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 8, 2022
Richmond Maritime Safety & Security Center
756 West Gertrude Street, Richmond, 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: **Cody Aichele-Rothman** (A) Bay Conservation and Development Commission; **John Berge** (M), Pacific Merchant Shipping Association; **Capt. David Corbett** (A), San Francisco Bar Pilots; **Capt. Sean Daggett** (M), Sause Bros. Inc.; **Kevin Donnelly** (A), WETA; **John Fadeeff** (M), Chevron Shipping Company; **Jeff Ferguson** (M), NOAA; **Kathi George** (A), The Marine Mammal Center; **Capt. Taylor Lam** (M), United States Coast Guard; **Dominic Moreno** (M), Port of San Francisco; **Benjamin Ostroff** (M), Starlight Marine Services; **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 July 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 resumed in-person meetings but will continue to provide remote access via Zoom.

Coast Guard Report- Capt. Taylor Lam

- The USCG was part of a multi-agency response to derelict tug Standard No.2 in Sevenmile Slough. Over 540 gallons of oily wastewater were removed from the vessel. The tug will eventually be towed and destroyed. A similar case involving the tug Valiant occurred earlier this year.
- A meeting was held on August 27th with the fishing industry. Safety issues were discussed in response to the fishing vessel Sea Star search and rescue case. The captain was found deceased, and the vessel grounded at Kehoe Beach. Open communication is a priority.

- USCG VTS experienced a power outage on August 30th which disabled operations. The Marine Exchange helped facilitate the successful transition to Continuity Reporting Protocol until VTS was restored.
- Removal of the grounded vessel American Challenger is ongoing under Unified Command. All pollution has been removed and the vessel is being moved to shore. Additional sources of funding are needed for full removal.
- Sector San Francisco is conducting a waterway analysis and management assessment of regional ATONs. An announcement will be issued.
- Thanked Capt. Korwatch for her service as Chair of HSC and Executive Director of the Marine Exchange. Capt. Korwatch will be retiring at the end of the year.
- LT William Harris read from the July and August- 2022 Prevention/Response Reports (attached).

Army Corps of Engineers Report- Jessica Vargas

- Read from the US Army Corps of Engineers, San Francisco District Report (attached). FY22 dredging projects are underway. Debris removal for July and August was below average. Surveys are posted and a channel condition report is included.

Clearinghouse Report- Marcus Freeling (reports attached)

OSPR Report- Mike Zamora

- Introduced himself as the new SF HSC OSPR representative. Contact: michael.zamora@wildlife.ca.gov
- Efforts are being made in coordination with the Marine Exchange to update HSC membership. Vacant HSC positions need to be filled and expired members need to re-apply if they wish to continue serving on the committee. A membership vacancy announcement will be distributed.
- John Berge will be retiring after many years of service as Vice Chair of the HSC.
- Ted Mar has retired from OSPR and will be missed. Personnel changes are taking place.

NOAA Report- Jeff Ferguson

- Read from the NOAA HSC Report for September 2022 (attached). Raster charts continue to be phased out in favor of ENCs. The NOAA Marine Debris Program is offering a national grant funding opportunity for the removal of marine debris including abandoned vessels. New geographic names are proposed for two regional waterways. The NWS predicts that the heat

wave will end, and thunderstorms are possible next week. Fire danger remains critical. La Nina conditions remain in place.

State Lands Commission Report- Robert Booker (reports attached)

Work Group Reports-

Tug Work Group- Capt. Sean Daggett**:** Nothing to report.

Navigation Work Group- Capt. David Corbett: A letter has been drafted to be sent to USACE regarding the Oakland Harbor Turning Basins Widening Study (attached). The letter expresses the HSC's support for turning basin widening to promote navigational safety. A wider turning basin is necessary for safety due to the increased size of modern container ships. The letter will be signed by Capt. Korwatch and Capt. Paul Ruff, Bar Pilots. A motion was made and seconded to approve sending the letter. The HSC voted and the motion passed without dissent. Cody Aichele-Rothman abstained for BCDC.

Ferry Operations Work Group- Kevin Donnelly: Nothing to report.

Dredge Issues Work Group- Nothing to report.

PORTS Work Group- Justin Taschek: Nothing to report.

Prevention through People Work Group- 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. Contractors will be hired to repair the stations and install new equipment. A faulty solar charge controller and battery were replaced at the Richmond Tide Station. The Port Chicago Tide Station will be inspected for a possible obstruction under the tide gauge. PORTS visibility sensors have required more frequent cleaning than usual. 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

Public Comment-

- Justin Taschek advised of a Western Dredging Association conference on dredging issues to be held on October 26th-28th in San Francisco. The Port of Oakland will be a keynote speaker and will give a tour of port facilities. Details will be provided.
- Bob Blomerth, USCG VTS, advised of the 50th anniversary of the San Francisco Vessel Traffic Service. An open house celebration will be held on November 3rd at YBI, and attendance is welcome. Details will be provided.
- Henry Ruhl, CeNCOOS, advised of a recent algae bloom and fish kill in the region due to climate and sewage treatment water release. The issue is being studied.
- Justin Taschek advised that the Oakland Turning Basins Widening Project is moving forward with CEQA review. A draft EIR is expected in 2023. Updates will be provided. Capt. Korwatch asked about potential conflict with the Howard Terminal Ballpark Project. Justin Taschek advised that ten acers of land have been reserved for tuning basin widening. Susan Ransom, SSA, advised that the Oakland A's originally planned to keep the ten acres for a park. The turning basin widening project is moving forward and their plans should be updated to reflect that. Kevin Donnelly requested minimal impact to ferry service. Justin Taschek advised that turning basin widening will impact both the Oakland and Alameda shoreline.
- Dominic Moreno advised that Fleet Week is in October and planning is ongoing. The Parade of Ships will be on October 7th and the Blue Angels will be performing that weekend.

Old Business- None
New Business- None

Next Meeting-

1000-1200, October 13, 2022
Port of Oakland, Exhibit Room
530 Water Street, Oakland CA

Adjournment-

A motion to adjourn to meeting was made and seconded. The motion passed without dissent and the meeting adjourned at 10:54. Respectfully submitted:

Capt. Lynn Korwatch

SIGNIFICANT PORT SAFETY AND SECURITY CASES (JULY 2022)

MARINE CASUALTIES

Loss of Propulsion (04JUL2022): A U.S. flagged containership experienced a loss of propulsion while transiting outbound from Oakland. With a pilot onboard, the vessel's RPM's dropped while attempting to go astern. The vessel immediately anchored. A failure of the lube oil pump caused the LOP due to the chief engineer switching from manual to auto mode. The standby operation fault was repaired by ship staff and found to be operating satisfactorily. Class and Coast Guard witnessed satisfactory operation of the pump. LOP was not attributed to fuel switching. Case closed.

Reduction in Propulsion (05JUL2022): A U.S. flagged passenger vessel reported a reduction in propulsion while maneuvering alongside its berth in Alameda. The vessel safely re-moored without further incident. An electrical control plug loosened due to engine vibrations, causing one of the engine cylinders to shut down. The plug was retightened and no other issue reported. Case closed.

Allision (06JUL2022): A U.S. flagged towing vessel was pushing a barge while transiting through the San Joaquin River and allided with a fixed navigational aid. The barge struck the fixed aid, causing the aid to fall into the water. No other damage was reported to the vessels. Case closed.

Loss of Steering (06JUL2022): A U.S. flagged small passenger vessel experienced a loss of steering while transiting in the vicinity of Alcatraz Island with passengers onboard. The vessel dropped anchor 600 yards east of the island and a tug eventually escorted the vessel back to the Pier 33. The cause was determined to be a failed rudder valve. The vessel replaced the hydraulic solenoid valve and successfully conducted sea trials. Coast Guard witnessed satisfactory operation of the steering. Case closed.

Loss of Propulsion (07JUL2022): A U.S. flagged passenger vessel experienced a loss of propulsion while transiting the Raccoon Strait in the San Francisco Bay with passengers onboard. The captain reported feeling an unusual vibration when operating ahead. Believing the propeller was caught in something, the captain shifted propulsion between ahead and astern. While switching back ahead, the vessel lost all propulsion from the starboard propeller. The cause was later identified as a loss of the starboard propeller. The vessel was removed from service and additional testing was performed to identify the cause of the loss of propeller. The propeller was replaced and conducted successful sea trials. Coast Guard attended the vessel and witnessed satisfactory operation of the vessel. LOP was not attributed to fuel switching. Case closed.

Loss of Propulsion (10JUL2022): A U.S. flagged small passenger vessel experienced a loss of propulsion while transiting in the vicinity of Angel Island with passengers onboard. The vessel reported an unexpected shutdown of the starboard engine due to a gearbox failure. The vessel safely transited to San Francisco on port engine and disembarked all passengers before being taken out of service. The starboard gearbox was replaced and the vessel conducted successful sea trials. Coast Guard witnessed satisfactory operation of the engine. LOP was not attributed to fuel switching. Case closed.

Loss of Propulsion (11JUL2022): A U.S. flagged articulated tug and barge experienced a loss of propulsion while transiting in the San Francisco Bay. The port main engine experienced a fluctuation in RPM's eventually leading to a shutdown of the port engine. Two additional tugs assisted the vessel to Anchorage 8 where engineers began to troubleshoot the issue. The abnormal RPM readings was determined to be from a 4-20MA output module malfunction, which was replaced. Coast Guard witnessed technician report and satisfactory operation of the engine. LOP was not attributed to fuel switching. Case closed.

Equipment Failure (12JUL2022): A U.S. flagged small passenger vessel experience a high jacket water temperature while transiting from Vallejo to San Francisco with passengers onboard. The high jacket water temperature caused the engines to overheat, but the vessel safely returned to the Vallejo ferry terminal to offload passengers before being taken out of service. The port raw water pump was replaced. A Coast Guard inspector witnessed satisfactory operation of the system. Case closed.

Loss of Propulsion (12JUL2022): A U.S. flagged commercial fishing vessel experienced a loss of propulsion while transiting approximately 10 nm off of Bodega Bay. An electronic control unit (ECU) failed, causing motor failure and the Loss of Propulsion. The vessel was towed safely back to berth and conducted successful repairs. Case closed.

Loss of Propulsion (24JUL2022): A foreign flagged bulk carrier experienced a loss of propulsion while anchoring in the San Francisco Bay. The main engine failed to produce astern propulsion due to a loss of starting air pressure. A broken gasket from cylinders No. 2 and 3 caused air leakage. Additional gaskets were replaced on other cylinders due to signs of damage. Main engine was satisfactorily tested ahead and astern. Class and Coast Guard witnessed satisfactory operation of the main engine. LOP was not attributed to fuel switching. Case closed.

Reduction in propulsion (28JUL2022): A U.S. flagged small passenger vessel experienced a reduction in propulsion while transiting from San Francisco to Vallejo in the Mare Island Strait. After further investigation the vessel reported that the lube oil differential pressure alarmed and MTU replaced a suspect transducer. An attending Coast Guard inspector witnessed successful sea trials. Case closed.

Loss of Propulsion (31JUL2022): A U.S. flagged small passenger vessel experienced a Loss of Propulsion when transiting to Alcatraz Island with passengers onboard. The vessel returned to Pier 33 to unload passengers and conduct repairs. The vessel also reported flooding of a forward void space due to failure of a check valve on the bilge manifold piping. A small crack into a forward void allowed for additional water intrusion into that space. The vessel conducted repairs on all systems and conducted successful sea trials. Coast Guard witnessed vessel operating satisfactorily and repairs made to the bilge piping system. Case closed.

VESSEL SAFETY CONDITIONS
Operational Control (05JUL2022): A U.S. flagged containership reported a loss of propulsion and was issued an Operational Control (Code 17, prior to departure). The vessel conducted repairs for a lube oil pump fault. Class and Coast Guard witnessed pump operating satisfactorily and operational control was cleared. Case closed.
Operational Control (06JUL2022): A U.S. flagged passenger vessel reported a reduction in propulsion and was issued an operational control (Code 60, prior to movement). The vessel reported a loose ECM wire, which was secured. The vessel reported a successful sea trial and the operational control was cleared. Case closed.
Operational Control (06JUL2022): A U.S. flagged small passenger vessel reported a loss of steering and was issued an operational control (Code 701, prior to carriage of passengers). The vessel replaced a hydraulic solenoid valve. Coast Guard witnessed corrected steering and the operational control was cleared. Case closed.
Operational Control (07JUL2022): A U.S. flagged passenger vessel reported a loss of propulsion and was issued an operational control (Code 701, prior to the carriage of passengers). The cause was identified as a loss of the starboard propeller. The vessel was taken out of service and conducted additional testing. The propeller was replaced and the vessel conducted successful sea trials. Case closed.
Operational Control (10JUL2022): A U.S. flagged small passenger vessel experienced starboard gearbox failure while transiting in the vicinity of Angel Island and was issued an operational control (Code 701, prior to the carriage of passengers). Vessel replaced the gearbox and conducted successful sea trials. Coast Guard witnessed repairs and the operational control was lifted. Case closed.
Operational Control (11JUL2022): A U.S. flagged articulated tug and barge was issued an operational control (Code 17, prior to departure) due to a loss of propulsion experienced while transiting in the San Francisco Bay. The vessel replaced the modules that caused the engine to automatically shutdown. Coast Guard witnessed corrected deficiencies and the operational control was lifted. Case closed.
Operational Control (12JUL2022): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to the carriage of passengers) due to an engineering equipment failure that cause the engine to overheat while transiting from Vallejo to the San Francisco Ferry building. The vessel replaced the port side raw water pump and the engine is operating normally. A Coast Guard inspector witnessed corrected deficiencies and the operational control was lifted. Case closed.
Operational Control (17JUL2022): A foreign flagged chemical tankship was transiting to Stockton, CA approximately 125 nm south of San Francisco when they reported leaking diesel on the deck of their vessel. A Captain of the Port (COTP) order was issued, ordering the vessel to proceed directly to Anchorage 9 and conduct repairs. All gaskets on the cargo holds were replaced. Class and Coast Guard witnessed corrected deficiencies and the COTP order was lifted. Case closed.
Operational Control (18JUL2022): A U.S. flagged towing vessel was issued an operational control (Code 60, prior to movement) for not having a valid COI onboard. A Coast Guard inspector attended the vessel for a successful inspection and issued a COI. Case closed.
Operational Control (18JUL2022): A U.S. flagged towing vessel was issued an operational control (Code 60, prior to movement) for not having a valid COI onboard. Case pends.
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Operational Control (18JUL2022): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to the carriage of passengers) for not having conducted a required dry dock examination. A Coast Guard inspector attended the vessel for a successful inspection and the operational control was lifted. Case closed.
Operational Control (24JUL2022): A foreign flagged bulk carrier was issued a Captain of the Port (COTP) order due to a loss of propulsion while anchoring in the San Francisco Bay. The vessel replaced gaskets on cylinders in the engine and reported that main engine ahead and astern were working properly. Class and Coast Guard witnessed corrected deficiencies and the COTP was lifted. Case closed.
Operational Control (28JUL2022): A U.S. flagged inspected towing vessel reported a bent valve on their main engine and was issued an operational control (Code 60, prior to movement). The vessel received an alarm for their #5 cylinder and discovered the bent valve after further investigation. The vessel conducted repairs and the system was working properly. Class and Coast Guard witnessed satisfactory operation of the engine. Case closed.
Operational Control (28JUL2022): A U.S. flagged small passenger vessel was issued an operational control (code 70, prior to the carriage of passengers) for a reduction in propulsion while transiting through the Mare Island Straits. The vessel completed repairs and conducted successful sea trials. Case closed.
Operational Control (29JUL2022): A U.S. flagged recreational vessel was issued a Captain of the Port (COTP) order for operating illegally as a bareboat charter in Lake Tahoe, CA. The vessel was required to cease operations as a small passenger vessel until obtaining a valid COI. Case pends.

NAVIGATIONAL SAFETY
Letter of Deviation (LOD), Inoperable S-Band Radar (13JUL2022): A foreign flagged containership was issued an inbound LOD for an inoperable S-Band Radar. Repairs were conducted and the equipment is working properly. Case closed.
SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES
Letter of Warning (01JUL2022): IMD received notification that a regulated waterfront facility discharged 1 gallon of hydraulic oil into the San Francisco Bay. IMD personnel investigated the case and found that the product was coming from a crane being used by the facility for repairs. The product was cleaned from the deck of the crane, and the remaining product naturally dissipated from the waterway. A NOFI and LOW were issued. The pollution source was secured. Case Closed.
Letter of Warning (01JUL2022): IMD received notification that a separate crane discharged 1 gallon of hydraulic oil into the Carquinez Strait. The crane was discharging oil onto the deck of a berthed ship which was dripping into the waterway. The crane was removed by the owners from the location and the sheen naturally dissipated. A NOFI and LOW were issued. Source secured. Case Closed.
Letter of Warning (10JUL2022): IMD received notification that a Fishing Vessel caught on fire which resulted in the vessel sinking and discharging petroleum into the San Francisco Bay. IMD investigated the case and attempted to contact the responsible party who ultimately did not answer. The case was federalized and contractors were hired who placed hard boom and sorbent boom around the vessel. 65 gallons of oily mixture water was removed and the San Francisco port agreed to remove the vessel from the waterway. A NOFI and LOW were issued. Source secured. Case Closed.
Letter of Warning (16JUL2022): IMD received notification that a US Commercial vessel discharged 1 gallon of diesel during a transfer. IMD contacted the responsible party who stated the spill was due to an operator error while taking a fuel sample. There was no active discharge and the product naturally dissipated in the waterway. A NOFI and LOW were issued. Source secured. Case Closed.
Letter of Warning (27JUL2022): IMD received notification that a recreational vessel discharged 1 gallon of diesel into the Oakland Estuary. IMD investigated this case and found that the operator of the vessel decided to leave the marina without proof of ownership on paper and was at risk of colliding with other vessels anchored in the waterway due to an unrated anchoring system. Upon arrival IMD found that the discharge was residual from exhaust tips and was unrecoverable. The sheen naturally dissipated. A NOFI and LOW were issued. Source secured. Case Closed.
Letter of Warning (27JUL2022): IMD received notification that a recreational vessel had discharged 1 gallon of diesel into the Napa River. The vessel broke free from its mooring on the pilings at the pier which resulted in it being beached on the rocks. IMD contacted the owner of the vessel who stated there was no petroleum product of any type on the vessel. Upon arriving on-scene, IMD confirmed that the discharge came from a pump that was being used to remove water from the vessel. A NOFI and LOW were issued. Source secured. Case Closed.
Letter of Warning (29JUL2022): IMD received notification that a recreational vessel discharged 2 gallons of diesel into the Richmond Inner Harbor. IMD investigated the report and contacted the harbor master who stated they suspected a specific vessel to be responsible from the marina. Upon further investigation, IMD confirmed the vessel had a bilge pump that was turned on which resulted in the oily diesel mixture to be discharged. A NOFI and LOW were issued. Source secured. Case Closed.
Letter of Warning (30JUL2022): IMD received notification that a recreational vessel discharged 2 gallons of diesel into the Monterey Bay. IMD investigated the report and found that the owner of the vessel had overfilled their fuel tanks resulting in 2 gallons of diesel to enter the waterway. The harbor master deployed their own boom and sorbent to recover the product in the water. It was a onetime discharge and the source was secured. A NOFI and LOW were issued. Case Closed.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

July 2022

PORT SAFETY CATEGORIES*	Jul-2022	Jul-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:	**3**	**4**	**3.17**
Navigation Safety (3), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	**12**	**8**	**7.14**
Allision (1), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (1), Propulsion (9), Personnel (0), Other (0), Power (1)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	**1**	**3**	**2.33**
Radar (1), Gyro (0), Steering (0), Echo Sounder (0), AIS (0)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	**0**	**1**	**0.39**
Significant Waterway events/Navigation related Cases:	**0**	**0**	**0.03**
Total Port Safety (PS) Cases opened	**16**	**16**	**13.14**
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	**Jul-2022**	**Jul-2021**	****3yr Avg**
U.S. Commercial Vessels	**1**	**0**	**0.61**
Foreign Freight Vessels	**0**	**0**	**0.17**
Public Vessels	**0**	**2**	**0.64**
Commercial Fishing Vessels	**1**	**1**	**0.72**
Recreational Vessels	**6**	**7**	**5.97**
Pollution Discharge Sources (Facilities)	**Jul-2022**	**Jul-2021**	****3yr Avg**
Regulated Waterfront Facilities	**2**	**0**	**0.25**
Regulated Waterfront Facilities - Fuel Transfer	**0**	**0**	**0.00**
Other Land Sources	**3**	**0**	**2.19**
Mystery Spills - Unknown Sources	**3**	**2**	**4.56**
Number of Pollution Incidents (By Spill Size)	**Jul-2022**	**Jul-2021**	****3yr Avg**
Spills < 10 gallons	**14**	**10**	**9.42**
Spills 10 - 100 gallons	**1**	**0**	**1.08**
Spills 100 - 1000 gallons	**0**	**0**	**0.36**
Spills > 1000 gallons	**0**	**0**	**0.00**
Spills - Unknown Size	**3**	**2**	**4.31**
Total Pollution Incidents	**18**	**12**	**15.17**
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	**Jul-2022**	**Jul-2021**	****3yr Avg**
Estimated spill amount from U.S. Commercial Vessels	**1.00**	**0.00**	**3.35**
Estimated spill amount from Foreign Freight Vessels	**0.00**	**0.00**	**0.47**
Estimated spill amount from Public Vessels	**0.00**	**2.00**	**7.00**
Estimated spill amount from Commercial Fishing Vessels	**1.00**	**1.00**	**29.42**
Estimated spill amount from Recreational Vessels	**12.00**	**20.00**	**84.51**
Estimated spill amount from Regulated Waterfront Facilities	**2.00**	**0.00**	**21.53**
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	**0.00**	**0.00**	**0.00**
Estimated spill amount from Other Land Sources	**31.00**	**0.00**	**29.08**
Estimated spill amount from Unknown Sources (Mystery Sheens)	**unk**	**unk**	**0.00**
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	**47.00**	**23.00**	**175.36**
Penalty Actions	**Jul-2022**	**Jul-2021**	****3yr Avg**
Civil Penalty Cases	**0**	**0**	**0.11**
Notice of Violations	**0**	**1**	**0.75**
Letters of Warning	**8**	**7**	**5.22**
Total Penalty Actions	**8**	**8**	**6.08**

* 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 2022)

MARINE CASUALTIES

Collision (01AUG2022): A U.S. flagged SPV collided with a jet ski while transiting between the Sacramento and American Rivers with 14 passengers onboard. The jet skis collided with the starboard side of the vessel causing minor panel damage, and departed the scene without exchanging information. No other injuries or damage was reported. Case closed.

Crewmember Injury (04AUG2022): A U.S. flagged small passenger vessel was mooring at Harbor Bay when a deckhand was pinched between the vessel and dock, sustaining hip/pelvic injuries. The member was taken to the hospital and release without further incident. Case closed.

Collision (06AUG2022): A U.S. flagged small passenger vessel reported a collision with a recreational vessel in the vicinity of the Richmond Harbor entrance. Neither vessel reported damage nor passenger injuries, no further action was taken. Case closed.

Equipment Failure (08AUG2022): A U.S. flagged training ship experienced an engine casualty while transiting from Hawaii to San Francisco, CA. The vessel reported a loss of jacket water on the Starboard Main Engine due to a ruptured hose. The hose was replaced and Coast Guard witnessed satisfactory operation of the main engine. Case closed.

Reduction in Propulsion (08AUG2022): A foreign flagged bulk carrier experienced a reduction in propulsion while underway from Anchorage 9 to Richmond, CA. A defective #3 Main Engine fuel pump suction valve resulting low exhaust temperature of the #3 cylinder. The valve was replaced and the vessel conducted satisfactory operational tests of the propulsion system. Class attended the vessel and witnessed repairs. Case closed.

Allision (09AUG2022): A U.S. flagged articulated tug and barge reported an allision with the Point Edith crossing range rear light while transiting through the Bay. The barge reported no damage, but the ATON was reported to be submerged. Case closed.

Loss of Propulsion (13AUG2022): A U.S. flagged research vessel experienced a loss of propulsion while operating near Monterey, CA. The loss of propulsion was due to the crew resetting incorrect breakers after crane wires overheated and caused an interruption. Class attended vessel and witnessed satisfactory operation of the vessel. LOP was not attributed to fuel switching. Case closed.

Loss of Propulsion (16AUG2022): A U.S. flagged small passenger vessel experienced a loss of propulsion while moored to Alcatraz Island. A faulty RTD sensor caused the drive motor to shut down. The vessel bypassed the sensor and returned to Pier 33 in San Francisco without passengers onboard. Coast Guard witnessed satisfactory operation of the drive motor. Case closed.

Equipment Failure (17AUG2022): A foreign flagged tanker experienced a steering gear failure while transiting to San Francisco. The #1 Steering Pump controller was not working correctly from the bridge which was due to a RCU meter failure. The meters were replaced and the steering pumps were tested from the bridge. Class attended vessel and witnessed satisfactory operation of the steering gear. Case closed.

Loss of Propulsion (18AUG2022): A U.S. flagged RO-RO experienced a loss of propulsion while transiting to San Francisco, approximately 3nm west of Fort Ross. The vessel immediately regained power and began troubleshooting the issue. The vessel's main engine #8 cylinder shut down causing a temporary shutdown of the entire propulsion plant. The vessel's online service generator also lost power and shutdown, causing a loss of electrical power. A gasket on the #8 cylinder head was found to be damaged, causing overheating of the cooling system. The jacket water system was also found to be interconnected between the Main Diesel Generator and Main Diesel Engine causing the generator shut down. The cylinder head was replaced and the jacket water system was returned to normal position. Class and Coast Guard witnessed engines operating satisfactorily. Case closed.

Equipment Failure (27AUG2022): A U.S. flagged RO-RO reported a fuel oil heater pipe fracture while off-shore of Point Reyes and inbound to San Francisco. The vessel returned to berth with a tug escort and is currently conducting repairs. Case pends.

VESSEL SAFETY CONDITIONS
Operational Control (01AUG2022): A U.S. flagged small passenger vessel was issued an operational control (Code 60, prior to movement) for failure of the owner to provide correct information regarding structural modifications to the vessel. Vessel provided information to Coast Guard inspector and operational code was lifted. Case closed.
Operational Control (01AUG2022): A U.S. flagged small passenger vessel was issued an operational control (Code 60, prior to movement) for failure to complete a scheduled dry-dock and internal structural examination within time frame as required by regulations. Case pends.
Operational Control (04AUG2022): A U.S. flagged inspected towing vessel was inspected in San Francisco, CA and issued an operational control (Code 60, prior to movement) for missing lifesaving equipment. Case pends.
Operational Control (04AUG2022): A U.S. flagged inspected towing vessel was issued an operational control (Code 60, prior to movement) due to a security breach and subsequent damage caused to the vessel. The vessel conducted repairs and conducted security training onboard. Coast Guard witnessed all corrected deficiencies and the operational control was cleared. Case closed.
Operational Control (05AUG2022): Several U.S. flagged recreational vessels were operating as small passenger vessels without a valid Certificate of Inspection and were issued Captain of the Port (COTP) orders requiring them to cease operations until they were inspected. Case pends.
Operational Control (05AUG2022): A U.S. flagged recreational vessel was operating as a small passenger vessel without a valid COI and was issued a Captain of the Port (COTP) order requiring it to cease operations until it was inspected. Case pends.
Operational Control (06AUG2022): Several U.S. flagged recreational vessels were operating as small passenger vessels without a valid COI and were issued Captain of the Port (COTP) orders requiring them to cease operations until they were inspected. Case pends.
Operational Control (07AUG2022): A U.S. flagged recreational vessel was operating as a small passenger vessel without a valid COI and was issued a Captain of the Port (COTP) order requiring it to cease operations until it was inspected. Case pends.
Operational Control (08AUG2022): A U.S. flagged bulk carrier was transiting from Anchorage 9 to Richmond and was issued a Captain of the Port (COTP) order due to a reduction in propulsion. The vessel safely moored in Richmond and conducted satisfactory repairs to the fuel pump valves. Class witnessed satisfactory operation of the propulsion system and the operational control was lifted. Case closed.
Operational Control (09AUG2022): A U.S. flagged small passenger vessel was issued an operational control (Code 60, prior to movement) for failure to complete an annual inspection. Case pends.
Operational Control (13AUG2022): A U.S. flagged Research Vessel was transiting through the San Francisco Bay and was issued a Captain of the Port (COTP) order for a loss of propulsion. The vessel was ordered to remain anchored with a standby tug until the issue was resolved. Repairs were made and the vessel is operating normally. Class and Coast Guard witnessed corrected deficiencies and the COTP order was cleared. Case closed.
Operational Control (15AUG2022): A U.S. flagged small passenger vessel was inspected in Alameda, CA and was issued an operational control (Code 701, prior to the carriage of passengers) due to inconsistent design verification test procedures (DVTP). An attending Coast Guard marine inspector verified corrected DVTP's and the operational control was cleared. Case closed.
Operational Control (16AUG2022): A U.S. flagged small passenger vessel was moored to Alcatraz Island and was issued an operational control (Code 705, prior to carriage of passengers) due to a loss of propulsion. The vessel returned to Pier 33 in San Francisco without passengers onboard. Coast Guard witnessed satisfactory operation of the drive motor and the operational code was cleared. Case closed.
Operational Control (17AUG2022): A foreign flagged tank vessel was transiting to San Francisco and was issued a Captain of the Port (COTP) order due to a steering system malfunction. The vessel was ordered to Anchorage 9 with a tug escort to affect repairs. Class attended vessel and witnessed satisfactory repairs to the steering gear. The COTP order was lifted. Case closed.
Operational Control (18AUG2022): A U.S. flagged RO-RO was transiting towards San Francisco and was issued an operational control (Code 705, requiring a 2-tug escort through Bay) and to remain at berth until an attending Coast Guard inspector and Class technician verified repairs. Inspectors witnessed satisfactory operation of the Main Diesel Generator and Main Diesel Engines. Case closed.
Operational Control (24AUG2022): A foreign flagged bulk carrier was inspected in Stockton, CA and was issued an operational control (Code 17, prior to departure) due to insufficient food rations in port side lifeboat. The vessel replaced the damaged food ration and the operational control was cleared. Case closed.
Operational Control (26AUG2022): A U.S. flagged small passenger vessel was inspected during a dry-dock examination and was issued an operational control (Code 60, prior to movement) due to a ruptured drip-less water seal on the starboard tail shaft. Case pends.
Operational Control (27AUG2022): A U.S. flagged RO-RO was transiting inbound to San Francisco and was issued an operational code (Code 60, prior to movement) for a fuel oil heater pipe fracture causing a substantial leak. Vessel returned to berth with a two-tug escort and is conducting repairs. Case pends.
Operational Control (30AUG2022): A foreign flagged bulk carrier was inspected in Sacramento, CA and was issued an operational control (Code 17, prior to departure) for a leak on a bypass valve on the main engine lube oil system. Class attended vessel and witnessed repairs, the operational code was cleared. Case closed.

NAVIGATIONAL SAFETY
Letter of Deviation (LOD), Inoperable Steering (15AUG2022): A foreign flagged tankship was issued an inbound LOD for an inoperable Steering gear. LOD required vessel additional tug escort and directed vessel to Anchorage 9 to conduct repairs. Repairs were conducted and the equipment is working properly. Case closed.
SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES
Letter of Warning (01AUG2022): IMD received a notification that a Commercial Fishing Vessel discharged approximately 3 gallons of oily bilge water into the Pacific Ocean. The owner was out of the country and the bilge pump automatically turned on. The source of pollution for this incident was secured, and boom and sorbent pads were placed around the vessel. A NOFI and LOW were issued. Source secured. Case Closed.
Letter of Warning (01AUG2022): IMD received notification that a recreational vessel discharged approximately 1 gallon of unknown oil into the San Francisco Bay. IMD investigated the case and found that the operator's bilge pump kicked on automatically. The harbor master secured the discharge and placed boom and sorbent pads around the vessel. A NOFI and LOW were issued. Source secured. Case Closed.
Letter of Warning (18AUG2022): IMD received notification of a recreational vessel sinking and creating a sheen in the Sacramento River. IMD contacted the suspected responsible party, who stated it was likely the diesel generator onboard that caused the residual sheen. The source of pollution for this incident was unrecoverable and sheen dissipated on its own. IMD concluded that no further environmental threat exists. A NOFI and LOW were issued. Source secured. Case Closed.
Letter of Warning (30AUG2022): IMD received a notification that a tug discharged 1 gal of red dye diesel during a mobile fueling evolution at Pier 51 in San Francisco, CA. IMD investigated the case and found that due to miscommunication between the tug and the fuel truck the tank onboard was overfilled resulting in excess fuel escaping from the fuel vents. The fuel truck secured the source, deployed boom and sorbent pads. A NOFI and LOW were issued. Source Secured. Case Closed.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

August 2022

PORT SAFETY CATEGORIES*	Aug-2022	Aug-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:	**10**	**7**	**3.33**
Navigation Safety (3), Port Safety & Security (7), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	**11**	**10**	**7.03**
Allision (1), Collision (2), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (4), Personnel (1), Other (3), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	**1**	**1**	**2.33**
Radar (0), Gyro (0), Steering (1), 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**	**0.33**
Significant Waterway events/Navigation related Cases:	**0**	**0**	**0.03**
Total Port Safety (PS) Cases opened	**22**	**18**	**13.14**
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	**Aug-2022**	**Aug-2021**	****3yr Avg**
U.S. Commercial Vessels	**0**	**0**	**0.61**
Foreign Freight Vessels	**0**	**0**	**0.17**
Public Vessels	**4**	**0**	**0.75**
Commercial Fishing Vessels	**1**	**0**	**0.75**
Recreational Vessels	**5**	**14**	**5.81**
Pollution Discharge Sources (Facilities)	**Aug-2022**	**Aug-2021**	****3yr Avg**
Regulated Waterfront Facilities	**0**	**0**	**0.25**
Regulated Waterfront Facilities - Fuel Transfer	**1**	**0**	**0.03**
Other Land Sources	**9**	**3**	**2.33**
Mystery Spills - Unknown Sources	**16**	**2**	**4.81**
Number of Pollution Incidents (By Spill Size)	**Aug-2022**	**Aug-2021**	****3yr Avg**
Spills < 10 gallons	**13**	**10**	**9.22**
Spills 10 - 100 gallons	**1**	**2**	**1.08**
Spills 100 - 1000 gallons	**0**	**2**	**0.36**
Spills > 1000 gallons	**0**	**0**	**0.00**
Spills - Unknown Size	**8**	**5**	**4.50**
Total Pollution Incidents	**22**	**19**	**15.17**
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	**Aug-2022**	**Aug-2021**	****3yr Avg**
Estimated spill amount from U.S. Commercial Vessels	**0.00**	**0.00**	**3.35**
Estimated spill amount from Foreign Freight Vessels	**0.00**	**0.00**	**0.47**
Estimated spill amount from Public Vessels	**4.00**	**0.00**	**7.11**
Estimated spill amount from Commercial Fishing Vessels	**15.00**	**0.00**	**29.83**
Estimated spill amount from Recreational Vessels	**2.00**	**889.00**	**82.19**
Estimated spill amount from Regulated Waterfront Facilities	**0.00**	**0.00**	**21.53**
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	**1.00**	**0.00**	**0.03**
Estimated spill amount from Other Land Sources	**2.00**	**75.00**	**29.14**
Estimated spill amount from Unknown Sources (Mystery Sheens)	**unk**	**unk**	**0.00**
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	**24.00**	**964.00**	**173.65**
Penalty Actions	**Aug-2022**	**Aug-2021**	****3yr Avg**
Civil Penalty Cases	**0**	**0**	**0.11**
Notice of Violations	**0**	**1**	**0.75**
Letters of Warning	**4**	**12**	**5.25**
Total Penalty Actions	**4**	**13**	**6.11**

* 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 8, 2022

1. CORPS O&M DREDGING PROGRAM

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. Planning for the FY22 dredging program has been completed and we have officially transitioned to execution mode as all dredging contracts have been awarded and Notices to Proceed have been issued.

FY 2022 DREDGING

a. **Richmond Inner Harbor** – Bid opening for the dredging contract solicitation was held on May 13. The contract was awarded to Pacific Dredge on May 27. Dredging commenced on July 15 and is expected to complete towards the end of September.

b. **San Joaquin River (Port of Stockton)** – A dredging contract was awarded to Ross Island Sand & Gravel on June 10. Notice to Proceed was issued on June 16. However, the contractor is not expected to start dredging until the end of this week.

c. **Sacramento River Deep Water Ship Channel** – A dredging contract was awarded to The Dutra Group on June 21. Notice to Proceed was issued on June 28. However, the contractor is not expected to start dredging until the end of next week.

d. **Suisun Bay Channel (and New York Slough) –** A dredging contract was awarded to Camenzind Dutra JV on June 24. Notice to Proceed was issued on June 30 with dredging commencing on August 9.

e. **San Rafael Creek –** A dredging contract was awarded to Camenzind Dutra JV on July 7. Notice to Proceed was issued on July 13 with dredging estimated to start mid-September.

f. **Oakland Harbor –** A dredging contract was awarded to Manson Construction on July 14, Notice to Proceed issued on July 19, with dredging getting underway on July 30. Half of the dredged material is planned for in-bay disposal while the other half will be beneficially reused at a site of the contractor's choosing.

g. **Napa River –** A dredging contract was awarded to Pacific Dredge on July 22 with Notice to Proceed issued on August 1. Dredging is expected to commence mid-September.

h. **SF Main Ship Channel –** The Government Hopper Dredge Essayons arrived on station and began dredging at the Main Ship Channel on June 2. The Essayons completed work on Jun 14 and was diverted to Bulls Head Reach of the Suisun Bay Channel to conduct emergency dredging operations in that location.

i. **Richmond Outer Harbor (and Richmond Long Wharf) –** Following completion of the Main Ship Channel and emergency dredging at Bulls Head, the Essayons moved on to Richmond Outer Harbor and started dredging there on June 16 and finished on July 1.

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: In early June, hydrosurveys revealed the presence of hazardous shoaling at Bulls Head Reach of Suisun Bay Channel. Emergency dredging procedures were activated leading to the diversion of the Essayons to remove the hazard as mentioned earlier.

3. DEBRIS REMOVAL –Debris removal for August was 28.5 tons. Dillard: 26.5 tons, including 2 abandoned vessel; Raccoon: 2 tons. Average debris removal for August from 2012 to 2021 is 61 tons (Range: 7-114.5).

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	0	7	0	7
JUN	0	2.5	0	2.5
JUL	1	7.5	0	8.5
AUG	2	26.5	0	28.5
SEP				
OCT				
NOV				
DEC				

YR TOTAL
475.5

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 August 8-9, 2022.
Northship Channel: Condition survey of September 20, 21, & 28, 2021.
Oakland Inner Harbor: Condition survey of July 20, 2022.
Oakland Inner Harbor (Brooklyn Basin): Condition survey of 15-20 January 2021.
Oakland Outer Harbor: Condition survey of July 20, 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 July 21, 2022.
Redwood City Harbor: Condition survey of March 15-16, 2022.
Richmond Inner Harbor: Condition survey of June 8-10, 2022.
Richmond Inner Harbor (Santa Fe Channel): Condition survey of December 20, 2016.
Richmond Outer Harbor (Longwharf): Condition survey of July 12, 2022.

Richmond Outer Harbor (Southampton Shoal): Post Dredge survey of July 12, 2022.
Sacramento River Deep Water Ship Channel: Condition Survey of July 6-7, 2022.
San Bruno Shoal: Condition survey of February 26, 2021.
San Francisco Main Ship Channel: After dredge survey of June 22-23, 2022.
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 June 27-29, and July 8, 2022.
Suisun Bay Channel: Condition survey of July 13, 2022.
Suisun Bay Channel (Bullshead Reach): After dredge survey of June 16, 2022.
Suisun Bay Channel (New York Slough): Condition survey of July 12, 2022.

Disposal Site Condition Surveys:

SF-08 (Main Ship Channel Disposal Site): Condition survey of May 24, 2022.
SF-09 (Carquinez): Condition survey of July 27, 2022.
SF-10 (San Pablo Bay): Condition survey of July 28, 2022.
SF-11 (Alcatraz Island): Condition survey of Aug 22, 2022.
SF-16 (Suisun Bay Disposal Site): Condition survey of October 20, 2021.
SF-17 (Ocean Beach Disposal Site): Condition survey of May 24, 2022.

Requested Surveys:

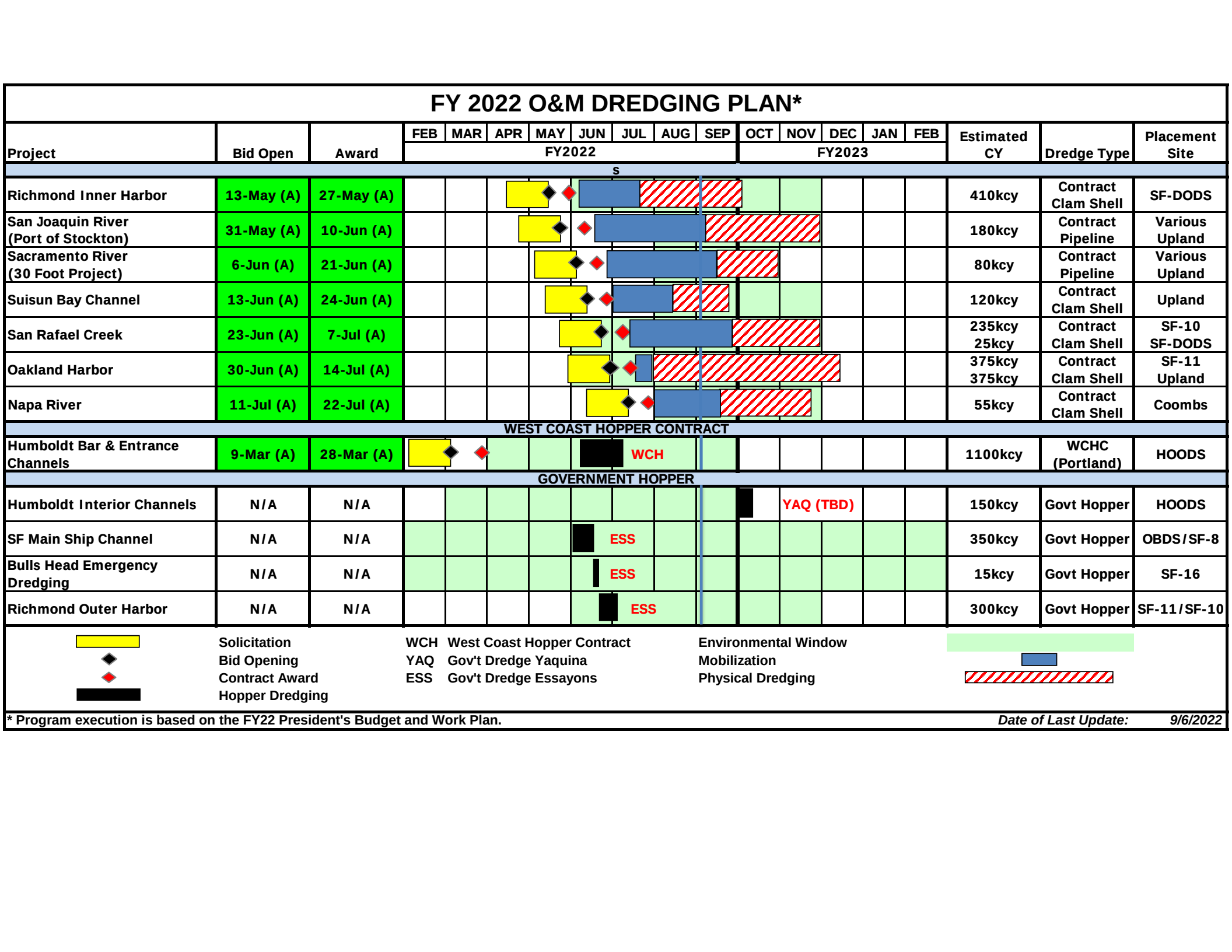
Pre/Post-dredge and condition surveys have been completed for all of San Francisco District's in-bay projects dredged in FY21.

Channel Condition Report (CCR):

Attached is the Channel Condition Report (CCR) for all Corps maintained channels dated **6 SEP 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	Estimated CY	Dredge Type	Placement Site
S					
Richmond Inner Harbor	13-May (A)	27-May (A)	410kcy	Contract Clam Shell	SF-DODS
San Joaquin River (Port of Stockton)	31-May (A)	10-Jun (A)	180kcy	Contract Pipeline	Various Upland
Sacramento River (30 Foot Project)	6-Jun (A)	21-Jun (A)	80kcy	Contract Pipeline	Various Upland
Suisun Bay Channel	13-Jun (A)	24-Jun (A)	120kcy	Contract Clam Shell	Upland
San Rafael Creek	23-Jun (A)	7-Jul (A)	235kcy 25kcy	Contract Clam Shell	SF-10 SF-DODS
Oakland Harbor	30-Jun (A)	14-Jul (A)	375kcy 375kcy	Contract Clam Shell	SF-11 Upland
Napa River	11-Jul (A)	22-Jul (A)	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
Bulls Head Emergency Dredging	N/A	N/A	15kcy	Govt Hopper	SF-16
Richmond Outer Harbor	N/A	N/A	300kcy	Govt Hopper	SF-11/SF-10



Solicitation
Bid Opening
Contract Award
Hopper Dredging

WCH West Coast Hopper Contract
YAQ Gov't Dredge Yaquina
ESS Gov't Dredge Essayons

Environmental Window
Mobilization
Physical Dredging

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

Date of Last Update: *9/6/2022*

REPORT OF CHANNEL CONDITIONS
400 FEET WIDE OR GREATER

Date 9/1/2022

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 NAPA RIVER 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)				
Mare Island Strait Causeway to Asylum Slough	08-09-2022	75 245	3.19	15	3.8	No Data	No Data	7.1
Napa River Asylum Slough to Napa City	08-09-2022	102 183	9.92	10	2.8	2.2	1.2	1.3

REPORT OF CHANNEL CONDITIONS
400 FEET WIDE OR GREATER

Date 9/1/2022

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 OAKLAND HARBOR 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)				
Brooklyn Basin Brooklyn Basin	01-15-2021	147 1501	0.94	35	6.2	8.0	17.3	7.2
Brooklyn Basin Brooklyn Basin	01-15-2021	250 1010	2.74	35	8.4	3.9	3.0	3.0
Oakland Harbor Oakland Inner Harbor	07-20-2022	544 1997	4.62	50	45.5	48.1	48.5	46.8
Oakland Harbor Oakland Outer Channel	07-20-2022	296 1761	2.52	50	48.0	48.7	48.5	48.2

ENG FORM 4020-R, NOV 1990 EDITION OF JUL 59 IS OBSOLETE (Proponent: CECW-OM)

REPORT OF CHANNEL CONDITIONS
400 FEET WIDE OR GREATER

Date 9/1/2022

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	05-26-2022	100 142	1.36	15	6.0	4.0	3.9	3.9
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

REPORT OF CHANNEL CONDITIONS
400 FEET WIDE OR GREATER

Date 9/1/2022

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 PETALUMA RIVER 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)				
Petaluma River Main Channel	03-29-2022	100 361	4.06	8	4.2	7.3	5.2	1.6
Petaluma River ATF Across the Flats	12-15-2020	200 206	5.68	8	6.3	8.8	8.3	8.2

REPORT OF CHANNEL CONDITIONS
400 FEET WIDE OR GREATER

Date 9/1/2022

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 PINOLE SHOAL 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)				
Pinole Shoal Channel		600						
Pinole Shoal Channel	07-21-2022	1644	10.40	35	29.9	35.8	35.7	32.5

REPORT OF CHANNEL CONDITIONS
400 FEET WIDE OR GREATER

Date 9/1/2022

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 REDWOOD CITY 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		300						
Redwood City Harbor	03-15-2022	943	3.94	30	20.4	29.4	29.2	27.8

REPORT OF CHANNEL CONDITIONS
400 FEET WIDE OR GREATER

Date 9/1/2022

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 RICHMOND HARBOR 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)				
Richmond Inner Harbor Entrance Channel	06-08-2022	809 1021	0.96	38	35.1	36.0	36.4	35.8
Richmond Inner Harbor Approach Channel	06-08-2022	809 1201	3.09	38	33.6	34.9	35.7	34.3
Richmond Inner Harbor Santa Fe Channel	02-26-2019	195 509	0.37	38	33.7	35.4	36.4	36.0
Richmond Outer Harbor Richmond Outer Harbor	07-12-2022	600 1291	3.25	45	41.1	44.8	44.3	42.6
Richmond Outer Harbor Longwharf Turning Basin	07-12-2022	2188 5598	0.88	45	32.8	No Data	No Data	No Data

REPORT OF CHANNEL CONDITIONS
400 FEET WIDE OR GREATER

Date 9/1/2022

To: Navigation Interests	From:	US Army Corps of Engineers San Francisco District 450 Golden Gate Ave San Francisco, CA 94102						
RIVER/HARBOR NAME AND STATE SAN FRANCISCO CALIFORNIA					MINIMUM DEPTHS IN EACH 1/4 WIDTH OF CHANNEL ENTERING FROM SEAWARD			
NAME OF CHANNEL	DATE OF SURVEY	AUTHORIZED PROJECT			LEFT OUTSIDE QUARTER (feet)	LEFT INSIDE QUARTER (feet)	RIGHT INSIDE QUARTER (feet)	RIGHT OUTSIDE QUARTER (feet)
		WIDTH (feet)	LENGTH (miles)	DEPTH (feet)				
San Francisco Mainship San Francisco Mainship	06-22-2022	2000	4.96	55	51.5	54.9	55.2	53.9

REPORT OF CHANNEL CONDITIONS
400 FEET WIDE OR GREATER

Date 9/1/2022

To: Navigation Interests	From:	US Army Corps of Engineers San Francisco District 450 Golden Gate Ave San Francisco, CA 94102						
RIVER/HARBOR NAME AND STATE SAN LEANDRO CALIFORNIA					MINIMUM DEPTHS IN EACH 1/4 WIDTH OF CHANNEL ENTERING FROM SEAWARD			
NAME OF CHANNEL	DATE OF SURVEY	AUTHORIZED PROJECT			LEFT OUTSIDE QUARTER (feet)	LEFT INSIDE QUARTER (feet)	RIGHT INSIDE QUARTER (feet)	RIGHT OUTSIDE QUARTER (feet)
		WIDTH (feet)	LENGTH (miles)	DEPTH (feet)				
SAN LEANDRO MARINA Approach Channel	03-30-2015	200	3.50	7	2.8	3.6	3.4	3.2
SAN LEANDRO MARINA North Arm	03-15-2010	170	0.30	7	2.7	3.6	3.8	3.9
SAN LEANDRO MARINA South Arm	03-15-2010	150	0.30	7	3.3	4.7	4.6	4.8

REPORT OF CHANNEL CONDITIONS
400 FEET WIDE OR GREATER

Date 9/1/2022

To: Navigation Interests	From:	US Army Corps of Engineers San Francisco District 450 Golden Gate Ave San Francisco, CA 94102						
RIVER/HARBOR NAME AND STATE SAN RAFAEL 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 Rafael ATF Across the Flats	06-24-2022	100	2.25	8	No Data	3.1	2.9	2.5
San Rafael River Inner Canal Channel	06-24-2022	60 160	1.55	6	0.9	1.1	0.5	0.5

REPORT OF CHANNEL CONDITIONS
400 FEET WIDE OR GREATER

Date 9/1/2022

To: Navigation Interests	From:	US Army Corps of Engineers San Francisco District 450 Golden Gate Ave San Francisco, CA 94102						
RIVER/HARBOR NAME AND STATE SUISUN BAY 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)				
Suisun Bay Channel Suisun Bay (0+00 to 150+00)	07-13-2022	300	2.84	35	35.5	35.9	35.4	34.4
Suisun Bay Channel Suisun Bay (150+00 to 733+45)	07-13-2022	300	11.10	35	33.9	33.8	34.0	28.3
Suisun Bay Channel Anchorage Suisun Bay Channel Anchorage	07-13-2022	400	0.90	35	34.5	No Data	No Data	No Data
New York Slough New York Slough (0+00 to 232+03)	07-12-2022	400 411	4.42	35	33.9	34.7	34.9	34.6

ENG FORM 4020-R, NOV 1990 EDITION OF JUL 59 IS OBSOLETE (Proponent: CECW-OM)

OSPR
Office of Spill Prevention and Response

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@sfmx.org

San Francisco Clearinghouse Report

September 8, 2022

- 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 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 July there were 83 tank vessel arrivals; 16 ATBs, 6 Chemical Tankers, 9 Chemical/Oil Tankers, 19 Crude Oil Tankers, 23 Product Tankers, and 10 Tugs with Barges. In July there were 213 total vessel arrivals.

- In August there were 86 tank vessel arrivals; 18 ATBs, 1 Chemical Tankers, 17 Chemical/Oil Tankers, 16 Crude Oil Tankers, 1 LPG, 22 Product Tankers, and 11 Tugs with Barges. In August there were 224 total vessel arrivals.

San Francisco Bay Clearinghouse Report For July 2022

San Francisco Bay Region Totals

	2022		2021	
Tanker arrivals to San Francisco Bay	57		67	
ATB arrivals	16		18	
Barge arrivals to San Francisco Bay	10		15	
Total Tanker and Barge Arrivals	83		100	
Tank ship movements & escorted barge movements	264		311	
Tank ship movements	172	65.15%	179	57.56%
Escorted tank ship movements	142	53.79%	138	44.37%
Unescorted tank ship movements	30	11.36%	41	13.18%
Tank barge movements	92	34.85%	132	42.44%
Escorted tank barge movements	12	4.55%	21	6.75%
Unescorted tank barge movements	80	30.30%	111	35.69%

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	161		259		0		110		530	
Unescorted movements	55	34.16%	108	41.70%	0	0.00%	42	38.18%	205	38.68%
Tank ships	40	24.84%	79	30.50%	0	0.00%	37	33.64%	156	29.43%
Tank barges	15	9.32%	29	11.20%	0	0.00%	5	4.55%	49	9.25%
Escorted movements	106	65.84%	151	58.30%	0	0.00%	68	61.82%	325	61.32%
Tank ships	102	63.35%	141	54.44%	0	0.00%	63	57.27%	306	57.74%
Tank barges	4	2.48%	10	3.86%	0	0.00%	5	4.55%	19	3.58%

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 2022

San Francisco Bay Region Totals

	2022		2021	
Tanker arrivals to San Francisco Bay	57		65	
ATB arrivals	18		20	
Barge arrivals to San Francisco Bay	11		12	
Total Tanker and Barge Arrivals	86		97	
Tank ship movements & escorted barge movements	297		300	
Tank ship movements	170	57.24%	196	65.33%
Escorted tank ship movements	147	49.49%	162	54.00%
Unescorted tank ship movements	23	7.74%	34	11.33%
Tank barge movements	127	42.76%	104	34.67%
Escorted tank barge movements	15	5.05%	11	3.67%
Unescorted tank barge movements	112	37.71%	93	31.00%

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	174		290		0		125		589	
Unescorted movements	69	39.66%	130	44.83%	0	0.00%	52	41.60%	251	42.61%
Tank ships	55	31.61%	107	36.90%	0	0.00%	47	37.60%	209	35.48%
Tank barges	14	8.05%	23	7.93%	0	0.00%	5	4.00%	42	7.13%
Escorted movements	105	60.34%	160	55.17%	0	0.00%	73	58.40%	338	57.39%
Tank ships	96	55.17%	146	50.34%	0	0.00%	68	54.40%	310	52.63%
Tank barges	9	5.17%	14	4.83%	0	0.00%	5	4.00%	28	4.75%

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

	2022		2021	
Tanker arrivals to San Francisco Bay	465		694	
ATB arrivals	117		193	
Barge arrivals to San Francisco Bay	77		148	
Total Tanker and Barge Arrivals	659		1,035	
Tank ship movements & escorted barge movements	2,185		3,431	
Tank ship movements	1,284	58.76%	1,959	57.10%
Escorted tank ship movements	1,056	48.33%	1,513	44.10%
Unescorted tank ship movements	228	10.43%	446	13.00%
Tank barge movements	901	41.24%	1,472	42.90%
Escorted tank barge movements	115	5.26%	246	7.17%
Unescorted tank barge movements	786	35.97%	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

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	1,327		2,133		0		902		4,362	
Unescorted movements	526	39.64%	991	46.46%	0	0.00%	376	41.69%	1,893	43.40%
Tank ships	415	31.27%	766	35.91%	0	0.00%	338	37.47%	1,519	34.82%
Tank barges	111	8.36%	225	10.55%	0	0.00%	38	4.21%	374	8.57%
Escorted movements	801	60.36%	1,142	53.54%	0	0.00%	526	58.31%	2,469	56.60%
Tank ships	756	56.97%	1,039	48.71%	0	0.00%	483	53.55%	2,278	52.22%
Tank barges	45	3.39%	103	4.83%	0	0.00%	43	4.77%	191	4.38%

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

NOAA report to the San Francisco Bay Harbor Safety Committee

September 2022

Transitioning to Electronic Navigational Charts (ENC)

The phase out of raster nautical chart products continues. The Local Notice to Mariners will list all charts that have been added to the "LAST EDITION" status, meaning in 6 months, that chart product will disappear. For example, Chart 18651 (Southern San Francisco Bay, including Redwood City), Chart 18657 (Carquinez Strait) and Chart 18645 (Gulf of the Farallones; Southeast Farallon) are currently in "LAST EDITION" status. The charts will be canceled on October 5, 2022.

A list of all charts in "LAST EDITION" status can be found here: https://charts.noaa.gov/MCD/DoleLastEdByChart.shtml

Coast Survey continues to improve the tools that convert Electronic Navigational Chart (ENC) data to raster formats. The Custom Chart Tool can be found here: https://devgis.charttools.noaa.gov/pod/

If you want to see what data has been applied to the ENC on a weekly basis, you can use our Weekly Chart Update web service here: https://distribution.charts.noaa.gov/weekly_updates/

NOAA Marine Debris Program

The NOAA Marine Debris Program has a new Bipartisan Infrastructure Law Grant Opportunity for Marine Debris Removal for non-federal entities.

Up to $56 million may be awarded for multi-year projects that remove marine debris. This competition focuses on two priorities: removing large marine debris and using proven interception technologies to capture marine debris.

The original deadline for proposals was September 30, 2022.

The deadline for proposals on Grants.gov has been extended to October 5, 2022, 11:59 p.m. Eastern Time. An applicant webinar providing an overview of the competition details and tips for submitting applications is now available. These materials include the webinar recording, slides, and frequently asked questions. Additional applicant guidance documents created specifically for this competition are also available.

For more information on this grant opportunity, please visit Grants.gov and the NOAA Marine Debris Program's website.

Geographic Names

Change Black John Slough to Pinkston Slough

A former Marin County resident and county park ranger is proposing that Black John Slough, a three-mile-long tributary of the Petaluma River near Novato in Marin County, be renamed to Pinkston Slough.

The details of John Henry Pinkston's life are not well known before he settled in Marin County. He was initially known as Samuel John Pinkston and was born in the Caribbean. He may have arrived as early as 1844. He was brought to Marin County as an enslaved person and later freed. He is recorded as "John Pinkston (a colored man)" on a list of the five first applicants for business licenses in Marin County on August 14, 1850.

New name: mee muku creek

An officially unnamed creek that empties into the ocean at Tennessee Cove on the coast just north of the Golden Gate is proposed to be named mee muku creek.

This name was submitted by the Partnership Development Office at Golden Gate National Recreation Area, on behalf of the Federated Tribe of the Graton Rancheria. It was submitted as a counterproposal to Elk Creek, a name that is widely published but which was subsequently withdrawn by the proponent.

The name "mee muku" means "green chert trail" or "green rock trail" in the Coastal Miwok language. The proponent confirmed that the Tribal government requested that the name be rendered in lowercase.

If anyone has comments on either name change, either pro or con, please let me know.

National Weather Service

Heat wave:
Several all-time record highs broken or tied around the Bay Area this week
Partnering agencies opened cooling shelters around the region and state
Strong high pressure and weak wind flow contributed to high temperatures

Thunderstorms:
Hurricane Kay is expected to slowly move north along the west coast of Baja while weakening
Remnant moisture from Kay may slide over South Bay or farther north
An area of low pressure at about 13-18,000 feet may entrain some of the moisture and provide enough ingredients to trigger thunderstorms over the area late weekend or early next week
There is a lot of uncertainty and will need to monitored closely

Fire Season:
Fuels are critically dry
Bay Area region is entering peak fire season with offshore flow season just around the corner
Depending upon fires and wind, air quality may turn very poor

Rain:
Still just being taught in the history books of California
Not expecting any widespread significant rain over the next 4-6 weeks
La Niña remains in place through at least fall

END OF REPORT

Submitted by
Jeffrey Ferguson
California Navigation Manager
NOAA's Office of Coast Survey
jeffrey.ferguson@noaa.gov

CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - JULY COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessels Monitored	Total Transfers Percentage
JULY 1 - 31, 2021	186	62	33.33
JULY 1 - 31, 2022	172	62	36.05

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
JULY 1 - 31, 2021	12,612,108	0	19,984,624	6,455,909	26,440,533
JULY 1 - 31, 2022	8,163,558	0	16,436,856	3,307,969	19,744,825

OIL SPILL REPORTED

	TERMINAL	VESSEL	Total	Gallons Spilled
JULY 1 - 31, 2021	0	0	0	0
JULY 1 - 31, 2022	0	0	0	0

MARINE INVASIVE SPECIES INSPECTIONS

Percent	Qualified Voyages	Voyages Inspected	Goal	Shortfall
26%	370	98	97	-7

Disclamer: 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

CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - AUGUST COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessels Monitored	Total Transfers Percentage
AUGUST 1 - 31, 2021	167	64	38.32
AUGUST 1 - 31, 2022	182	60	32.97

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
AUGUST 1 - 31, 2021	12,515,713	0	20,291,029	4,572,006	24,863,035
AUGUST 1 - 31, 2022	7,335,892	0	15,286,085	4,152,253	19,438,338

OIL SPILL REPORTED

	TERMINAL	VESSEL	Total	Gallons Spilled
AUGUST 1 - 31, 2021	0	0	0	0
AUGUST 1 - 31, 2022	0	0	0	0

MARINE INVASIVE SPECIES INSPECTIONS

Percent	Qualified Voyages	Voyages Inspected	Goal	Shortfall
24%	408	98	100	2

Disclamer: 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

August XX, 2022

Attn: Oakland Harbor Turning Basins Widening Study
Mrs. Erika Powell
Project Manager
US Army Corps of Engineers, San Francisco District
450 Golden Gate Ave. 4th Floor

Subject: Harbor Safety Committee – Navigation Working Group - Response to U.S. Army Corps of Engineers & Bay Conservation and Development Commission

Dear Mrs. Powell:

The purpose of this letter is to respond to public comments the U.S. Army Corps of Engineers (USACE) received from the Bay Conservation and Development Commission (BCDC) on the USACE's Oakland Harbor Turning Basins Widening draft integrated feasibility report.

As mandated by the California Legislature under the Oil Spill Prevention and Response Act (OSPRA – Senate Bill 2040), the San Francisco Harbor Safety Committee (HSC) is tasked with planning "for the safe navigation and operation of tankers, barges, and other vessels within each harbor… [by preparing] … a harbor safety plan, encompassing all vessel traffic within the harbor." This includes the Oakland harbor and its container vessel traffic. The San Francisco Harbor Safety Plan identifies the Oakland Harbor as a Critical Maneuvering Area "…where additional standards of care are required due to the restrictive nature of the channel, proximity of hazards, or the prevalence of adverse currents."

The HSC has received regular updates and is supportive of the feasibility study underway to widen the Oakland turning basins. On March 14th, 2022, the feasibility project delivery team requested the HSC review, discuss, and respond to the following BCDC comments – BCDC comment letter to USACE dated February 14, 2022:

> **7. Navigation Safety and Oil Spills**. We understand that the purpose of widening the turning basins is to increase navigational safety for very large containerships with a 19,000 TEU capacity. Per Navigational Safety and Oil Spill Policy 1, "Physical obstructions to safe navigation, as identified by the U.S. Coast Guard and the Harbor Safety Committee of the San Francisco Bay Region, should be removed to the maximum extent feasible when their removal would contribute to navigational safety and would not create significant adverse environmental impacts. Removal of obstructions should ensure that any detriments arising from a significant alteration of Bay habitats are clearly outweighed by the public and environmental benefits of reducing the risk to human safety or the risk of spills of

hazardous materials, such as oil." Please provide evidence that the U.S. Coast Guard and the Harbor Safety Committee of the San Francisco Bay Region have identified the sediment and fast land at Schnitzer Steel, Alameda Gateway, and Howard Terminal to be a navigational safety risk that must be removed. Furthermore, given the fact that 19,000 TEU container vessels carry 4.5 million gallons of fuel, and more of these would be coming into the Bay and calling at the Port, please also explain how the risk of massive oil spills would be reduced and what oil spill prevention plans are in preparation.

On May 12, 2022, the HSC Navigation Working Group, held a public meeting to discuss BCDC's comments. Attendees included, the Chair of the working group (S.F. Bar Pilots), U.S. Coast Guard, Port of Oakland, BCDC, and members of the public. As a baseline, current risks and risk mitigation measures were discussed for existing conditions in Oakland, including:

- Current turning basins widths were designed for a vessel with a length of 1,134 feet
- Vessels up to a length of 1,210 feet turnaround in the basins with risk mitigations measures such as additional tugs, additional pilot, and restricted maneuvering times
- Vessels as long as 1,310 feet visit Oakland today
- Vessels longer than 1,210 feet calling Oakland inner harbor are restricted to backing down the inner harbor and turning around near the Oakland entrance channel in a non-dedicated turning basin with risk mitigation measures such as additional tugs, additional pilot, daylight only transits, and when the effects from current and wind are minimal

As evidenced from existing conditions, not all vessels calling Oakland today can utilize the designated inner harbor turning basin. Vessels longer than 1,210 feet, even with risk mitigation measures in place, cannot use the inner harbor turning basin. Unable to maneuver in a protected and designated turning basin, these vessels are further restricted on which side they dock, are required to back out of the inner harbor channel – not the preferred direction for transiting from a safety standpoint, and may experience extended delays waiting for infrequent departure windows.

The HSC understands that widening the inner harbor turning basin will require the removal of adjacent sediment and fast lands. The HSC further acknowledges the full extent of impacts and what requires removal is what the feasibility study is in the process of determining.

The HSC, in its capacity to plan for safe navigation in the SF Bay, especially within Critical Maneuvering Areas such as Oakland Harbor, recognizes the existing turning basin do not promote the highest regard to navigational safety for the vessel lengths that are now calling Oakland. It is the opinion of the HSC that designing and widening turning basins for the length of vessel calling Oakland today and into the foreseeable future includes direct benefits such as reducing navigational safety risk during turning basin maneuvers. Additional benefits of the proposed widening may also include lessening or removing currently imposed risk mitigation measures.

In conclusion, the current diameters of the Oakland turning basins do not support the length of vessels calling Oakland today and into the foreseeable future. Today, navigational safety risks are higher for vessels that exceed the length of vessel for which the exiting turning basins were designed. Widening the turning basins reduces these risks which concurrently reduces the risk of oil spills.

Respectfully,

Captain Lynn Korwatch
Chair of the Harbor Safety Committee

Endorsement,

Captain Paul Ruff – SF Bar Pilots
Chair of the Navigation Working Group

U.S. Coast Guard
XX