0	0	0.19
Public Vessels	0	0	0.61
Commercial Fishing Vessels	1	2	0.92
Recreational Vessels	3	3	5.81
Pollution Discharge Sources (Facilities)	May-2021	May-2020	**3yr Avg
Regulated Waterfront Facilities	0	0	0.44
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.06
Other Land Sources	1	4	3.78
Mystery Spills - Unknown Sources	3	6	5.22
Number of Pollution Incidents (By Spill Size)	May-2021	May-2020	**3yr Avg
Spills < 10 gallons	7	8	10.03
Spills 10 - 100 gallons	0	0	1.03
Spills 100 - 1000 gallons	0	1	0.33
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	3	6	6.64
Total Pollution Incidents	10	15	18.03
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	May-2021	May-2020	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	2.00	0.00	12.42
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.25
Estimated spill amount from Public Vessels	0.00	0.00	6.26
Estimated spill amount from Commercial Fishing Vessels	5.00	122.00	28.03
Estimated spill amount from Recreational Vessels	3.00	3.00	58.38
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	22.83
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.11
Estimated spill amount from Other Land Sources	1.00	8.00	23.03
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	11.00	133.00	151.32
Penalty Actions	May-2021	May-2020	**3yr Avg
Civil Penalty Cases	0	0	0.11
Notice of Violations	1	0	0.72
Letters of Warning	6	4	4.58
Total Penalty Actions	7	4	5.42
* NOTE: Values represent all cases within the HSC jurisdiction during the period. Significant cases are detailed in the narrative.			
** NOTE: Values represent an average month over a 36 month period for the specified category of information.			

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**Report of the
U.S. Army Corps of Engineers, San Francisco District
June 10, 2021**

1. CORPS O&M DREDGING PROGRAM

The following report covers the FY 2021 dredging program for San Francisco Bay. The FY21 Work Plan was released to the public on January 19 and the Corps team is **wrapping up the planning phase and transitioning to the execution phase** for all dredging projects that received funding. The attached 2021 O&M Dredging Plan contains the list of funded projects, estimated procurement milestones, and dredging timelines.

FY 2021 DREDGING

- a. **Oakland Harbor** – A contract for maintenance dredging was awarded to the Dutra Group on April 29. Dredging is expected to start the week of June 7.
- b. **Redwood City Harbor** – A contract for maintenance dredging was awarded to Curtin Maritime on May 10. Dredging is expected to start mid-June.
- c. **San Pablo Bay (Pinole Shoal)** – The Government Hopper Dredge Essayons is scheduled to start dredging towards the end of the week of June 7 and continue for approximately 9 days. Hopper dredging in San Francisco Bay continues to be limited to one event per year in accordance with our Water Quality Certification. Pinole Shoal is being dredged this year while Richmond Outer Harbor will be deferred until FY22.
- d. **San Joaquin River (Port of Stockton)** – A maintenance dredging contract is currently being advertised with bid opening scheduled for June 21. Contract award is tentatively scheduled for early July and dredging is estimated to start mid-August.
- e. **Sacramento River Deep Water Ship Channel** – A maintenance dredging contract is currently being advertised with bid opening scheduled for June 11. Contract award is tentatively scheduled for late June and dredging is estimated to start early August.
- f. **SF Main Ship Channel** – The West Coast Hopper Contract was awarded to the Dutra Group on April 16 by the Corps' Portland District. Dredging is estimated to start beginning of August. Placement of sand will be by pump-ashore to the Ocean Beach site.
- g. **Suisun Bay Channel (and New York Slough)** – A maintenance dredging contract is currently being advertised with bid opening scheduled for June 28. Contract award is tentatively scheduled for the first half of July and dredging estimated to start mid-August. In addition, the District Commander declared a dredging emergency at Bulls Head Channel on June 1 because of high shoaling in this area. The Essayons is scheduled to remove the high spots during the week of June 7.
- h. **Richmond Inner Harbor** – Planning for the FY21 dredging episode is currently underway with contract award tentatively scheduled for end of July and dredging estimated to start mid-September.

- i. **Richmond Outer Harbor (and Richmond Long Wharf)** – We continue to be limited to only one hopper dredge project per year by the Water Quality Certification. Pinole Shoal is being dredged this year while Richmond Outer Harbor will be deferred until FY22.

2. EMERGENCY (URGENT & COMPELLING) DREDGING

Bulls Head Reach (Suisun Bay Channel): On June 1, the District Commander declared a dredging emergency at Bulls Head Channel because of high shoaling in this area. The Essayons is scheduled to remove the high spots during the week of June 7.

3. DEBRIS REMOVAL – Debris removal for May 2021 was 114.5 tons. Dillard: 30.5 tons; Raccoon: 9 tons, including 1 abandoned vessel; other boats: 75 tons, including 5 abandoned vessels. Average for May from 2011 to 2020 is 90 tons (Range: 22-197).

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	RACCOON	DILLARD	MISC	TOTAL
2021	TONS	TONS	TONS	TONS
JAN	37	48	14	99
FEB	29	30.5	65	124.5
MAR	10	52.5	28	90.5
APR	19	12.5	10	41.5
MAY	9	30.5	75	114.5
JUN				
JUL				
AUG				
SEP				
OCT				
NOV				
DEC				

YR TOTAL
470

BASEYARD DEBRIS PHOTOS:



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 existing federal navigation channel was designed for a 6,500 twenty-foot equivalent units (TEU) capacity ship with a 1,139-foot length overall, 140-foot beam, and 48-foot draft as part of the Oakland Harbor Navigation Improvement (-50-Foot) Deepening Project. The vessels routinely calling on the harbor today are longer and wider. The Port of Oakland and the San Francisco District are investigating inefficiencies currently experienced by vessels in harbor where the current fleet exceeds the maximum dimensions of the constructed project. The investigation includes alternatives to improve both the inner and the outer turning basins.

5. OTHER WORK

Regional Dredge Material Management Plan: Comments have been received on the draft final Project Management Plan (PMP) and the Corps is working to incorporate these comments into the final PMP.

Information on the RDMMP and draft final PMP can be found on our website:

<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/>

Water Resources Development Act (WRDA) of 2020:

<https://transportation.house.gov/imo/media/doc/BILLS-116s1811-SUS.pdf>

As the U.S. Army Corps of Engineers, Civil Works (USACE CW) begins to work on implementation guidance for applicable WRDA provisions, five partner sessions were held March 16 through April 13.

The partner sessions and the public comment period were used to gather input on WRDA provisions and implementation guidance. For more information on WRDA 2020 and the work on implementation

guidance visit: https://www.usace.army.mil/Missions/Civil-Works/Project-Planning/Legislative-Links/wrda_2020/

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 23 and 24, 2020.

Berkeley Marina (Entrance Channel): Condition survey of April 22, 2021.

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

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

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

Marinship Channel (Richardson Bay): Condition survey of June 23, 2020 and April 20, 2021.

Napa River: Condition survey of March 11-15, 2021.

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

Oakland Inner Harbor: Condition survey of May 5, 2021.

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

Oakland Outer Harbor: Condition survey of May 4, 2021.

Petaluma River (Across-the-Flats): Post-dredge condition survey of December 15, 2020.

Petaluma River (Main Channel): Post-dredge survey of October 10, 12, and 16 2020.

Petaluma River (Extended Channel): Post-dredge survey of October 10, 12, and 16 2020.

Pinole Shoal Channel: Condition survey of May 12 and 21, 2021.

Redwood City Harbor: Condition survey of May 19-20, 2021.

Richmond Inner Harbor: Condition survey of March 2, 2021.

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

Richmond Outer Harbor (Longwharf): Condition survey of March 17, 2021.

Richmond Outer Harbor (Southampton Shoal): Condition survey of March 16, 2021.

Sacramento River Deep Water Ship Channel: Condition Survey of April 8-11, 2021.

San Bruno Shoal: Condition survey of February 26, 2021.

San Francisco Main Ship Channel: Condition survey of 20-21 Jan 2021.

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

San Rafael (Across-the-Flats): Condition survey of February 9, 2021.

San Rafael (Creek): Condition survey of February 9, 2021.

Stockton Ship Channel: Condition survey of April 12-16, 2021.

Suisun Bay Channel: Condition survey of April 26-27, 2021.

Suisun Bay Channel (Bullshead Reach): Condition survey of Jun 2 and 4, 2021.

Suisun Bay Channel (New York Slough): Condition survey of April 12-16, 2021.

Disposal Site Condition Surveys:

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

SF-09 (Carquinez): Condition survey of March 29, 2021.

SF-10 (San Pablo Bay): Condition survey of March 29, 2021.

SF-11 (Alcatraz Island): Condition survey of May 3, 2021.

SF-16 (Suisun Bay Disposal Site): Condition survey of May 26, 2021.

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 FY21.

Channel Condition Report (CCR):

Attached is the Channel Condition Report (CCR) for all Corps maintained channels dated 7 JUN 2021. 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.

2021 O&M DREDGING PLAN*

Project	Bid Open	Award	FY2021												FY2022		Estimated CY	Dredge Type	Placement Site			
			FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB							
Oakland Harbor	15-Apr (A)	29-Apr (A)		■	◆	◆	■	■	■	■	■	■	■	■	■	■	■	■	1000kcy	Contract Clam Shell	SF-DODS	
Redwood City Harbor	26-Apr (A)	10-May (A)		■	◆	◆	■	■	■	■	■	■	■	■	■	■	■	■	350kcy 125kcy	Contract Clam Shell	SF-11 Upland	
Sacramento River (30 Foot Project)	11-Jun (S)	28-Jun (S)				■	◆	◆	■	■	■	■	■	■	■	■	■	■	150kcy	Contract Pipeline	Various Upland	
San Joaquin River (Port of Stockton)	21-Jun (S)	6-Jul (S)				■	◆	◆	■	■	■	■	■	■	■	■	■	■	300kcy	Contract Pipeline	Various Upland	
Suisun Bay Channel	28-Jun (S)	8-Jul (S)				■	◆	◆	■	■	■	■	■	■	■	■	■	■	175kcy	Contract Clam Shell	SF-16	
Richmond Inner Harbor	10-Jul (S)	23-Jul (S)				■	◆	◆	■	■	■	■	■	■	■	■	■	■	250kcy	Contract Clam Shell	SF-DODS	
Humboldt Bar & Entrance Channels	N/A	N/A				■														1100kcy	Govt Hopper	HOODS
San Pablo Bay (Pinole Shoal)	N/A	N/A				■														250kcy	Govt Hopper	SF-9/ SF-10
SF Main Ship Channel	22-Mar (A)	16-Apr (A)	■	◆	◆				■											350kcy	WCHC (Portland)	Ocean Beach
Work Plan Projects																						
Humboldt Interior Channels	N/A	N/A																		150kcy	Govt Hopper	HOODS

Solicitation Bid Opening Contract Award Hopper Dredging	Environmental Window Mobilization New SPN Contract Funded for P&S only	
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* Program execution is based on the FY21 Workplan plus FY20 Carryover. Date of Last Update: 6/7/2021

REPORT OF CHANNEL CONDITIONS
400 FEET WIDE OR GREATER

To: Navigation Interests		From: US Army Corps of Engineers San Francisco District 450 Golden Gate Ave San Francisco, CA 94102						
RIVER/HARBOR NAME AND STATE OTHER 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)				
Redwood City Harbor Redwood City Harbor	03-10-2021	300 943						
San Bruno Shoal San Bruno Shoal	02-26-2021	500	3.94	30	18.1	26.4	26.2	23.7
Richardson Bay/Marinship Richardson Bay/Marinship	06-23-2020	300 1069	2.11	20	4.6	6.0	6.4	6.4
Islais Creek Islais Creek	07-17-2018	500 1424	1.71	40	30.6	38.7	39.2	24.8
Alameda Naval Air Alameda Naval Air	11-23-2020	1000 4178	2.90	37	11.4	12.5	18.9	17.1
San Rafael ATF Across the Flats	02-09-2021	100	2.25	8	2.4	4.2	4.0	2.3
San Rafael River Inner Canal Channel	02-09-2021	60 160	1.55	6	0.7	1.6	0.9	1.4
Petaluma River Main Channel	06-03-2020	100 361	4.06	8	No Data	1.4	2.8	No Data
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 Mare Island Strait	06-24-2020	400 606	3.37	6	26.7	28.6	31.3	31.7
Larkspur Channel Larkspur Channel	07-11-2019	231 542	2.37	13	6.5	10.0	9.7	8.0
Northship Channel Northship Channel	06-27-2019	3576 4769	5.97	45	23.3	39.1	39.0	36.1
Berkeley Marina Berkeley Marina	04-22-2021	100 142	1.36	6	3.5	3.8	4.3	4.3
Bodega Bay Bodega Bay	08-11-2020	100 400	3.46	12	3.6	11.0	11.0	7.5
Moss Landing Moss Landing	03-31-2021	120 405	0.98	6	13.2	12.3	11.1	10.9
Noyo River Entrance Channel	02-10-2021	97 150	0.67	10	6.1	9.6	10.6	7.6

REPORT OF CHANNEL CONDITIONS
400 FEET WIDE OR GREATER

To: Navigation Interests		From: US Army Corps of Engineers San Francisco District 450 Golden Gate Ave San Francisco, CA 94102						
RIVER/HARBOR NAME AND STATE OTHER 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)				
Noyo River Channel	02-10-2021	97 150	0.67	10	8.3	9.9	10.5	3.6
Crescent City Entrance Channel	02-08-2021	200 320	0.42	20	18.1	19.4	19.0	17.2
Crescent City Inner Harbor Basin Channel	02-08-2021	200 300	0.39	15	14.8	14.8	15.0	13.8
Crescent City Marina Access Channel	02-08-2021	228 170	0.22	15	4.8	10.6	12.2	9.5
Pinole Shoal Channel Pinole Shoal Channel	03-24-2021	600 1644	10.36	35	30.2	35.2	36.1	32.5
Suisun Bay Channel Suisun Bay Channel	04-27-2021	300 350	13.86	35	32.7	33.3	32.7	30.7
Suisun Bay Channel Anchorage Suisun Bay Channel Anchorage	04-27-2021	400	0.90	35	33.8	No Data	No Data	No Data
New York Slough New York Slough	04-12-2021	400 411	4.42	35	33.4	34.1	35.3	34.4



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

June 10, 2021

- ☞ In May the clearinghouse did not contact OSPR regarding any possible escort violations.
- ☞ In May 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 2021 regarding any 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 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 May there were 92 tank vessel arrivals; 14 ATBs, 5 Chemical Tankers, 15 Chemical/Oil Tankers, 24 Crude Oil Tankers, 2 LPGs, 21 Product Tankers, and 11 Tugs with Barges.
- ☞ In May there were 229 total vessel arrivals.

San Francisco Bay Clearinghouse Report For May 2021

San Francisco Bay Region Totals

	<u>2021</u>		<u>2020</u>		
Tanker arrivals to San Francisco Bay	67		56		
ATB arrivals	14		12		
Barge arrivals to San Francisco Bay	11		13		
Total Tanker and Barge Arrivals	92		81		
Tank ship movements & escorted barge movements	298		264		
Tank ship movements	158	53.02%	125	47.35%	
Escorted tank ship movements	129	43.29%	95	35.98%	
Unescorted tank ship movements	29	9.73%	30	11.36%	
Tank barge movements	140	46.98%	139	52.65%	
Escorted tank barge movements	20	6.71%	8	3.03%	
Unescorted tank barge movements	120	40.27%	131	49.62%	

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	186		287		0		127		600	
Unescorted movements	84	45.16%	144	50.17%	0	0.00%	56	44.09%	284	47.33%
Tank ships	68	36.56%	115	40.07%	0	0.00%	50	39.37%	233	38.83%
Tank barges	16	8.60%	29	10.10%	0	0.00%	6	4.72%	51	8.50%
Escorted movements	102	54.84%	143	49.83%	0	0.00%	71	55.91%	316	52.67%
Tank ships	95	51.08%	124	43.21%	0	0.00%	65	51.18%	284	47.33%
Tank barges	7	3.76%	19	6.62%	0	0.00%	6	4.72%	32	5.33%

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 2021

San Francisco Bay Region Totals

	<u>2021</u>		<u>2020</u>	
Tanker arrivals to San Francisco Bay	272		723	
ATB arrivals	65		165	
Barge arrivals to San Francisco Bay	55		143	
Total Tanker and Barge Arrivals	392		1,031	
Tank ship movements & escorted barge movements	1,323		3,467	
Tank ship movements	673	50.87%	1,774	51.17%
Escorted tank ship movements	510	38.55%	1,383	39.89%
Unescorted tank ship movements	163	12.32%	391	11.28%
Tank barge movements	650	49.13%	1,693	48.83%
Escorted tank barge movements	115	8.69%	253	7.30%
Unescorted tank barge movements	535	40.44%	1,440	41.53%

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	791		1,284		0		540		2,615	
Unescorted movements	390	49.30%	680	52.96%	0	0.00%	254	47.04%	1,324	50.63%
Tank ships	316	39.95%	519	40.42%	0	0.00%	222	41.11%	1,057	40.42%
Tank barges	74	9.36%	161	12.54%	0	0.00%	32	5.93%	267	10.21%
Escorted movements	401	50.70%	604	47.04%	0	0.00%	286	52.96%	1,291	49.37%
Tank ships	364	46.02%	495	38.55%	0	0.00%	254	47.04%	1,113	42.56%
Tank barges	37	4.68%	109	8.49%	0	0.00%	32	5.93%	178	6.81%

Notes:

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



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - MAY COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessels Monitored	Total Transfers Percentage
MAY 1 - 31, 2020	168	32	19.05
MAY 1 - 31, 2021	190	53	27.89

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
MAY 1 - 31, 2020	9,273,000	959,000	13,681,585	6,962,092	20,643,677
MAY 1 - 31, 2021	12,758,167	0	19,148,993	5,183,226	24,332,219

OIL SPILL TOTAL

	<u>TERMINAL</u>	<u>VESSEL</u>	<u>Total</u>	<u>Gallons Spilled</u>
MAY 1 - 31, 2020	1	0	1	1 Gallon - Cutter Stock
MAY 1 - 31, 2021	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.

CeNCOOS/WOC Program Roundtable Agenda

June 23, 2021 - 10:00 AM to Noon PST - Zoom – DRAFT

Zoom Link: <https://mbari.zoom.us/j/89882270459?pwd=Tkwrb3hOQ1pTDI4RE51amdKMmd3Zz09>

1) **Brief Introductions, Roundtable Objectives and Desired Outcomes**, Fred Meitz

Meeting Objectives:

- Link industry needs for ocean information with CeNCOOS/WOC capabilities to aid in delivering such information and included it into US IOOS, GOOS and contribute to the UN Decade of Ocean Science for Sustainable Development.
- Organize and promote specific cases in SF Bay area to help harmonize and showcase the joint value proposition(s) across the above initiatives.

2) **Scene setting overviews:**

- a) WOC SO-SI, Paul Holthus (5 min)
- b) CeNCOOS, Henry Ruhl (5 min)
- c) Prospective CeNCOOS/WOC SO-SI concepts, Henry Ruhl (5 min)
 - i) Region(s) and Scale(s) to consider
 - ii) Example types of marine data and methods
 - iii) Options for industry to participate in collecting and sharing data
 - iv) Enabling companies to implement/support SDGs and “The UN Decade”

3) **Marine Exchange perspective**, Capt. Lynn Korwatch (5 min)

4) Breakout Sessions (45 min)

Participants split into three groups to separately discuss:

Session 1: *What is the value proposition for industry to actively participate in data collection and sharing? (Paul H facilitating)*

Session 2: *What information or assistance may industry need from CeNCOOS, WOC, or others to participate in the program (e.g. help with ops & maintenance or help with communicating this opportunity to senior management or Board)? (Alex H Facilitating)*

Session 3: *What are the possible barriers to industry participation and the options to remove or mitigate those barriers? (Fred M Facilitating)*

5) **Report Back** (10 min)

6) **Cal State system perspective**, Kevin Mandernack (5 min)

7) **Potential consensus CeNCOOS/WOC Program elements**, Henry Ruhl (10 min)

8) **Identifying measures of success, milestones and outputs**, Paul Holthus (10 min)

- a) 1 Year
- b) 2 Year
- c) 5-10 Year

9) **Wrap Up: Alignment Around Agreed Actions, and Next Steps**, Alex Harper (5 min)