

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

November 10, 2022

Port of San Francisco, Pier 1, Bayside Conference Room

The Embarcadero, San Francisco, 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 10:04.

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: **LTC Kevin Arnett** (M), US Army Corps of Engineers; **John Berge** (M), Pacific Merchant Shipping Association; **John Fadeeff** (M), Chevron Shipping Company **Jeff Ferguson** (M), NOAA; **Patrick Forrester** (A), Port of San Francisco; **Kathi George** (A), The Marine Mammal Center; **Scott Grindy** (M), San Francisco Small Craft Harbor; **Capt. Taylor Lam** (M), United States Coast Guard; **Julian Rose** (M), Marathon Petroleum; **Capt. Paul Ruff** (M), San Francisco Bar Pilots; **Justin Taschek** (A), Port of Oakland; **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 October 13, 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. Thanked veterans for their service.

Coast Guard Report- Capt. Taylor Lam

- The 50th anniversary celebration of the Vessel Traffic Service was held at YBI. San Francisco VTS monitors approximately 153,000 vessel transits annually. Recognition was given for response to the Wan Hai 176 case and the Port of Benicia fire. Bob Blomerth has retired as VTS Director after 42 years of combined military and federal service. The new VTS Director is Gary Reed.
- The USCG is conducting annual safety inspections of crab fishing vessels leading up to the fishing season. There are over 600 fishing vessels in the region and safety is a priority.
- Sector San Francisco Waterways Management is conducting navigational safety risk assessments of bay anchorages. Survey information will be provided.
- LT William Harris read from the October- 2022 Prevention/Response Report (attached).

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Army Corps of Engineers Report- LTC Kevin Arnett

- Preparation is underway for FY 2023 dredging. A Western Dredging Association meeting was held with the USCG and Port of Oakland. The Army Corps has received funding for pilot projects involving near-shore placement of dredge material and beneficial reuse.
- Jessica Vargas read from the US Army Corps of Engineers, San Francisco District Report (attached). FY22 dredging projects are being closed out. The FY23 Dredging Plan should be released in December. Debris removal for October was below average. Work continues on the Oakland Turning Basins Widening Study. Surveys are posted and a channel condition report is included.
- Ben Eichenberg, SF Baykeeper, asked for information on beneficial reuse cost sharing. LTC Arnett advised of new implementation guidance that authorizes cost sharing by the federal government.

Clearinghouse Report- Marcus Freeling (report attached)

OSPR Report- Mike Zamora

- Efforts are being made in coordination with the Marine Exchange to update HSC membership. A membership vacancy announcement was distributed to the committee and applications are welcome. Contact: michael.zamora@wildlife.ca.gov
- HSC membership renewal applications have been received from Jeff Vine, Tammie Lasiter, and Capt. Sean Daggett. New and continuing members will be sworn into the committee next year.

NOAA Report- Jeff Ferguson

- Updates will be made to the chart of the San Bruno Shoal Channel which was incorrectly depicted. Contact NOAA for chart corrections.
- The NWS reports that fire season has come to an end and La Nina conditions are still in effect.

State Lands Commission Report- Robert Booker

- Read from the State Lands Commission Report for October 2022 (attached). No spills were reported. State Lands monitored 37.8 percent of oil transfers which is a substantial improvement compared to last year.

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Report on Whale Safe San Francisco- Kathi George, The Marine Mammal Center

- Kathi George, The Marine Mammal Center, gave a presentation to the committee on work being done to prevent whale – ship collisions. The Whale Safe project was developed by the Benioff Ocean Science Laboratory team and focuses on protection of endangered humpback, blue, and fin whales. Whale strikes are a major concern and many go unreported. Significant numbers of whales can frequent offshore shipping lanes and the TSS which increases the likelihood of ship interactions. The Vessel Speed Reduction program is currently in place off California to help protect whales. The Whale Safe project aims to increase protection.
- Rachael Rhodes, Benioff Ocean Science Laboratory, advised that the Whale Safe program sends real-time alerts to inform shippers of whale activity in waters being transited. Whale location data is collected by acoustic monitoring, sighting reports, and predictive modeling based on ocean conditions. The data is used to create a whale presence rating system for offshore transit areas. Whale activity alerts allow ships to increase vigilance when whales are present. CMA CGM is a partner in the program and sends the alerts to their ship captains. Publicly available AIS vessel speed analytics are also provided for ship operators which track compliance with speed reduction recommendations. Work is being done to increase the compliance rate. The Whale Safe project only collects data for endangered whales and does not include gray whales. Website: <https://whalesafe.com>
- In response to questions, Kathi George advised that the real-time acoustic buoy collects data from all species of whales in the vicinity which can be analyzed upon retrieval, but real-time data is only being used for endangered whales. Whales are mostly located offshore but do come into the bay. Sightings are reported to the USCG. A gray whale mortality event is ongoing, and their population has decreased significantly. Capt. Ruff advised ships to heed whale activity alerts and slow down if safe to do so. A whale informational flyer is being developed by NOAA. Ben Eichenberg asked if the recently implemented container vessel queuing process has impacted speed reduction. Rachael Rhoads advised that there are plans to analyze the data. Capt. Korwatch advised that the Marine Exchange can assist with information on PacMSS.

Work Group Reports-

Tug Work Group- Nothing to report.

Navigation Work Group- Capt. Paul Ruff: Nothing to report.

Ferry Operations Work Group- Nothing to report.

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Dredge Issues Work Group- Julian Rose: Nothing to report.

PORTS Work Group- Justin Taschek: Nothing to report.

Prevention through People Work Group- Scott Grindy: A BAMO meeting will be held in December. There is concern about derelict vessels resulting from the closure of the Oyster Cove Marina.

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 team from NOAA will be fully servicing PORTS tide stations in November and December. 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-

- Stas Margaronis, The Propeller Club, advised of the recent Storms, Flooding and Sea-Level Defense Conference. USACE and regional ports participated. Major projects including sea walls and managed retreat will be necessary to mitigate sea-level rise, but the cost is high. Beneficial reuse dredging can be used for flood protection projects. Smaller ports should be included in the planning process. Port dredging is also an issue that should be addressed. Jim Haussener, CMANC, advised that AB 691 mandates SLC assessments and funding is available for sea-level plan updates. Poor and disadvantaged communities are at greater risk. Capt. Korwatch advised that Janelle Kellman, Major of Sausalito, is involved with sea-level rise planning. USACE is also working on the issue. Ben Eichenberg advised that sea-level rise issues are being addressed by the California legislature.
- Stas Margaronis advised of a Propeller Club meeting with the USCG on cybersecurity issues which took place on October 25th. Cyber-attacks are an increasing threat to the maritime industry.
- Jim Haussener advised that offshore wind development along the Humboldt coast is moving forward. Large scale floating wind turbines will be used in deep water. Other California wind projects are being considered.

Old Business- None

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New Business-

- Capt. Korwatch advised that there will not be a December HSC meeting.
- Capt. Korwatch is retiring, and the January 2023 HSC meeting will be her last as Chair of the committee.

Next Meeting-

1000-1200, January 12, 2023
Richmond Maritime Safety & Security Center
756 West Gertrude Street, Richmond, CA

Adjournment-

A motion to adjourn the meeting was made and seconded. The motion passed without dissent and the meeting adjourned at 11:25.

Respectfully submitted:



Capt. Lynn Korwatch

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

Loss of Propulsion (01OCT2022): A U.S. flagged commercial fishing vessel experienced a loss of propulsion while underway approximately 9nm SW of Bodega Bay. Case Pends.

Loss of Life (02OCT2022): A U.S. flagged small passenger vessel experienced a passenger loss of life while underway west of the Golden Gate Bridge. The passenger experienced a heart attack while onboard. CPR was performed and the passenger was transported by EMS to a hospital where they were pronounced dead due to natural causes. No further action was taken. Case closed.

Allision (08OCT2022): A U.S. flagged fishing vessel reported an allision with an unknown object underwater while underway approximately 14nm west of the Golden Gate Bridge. The vessel suffered some damage and took on a small amount of water, but did not require assistance. A safety marine information broadcast was issued to warn other boaters in the general vicinity. No other action was taken. Case closed.

Engine Failure (10OCT2022): A U.S. flagged small passenger ferry experienced starboard engine failure while transiting to Alameda with passengers onboard. All passengers safely disembarked and the vessel returned to Vallejo on the port engine. The cause was determined to be a cylinder head failure and the starboard engine was replaced. Coast Guard attended the vessel and witnessed satisfactory operation of the starboard engine. Case closed.

Crewmember Injury (20OCT2022): A U.S. flagged passenger vessel reported a personnel injury onboard while mooring in San Francisco. A deckhand had their left foot caught between the vessel's rub rail and the pier. The crewmember was transported to and treated at the hospital. Case closed.

Loss of Propulsion (22OCT2022): A U.S. flagged passenger vessel reported a loss of propulsion due to failure of the starboard engine while underway near Alcatraz Island with passengers onboard. The vessel shut down the port engine as a precautionary measure to prevent overheating. The vessel returned to berth after conducting temporary repairs and disembarked all passengers. At berth the vessel replaced a faulty cooling pump that caused an automatic engine shut down. Coast Guard attended the vessel and witnessed satisfactory operation of the engines. Loss of Propulsion was not attributed to fuel switching. Case closed.

Loss of Propulsion (24OCT2022): A U.S. flagged inspected towing vessel reported a loss of propulsion while conducting operations between the San Rafael quarry and Alcatraz Island. The vessel reported that their port propeller was missing and is pending repairs. Case pends.

Equipment Failure (24OCT2022): A foreign flagged chemical tankship experienced an emergency generator malfunction while inbound to Anchorage 9. The Emergency Generator started, but could not produce the required voltage and frequency. The vessel replaced the electrical faults and performed a successful test of the generator. Class attended the vessel and witnessed satisfactory operation of the emergency generator. Case closed.

NAVIGATIONAL SAFETY

Letter of Deviation (19OCT2022): A foreign flagged bulk carrier was issued a Letter of Deviation (LOD) for a main engine RPM indicator failure. The vessel replaced the faulty indicator. Class witnessed corrected deficiencies and the LOD was lifted. Case closed.

Letter of Deviation & Operational Control (19OCT2022): A foreign flagged containership reported an inoperable X-Band radar and issued both a Letter of Deviation (LOD) and operational control (Code 17). The vessel made necessary repairs to the X-Band radar. Class witnessed corrected deficiencies and both the LOD and operational control were cleared. Case closed.

VESSEL SAFETY CONDITIONS

Operational Control (01OCT2022): A U.S. flagged small passenger ferry reported a mechanical failure while underway and was issued an Operational Control (Code 701). The vessel made repairs to the starboard shaft and conducted a successful sea trial. Coast Guard witnessed corrected deficiencies and the operational control was lifted. Case closed.

Operational Control (07OCT2022): A U.S. flagged recreational vessel was boarded in the San Francisco Harbor and issued a Captain of the Port (COTP) Order for operating as a small passenger vessel without a valid COI. Case pends.

Operational Control (10OCT2022): A U.S. flagged small passenger ferry experienced starboard engine failure while transiting to Alameda with passengers onboard. The starboard engine was replaced. Coast Guard attended the vessel and witnessed satisfactory operation of the starboard engine. Case closed.

Operational Control (11OCT2022): A U.S. flagged small passenger ferry was inspected in Emeryville, CA and issued an operational control (Code 60) due to improper repairs made to the fire main. The vessel made necessary repairs to the system. Coast Guard witnessed repairs and the operational code was lifted. Case closed.

Operational Control (22OCT2022): A U.S. flagged passenger vessel experienced a loss of propulsion while transiting near Alcatraz and was issued an operational control (Code 701). The vessel replaced a failed cooling pump. Coast Guard witnessed corrected deficiencies and the operational control was cleared. Case closed.

Operational Control (24OCT2022): A foreign flagged chemical tankship experienced a mechanical failure while transiting inbound to San Francisco and was issued an Captain of The Port (COTP) Order. The vessel made necessary repairs to their emergency generator. Class witnessed corrected deficiencies and the operational control was lifted. Case closed.

Operational Control (24OCT2022): A foreign flagged containership was inspected at Oakland Container Terminal and was issued 3 operational controls (Code 17) for; rescue boat embarkation, deteriorated immersion suits, and unsuitable "A" class fire doors. The vessel made necessary repairs for all items. Class witnessed corrected deficiencies and the operational codes were lifted. Case closed.

Operational Control (25OCT2022): A U.S. flagged inspected towing vessel reported a missing propeller on the port side and was issued an operational control (Code 705). Vessel is hauled out and conducting repairs. Case pends.

Operational Control (25OCT2022): A U.S. flagged small passenger vessel reported a marine casualty while underway and was issued an operational control (Code 701). Vessel has plans to make repairs, and must submit them to marine inspectors. Case pends.

Operational Control (31OCT2022): A U.S. flagged vessel is overdue for their annual service inspection date and was issued an operational control (Code 60). Case pends.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (08OCT2022): IMD received a notification of a vessel that created a sheen from an equipment failure. After further investigation, it was determined that the source of the discharge was residue oil from maintenance. The source of the pollution for this incident was removed and the remaining sheen dissipated on its own. A NOFI and LOW were issued. Source Secured. Case Closed.

Letter of Warning (10OCT2022): IMD received a notification of a vessel located in Sacramento Marina had sunk within it's slip. The vessel was found to have discharged 1 gallon of gasoline into the Sacramento River and the slip where it was located was boomed off to contain the sheen. The owner filed an insurance claim the following day and had the vessel removed leaving no further threat to the environment. A NOFI and LOW were issued. Source Secured. Case Closed.

Letter of Warning (16OCT2022): IMD received a notification a recreational vessel located in the Monterey Harbor had discharged 20 ounces of power steering fluid into the Monterey Bay. IMD contacted the owner and conducted a phone investigation. It was found the owner experienced a steering issue, which led to the discharge of the product into the waterway. The source was secured and sorbents were placed to recover to product. A NOFI and LOW were issued. Source Secured. Case Closed.

Letter of Warning (17OCT2022): IMD received a notification of a recreational vessel sinking in it's slip located in the Oakland Estuary creating a sheen on the surface of the water. IMD responded in person and found the vessel to be fully submerged in the slip and the source was not secured at that time. IMD contacted the owner who arrived and hired a contractor that was provided to boom the vessel off, as well as lift it and remove any pollution on board. Parker diving was hired and removed 150 gallons of oily water mixture. A NOFI and LOW were issued. Source Secured. Case Closed.

Notice of Violation (28OCT2022): IMD received a notification of a recreational vessel located in the Sacramento River in Stockton, Ca emitting a sheen. IMD responded and found the vessel to be stuck along the bank of the river and it eventually capsized. The owner refused to respond and work with law enforcement or remediate the situation. A notice of violation for \$50 was issued to the owner for refusing to respond and the sheen naturally dissipated. A NOFI and NOV was issued. Source Secured. Case Closed.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
October 2022			
PORT SAFETY CATEGORIES*	Oct-2022	Oct-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:	2	4	3.44
Navigation Safety (1), Port Safety & Security (1), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	8	8	7.00
Allision (1), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (4), Personnel (2), Other (0), Power (1)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	2	0	2.22
Radar (1), 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	0.25
Significant Waterway events/Navigation related Cases:	0	0	0.00
Total Port Safety (PS) Cases opened	12	12	13.00
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Oct-2022	Oct-2021	**3yr Avg
U.S. Commercial Vessels	0	0	0.56
Foreign Freight Vessels	0	0	0.17
Public Vessels	2	0	0.81
Commercial Fishing Vessels	0	0	0.78
Recreational Vessels	12	8	5.81
Pollution Discharge Sources (Facilities)	Oct-2022	Oct-2021	**3yr Avg
Regulated Waterfront Facilities	1	0	0.31
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.03
Other Land Sources	5	0	2.42
Mystery Spills - Unknown Sources	5	12	4.86
Number of Pollution Incidents (By Spill Size)	Oct-2022	Oct-2021	**3yr Avg
Spills < 10 gallons	20	7	9.64
Spills 10 - 100 gallons	2	1	1.14
Spills 100 - 1000 gallons	0	0	0.36
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	3	12	4.25
Total Pollution Incidents	25	20	15.39
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Oct-2022	Oct-2021	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	0.00	0.00	2.72
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.47
Estimated spill amount from Public Vessels	2.00	0.00	6.89
Estimated spill amount from Commercial Fishing Vessels	0.00	0.00	30.47
Estimated spill amount from Recreational Vessels	12.00	35.00	82.33
Estimated spill amount from Regulated Waterfront Facilities	5.00	0.00	21.69
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.03
Estimated spill amount from Other Land Sources	37.00	0.00	29.50
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	56.00	35.00	174.11
Penalty Actions	Oct-2022	Oct-2021	**3yr Avg
Civil Penalty Cases	0	0	0.11
Notice of Violations	1	0	0.72
Letters of Warning	4	7	5.19
Total Penalty Actions	5	7	6.03
* 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
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**Report of the
U.S. Army Corps of Engineers, San Francisco District
November 10, 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 now expected to complete by the end of December. Material dredged after November 30 will be placed at a beneficial reuse site.**
- 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. Dredging commenced on September 15 and is expected to complete by the end of November.
- 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 submitted a proposal to change from cutterhead/pipeline dredging to a clamshell operation with beneficial reuse. **Consultation with resource agencies completed in October, dredging commenced on October 21 and completed on October 31.**
- 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. **Dredging commenced on August 9 and was completed on September 18.**
- e. **San Rafael Creek** – A dredging contract was awarded to Camenzind Dutra JV on July 7. Notice to Proceed was issued on July 13. **Dredging commenced on September 22 and is expected to complete by the end of November.**
- f. **Oakland Harbor** – A dredging contract was awarded to Manson Construction on July 14, Notice to Proceed issued on July 19. **Dredging commenced on July 30 and is now expected to complete by the end of January.** 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 commenced on September 26 and is expected to complete by mid-November.**
- 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 June 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 October was 11.5 tons. Dillard: 10 tons, including 1 abandoned vessel; Raccoon: 1.5 tons. Average debris removal for October from 2012 to 2021 is 52 tons (Range: 9.5-108).

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	7	5.5	0	12.5
OCT	1.5	10	0	11.5
NOV				
DEC				

YR TOTAL
528.5

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. **NED Exemption Request response letter was received on September 14, 2022. The letter stated that the request to cost share the beneficial use (BU) was approved, however cost sharing electric dredging was not approved.** The Draft Integrated Feasibility Report (IFR) was released on 17 December 2021 for public comment. **The Draft IFR is on track to be re-released in early 2023 with revisions based on received comments.**

5. OTHER WORK

Regional Dredge Material Management Plan: Following public and stakeholders' outreach for the PMP, the project is now in Phase 1 including a gap analysis to address the key issues as identified by the stakeholders from the virtual charrettes held in July 2020. SFEI was contracted to perform this phase and coordinated with an Interagency Working Group (IWG) to provide expert advice. **SFEI finalized a scope of work encompassing the modeling and monitoring required to resolve the data gaps. The SFEI scope along with SPN PDT scopes of service will be appended to the PMP concluding Phase 1. Sediment Transport Modeling (ERDC) has begun, and the Regional Analysis Report will start shortly.** 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 November 1 and 2, 2022.

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

Islais Creek Channel: Condition survey of September 23, 2022.

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 October 20-24, 2022.
Redwood City Harbor: Condition survey of October 5, 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 October 26-27, 2022.
Richmond Outer Harbor (Southampton Shoal): Condition survey of October 26-27, 2022.
Sacramento River Deep Water Ship Channel: Condition Survey of July 6-7, 2022.
San Bruno Shoal: Condition survey of October 13, 2022.
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 June 24 and July 11, 2022.
San Rafael (Creek): Condition survey of June 24, 2022.
Stockton Ship Channel: Condition survey of June 27-29, and July 8, 2022.
Suisun Bay Channel: Condition survey of August 18, &31, September 1-3, 14, & 19, 2022.
Suisun Bay Channel (Bullshead Reach): Condition survey of August 18, &31, September 1-3, 14, & 19, 2022.
Suisun Bay Channel (New York Slough): Condition survey of September 16 & 19, 2022.

Disposal Site Condition Surveys:

SF-08 (Main Ship Channel Disposal Site): Condition survey of May 24, 2022.
SF-09 (Carquinez): Condition survey of October 18, 2022.
SF-10 (San Pablo Bay): Condition survey of October 26, 2022.
SF-11 (Alcatraz Island): Condition survey of October 12, 2022.
SF-16 (Suisun Bay Disposal Site): Condition survey of October 27, 2022.
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 **8 NOV 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	
Richmond Inner Harbor	13-May (A)	27-May (A)														410kcy	Contract Clam Shell	SF-DODS Cullinan	
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)														20kcy	Contract Pipeline	MWRP	
Suisun Bay Channel	13-Jun (A)	24-Jun (A)														120kcy	Contract Clam Shell	MWRP	
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 Cullinan	
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)							WCH							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						ESS								350kcy	Govt Hopper	OBDS/SF-8	
Bulls Head Emergency Dredging	N/A	N/A						ESS								15kcy	Govt Hopper	SF-16	
Richmond Outer Harbor	N/A	N/A						ESS								300kcy	Govt Hopper	SF-11/SF-10	
				Solicitation						WCH West Coast Hopper Contract						Environmental Window			
				Bid Opening						YAQ Gov't Dredge Yaquina						Mobilization			
				Contract Award						ESS Gov't Dredge Essayons						Physical Dredging			
				Hopper Dredging															

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

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 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)				
San Francisco Mainship San Francisco Mainship	06-22-2022	2000	4.96	55	51.5	54.9	55.2	53.9
Redwood City Harbor Redwood City Harbor	10-05-2022	300 943	3.94	30	24.7	27.4	26.2	23.9
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
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	04-12-2022	60 160	1.55	6	1.4	1.6	1.0	0.8
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
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
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	45.6	48.1	48.6	46.9

REPORT OF CHANNEL CONDITIONS
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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)				
Oakland Harbor		296						
Oakland Outer Channel	07-20-2022	1761	2.52	50	48.0	48.7	48.5	48.2
Humboldt Bay		500						
Bar and Entrance Channel	07-15-2022	2113	2.60	48	36.3	46.2	46.5	28.5
Humboldt Bay		400						
Eureka Channel	06-02-2022	416	1.69	26	4.1	3.9	12.7	6.9
Humboldt Bay		300						
Fields Landing Channel	06-02-2022	770	2.35	26	13.0	26.7	25.1	20.3
Humboldt Bay		400						
North Bay Channel	06-02-2022	657	3.04	38	32.7	34.6	33.0	15.1
Humboldt Bay		400						
Samoa Channel	06-02-2022	1000	1.83	38	32.7	35.5	34.0	17.4
Noyo River		97						
Entrance Channel	08-04-2022	150	0.67	10	6.7	10.1	10.9	7.6
Noyo River		97						
Channel	08-04-2022	150	0.67	10	5.4	10.5	10.8	3.9
Crescent City		200						
Entrance Channel	08-06-2022	320	0.42	20	17.2	18.3	16.9	15.5
Crescent City		200						
Inner Harbor Basin Channel	08-06-2022	300	0.39	15	14.6	14.8	14.7	13.2
Crescent City		228						
Marina Access Channel	08-06-2022	170	0.22	15	5.7	10.6	11.7	8.1
Pinole Shoal Channel		600						
Pinole Shoal Channel	10-20-2022	1644	10.40	35	29.5	34.6	36.1	32.5
Suisun Bay Channel								
Suisun Bay (0+00 to 150+00)	08-09-2022	300	2.84	35	37.1	37.1	37.0	35.7
Suisun Bay Channel								
Suisun Bay (150+00 to 733+45)	08-09-2022	300	11.10	35	35.0	35.0	35.0	34.8
Suisun Bay Channel Anchorage						No	No	No
Suisun Bay Channel Anchorage	07-13-2022	400	0.90	35	34.5	Data	Data	Data
New York Slough		400						
New York Slough (0+00 to 232+03)	09-16-2022	411	4.42	35	35.3	35.1	35.8	35.3

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 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)				
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



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

November 10, 2022

- ✎ In October the clearinghouse did not contact OSPR regarding any possible escort violations.
- ✎ In October 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 October there were 84 tank vessel arrivals; 14 ATBs, 5 Chemical Tankers, 13 Chemical/Oil Tankers, 23 Crude Oil Tankers, 1 LPG, 17 Product Tankers, and 11 Tugs with Barges.
- ✎ In October there were 228 total vessel arrivals.

San Francisco Bay Clearinghouse Report For October 2022

San Francisco Bay Region Totals

	<u>2022</u>		<u>2021</u>		
Tanker arrivals to San Francisco Bay	59		62		
ATB arrivals	14		19		
Barge arrivals to San Francisco Bay	11		14		
Total Tanker and Barge Arrivals	84		95		
Tank ship movements & escorted barge movements	286		326		
Tank ship movements	190	66.43%	187	57.36%	
Escorted tank ship movements	144	50.35%	145	44.48%	
Unescorted tank ship movements	46	16.08%	42	12.88%	
Tank barge movements	96	33.57%	139	42.64%	
Escorted tank barge movements	15	5.24%	20	6.13%	
Unescorted tank barge movements	81	28.32%	119	36.50%	

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	170		278		0		105		553	
Unescorted movements	69	40.59%	121	43.53%	0	0.00%	40	38.10%	230	41.59%
Tank ships	47	27.65%	77	27.70%	0	0.00%	31	29.52%	155	28.03%
Tank barges	22	12.94%	44	15.83%	0	0.00%	9	8.57%	75	13.56%
Escorted movements	101	59.41%	157	56.47%	0	0.00%	65	61.90%	323	58.41%
Tank ships	100	58.82%	143	51.44%	0	0.00%	59	56.19%	302	54.61%
Tank barges	1	0.59%	14	5.04%	0	0.00%	6	5.71%	21	3.80%

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	574		694	
ATB arrivals	149		193	
Barge arrivals to San Francisco Bay	103		148	
Total Tanker and Barge Arrivals	826		1,035	
Tank ship movements & escorted barge movements	2,744		3,431	
Tank ship movements	1,651	60.17%	1,959	57.10%
Escorted tank ship movements	1,338	48.76%	1,513	44.10%
Unescorted tank ship movements	313	11.41%	446	13.00%
Tank barge movements	1,093	39.83%	1,472	42.90%
Escorted tank barge movements	138	5.03%	246	7.17%
Unescorted tank barge movements	955	34.80%	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	1,659		2,673		0		1,128		5,460	
Unescorted movements	656	39.54%	1,236	46.24%	0	0.00%	465	41.22%	2,357	43.17%
Tank ships	499	30.08%	930	34.79%	0	0.00%	410	36.35%	1,839	33.68%
Tank barges	157	9.46%	306	11.45%	0	0.00%	55	4.88%	518	9.49%
Escorted movements	1,003	60.46%	1,437	53.76%	0	0.00%	663	58.78%	3,103	56.83%
Tank ships	955	57.56%	1,312	49.08%	0	0.00%	610	54.08%	2,877	52.69%
Tank barges	48	2.89%	125	4.68%	0	0.00%	53	4.70%	226	4.14%

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.



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - OCTOBER COMPARISON

VESSEL TRANSFERS

	<u>Vessel Arrivals</u>	<u>Vessels Monitored</u>	<u>Percentage of Vessel Monitored</u>
OCTOBER 1 - 31, 2021	177	39	22.03
OCTOBER 1 - 31, 2022	193	73	37.82

CRUDE OIL / PRODUCT TOTALS (BBLs)

	<u>Crude Oil (D)</u>	<u>Crude Oil (L)</u>	<u>Other Products and Crude Oil (D)</u>	<u>Other Products and Crude Oil (L)</u>	<u>GRAND TOTAL (D) / (L)</u>
OCTOBER 1 - 31, 2021	9,807,818	0	17,803,996	5,803,785	23,607,781
OCTOBER 1 - 31, 2022	11,355,347	0	19,581,139	5,229,778	24,810,917

OIL SPILL REPORTED

	<u>TERMINAL</u>	<u>VESSEL</u>	<u>Total</u>	<u>Gallons Spilled</u>
OCTOBER 1 - 31, 2021	0	0	0	0
OCTOBER 1 - 31, 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>
29%	379	110	95	-15

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