

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, May 12, 2022

Port of Oakland, Exhibit Room

530 Water Street, Oakland, 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 10:08.

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** (A) Bay Conservation and Development Commission; **Capt. Jordan Balduenza** (A), United States Coast Guard; **Michael Bender** (A), CODE42 Air; **John Berge** (M), Pacific Merchant Shipping Association; **Jeff Ferguson** (M), NOAA; **David Fisch** (M), Port of Redwood City; **Kathi George** (A), The Marine Mammal Center; **Capt. Sean Daggett** (M), Sause Bros. Inc.; **Kevin Donnelly** (A), WETA; **Dominic Moreno** (M), Port of San Francisco; **Benjamin Ostroff** (M), Starlight Marine Services; **Julian Rose** (M), Marathon Petroleum; **Capt. Paul Ruff** (M), San Francisco Bar Pilots; **Justin Taschek** (A), Port of Oakland; **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 April 14, 2022, meeting was made and seconded. The minutes were approved without dissent.

Comments by the Chair- Capt. Lynn Korwatch

Welcomed the committee members and audience. The HSC has returned to in-person meetings but remote attendance via Zoom is available.

Coast Guard Report- Capt. Jordan Balduenza

- Introduced himself to the committee as the Deputy Commander of Sector San Francisco and stressed the value of building relationships in the maritime community.
- In response to the adrift vessel Wan Hai 176 incident, the USCG reviewed HSC emergency offshore towing best practices. Outcomes have been mostly positive, but the best practices are due for updating by the Tug Work Group.

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- Preparations continue for destruction and removal of the grounded vessel America Challenger under Unified Command. Operations were delayed due to heavy weather and the situation is dynamic. Scaffolding was damaged in a recent storm and oil sheening was reported. A new removal plan is being reviewed.
- The USCG PAC-PARS comment period ends on May 26th and input is welcome.
- Richard James, Coastodian.org, asked for an update on the fishing vessel Sea Star grounding. Capt. Balduenza advised that the investigation is ongoing, and information will be provided when complete.
- CWO Mickey Price read from the April- 2022 Prevention/Response Report (attached).

Army Corps of Engineers Report- Jessica Vargas

- Jessica Vargas read from the US Army Corps of Engineers, San Francisco District Report (attached). The FY22 dredging program is underway. The dredge Essayons has been delayed by about two weeks for Main Ship Channel dredging. Debris removal for April was well below average. Debris removal vessels Dillard and Raccoon are out for repairs. The Oakland Harbor Turning Basins Widening Study is ongoing. Surveys are posted and a channel condition report is included.

Clearinghouse Report- Marcus Freeling (report attached)

OSPR Report- Mike Caliguire

- Applications for vacant HSC membership positions are welcome and expiring HSC members are encouraged to reapply. HSC member Capt. Amanda Wallace, Chevron, is leaving the committee and a replacement representing Tanker Ship Operators is needed. Contact: michael.caliguire@wildlife.ca.gov
- Capt. Ted Mar, OSPR, advised of plans to hold a renewable fuels workshop prior to drafting regulations. Capt. Tom Cullen has left OSPR, and a new Administrator will be appointed.
- It was advised that there is tug industry concern with how renewable fuel regulations will impact the Escort Program and ETIP. Insurance issues relating to renewable fuels are a challenge.

NOAA Report- Jeff Ferguson

- Read from the NOAA HSC Report for May 2022 (attached). The 2022 Voluntary Vessel Speed Reduction Program is in effect from May 1st through December 15th. Vessels are asked to

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reduce speed to ten knots to protect whales from ship strikes. The NWS predicts normal seasonal weather patterns.

State Lands Commission Report- (report attached)

Work Group Reports-

Tug Work Group- Capt. Sean Daggett: The Tug Work Group will start a review of the Offshore Towing Plan.

Navigation Work Group- Capt. Paul Ruff: A Navigation Work Group meeting was held today on impacts of the proposed Oakland Howard Terminal ballpark project on potential turning basin widening. Justin Taschek advised that the environmental feasibility study for turning basin widening is ongoing and the CEQA review is upcoming. If fully approved, turning basin widening construction would begin in 2027. The port is committed to the turning basin widening project and supporting maritime use. Stas Margaronis, Propeller Club, advised of concerns that a BCDC ruling concerning the ballpark project could negatively impact the turning basin widening project.

Ferry Operations Work Group- Kevin Donnelly: Gemini Class vessels are being upgraded. A new ferry, the Dorado, is expected next month. Scott Humphrey, USCG VTS, recommended that a Ferry Operations Work Group meeting be held to discuss routes. Capt. Korwatch advised that private ferry companies are encouraged to participate in HSC meetings.

Dredge Issues Work Group- Julian Rose: A Dredge Issues Work Group meeting on Pinole Shoal Channel dredging will be held directly after today's HSC meeting.

PORTS Work Group- Justin Taschek: Nothing to report.

Prevention through People Work Group- Michael Bender: Nothing to report.

PORTS Report- Marcus Freeling

- The Southampton Shoal LB6, Oakland LB4, and Oakland LB3 buoy-mounted current meters are still offline due to shore station equipment issues. Additional equipment has been purchased and will be installed. Repairs were made to the Oakland Berth 34 Weather Station and a new solar panel was installed. There is a data transmission issue with the Amorco visibility sensor and data is offline. The problem will be investigated. Routine PORTS maintenance is ongoing.
- PORTS data is publicly available through NOAA's Tides and Currents website:
<https://tidesandcurrents.noaa.gov/ports/index.html?port=sf>

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Public Comment-

- Stas Margaronis advised that the Propeller Club is hosting a panel on exporter issues on May 16th. Panels on inland waterways and the Jones Act will be held on May 18th. Details will be provided through the HSC email group.
- Ron Mathews, USCG, advised that the Port Operations Recovery Team Committee is being restarted and participation is welcome.

Old Business- None

New Business-

- Cody Aichele-Rothman advised that the annual Harbor Safety Plan Update is ongoing. Voting on the HSP update will be held at the June HSC meeting.
- Justin Taschek advised of AERAS emissions recovery barges which may be coming to the Port of Oakland next year. Procedures are being developed. The barges will operate alongside vessels in port without shore power capability. There are questions about speed reduction requirements and ferry concerns which should be addressed by the Ferry Operations Work Group. A presentation will be given to the HSC and input is welcome. Capt. Daggett advised that emissions recovery barges are used in Los Angeles and can be challenging to maneuver.
- Capt. Korwatch advised that the June HSC meeting will be held in-person at the Cal Maritime Richmond MSSC. Zoom access will also be available for those that cannot attend in-person. The Marine Exchange is hosting their annual May Day party tonight.

Next Meeting-

1000-1200, June 9, 2022
California Maritime Academy, Richmond Maritime Safety & Security Center
756 West Gertrude Street, Richmond, CA

Adjournment-

A motion to adjourn to meeting was made and seconded. The motion passed without dissent and the meeting adjourned at 10:59. Respectfully submitted:

Capt. Lynn Korwatch



SIGNIFICANT PORT SAFETY AND SECURITY CASES (APRIL 2022)**MARINE CASUALTIES**

Passenger Injury (01APR2022): A U.S. flagged small passenger vessel reported a passenger injury onboard the vessel while transiting inbound to port. The passenger sustained a dislocated right patella while dancing on the main deck of the vessel. The passenger was administered first aid and transferred to shore-side EMS and subsequently taken to a local hospital. After interviewing the passenger, it was determined that the injury was due to a pre-existing medical condition with no shipboard causal factors. Case closed.

Loss of propulsion (01APR2022): A U.S. flagged uninspected passenger vessel experienced a loss of propulsion while operating off the coast of Moss Landing, CA. The operator of the vessel contacted a towing service after the engine failed, and the vessel was safely towed into port at Moss Landing without further incident. There was no pollution or passenger injury as a result of the incident. The vessel was not inspected because it was a state registered commercial vessel. Case closed.

Passenger Injury (02APR2022): A U.S. flagged small passenger vessel reported a passenger injury while underway in the San Francisco Bay. The passenger suffered a seizure, and the master of the vessel safely moored the vessel at Pier 41 in San Francisco. The passenger was transferred to waiting shore-side EMS personnel and subsequently transported to a local hospital for treatment. It was determined that the injury was due to a pre-existing medical condition with no shipboard causal factors. Case closed.

Equipment Failure (08APR2022): A foreign flagged containership was transiting north from San Francisco outside of the north outbound traffic separation lane when they experienced intermittent starboard engine shut-off causing the vessel to drift. The vessel anchored but began drifting due to increasing sea and weather conditions. A second anchor was deployed and 03 tugs were sent to prevent vessel from running aground. The vessel was then towed into San Francisco Bay to conduct repairs. Class and Coast Guard attended the vessel and witnessed satisfactory operation of the main engine. Case closed.

Deceased Crewmember (09APR2022): A U.S. flagged small passenger vessel reported a deceased crewmember found on the bow of the vessel with no obvious cause of death. The body was turned over to the Marin County Coroner's office and full autopsy, toxicology evaluation, and report still to be given to USCG. Case pends.

Collision (09APR2022): A U.S. flagged inspected towing vessel collided with a recreation vessel transiting on the Old Sacramento River near Ida Island. The recreational vessel was anchored in the middle of the channel without lights at the time of the incident. Neither vessel received damage that met the criteria for a marine casualty. Case closed.

Passenger Injury (20APR2022): A U.S. flagged small passenger vessel was underway conducting whale watching operations approximately 10nm SW of Monterey when a passenger onboard lost their balance and suffered a minor head injury. The injury was caused from a fall onto a hard bench seat edge. The vessel diverted back to dock and the passenger was seen by medical technicians upon arrival. Case closed.

Reduction in propulsion (20APR2022): A foreign flagged containership experienced a reduction of propulsion while transiting outbound approximately 60 nm from shore. The vessel reported the cause as a jammed injection pump in the main engine cylinder #4. The vessel immediately conducted repairs onboard and began making way towards next port (Sector Puget Sound). Case closed.

Vessel struck object in water (29APR2022): A U.S. flagged towing vessel struck an unknown object in the water in the vicinity of marker 16 in Suisun Bay but did not report any structural damage. However, the starboard Z drive engine was struck and manually shut off for precautionary reasons. The vessel transited back to dock in Alameda, CA for further evaluation. Case pends.

Passenger Injury (30APR2022): A foreign flagged passenger vessel reported a passenger injury while moored to Pier 27 in San Francisco, CA. The passenger reported walking through a doorway when they tripped and fell onto floor, landing on their right arm and causing a fracture. The passenger left the vessel and was taken to a nearby hospital to receive care. Case closed.

VESSEL SAFETY CONDITIONS
Operational Control (04APR2022): A U.S. flagged small passenger vessel was inspected at Pier 39 in San Francisco, CA and issued an operational control (Code 701, prior to carriage of passengers) for hatches in lazarette space not being watertight. The vessel conducted repairs and a Coast Guard inspector witnessed corrected deficiencies. Case closed.
Operational Control (04APR2022): A foreign flagged bulk carrier was inspected in the Port of Stockton, CA and issued two Operational Controls (Code 17, prior to departure). The two deficiencies were for: 1) a large inset on port quarter near the stern of the vessel, and 2) leaking flanges on #1 and #2 coolers for jacket water. Vessel conducted repairs and provided a class survey report. Case closed.
Operational Control (05APR2022): A foreign flagged tankship was inspected in Martinez, CA and issued an Operational Control (Code 17, prior to departure) for fuel oil accumulation around the boiler fuel oil pumps in the purifier room, and soaked lagging in the vicinity of cylinders #3 and #4 on the main engine. Vessel conducted repairs and provided a class survey report. Case closed.
Operational Control (08APR2022): A U.S. flagged small passenger vessel was issued an operational control (Code 17, prior to departure) for not having a valid Certificate of Inspection on board. The vessel was issued a valid certificate of documentation with appropriate endorsements. COI was issued. Case closed.
Operational Control (08APR2022): A foreign flagged container ship experienced a main engine casualty and was issued a Captain of the Port (COTP) order. The vessel was required to remain at anchorage until causative factors were identified and submitted a class report confirming that satisfactory repairs were made. Vessel conducted repairs and provided a class survey report. Case closed.
Operational Control (14APR2022): A U.S. flagged small passenger vessel was inspected in the Berkley Marina and issued an operational control (Code 60, Prior to movement) for the vessel's Fireboy pressure outside of proper operating parameters. The Fireboy was serviced and Coast Guard verified pressure. Case closed.
Operational Control (15APR2022): A U.S. flagged small passenger vessel was inspected at Pier 39 in San Francisco, CA and issued an operational control (Code 701, prior to the carriage of passengers) for damaged rub rail sustained when vessel struck a piling on their starboard quarter. Vessel conducted appropriate repairs and Coast Guard witnessed corrected deficiencies. Case closed.
Operational Control (16APR2022): A foreign flagged tankship was inspected at Anchorage 9 in San Francisco, CA and issued an Operational Control (Code 17, prior to departure) for a jacket water leak on main engine cylinder #3. Vessel conducted repairs and provided a class survey report. Case closed.
Operational Control (15APR2022): A U.S. flagged small passenger vessel was issued an operational control (Code 17, prior to departure) for an expired (7 months) Certificate of Inspection. The vessel completed a successful annual inspection. Case closed.
Operational Control (19APR2022): A U.S. flagged small passenger vessel was inspected in San Francisco and issued an operational control (Code 701, prior to the carriage of passengers) for the fire pump outlet not reaching the minimum psi pressure. Case pends.
Operational Control (21APR2022): A U.S. flagged small passenger vessel reported loss of main engine twin screws while transiting in the San Francisco Bay with 13 passengers onboard. An alternative engine was used and the vessel experienced no loss of propulsion. The vessel was issued an operational control (Code 701, prior to the carriage of passengers). Repairs were conducted and a Coast Guard inspector witnessed corrected deficiencies. Case closed.
Operational Control (24APR2022): A U.S. flagged small passenger vessel reported their port engine reduction gear lube oil cooler was found leaking internally after noticing sheen coming out of exhaust while transiting through San Francisco Bay. The vessel was issued an operational control (Code 701, prior to the carriage of passengers) until repairs were made and tested. The vessel conducted repairs and a Coast Guard inspector witnessed the corrected deficiency. Case closed.
Operational Control (27APR2022): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to departure) for failing to complete an annual inspection for their Certificate of Inspection. The vessel completed a successful annual inspection. Case closed.
NAVIGATIONAL SAFETY
Letter of Deviation (LOD), Crack on Port Windlass Clutch (12APR2022): A foreign flagged tankship was issued an inbound LOD for a crack in port windlass clutch mechanism. The vessel is required to have one standby tug during transit and make appropriate repairs before departure. Case pends.
SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES
Letter of Warning (03APR2022): IMD received notification that a recreational vessel discharged approx. 1 gal of synthetic oil in the Monterey Bay in the vicinity of Monterey, CA. IMD personnel determined that the owner unintentionally discharged synthetic oil from their bilge. The harbor master deployed boom and sorbent while the owner immediately removed the vessel from the water. The source of pollution was secured with no further discharge. A NOFI and LOW were issued. Case Closed.
Letter of Warning (08APR2022): IMD received notification that a recreational vessel discharged approx. 10 gal of Diesel into the Sacramento River in the vicinity of Courtland, CA. IMD contacted the local fire department who arrived on-scene and stated that it was unknown why the vessel caught on fire. The vessel eventually sank and discharged diesel into the waterway. The owner contacted insurance and had local contractors plug and successfully remove the vessel. The source of pollution was secured with no further discharge. A NOFI and LOW were issued. Case Closed.
Letter of Warning (08APR2022): IMD received notification that a public utilities company had discharged approx. 55 gal of hydraulic oil into Mission Bay in the vicinity of San Francisco. IMD contacted the responsible party who stated the discharge was due to failure of an old hydraulic line. The responsible party secured the source and contacted other agencies for clean-up assistance. Boom was deployed and the oil was recovered. The failed hose was successfully replaced. The source of pollution was secured with no further discharge. A NOFI and LOW were issued. Case Closed.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
April 2022			
PORT SAFETY CATEGORIES*	Apr-2022	Apr-2021	**3yr Avg
Total Number of Port State Control Detentions:	0	0	0.08
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
Total Number of COTP Orders:	1	3	3.25
Navigation Safety (1), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	9	10	7.14
Allision (0), Collision (2), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (3), Personnel (4), Other (0), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	1	3	2.22
Radar (0), Gyro (0), Steering (0), Echo Sounder (0), AIS (0)			
ARPA (0), Speed Log (0), R.C. (0), Other (1)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	0	0	0.44
Significant Waterway events/Navigation related Cases:	0	0	0.03
Total Port Safety (PS) Cases opened	11	16	13.17
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Apr-2022	Apr-2021	**3yr Avg
U.S. Commercial Vessels	1	0	0.64
Foreign Freight Vessels	0	0	0.19
Public Vessels	2	0	0.61
Commercial Fishing Vessels	0	1	0.72
Recreational Vessels	5	5	6.03
Pollution Discharge Sources (Facilities)	Apr-2022	Apr-2021	**3yr Avg
Regulated Waterfront Facilities	0	1	0.17
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.03
Other Land Sources	3	0	2.28
Mystery Spills - Unknown Sources	4	4	4.67
Number of Pollution Incidents (By Spill Size)	Apr-2022	Apr-2021	**3yr Avg
Spills < 10 gallons	7	7	9.58
Spills 10 - 100 gallons	4	0	1.11
Spills 100 - 1000 gallons	0	0	0.36
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	4	4	4.28
Total Pollution Incidents	15	11	15.33
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Apr-2022	Apr-2021	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	40.00	0.00	3.22
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.50
Estimated spill amount from Public Vessels	6.00	0.00	6.97
Estimated spill amount from Commercial Fishing Vessels	0.00	1.00	29.67
Estimated spill amount from Recreational Vessels	32.00	29.00	86.96
Estimated spill amount from Regulated Waterfront Facilities	0.00	1.00	21.25
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.06
Estimated spill amount from Other Land Sources	56.00	0.00	29.69
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	134.00	31.00	178.32
Penalty Actions	Apr-2022	Apr-2021	**3yr Avg
Civil Penalty Cases	0	0	0.11
Notice of Violations	0	0	0.75
Letters of Warning	3	6	5.36
Total Penalty Actions	3	6	6.22
* 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.			

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**Report of the
U.S. Army Corps of Engineers, San Francisco District
May 12, 2022**

1. CORPS O&M DREDGING PROGRAM

Planning for the FY22 dredging program is currently underway based on FY22 President's Budget amounts. The FY22 project schedules are included in this report. The FY22 Consolidated Appropriations Act was signed into law on March 15th providing funds to the Corps to execute this year's dredging program.

FY 2022 DREDGING

- a. **Richmond Inner Harbor** – A dredging contract solicitation was posted on sam.gov on April 13 with bid opening scheduled for May 13. Contract award is tentatively scheduled for end of May and dredging estimated to start mid-July.
- b. **San Joaquin River (Port of Stockton)** – A dredging contract solicitation was posted on April 22 with bid opening scheduled for May 23. Contract award is tentatively scheduled for early June and dredging estimated to start towards the end of July.
- c. **Sacramento River Deep Water Ship Channel** – A dredging contract solicitation was posted on May 6 with bid opening scheduled for June 6. Contract award is tentatively scheduled for late June and dredging estimated to start early August.
- d. **Suisun Bay Channel (and New York Slough)** – Planning for the FY22 dredging episode is currently underway with contract award tentatively scheduled for early July and dredging estimated to start mid-August.
- e. **San Rafael Creek** – Planning for maintenance dredging of the San Rafael Creek is currently underway with a contract award moved to early July due to delays in receiving sediment test results. Dredging is estimated to start late August. Dredging will be performed in both the Inner Canal and Across-the-Flats reaches of the project. The project was last dredged in 2011.
- f. **Oakland Harbor** – Planning for the FY22 dredging episode is currently underway. Contract award is tentatively scheduled for mid-July and dredging estimated to start late August.
- g. **Napa River** – Planning for maintenance dredging of the Napa River is currently underway with a contract award tentatively scheduled for early August and dredging estimated to start mid-September. Dredging will be performed in the upper reaches only. The project was previously dredged in 2016.
- h. **SF Main Ship Channel** – The Government Hopper Dredge Essayons was scheduled to dredge the Main Ship Channel during the last half of May but is delayed by about two weeks due to late delivery of parts during dry dock maintenance. The dredged material placement will return to the near-shore (OBDS) site as in previous years.

- i. **Richmond Outer Harbor (and Richmond Long Wharf)** – Following completion of the Main Ship Channel, the Essayons will move to Richmond Outer Harbor in mid-June and complete maintenance dredging there.
- j. **San Pablo Bay (Pinole Shoal)** – Dredging is deferred to FY23 to remain in compliance with the Water Quality Certification for SF Bay Area Dredging.
- k. **Redwood City Harbor** – This project is currently on a 2-year cycle and dredging last occurred in FY21. An assessment was recently done comparing advance maintenance to annual dredging. The result of the analysis supports switching to annual dredging beginning in FY23.

2. EMERGENCY (URGENT & COMPELLING) DREDGING: None at this time.

3. DEBRIS REMOVAL –Debris removal for April was 21 tons. Dillard: 21 tons; Raccoon: 0 tons (out of service). Average debris removal for April from 2012 to 2021 is 114 tons (Range: 20-142.5).

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	RACCOON	DILLARD	MISC	TOTAL
2022	TONS	TONS	TONS	TONS
JAN	0	374	0	374
FEB	0	37	3	40
MAR	0	23	0	23
APR	0	21	0	21
MAY				
JUN				
JUL				
AUG				
SEP				
OCT				
NOV				
DEC				

YR TOTAL
458

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 scope of the tentatively selected plan includes expansion of both inner and outer basins for a 1,310-foot design vessel. This expansion is expected to meet the needs of the future fleet. A NED waiver to continue with a Comprehensive Benefits Plan (CBP), which includes electric dredging, was submitted to the Assistant Secretary of the Army (ASA) by USACE Headquarters. The Final decision by the ASA to continue with the CBP is pending after their assessment of the public review comments. The Draft Integrated Feasibility Report (IFR) was released on 17 December 2021 for public comment. The Agency Decision Milestone (ADM) is scheduled for May 12th. The 3x3x3 feasibility study is on track and on budget. However, 3X3X3 compliance will need to be reassessed after public comments are received.

5. OTHER WORK

Regional Dredge Material Management Plan: Following public and stakeholders' outreach for the PMP, the project is now in phase 1 gap analysis to address the key issues as identified by the stakeholders from the virtual charrettes held in July 2020. SFEI has been contracted to perform this phase and is coordinating with the Interagency Working Group (IWG) to provide expert advice and review of work products associated with the RDMMP Gaps Analysis, including prioritizing the knowledge gaps identified by the project team and reviewing the scopes of work produced to address those knowledge gaps. 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/>

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 October 14, 2021.

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

Islais Creek Channel: Condition survey of August 26, 2021.

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

Mare Island Strait: Condition survey of September 29, 2021.

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

Napa River: Condition survey of February 2-10, 2022.

Northship Channel: Condition survey of September 20, 21, & 28, 2021.
Oakland Inner Harbor: Condition survey of March 1-3, 2022.
Oakland Inner Harbor (Brooklyn Basin): Condition survey of 15-20 January 2021.
Oakland Outer Harbor: Condition survey of March 1, 2022.
Petaluma River (Across-the-Flats): Condition survey of 16 November 2021 – 29 March 2022.
Petaluma River (Main Channel): Condition survey of 16 November 2021 – 29 March 2022.
Petaluma River (Extended Channel): Condition survey of 16 November 2021 – 29 March 2022.
Pinole Shoal Channel: Condition survey of January 12-18, 2022.
Redwood City Harbor: Condition survey of March 15-16, 2022.
Richmond Inner Harbor: Condition survey of March 30, 2022.
Richmond Inner Harbor (Santa Fe Channel): Condition survey of December 20, 2016.
Richmond Outer Harbor (Longwharf): Condition survey February 15, 2022.
Richmond Outer Harbor (Southampton Shoal): Condition survey of January 26, 2022.
Sacramento River Deep Water Ship Channel: Condition Survey of December 15-18, 2021.
San Bruno Shoal: Condition survey of February 26, 2021.
San Francisco Main Ship Channel: Condition survey of September 22-23, 2021.
San Leandro Marina (and Channel): Condition survey of March 30 and April 1, 2015.
San Rafael (Across-the-Flats): Condition survey of April 12-13, 2022.
San Rafael (Creek): Condition survey of April 12-13, 2022.
Stockton Ship Channel: Condition survey of April 1-4, 2022.
Suisun Bay Channel: Condition survey of February 15-17, 2022.
Suisun Bay Channel (Bullshead Reach): Condition survey of February 15-17, 2022.
Suisun Bay Channel (New York Slough): Condition survey of December 10-14, 2021.

Disposal Site Condition Surveys:

SF-08 (Main Ship Channel Disposal Site): Condition survey of Jul 27, 2021.
SF-09 (Carquinez): Condition survey of March 17, 2022.
SF-10 (San Pablo Bay): Condition survey of March 17, 2022.
SF-11 (Alcatraz Island): Condition survey of April 4, 2022.
SF-16 (Suisun Bay Disposal Site): Condition survey of October 20, 2021.
SF-17 (Ocean Beach Disposal Site): Condition survey of July 27, 2021.

Requested Surveys:

Pre/Post-dredge and condition surveys have been completed for all of San Francisco District's in-bay projects dredged in FY21.

Channel Condition Report (CCR):

Attached is the Channel Condition Report (CCR) for all Corps maintained channels dated **9 MAY 2022**. 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 2022 O&M DREDGING PLAN*

Project	Bid Open	Award	FY2022					FY2023					Estimated CY	Dredge Type	Placement Site			
			FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV				DEC	JAN	FEB
CONTRACT CLAMSHELL OR CUTTERHEAD PIPELINE																		
Richmond Inner Harbor	13-May (S)	31-May (S)				■	◆	◆	■	■	■				410kcy	Contract Clam Shell	SF-DODS	
San Joaquin River (Port of Stockton)	23-May (S)	9-Jun (S)				■	◆	◆	■	■	■				175kcy	Contract Pipeline	Various Upland	
Sacramento River (30 Foot Project)	7-Jun (S)	20-Jun (S)				■	◆	◆	■	■	■				150kcy	Contract Pipeline	Various Upland	
Suisun Bay Channel	16-Jun (S)	1-Jul (S)				■	◆	◆	■	■	■				125kcy	Contract Clam Shell	Upland	
San Rafael Creek	20-Jun (S)	5-Jul (S)				■	◆	◆	■	■	■				250kcy	Contract Clam Shell	SF-10 SF-DODS	
Oakland Harbor	23-Jun (S)	7-Jul (S)				■	◆	◆	■	■	■				450kcy 450kcy	Contract Clam Shell	SF-11 Upland	
Napa River	18-Jul (S)	1-Aug (S)				■	◆	◆	■	■	■				55kcy	Contract Clam Shell	Coombs	
WEST COAST HOPPER CONTRACT																		
Humboldt Bar & Entrance Channels	9-Mar (A)	28-Mar (A)	■	◆	◆	■	■	◆	■	◆	◆					1100kcy	WCHC (Portland)	HOODS
GOVERNMENT HOPPER																		
Humboldt Interior Channels	N/A	N/A				■	■	◆	■				■	◆	◆	150kcy	Govt Hopper	HOODS
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
			■	◆	◆	■	■		■	■	■							
			Solicitation			WCH West Coast Hopper Contract			Environmental Window									
			◆			YAQ Gov't Dredge Yaquina			Mobilization									
			◆			ESS Gov't Dredge Essayons			Physical Dredging									
			■															

* Program execution is based on the FY22 President's Budget.

**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)				
San Bruno Shoal San Bruno Shoal	10-28-2021	500	5.66	30	28.7	30.2	31.1	29.5
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	08-27-2021	500 1424	1.71	40	30.7	37.5	37.5	23.9
Alameda Naval Air Alameda Naval Air	10-14-2021	1000 4178	2.90	37	11.5	12.5	19.0	17.2
Mare Island Strait Mare Island Strait	09-29-2021	400 606	3.37	30	27.3	29.1	31.8	32.1
Larkspur Channel Larkspur Channel	07-11-2019	231 542	2.37	13	6.5	10.0	9.7	8.0
Northship Channel Northship Channel	09-20-2021	3576 4769	5.97	45	23.1	38.2	37.8	35.2
Berkeley Marina Berkeley Marina	04-22-2021	100 142	1.36	6	3.5	3.8	4.3	4.3
Bodega Bay Bodega Bay	09-24-2021	100 400	3.46	12	3.4	10.0	10.5	7.9
Moss Landing Moss Landing	03-31-2021	120 405	0.98	6	13.2	12.3	11.1	10.9



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

May 12, 2022

- ✍ In April the clearinghouse did not contact OSPR regarding any possible escort violations.
- ✍ In April the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ✍ The clearinghouse has not contacted OSPR in 2022 regarding possible escort violations. The clearinghouse did not contact OSPR in 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 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 April there were 82 tank vessel arrivals; 6 ATBs, 8 Chemical Tankers, 11 Chemical/Oil Tankers, 21 Crude Oil Tankers, 26 Product Tankers, and 10 Tugs with Barges.
- ✍ In April there were 223 total vessel arrivals.

San Francisco Bay Clearinghouse Report For April 2022

San Francisco Bay Region Totals

	<u>2022</u>		<u>2021</u>	
Tanker arrivals to San Francisco Bay	66		62	
ATB arrivals	6		15	
Barge arrivals to San Francisco Bay	10		12	
Total Tanker and Barge Arrivals	82		89	
Tank ship movements & escorted barge movements	263		299	
Tank ship movements	158	60.08%	164	54.85%
Escorted tank ship movements	123	46.77%	123	41.14%
Unescorted tank ship movements	35	13.31%	41	13.71%
Tank barge movements	105	39.92%	135	45.15%
Escorted tank barge movements	8	3.04%	24	8.03%
Unescorted tank barge movements	97	36.88%	111	37.12%

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	163		255		0		95		513	
Unescorted movements	71	43.56%	128	50.20%	0	0.00%	35	36.84%	234	45.61%
Tank ships	51	31.29%	93	36.47%	0	0.00%	34	35.79%	178	34.70%
Tank barges	20	12.27%	35	13.73%	0	0.00%	1	1.05%	56	10.92%
Escorted movements	92	56.44%	127	49.80%	0	0.00%	60	63.16%	279	54.39%
Tank ships	91	55.83%	122	47.84%	0	0.00%	55	57.89%	268	52.24%
Tank barges	1	0.61%	5	1.96%	0	0.00%	5	5.26%	11	2.14%

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 2022

San Francisco Bay Region Totals

	<u>2022</u>		<u>2021</u>	
Tanker arrivals to San Francisco Bay	237		694	
ATB arrivals	55		193	
Barge arrivals to San Francisco Bay	36		148	
Total Tanker and Barge Arrivals	328		1,035	
Tank ship movements & escorted barge movements	1,079		3,431	
Tank ship movements	599	55.51%	1,959	57.10%
Escorted tank ship movements	481	44.58%	1,513	44.10%
Unescorted tank ship movements	118	10.94%	446	13.00%
Tank barge movements	480	44.49%	1,472	42.90%
Escorted tank barge movements	57	5.28%	246	7.17%
Unescorted tank barge movements	423	39.20%	1,226	35.73%

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

Escorts reported to OSPR 0 0

<u>Movements by Zone</u>	<u>Zone 1</u>	<u>%</u>	<u>Zone 2</u>	<u>%</u>	<u>Zone 4</u>	<u>%</u>	<u>Zone 6</u>	<u>%</u>	<u>Total</u>	<u>%</u>
Total movements	663		1,057		0		431		2,151	
Unescorted movements	300	45.25%	532	50.33%	0	0.00%	188	43.62%	1,020	47.42%
Tank ships	245	36.95%	414	39.17%	0	0.00%	176	40.84%	835	38.82%
Tank barges	55	8.30%	118	11.16%	0	0.00%	12	2.78%	185	8.60%
Escorted movements	363	54.75%	525	49.67%	0	0.00%	243	56.38%	1,131	52.58%
Tank ships	344	51.89%	474	44.84%	0	0.00%	223	51.74%	1,041	48.40%
Tank barges	19	2.87%	51	4.82%	0	0.00%	20	4.64%	90	4.18%

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.

U.S. Department of
Homeland Security

United States
Coast Guard



To: All Mariners

April 22, 2022

The National Oceanic and Atmospheric Administration (NOAA) with support from the United States Coast Guard (USCG) and Environmental Protection Agency (EPA) is issuing a voluntary 10-knot Vessel Speed Reduction (VSR) request that goes into effect May 1 off of San Francisco and southern California; please see the attached charts. Large ships travelling 10 knots give whales more time to move to avoid a strike, reduce the lethality of a strike should one occur, generate less harmful ocean noise and have fewer air emissions. Thus, the goals of these voluntary VSR zones are to reduce the risk of fatal ship strikes to endangered blue, fin, and humpback whales, reduce ocean noise and protect public health adjacent to Greater Farallones, Cordell Bank, Monterey Bay, and Channel Islands national marine sanctuaries. These whale species are protected under the Federal Endangered Species Act (16 U.S.C. 1538 et seq.), the Marine Mammal Protection Act (16 U.S.C. 1361 et seq.), and the National Marine Sanctuaries Act (16 U.S.C. 1431 et seq.). Any unauthorized take of whales, even if unintentional, by vessels transiting in U.S. waters violates federal statutes.

The voluntary VSR request will be in effect May 1 to December 15, 2022 for all VSR zones off California, as shown in the attached charts. Note the expansion of the VSR zone off San Francisco over prior years is designed to reduce ship strike risk in areas of known whale presence and vessel traffic. The season has been extended to account for the presence of whales later in the year.

NOAA, USCG and EPA request that all vessels 300 gross tons (GT) or larger reduce speeds to 10 knots when transiting within the designated VSR zones. We request your cooperation with the voluntary VSR to protect the health of communities living near these zones, and whales that annually migrate to and through these zones. All transits by vessels 300 GRT or larger are analyzed by NOAA via Automatic Information System (AIS) data provided by USCG to assess the industry's cooperation.

NOAA, USCG and EPA are committed to the long-term protection of nationally significant marine resources and public health by enhancing marine safety and environmental awareness in the maritime community. We encourage vessel crews to report whale sightings through the Whale Alert App (<http://www.whalealert.org>). If you have questions please contact Sean Hastings, (805) 705-1790, sean.hastings@noaa.gov. NOAA, USCG and EPA commend your commitment to protecting endangered and threatened whales and protecting public health by cooperating with the 10-knot VSR requests and working towards a goal of 100% cooperation in 2022.

Handwritten signature of William J. Douros in blue ink.

William J. Douros, Regional Director
NOAA Office of National Marine Sanctuaries
West Coast Region

Handwritten signature of Scott Rumsey in blue ink.

Scott Rumsey, Acting Regional Administrator
NOAA National Marine Fisheries Service
West Coast Region

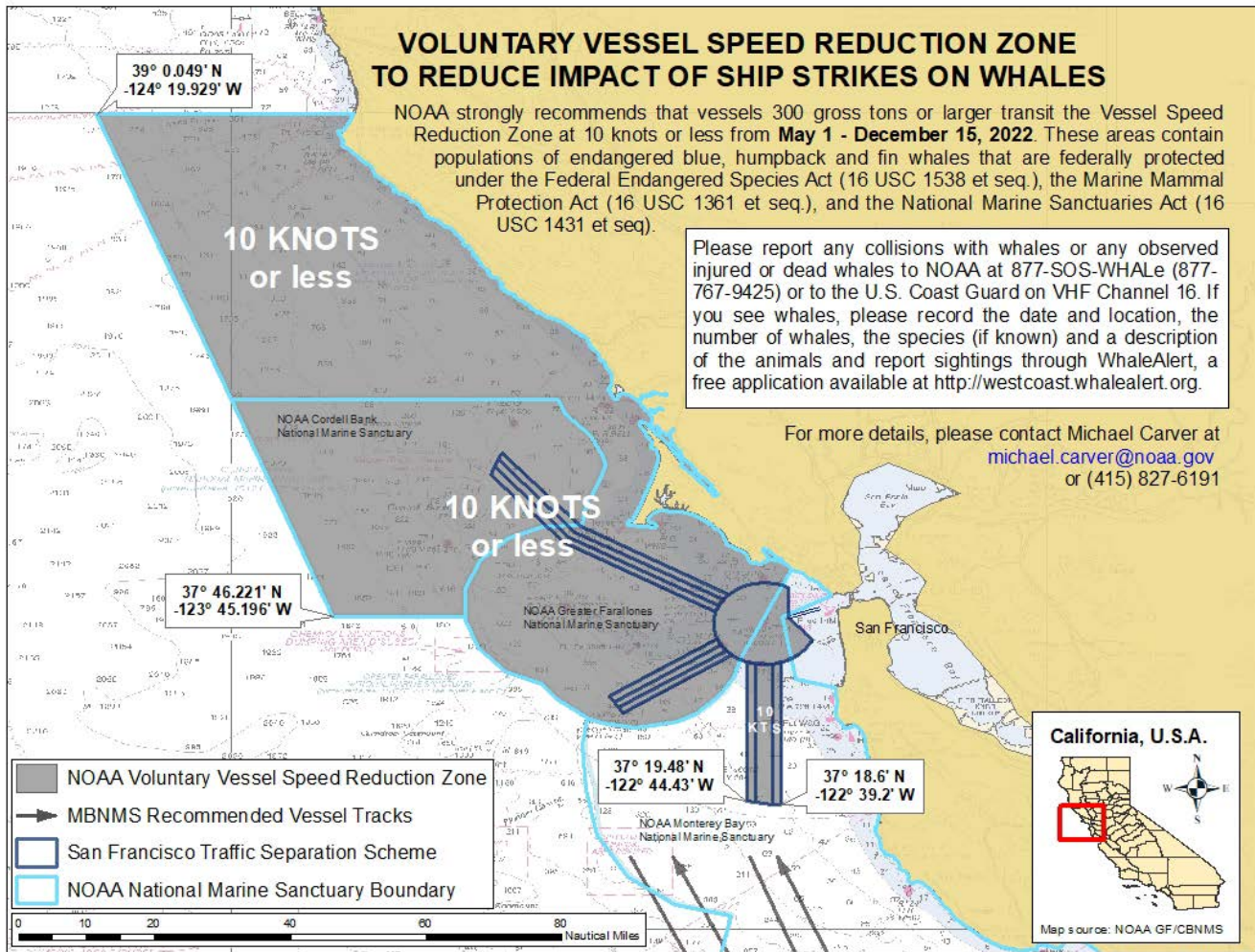
Handwritten signature of Brian K. Penoyer in blue ink.

Brian K. Penoyer, Rear Admiral
U.S. Coast Guard District Eleven

Handwritten signature of Martha Guzman in blue ink.

Martha Guzman, Regional Administrator
Environmental Protection Agency Region 9

2022 Voluntary Vessel Speed Reduction Zone San Francisco Bay Region



NOAA Chart 18010

This map is not to be used for navigational purposes

13 APRIL 2022



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - APRIL COMPARISON

VESSEL TRANSFERS

	<u>Total Transfers</u>	<u>Total Vessels Monitored</u>	<u>Total Transfers Percentage</u>
APRIL 1 - 30, 2021	181	35	19.34
APRIL 1 - 30, 2022	168	38	22.62

CRUDE OIL / PRODUCT TOTALS

	<u>Crude Oil (D)</u>	<u>Crude Oil (L)</u>	<u>Overall Product (D)</u>	<u>Overall Product (L)</u>	<u>GRAND TOTAL</u>
APRIL 1 - 30, 2021	10,955,100	142,000	17,178,379	5,386,646	22,565,025
APRIL 1 - 30, 2022	10,793,568	0	17,582,893	5,469,374	23,052,267

OIL SPILL REPORTED

	<u>TERMINAL</u>	<u>VESSEL</u>	<u>Total</u>	<u>Gallons Spilled</u>
APRIL 1 - 30, 2021	0	0	0	0
APRIL 1 - 30, 2022	0	0	0	0

MARINE INVASIVE SPECIES INSPECTIONS

<u>Percent</u>	<u>Qualified Voyages</u>	<u>Voyages Inspected</u>	<u>Goal</u>	<u>Shortfall</u>
20%	349	70	86	16

Disclaimer: Please understand that the data is provided to the California State Lands Commission from a variety of sources; the Commission cannot guarantee the validity of the data provided to it.

By: MRA