

# Harbor Safety Committee

of the San Francisco Bay Region

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

## Draft Minutes

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

**July 13, 2023**

**Richmond Maritime Safety & Security Center**

**756 West Gertrude Street, Richmond, CA**

**Scott Humphrey (M)**, Marine Exchange of the San Francisco Bay Region (Marine Exchange), Chair of the Harbor Safety Committee (HSC); called the meeting to order at 10:01.

**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: **Capt. Jordan Baldueza (A)**, United States Coast Guard; **Robert Estrada (M)**, Inlandboatmen's Union; **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. Tony Heeter (M)**, Blue and Gold Fleet; **Christopher Lee (M)**, Matson Navigation; **Capt. Paul Ruff (M)**, San Francisco Bar Pilots; **John Schneider (M)**, Marathon Petroleum; **Justin Taschek (A)**, Port of Oakland; **Jessica Vargas (A)**, US Army Corps of Engineers.

The meetings are always open to the public.

## Approval of the Minutes-

A motion to accept the minutes of the June 8, 2023, meeting was made and seconded. The minutes were approved without dissent.

## Comments by the Chair- Scott Humphrey

Welcomed the committee members and audience. Changes are being made to the online Zoom display for remote HSC meeting attendees. To ease viewing, written reports will no longer be presented on screen. All HSC meeting reports are distributed via email prior to the meeting and are available online:

<https://www.sfm.org/bay-area-committees/hsc/>

## Coast Guard Report- Capt. Jordan Baldueza

- New USCG personnel have transferred to Sector San Francisco replacing outgoing servicemembers. LCDR Mark Leahey (Chief of Incident Management), LT Eva McNell (Waterways Division) and LT Helen Oh (VTS Operations) introduced themselves to the committee.

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- The Fourth of July fireworks SEAR event was held successfully. Fleet Week, also a SEAR event, will be held in October. The Asia-Pacific Economic Cooperation (APEC) Summit will be held in San Francisco in November.
- LT Helen Oh read from the June- 2023 Prevention/Response Report (attached).
- Jim Haussener, CMANC, asked about increased Loss of Propulsion (LOP) cases and ferry related issues. Capt. Balduenza advised that data is being collected but it is too early to identify any trends. LCDR Alex Miller advised that recent ferry cases may be anomalies. LOPs attributed to fuel switching are reported for investigation. Capt. Ruff advised that CARB regulations requiring ships to have locks on their fuel racks may be related to recent LOPs. The locks limit engine power and reduce emissions, but vessel maneuverability is compromised. Tony Heeter advised that new CARB required catalytic reduction systems can reduce engine RPMs causing ferry LOPs. Disruption of service is a concern.
- Capt. Lynn Korwatch, HSC Chair Emeritus, asked for details about the Ruby Princess incident. Capt. Balduenza advised that on July 6<sup>th</sup> the cruise ship Ruby Princess allided with San Francisco Pier 27. Both the ship and dock sustained damage. The vessel was repaired, and an investigation is ongoing. Capt. Ruff advised that the pilot on board works closely with the captain of the vessel when docking cruise ships. Results of the investigation will be provided.

## **Army Corps of Engineers Report- Jessica Vargas**

- LTC Timothy Shebesta is the new USACE San Francisco District Commander.
- Read from the US Army Corps of Engineers, San Francisco District Report (attached). FY23 dredge planning is ongoing and contract bids are being solicited. The Government Hopper Dredge Essayons has been repaired and is returning to the Bay Area to dredge the Main Ship Channel and Pinole Shoal Channel. Debris removal for June was below average and included one abandoned vessel. The draft IFR/EA for the Oakland Harbor Turning Basins Widening Study was released and input is welcome. Surveys are posted and a channel condition report is included.
- Jim Haussener advised that Pinole Shoal Channel trouble spots be addressed first when dredging due to Essayons time constraints.

## **Clearinghouse Report- Marcus Freeling (report attached)**

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## **OSPR Report- Mike Zamora**

- An updated HSC membership vacancy announcement will be distributed. HSC Vice-Chair and other committee positions are available. Applications are welcome. Contact: [michael.zamora@wildlife.ca.gov](mailto:michael.zamora@wildlife.ca.gov)

## **NOAA Report- Jeff Ferguson**

- Read from the NOAA HSC Report for July 2023 (attached). The Pinole Shoal Channel CATZOC A1 rating has been renewed until 2025. Improved CATZOC ratings for other channels have been requested. NOAA is conducting a national assessment of the PORTS Program. An online workshop for California, including SF PORTS, will be held on July 20<sup>th</sup>. Input from PORTS stakeholders is welcome.
- The NWS has issued an El Nino Advisory for the upcoming winter. An Excessive Heat Watch has been issued for this weekend. Warmer temperatures are expected, especially inland.

## **State Lands Commission Report- Bob Davila (report attached)**

- Renewable fuel is now included with oil in the report.

## **PORTS Report- Marcus Freeling**

- The Southampton Shoal LB6, Oakland Inner Harbor LB4, and Oakland Outer Harbor LB3 buoy-mounted current meters will be serviced the week of July 24<sup>th</sup>. Contractors have been hired to repair, upgrade, and redeploy the equipment. The San Francisco Pier 17 visibility sensor is still offline due to loss of shore power. Power restoration is being coordinated. The Amorco visibility sensor is offline due to sensor issues. 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>

## **Report on the International Transport Workers Federation (ITF) – Sam Levens, ITF**

- Sam Levens gave a presentation to the committee on the International Transport Workers Federation (slides attached). ITF is a global federation of 696 trade unions and is responsible for maritime labor inspections worldwide. Vessel inspections are conducted to ensure safe and humane conditions for mariners. Vessels flying Flags of Convenience are of particular concern.

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Labor issues including time onboard, shore leave, wages, age, food access, injuries, harassment, and living conditions are assessed and reported. Covid-19 was particularly difficult for many mariners due to repatriation issues, lack of shore leave, high cost of food, overtime wage theft, and associated mental health problems. ITF has limited staff and relies on tips from the public to determine which vessels to inspect. Contact ITF if substandard labor conditions are suspected on vessels in port: [Levens\\_Sam@itf.org.uk](mailto:Levens_Sam@itf.org.uk)

- John Schnieder advised of CBP issues with approving shore leave. Streamlining the process would be beneficial. Sam Levens advised that many mariners are not able to acquire US visas for a variety of reasons. Sam Levens is a board member for the International Maritime Center which helps facilitate shore leave for mariners. Open communication is of primary importance in order to identify and correct labor violations.
- Stas Margaronis, Propeller Club, advised that ITF is invited to a meeting on September 6<sup>th</sup> focused on visa issues. Bob Estrada offered assistance in support of ITF's mission. Patrick Forester asked how violations are addressed when found. Sam Levens advised that IFT contacts shipping companies with concerns and will escalate to Port Sate Control if appropriate. USCG regulations require vessels to allow ITF inspectors on board. Brandon Chapman, Golden Gate Bridge Highway & Transportation District, suggested an additional ITF presentation be given at the quarterly AMSC meeting. Partnering with stevedores and ship agents was suggested. Scott Humphrey advised that further discussion is warranted on this important humanitarian issue.

## **Work Group Reports-**

**Tug Work Group-** Nothing to report.

**Navigation Work Group-** Capt. Paul Ruff: Repairing Oakland Outer Harbor ATONs is a priority. The ATONs are important for navigation into the Port of Oakland.

**Ferry Operations Work Group-** Capt. Tony Heeter: The Work Group is reviewing ferry routing protocol and participation from the HSC is requested. The number of ferry terminals has increased complicating routes. Safety is a priority. Scott Humphery advised that a list of ferry routing protocol objectives is available. Updating the protocol is essential for safe navigation.

**Dredge Issues Work Group-** Jim Haussener: Significant shoaling has been reported at the Port of Stockton and the Work Group is addressing the issue. There are questions regarding the threshold for emergency dredging and the approval process. Other channels including Pionle Shoal Channel have required emergency dredging in the past and streamlining the process is a priority. A presentation on the issue is being planned.

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**PORTS Work Group-** Justin Taschek: Nothing to report.

**Prevention through People Work Group-** Scott Grindy: The next BAMO meeting will be held in late summer.

**Marine Mammal Work Group-** Kathi George: A Marine Mammal Work Group Meeting will be held directly after today's HSC meeting. Participation is welcome. Recent humpback whale sightings have been reported.

## **Public Comment-**

- Stas Margaronis advised of a recent visit to the Port of Rotterdam for an electric/hybrid vessel conference. There is an ongoing transition to electric ferries in Europe. Capt. Heeter advised that electric ferries are expected in the near future, but diesel ferries are currently used in the local industry. Brandon Chapman advised that the Golden Gate Bridge Highway & Transportation District is in the process of building a hybrid ferry. Stas Margaronis advised that hydrogen fuel cell technology is also being used. Shipping industry movement towards autonomous vessels is a major issue impacting mariners. Secure quantum communication is being considered for ports.
- A representative from Navier advised of a recent incident involving one of their electric hydrofoil boats. The vessel struck debris in the bay which damaged the foils but was able to land safely.
- Justin Taschek advised that the Port of Oakland has been awarded 120 million dollars in state port specific grant funding. Matson will be transitioning to zero emissions at their terminal. Cal Maritime interns are working at the port.
- Brandon Chapman advised that the Bay Ferry VI maritime security exercise is being planned and observers are welcome. Capt. Heeter advised that a Bay Ferry VI preparation training exercise was recently conducted. Active threat leadup training is planned.

## **Old Business-**

- Capt. Ruff advised that the Bar Pilots are concerned with SB 953 and the proposed 10kt VSR speed reduction for vessels in the pilot area. Faster speeds are sometimes needed for safe pilot boarding and a VSR exception for the pilot area is proposed. Scott Humphrey advised that it is important to balance navigation safety with marine mammal protection.

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## **New Business-**

- Scott Humphrey announced that the HSC will not be meeting in August.

## **Next Meeting-**

1000-1200, September 14, 2023  
Port of Oakland, Exhibit Room  
530 Water Street, Oakland, California

## **Adjournment-**

A motion to adjourn the meeting was made and seconded. The motion passed without dissent and the meeting adjourned at 11:34.

Respectfully submitted: Marine Exchange of the San Francisco Bay Region

**SIGNIFICANT PORT SAFETY AND SECURITY CASES (JUNE 2023)****MARINE CASUALTIES**

**Loss of Propulsion (07JUN23):** A U.S. flag tankship experienced a loss of propulsion while underway in the San Francisco Traffic Separation Scheme. The crew identified a fuel leak on the main engine and secure the engine to affect repairs. A failure of the Number Three cylinder fuel oil pump shock absorber caused the fuel leak. The vessel conducted repairs at sea and class witnessed satisfactory operation of the main engine. LOP was not attributed to fuel switching. Case closed.

**Allision (08JUN23):** A U.S. flag inspected towing vessel experienced an allision with an aid to navigation while pushing ahead an un-inspected deck barge underway from Redwood City, CA. A large gust of wind set the vessel towards the marker. The bow cleared the aid but a starboard side quarter fender, approximately 10 feet forward of the stern, made contact with it. No damage was reported to the vessel or barge, however, the light on the marker was completely destroyed. Coast Guard did not attend the vessel. Case closed.

**Loss of Propulsion (08JUN23):** A U.S. flag Ro-Ro experienced a loss of propulsion while outbound from Oakland, CA. A failure of the main engine lubricator No. 8 caused the loss of propulsion. The vessel was escorted to Anchorage 8 by assisting tugs and conducted repairs. Class attended vessel and witnessed satisfactory operation of the main engine. LOP was not attribute to fuel switching. Case closed.

**Equipment Failure (11JUN23):** A U.S. flag passenger vessel experienced a bow thruster failure while getting underway from Pier 3 in San Francisco. A major hydraulic leak rendered the bow thruster inoperable, caused by improper installation of the bow thruster's hydraulic tank fill plate. The vessel completed its voyage with a tug alongside and moored safely with tug assist. Vessel to conduct repairs. Case pends.

**Reduction in Propulsion (12JUN23):** A U.S. flag passenger vessel experienced a reduction of RPMs on the starboard engine while transiting from Vallejo to San Francisco. Vessel safely transited to SF Terminal on the port engine, then to Alameda maintenance terminal to affect repairs. Cause of the reduction in RPMs was a result of a failed fuel injector internal electronics. The system was reset, and an attending technician witnessed satisfactory operation of the starboard engine. Case closed.

**Loss of Propulsion (13JUN23):** A foreign flag bulk carrier experienced a loss of propulsion while getting underway from Anchorage 9. The vessel immediately dropped anchor and began troubleshooting the problem. The vessel's main engine RPM was fluctuating and exhaust gas temp on the no. 6 cylinder dropped due to the valve being stuck in the open position. The spring air valve was also found to be leaking. The exhaust valve was replaced. Class attended vessel and witnessed satisfactory operation of the main engine. Case closed.

**Reduction in Propulsion (18JUN23):** A foreign flag containership experienced a loss of propulsion while getting underway from Oakland, CA. The vessel immediately re-moored with tug assist. The starting air stop solenoid valve #84 was found to be defective and the starting control air valve # 28 was found to be slacking. Both valves were replaced. Class attended the vessel and witnessed satisfactory operation of the engines.

**Loss of Propulsion (21JUN23):** A U.S. flag Ro-Ro experienced a loss of propulsion while getting underway in Richmond, CA. Low oil in the camshaft reservoir that powers ahead and astern timings caused the loss of propulsion. The oil reservoir was refilled by the crew onboard. Class attended the vessel and witnessed the engine operating properly at ahead and astern. Case closed.

**Reduction in Propulsion (24JUN23):** A U.S. flag small passenger vessel experienced a reduction in propulsion shortly after departing the Vallejo terminal en route to San Francisco. The vessel safely re-moored in Vallejo and all passengers were safely disembarked. A fuel injector malfunction on the B2 cylinder caused a loss of RPMs on the port engine. The injector was replaced, and an attending technician witnessed satisfactory operation of the port engine. Case closed.

**Grounding (24JUN23):** A U.S. flag commercial fishing vessel ran aground on Surfers Beach, South of Pillar Point Harbor while returning to offload their catch. The captain reportedly fell asleep at the helm and awoke when the vessel ran aground. Several attempts to tow the vessel off the beach were unsuccessful and the vessel was eventually destroyed and hauled away by a local salvage company. Case closed.

## VESSEL SAFETY CONDITIONS

<p>Operational Control (04JUN23): A U.S. flag dredging vessel reported an active oil leak from a shaft seal while moored in Richmond, CA and was issued an operational control (Code 60, prior to movement). Coast Guard attended vessel to ensure temporary repairs were made. The vessel was issued a permit to proceed to transit back to homeport in Portland, OR. The operational control remains in effect. Case pends.</p>
<p>Operational Control (05JUN23): A foreign flag Ro-Ro reported a reduction in propulsion due to a faulty turbocharger while transiting from Mexico to Benicia, CA and issued was a Captain of the Port (COTP) Order. The vessel was required to have a 1-tug escort to Anchorage 9 in order to conduct repairs and submit a satisfactory class report attesting to the main engines' capabilities, limitations, and reliability. COTP Order was amended to allow vessel to transit to Benicia with a tug assist to further diagnose the issue. Class attended vessel and witnessed satisfactory operation of the No. 2 turbo. The COTP Order was cleared. Case closed.</p>
<p>Operational Control (07JUN23): A U.S. flag small passenger vessel was inspected in Monterey, CA and was issued an operational control (Code 701, prior to the carriage of passengers) for wastage on the bilge manifold in the engine room. Case pends.</p>
<p>Operational Control (08JUN203): A U.S. flag Ro-Ro was outbound from Oakland, CA and experienced a loss of propulsion due to a failure in the main engine lubricator. An operational control was issued (Code 60, prior to movement). The vessel conducted repairs and class attended to witness the engine operating correctly. The operational code was cleared. Case closed.</p>
<p>Operational Control (09JUN24): A U.S. flag small passenger vessel reported damage to the hull of their vessel due to an allision with the pier while mooring in Berkeley, CA and was issued an operational control (Code 60, prior to movement). Case pends.</p>
<p>Operational Control (11JUN23): A U.S. flag small passenger vessel reported an equipment failure of the bow thruster while getting underway in San Francisco and was issued an operational control (Code 701, prior to the carriage of passengers). The vessel was authorized to get underway with tug assist until effective repairs were made to the bow thruster. The operational control was cleared. Case closed.</p>
<p>Operational Control (11JUN23): A U.S. flag small passenger vessel experienced an automatic discharge of the pre-engineered fire extinguishing system while underway near Monterey, CA and was issued an operational control (Code 60, prior to movement). Damage in the engine room was repaired and the pre-engineered system was replaced. Coast Guard witnessed corrected deficiencies and the operational control was cleared. Case closed.</p>
<p>Operational Control (13JUN23): A foreign flag bulk carrier experienced a loss of propulsion while getting underway from Anchorage 9 and was issued a Captain of the Port (COTP) Order. An exhaust valve was replaced on the no. 6 cylinder. Class witnessed corrected deficiency and the COTP Order was cleared. Case closed.</p>
<p>Operational Control (15JUN23): A U.S. flag small passenger vessel was inspected in San Francisco, CA and was issued an operational control (Code 701, prior to the carriage of passengers) for water coolant and exhaust piping leaks. Case pends.</p>
<p>Operational Control (18JUN23): A foreign flag containership experienced a loss of propulsion while departing from Oakland, CA and was issued a Captain of the Port (COTP) Order requiring them to remain at berth until effective repairs were made to the vessel's main engine. Repairs were made and class witnessed satisfactory operation of the main engine. The COTP Order was cleared. Case closed.</p>
<p>Operational Control (21JUN23): A U.S. flag Ro-Ro reported a loss of propulsion while getting underway in Richmond, CA and was issued an operational control (Code 60, prior to movement). Class attended the vessel and witnessed the engine operating satisfactorily. The operational control was cleared. Case closed.</p>
<p>Operational Control (24JUN24): A U.S. flag small passenger vessel reported a loss of propulsion while underway from Vallejo, CA and was issued an operational control (Code 701, prior to the carriage of passengers). Repairs were made to the fuel injectors. Coast Guard witnessed satisfactory operation of the main engine. Case closed.</p>
<p>Operational Control (25JUN23): A U.S. flag small passenger vessel reported an allision with Aid to Navigation while underway and was issued an operational control (Code 701, prior to carriage of passengers) until a damage survey was conducted by an attending marine inspector. Coast Guard conducted a damage survey, and the operational control was cleared. Case closed.</p>
<p>Operational Control (26JUN23): A foreign flag Ro-Ro was outbound from Benicia, CA and was issued a Captain of the Port (COTP) Order for an inoperable AIS. The vessel was directed to Anchorage 8. Class virtually attended vessel and attested to the satisfactory operation of the AIS system. Case closed.</p>
<p>Operational Control (26JUN23): A U.S. flag small passenger vessel was inspected in Vallejo, CA and was issued an operational control (Code 60, prior to movement) for an inoperable CO2 pull cable inside the engine room. Case pends.</p>
<p>Operational Control (27JUN23): A U.S. flag small passenger vessel was inspected in Berkeley, CA and was issued an operational control (Code 701, prior to the carriage of passengers) for excessive fuel leak, raw water intake leak, and hydraulic leak inside the engine room. Coast Guard witnessed satisfactory repairs and sea trials. The operational control was cleared. Case closed.</p>
<p>Operational Control (27JUN23): A U.S. flag small passenger vessel reported a casualty on the port main engine and was issued an operational control (Code 17, prior to departure). Case pends.</p>



<b>NAVIGATIONAL SAFETY</b>
Letter of Deviation (LOD), Inoperable Anchor (20JUN2023): A foreign flag container vessel was issued an inbound/outbound LOD for an inoperable anchor. Case pends.
Letter of Deviation (LOD), Inoperable X-Band Radar (21JUN2023): A foreign flagged tank vessel was issued an outbound LOD for an inoperable X-Band Radar. Repairs were conducted and the equipment is working properly. Case closed.
<b>SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES</b>
Nothing significant to report

<b>PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS</b>			
<b>June 2023</b>			
<b>PORT SAFETY CATEGORIES*</b>	<b>Jun-2023</b>	<b>Jun-2022</b>	<b>**3yr Avg</b>
<b>Total Number of Port State Control Detentions:</b>	<b>0</b>	<b>0</b>	<b>0.08</b>
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
<b>Total Number of COTP Orders:</b>	<b>4</b>	<b>1</b>	<b>3.25</b>
Navigation Safety (1), Port Safety & Security (3), ANOA (0)			
<b>Marine Casualties (reportable CG 2692) within SF Bay:</b>	<b>8</b>	<b>2</b>	<b>6.56</b>
Allision (1), Collision (0), Fire (0), Capsize (0), Grounding (1), Sinking (0)			
Steering (0), Propulsion (6), Personnel (0), Other (0), Power (0)			
<b>Total Number of (routine) Navigation Safety issues/Letters of Deviation:</b>	<b>2</b>	<b>2</b>	<b>2.36</b>
Radar (1), Gyro (0), Steering (0), Echo Sounder (0), AIS (0)			
ARPA (0), Speed Log (0), R.C. (0), Other (1)			
<b>Reported or Verified "Rule 9" or other Navigational Rule Violations:</b>	<b>0</b>	<b>0</b>	<b>0.08</b>
<b>Significant Waterway events/Navigation related Cases:</b>	<b>0</b>	<b>0</b>	<b>0.00</b>
<b>Total Port Safety (PS) Cases opened</b>	<b>14</b>	<b>5</b>	<b>12.33</b>
<b>MARINE POLLUTION RESPONSE</b>			
<b>Pollution Discharge Sources (Vessels)</b>	<b>Jun-2023</b>	<b>Jun-2022</b>	<b>**3yr Avg</b>
U.S. Commercial Vessels	1	1	0.50
Foreign Freight Vessels	0	0	0.08
Public Vessels	1	0	0.81
Commercial Fishing Vessels	0	0	0.53
Recreational Vessels	3	1	6.58
<b>Pollution Discharge Sources (Facilities)</b>	<b>Jun-2023</b>	<b>Jun-2022</b>	<b>**3yr Avg</b>
Regulated Waterfront Facilities	0	1	0.28
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.03
Other Land Sources	2	2	3.00
Mystery Spills - Unknown Sources	5	3	5.17
<b>Number of Pollution Incidents (By Spill Size)</b>	<b>Jun-2023</b>	<b>Jun-2022</b>	<b>**3yr Avg</b>
Spills < 10 gallons	3	3	9.06
Spills 10 - 100 gallons	2	2	1.53
Spills 100 - 1000 gallons	0	0	0.31
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	7	3	5.61
<b>Total Pollution Incidents</b>	<b>12</b>	<b>8</b>	<b>16.50</b>
<b>Oil Discharge/Hazardous Materials Release Volumes by Spill Size</b>	<b>Jun-2023</b>	<b>Jun-2022</b>	<b>**3yr Avg</b>
Estimated spill amount from U.S. Commercial Vessels	6.00	5.00	3.36
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.28
Estimated spill amount from Public Vessels	1.00	0.00	6.92
Estimated spill amount from Commercial Fishing Vessels	0.00	0.00	10.92
Estimated spill amount from Recreational Vessels	16.00	13.00	80.89
Estimated spill amount from Regulated Waterfront Facilities	0.00	2.00	22.56
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.03
Estimated spill amount from Other Land Sources	400.00	13.00	50.42
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
<b>Total Oil Discharge and/or Hazardous Materials Release (Gallons)</b>	<b>423.00</b>	<b>33.00</b>	<b>175.37</b>
<b>Penalty Actions</b>	<b>Jun-2023</b>	<b>Jun-2022</b>	<b>**3yr Avg</b>
Civil Penalty Cases	0	0	0.06
Notice of Violations	0	1	0.53
Letters of Warning	2	2	5.11
<b>Total Penalty Actions</b>	<b>2</b>	<b>3</b>	<b>5.69</b>
* 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  
July 13, 2023**

**1. CORPS O&M DREDGING PROGRAM**

**The FY23 dredging program is about to enter the construction phase with three of the seven planned projects having been awarded.** Funding is provided in the FY 2023 Consolidated Appropriations Act, Public Law 117-328, signed into law on December 29, 2022. The FY23 project schedules are included at the end of this report. Adjustments may be made to these schedules as circumstances warrant.

**FY 2023 DREDGING**

- a. **Richmond Inner Harbor – Bid Opening was held on May 26 with contract award to The Dutra Group on June 8. Dredging got underway on July 7; completion tentatively scheduled for end of November.**
- b. **Oakland Harbor – Bid Opening was held on June 2 with contract award to Manson Construction on June 16. Dredging is expected to start in the next few weeks.**
- c. **San Joaquin River (Port of Stockton) – Bid Opening was held on June 28 with contract award to Ross Island Sand & Gravel on July 7. Dredging is expected to start in the next few weeks.**
- d. **Sacramento River Deep Water Ship Channel – Bid Opening was held on July 7. Contract award pending.**
- e. **Redwood City Harbor – A dredging contract solicitation was posted on sam.gov on June 9 with bid opening rescheduled for July 31. Contract award is tentatively scheduled for mid-August with dredging estimated to start late September.** This project is switching to an annual cycle following conclusions reached after conducting an advance maintenance study.
- a. **Maritime Administration (MARAD) Suisun Bay Reserve Fleet (SBRF) – A dredging contract solicitation was posted on sam.gov on June 16 with bid opening scheduled for July 17. Contract award is tentatively scheduled for end of July with dredging estimated to start early September.** This is not a standard Corps dredging project – the Maritime Administration has requested Corps support in dredging areas at their small boat slips in Suisun Bay.
- b. **Suisun Bay Channel (and New York Slough) – A dredging contract solicitation was posted on sam.gov on June 23 with bid opening scheduled for July 24. Contract award is tentatively scheduled for early August with dredging estimated to mid-September.**
- c. **SF Main Ship Channel – The Government Hopper Dredge Essayons arrived on station and started dredging on May 28. On May 29, the Essayons experienced an oil leak requiring dry docking repair services. The repairs have been completed and the dredge is expected to return to the Main Ship Channel on or about July 12 to resume dredging operations. The Essayons will**

**work in the MSC for 6 days and then transit to Pinole Shoal. If all work is not completed within the allotted time scheduled, the Essayons will return in the fall to finish the project.**

- d. San Pablo Bay (Pinole Shoal)** – Following completion of the Main Ship Channel, the Essayons will move to Pinole Shoal and complete maintenance dredging there. Upon completion of Pinole Shoal, Essayons will depart the Bay Area.
- e. Richmond Outer Harbor (and Richmond Long Wharf)** – Dredging is deferred to FY24 to remain in compliance with the Water Quality Certification for SF Bay Area Dredging.

**2. EMERGENCY (URGENT & COMPELLING) DREDGING:** There are currently no emergency dredging events happening in the Bay Area. The last event took place in early June 2022, when Bulls Head Reach of Suisun Bay Channel required emergency dredging.

**3. DEBRIS REMOVAL** – Debris removal for June was 20.5 tons. Dillard: 16.5 tons, including 1 abandoned vessel; Raccoon: 4 tons. Average debris removal for June from 2013 to 2022 is 61 tons (Range: 2.5 – 185).

**BASEYARD DEBRIS COLLECTION TOTALS:**

<b>MONTH</b>	<b>RACCOON</b>	<b>DILLARD</b>	<b>MISC</b>	<b>TOTAL</b>
2023	TONS	TONS	TONS	TONS
JAN	87	112	0	199
FEB	19	48	0	67
MAR	2	41	0	43
APR	1	11.5	0	12.5
MAY	0.8	32	0	32.8
JUN	4	16.5	0	20.5
JUL				
AUG				
SEP				
OCT				
NOV				
DEC				

YR TOTAL
<b>374.8</b>

#### 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 Draft Integrated Feasibility Report (IFR) was released on 17 December 2021 for public comment. **In response to public comment on the initial Draft IFR/EA and operational needs, refinements to the Recommended Plan included slight shifts of the proposed widened footprints of both the inner and outer harbor turning basins. The shift of the proposed widened inner harbor turning basin necessitated an addition to the design for an in-water retaining feature adjacent to the Schnitzer Steel property, which would require in-water fill and in-water pile driving not previously evaluated in the original draft report and IFR/EA. Moreover, these design refinements identified the need for additional in-water fill in front of the Inner Harbor Turning basin bulkheads after widening. This in-water fill in Waters of the United States requires preparation of a Clean Water Act 404(b)(1) analysis, which had not been necessary nor included in the original IFR/EA. These additional features are described and evaluated in this rerelease Draft IFR/EA and a 404(b)(1) analysis is now included as appendix A-3. A complete list of updates from the initial Draft IFR/EA is in this re-released executive summary.**

**The 2023 Revised Draft IFR/EA can be found on our website:**

<https://www.spn.usace.army.mil/Missions/Projects-and-Programs/Current-Projects/Oakland-Harbor-Turning-Basins-Widening/>

#### 5. OTHER WORK

**Regional Dredge Material Management Plan:** Following virtual charrettes with the public and stakeholders in July 2020, SFEI was contracted to perform a data gap analysis and develop scopes to address the gaps with advice from an Interagency Working Group (IWG). Sediment Transport Modeling (ERDC), Regional Analysis, and Ecological Modeling have begun. SFEI was awarded the Regional Analysis on December 5, 2022. An additional scope for Benefits Analysis and Decision Support by ERDC and IWR is being finalized and initial tasks have begun. Information on the RDMMP and latest outreach meetings and notes can be found on our website here:

<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 February 28, 2023.  
**Islais Creek Channel:** Condition survey of September 23, 2022.  
**Larkspur Ferry Channel:** Condition survey of February 24, 2023.  
**Mare Island Strait:** Condition survey of September 16, 2022.  
**Marinship Channel (Richardson Bay):** Condition survey of November 7, 2022.  
**Napa River:** Condition survey of February 23-24, 2023.  
**Northship Channel:** Condition survey of September 27 and November 4, 2022.  
**Oakland Inner Harbor:** Condition survey of March 22-23, 2023.  
**Oakland Inner Harbor (Brooklyn Basin):** Condition survey of 15-20 January 2021.  
**Oakland Outer Harbor:** [Condition survey of June 29, 2023.](#)  
**Petaluma River (Across-the-Flats):** Condition survey of November 2-4, 2022.  
**Petaluma River (Main Channel):** Condition survey of November 2-4, 2022.  
**Petaluma River (Extended Channel):** Condition survey of November 2-4, 2022.  
**Pinole Shoal Channel:** [Condition survey of June 8, 13-14, 2023](#)  
**Redwood City Harbor:** Condition survey of April 12-14, 2023.  
**Richmond Inner Harbor:** [Condition survey of June 15-16, 2023.](#)  
**Richmond Inner Harbor (Santa Fe Channel):** Condition survey of November 28, 2022.  
**Richmond Outer Harbor (Longwharf):** Condition survey of April 12, 2023.  
**Richmond Outer Harbor (Southampton Shoal):** Condition survey of April 11, 2023.  
**Sacramento River Deep Water Ship Channel:** Condition survey of April 28-May 14, May 20, 2023.  
**San Bruno Shoal:** Condition survey of February 28, 2023.  
**San Francisco Main Ship Channel:** Condition survey of April 6-18, 2023.  
**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):** Post dredge surveys of October 7, November 18, and November 22, 2022; and February 4-7, 2023.  
**Stockton Ship Channel:** Condition survey of May 16-20, 2023.  
**Suisun Bay Channel:** Condition survey of May 3, 10, 25, 2023.  
**Suisun Bay Channel (Bullshead Reach):** Condition survey of May 10, 2023.  
**Suisun Bay Channel (New York Slough):** Condition survey of May 16-20, 2023.  
**Suisun Slough:** Condition survey of November 30 and December 1, 2022.

Disposal Site Condition Surveys:

**SF-08 (Main Ship Channel Disposal Site):** Condition survey of May 26, 2023.  
**SF-09 (Carquinez):** Condition survey of January 12, 2023.  
**SF-10 (San Pablo Bay):** Condition survey of January 12, 2023.  
**SF-11 (Alcatraz Island):** [Condition survey of June 27, 2023.](#)  
**SF-16 (Suisun Bay Disposal Site):** Condition survey of October 27, 2022.  
**SF-17 (Ocean Beach Disposal Site):** Condition survey of May 26, 2023.

**Requested Surveys:**

Pre/Post-dredge and condition surveys have been completed for all of San Francisco District's in-bay projects dredged in FY22.

**Channel Condition Report (CCR):**

Attached is the Channel Condition Report (CCR) for all Corps maintained channels dated **11 July 2023**. 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 2023 O&M DREDGING PLAN\*

Project	Current Bid Open	Current Award	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	Estimated CY	Dredge Type	Placement Site
			FY2023						FY2024								
<b>CONTRACT CLAMSHELL OR CUTTERHEAD PIPELINE</b>																	
Richmond Inner Harbor	26-MAY (A)	8-JUN (A)			■	◆	■	■	▨						475 Kcy	Clam Shell	BU
Oakland Harbor	2-JUN (A)	16-JUN (A)			■	◆	■	■	▨						725 Kcy	Clam Shell	BU
San Joaquin River (Port of Stockton)	28-JUN (A)	7-JUL (A)				■	◆	■	■	▨					140 Kcy	Cutterhead or Clamshell	Various Upland
Sacramento River (30 Foot Project)	7-JUL (A)	17-Jul				■	◆	■	■	▨					35 Kcy	Cutterhead or Clamshell	Various Upland
Redwood City Harbor	31-Jul	11-Aug				■	◆	■	■	▨					300 Kcy 100 Kcy	Clam Shell	BU & 1122 Pilot
MARAD SBRF Dredging	17-Jul	31-Jul				■	◆	■	■	▨					90 Kcy	Clam Shell	BU
Suisun Bay Channel	24-Jul	7-Aug				■	◆	■	■	▨					50 Kcy 65 Kcy	Clam Shell	SF-16 BU
<b>WEST COAST HOPPER CONTRACT</b>																	
Humboldt Bar & Entrance Channels	3-Apr	13-Apr		■	■	■	■	■	■	Deleted from WCH Contract					300 Kcy	WCHC (Portland)	HOODS
<b>GOVERNMENT HOPPER</b>																	
Humboldt Interior Channels	N/A	N/A			■	■	■	■	■						150 Kcy	Govt Hopper	HOODS
Humboldt Bar & Entrance Channels	N/A	N/A			■	■	■	■	■						600 Kcy	Govt Hopper	HOODS
SF Main Ship Channel	N/A	N/A	■	■	■	■	■	■	■	ESS	■	■	■	■	350 Kcy	Govt Hopper	OBDS SF-8
Pinole Shoal	N/A	N/A				■	■	■	■	ESS	■	■			250 Kcy	Govt Hopper	SF-10 SF-11

\* Program execution is based on the FY23 President's Budget, FY23 Workplan, and carryover funds.

Date of Last Update: 7/10/2023

   	Solicitation Bid Opening Contract Award Hopper Dredging	  	Environmental Window Mobilization Dredging
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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	04-18-2023	2000	4.96	55	50.3	55.1	55.4	53.8
Redwood City Harbor Redwood City Harbor	04-12-2023	300 943	3.94	30	20.1	26.2	24.6	21.8
Richmond Inner Harbor Entrance Channel	06-28-2023	809 1021	0.96	38	No Data	No Data	No Data	36.3
Richmond Inner Harbor Approach Channel	06-15-2023	809 1201	3.09	38	33.8	35.1	35.9	34.5
Richmond Inner Harbor Santa Fe Channel	11-28-2022	195 509	0.37	38	25.6	27.4	27.1	21.2
Richmond Outer Harbor Richmond Outer Harbor	04-11-2023	600 1291	3.25	45	40.6	45.2	44.8	42.0
Richmond Outer Harbor Longwharf Turning Basin	04-12-2023	2188 5598	0.88	45	31.7	No Data	No Data	No Data
San Rafael ATF Across the Flats	02-07-2023	100	2.25	8	6.6	7.5	8.0	8.0
San Rafael River Inner Canal Channel	02-07-2023	60 160	1.55	6	6.1	6.1	6.3	6.0
Petaluma River Main Channel	11-02-2022	100 361	4.06	8	3.7	4.3	0.5	3.0
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	02-24-2023	75 245	3.19	15	2.7	9.0	8.7	7.4
Napa River Asylum Slough to Napa City	02-24-2023	102 183	9.92	10	1.9	4.5	3.5	1.6
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	06-29-2023	544 1997	4.62	50	47.5	48.4	48.4	46.9

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)				
Oakland Harbor Oakland Outer Channel	06-29-2023	296 1761						
Humboldt Bay Bar and Entrance Channel	06-29-2023	500 2113	2.52	50	46.4	48.2	48.7	47.8
Humboldt Bay Eureka Channel	06-29-2023	400 416	1.69	26	2.0	3.7	12.1	6.6
Humboldt Bay Fields Landing Channel	06-29-2023	300 770	2.35	26	12.5	26.8	25.3	20.8
Humboldt Bay North Bay Channel	06-29-2023	400 657	3.04	38	33.2	37.7	36.3	18.6
Humboldt Bay Samoa Channel	06-29-2023	400 1000	1.83	38	32.9	35.2	34.2	17.2
Pinole Shoal Channel Pinole Shoal Channel	03-08-2023	600 1644	10.40	35	28.9	35.4	35.3	31.1
Suisun Bay Channel Suisun Bay (0+00 to 150+00)	05-25-2023	300	2.84	35	37.6	37.6	37.0	35.8
Suisun Bay Channel Suisun Bay (150+00 to 733+45)	05-25-2023	300	11.10	35	33.0	34.2	33.4	29.6
Suisun Bay Channel Anchorage Suisun Bay Channel Anchorage	01-17-2023	400	0.90	35	34.4	No Data	No Data	No Data
New York Slough New York Slough (0+00 to 232+03)	05-16-2023	400 411	4.42	35	34.1	35.7	35.1	33.7

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 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 Bruno Shoal San Bruno Shoal	02-28-2023	500	5.66	30	28.7	30.5	31.6	29.9
Richardson Bay/Marinship Richardson Bay/Marinship	11-07-2022	300 1069	2.11	20	4.7	5.2	5.3	4.8
Islais Creek Islais Creek	09-23-2022	500 1424	1.71	40	30.8	37.8	37.7	23.8
Alameda Naval Air Alameda Naval Air	11-01-2022	1000 4178	2.90	37	11.6	12.2	18.6	16.3
Mare Island Strait Mare Island Strait	09-16-2022	400 606	3.37	30	27.4	29.1	31.9	32.4
Larkspur Channel Larkspur Channel	02-24-2023	231 542	2.37	13	11.9	12.5	12.7	12.0
Northship Channel Northship Channel	09-27-2022	3576 4769	5.97	45	23.2	37.2	37.2	35.4
Berkeley Marina Berkeley Marina	02-28-2023	100 142	1.36	15	3.5	3.6	4.1	4.1
Bodega Bay Bodega Bay	09-29-2022	100 400	3.46	12	3.1	9.5	9.7	7.1
Moss Landing Moss Landing	01-24-2023	120 405	0.98	15	8.6	7.4	7.6	8.5
Noyo River Entrance Channel	03-16-2023	97 150	0.67	10	7.2	9.5	9.8	8.0
Noyo River Channel	03-16-2023	97 150	0.67	10	7.3	9.4	9.0	4.8
Crescent City Entrance Channel	01-29-2023	200 320	0.42	20	17.0	17.6	16.2	15.1
Crescent City Inner Harbor Basin Channel	01-29-2023	200 300	0.39	15	14.6	14.7	14.7	13.0
Crescent City Marina Access Channel	01-29-2023	228 170	0.22	15	11.4	12.2	11.7	9.9
SAN LEANDRO MARINA Approach Channel	03-30-2015	200	3.50	7	2.8	3.6	3.4	3.2

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 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 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



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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](mailto:hsc@sfmtx.org)

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## San Francisco Clearinghouse Report

July 13, 2023

- ✎ In June the clearinghouse did not contact OSPR regarding any possible escort violations.
- ✎ In June the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ✎ The clearinghouse has not contacted OSPR so far in 2023 regarding possible escort violations. The clearinghouse did not contact OSPR in 2022 or 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 June there were 91 tank vessel arrivals; 13 ATBs, 6 Chemical Tankers, 14 Chemical/Oil Tankers, 27 Crude Oil Tankers, 2 LPGs, 17 Product Tankers, and 12 Tugs with Barges.
- ✎ In June there were 236 total vessel arrivals.

# San Francisco Bay Clearinghouse Report For June 2023

## San Francisco Bay Region Totals

	<u>2023</u>		<u>2022</u>	
Tanker arrivals to San Francisco Bay	66		52	
ATB arrivals	13		15	
Barge arrivals to San Francisco Bay	12		9	
Total Tanker and Barge Arrivals	91		76	
Tank ship movements & escorted barge movements	343		260	
Tank ship movements	175	51.02%	161	61.92%
Escorted tank ship movements	136	39.65%	135	51.92%
Unescorted tank ship movements	39	11.37%	26	10.00%
Tank barge movements	168	48.98%	99	38.08%
Escorted tank barge movements	26	7.58%	13	5.00%
Unescorted tank barge movements	142	41.40%	86	33.08%

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

Escorts reported to OSPR 0 0

<b>Movements by Zone</b>	<b>Zone 1</b>	<b>%</b>	<b>Zone 2</b>	<b>%</b>	<b>Zone 4</b>	<b>%</b>	<b>Zone 6</b>	<b>%</b>	<b>Total</b>	<b>%</b>
Total movements	186		327		0		160		673	
Unescorted movements	92	49.46%	167	51.07%	0	0.00%	88	55.00%	347	51.56%
Tank ships	77	41.40%	131	40.06%	0	0.00%	74	46.25%	282	41.90%
Tank barges	15	8.06%	36	11.01%	0	0.00%	14	8.75%	65	9.66%
Escorted movements	94	50.54%	160	48.93%	0	0.00%	72	45.00%	326	48.44%
Tank ships	83	44.62%	135	41.28%	0	0.00%	59	36.88%	277	41.16%
Tank barges	11	5.91%	25	7.65%	0	0.00%	13	8.13%	49	7.28%

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 2023

## San Francisco Bay Region Totals

	<u>2023</u>		<u>2022</u>	
Tanker arrivals to San Francisco Bay	387		706	
ATB arrivals	79		177	
Barge arrivals to San Francisco Bay	69		129	
Total Tanker and Barge Arrivals	535		1,012	
Tank ship movements & escorted barge movements	1,945		3,363	
Tank ship movements	1,109	57.02%	1,999	59.44%
Escorted tank ship movements	893	45.91%	1,596	47.46%
Unescorted tank ship movements	216	11.11%	403	11.98%
Tank barge movements	836	42.98%	1,364	40.56%
Escorted tank barge movements	100	5.14%	171	5.08%
Unescorted tank barge movements	736	37.84%	1,193	35.47%

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

Escorts reported to OSPR 0 0

<b>Movements by Zone</b>	<b>Zone 1</b>	<b>%</b>	<b>Zone 2</b>	<b>%</b>	<b>Zone 4</b>	<b>%</b>	<b>Zone 6</b>	<b>%</b>	<b>Total</b>	<b>%</b>
Total movements	1,060		1,893		0		745		3,698	
Unescorted movements	461	43.49%	911	48.12%	0	0.00%	350	46.98%	1,722	46.57%
Tank ships	370	34.91%	702	37.08%	0	0.00%	306	41.07%	1,378	37.26%
Tank barges	91	8.58%	209	11.04%	0	0.00%	44	5.91%	344	9.30%
Escorted movements	599	56.51%	982	51.88%	0	0.00%	395	53.02%	1,976	53.43%
Tank ships	554	52.26%	886	46.80%	0	0.00%	352	47.25%	1,792	48.46%
Tank barges	45	4.25%	96	5.07%	0	0.00%	43	5.77%	184	4.98%

### Notes:

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



**NOAA report to the San Francisco Bay Harbor Safety Committee  
July 2023**

**CATZOC in Pinole Shoal Channel**

The CATZOC of 'A1' in Pinole Shoal Channel has been updated on the Electronic Nautical Chart (ENC). The expiration date is now June 13, 2025.



**NOAA PORTS**

NOAA is conducting a series of virtual workshops to receive input from stakeholders on NOAA's Physical Oceanographic Real Time System (PORTS).

This workshop is part of a larger assessment of NOAA's Physical Oceanographic Real Time System (PORTS®) Program to better understand the data and gauging needs and funding required to expand, enhance, or implement PORTS at all seaports in the U.S. and its territories and commonwealths. This regionally focused workshop is one of 11 sessions being held this summer.

The NOAA workshop for California PORTS will be: **July 20, 2023, 9am-11am PDT**


You can register for the workshop by using the zoomgov link:

[https://www.zoomgov.com/meeting/register/vJlsc-2srz4vH\\_UDvI1lcZy6wnvo7ys\\_yql](https://www.zoomgov.com/meeting/register/vJlsc-2srz4vH_UDvI1lcZy6wnvo7ys_yql)

## From the National Weather Service

El Niño Advisory is in place with the expectation that it will strengthen through the coming winter.

Near term forecast is for much warmer temperatures Friday and through the weekend with potentially major heat impacts, especially inland.



### Excessive Heat Watch This Weekend

Weather Forecast Office  
San Francisco Bay Area  
Monday, July 10

**What**

- Excessive Heat Watch from Friday to late Sunday

**Where**

- Inland Bay Area and Central Coast

**When**

- Friday through late Sunday

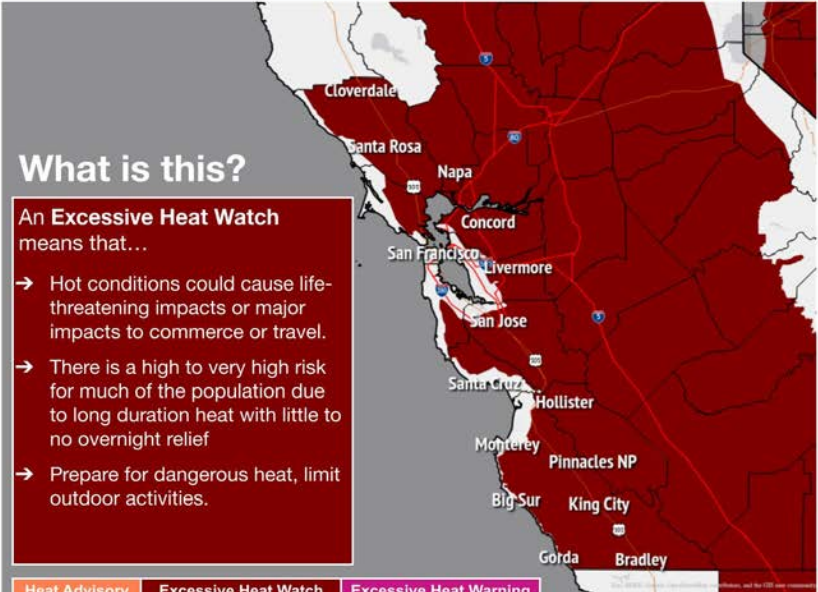
**Impacts and Safety**

- Never leave kids or pets unattended in vehicles
- Limit outdoor activities during the afternoon and evening
- Don't forget the sunscreen if you plan outdoor activities
- Stay hydrated and take cooling breaks

**What is this?**

An **Excessive Heat Watch** means that...

- Hot conditions could cause life-threatening impacts or major impacts to commerce or travel.
- There is a high to very high risk for much of the population due to long duration heat with little to no overnight relief
- Prepare for dangerous heat, limit outdoor activities.



Heat Advisory   Excessive Heat Watch   Excessive Heat Warning

Stay hydrated and stay safe.

## END OF REPORT

Submitted by Jeffrey Ferguson  
CA Navigation Manager  
NOAA's Office of Coast Survey  
[jeffrey.ferguson@noaa.gov](mailto:jeffrey.ferguson@noaa.gov)



## CALIFORNIA STATE LANDS COMMISSION

### CSLC/NCFO REPORT for HARBOR SAFETY COMMITTEE - JUNE COMPARISON REPORT

#### VESSEL TRANSFERS

	<u>Vessel Arrivals</u>	<u>Vessels Monitored</u>	<u>Percentage of Vessel Monitored</u>
JUNE 1 - 30, 2022	161	63	39.13
JUNE 1 - 30, 2023	174	64	36.78

#### CRUDE OIL / PRODUCT TOTALS (BBLs)

	<u>Crude Oil ( D )</u>	<u>Crude Oil ( L )</u>	<u>Other Products (D)</u>	<u>Other Products (L)</u>	<u>GRAND TOTAL (D) / (L)</u>
JUNE 1 - 30, 2022	8,121,225	0	8,295,838	3,342,913	11,638,751
JUNE 1 - 30, 2023	12,941,478	0	6,174,873	5,582,435	11,757,308

#### OIL SPILL REPORTED

		<u>TERMINAL</u>	<u>VESSEL</u>	<u>Total</u>	<u>Gallons Spilled</u>
JUNE 1 - 30, 2022	(P66 Rodeo)	1	0	1	(Ren. Diesel) 42 Gallons
JUNE 1 - 30, 2023		0		0	0

#### MARINE INVASIVE SPECIES INSPECTIONS

<u>Percent</u>	<u>Qualified Voyages</u>	<u>Voyages Inspected</u>	<u>Goal</u>	<u>Shortfall</u>
20%	384	78	93	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



# What is the ITF?

- Founded in 1896
- A global federation of transport unions
- 696 trade unions in over 150 countries
- More than 4.5 million workers represented
- ITF organises in ports, ships, railways, freight and passenger transport, inland waterways, fisheries, tourism and civil aviation
- Coordinates a worldwide inspectorate

## ITF Seafarers & Affiliated Unions

- Flag of Convenience Campaign
- Country of ownership (contracts)
- Crewing countries
- Industry unions (dockers etc)



# Helping seafarers around the world



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# ITF Inspectorate

- Established 40 years ago - experienced in dealing with seafarers' living & working conditions
- ITF inspectors have frontline experience of practical problems & how to resolve them
- ITF inspectorate network of more than 130 inspectors and union contacts worldwide
- ILO trained and certified in MLC, 2006
- Seafarers know us and trust us
- Frontline role in the ITF's FOC campaign

## ITF inspectors' experience

- Non-payment / delayed wages
- Substandard living conditions
- Hazardous working conditions
- Physical and mental abuse
- Repatriation
- Illegal recruitment practices
- Blacklisting
- Abandonment
- Criminalization





## Flag of Convenience “FOC”

Where ownership and control of a ship lies elsewhere than in the country where the ship is registered

## Why is this a concern?

Companies use “flagging out” or registering their ships in FOC countries to avoid regulations including:

- Labor
- Environmental
- Safety
- Taxes

Flag	Panama	Status	In Service/Commission
Operator	Global Maritime Investment-CYP ⓘ	Shipbuilder	Tsuneishi Corp - Fukuyama
<b>Ownership ⓘ</b>			
Group Owner	Yamamoto Kisen YK ⓘ	Address Location	Japan Company No. 0585742
Shipmanager	Misuga Kaiun Co Ltd ⓘ	Address Location	Japan Company No. 1773755
Operator	Global Maritime Investment-CYP ⓘ	Address Location	Greece Company No. 5746076
DOC Company	Misuga Kaiun Holland BV ⓘ	Address Location	Netherlands IMO Company No (DOC) 5497470
Registered Owner	Sun Line Shipping ⓘ	Address Location	Japan IMO Registered Owner No 1462978
Technical Manager	Misuga Kaiun Holland BV ⓘ	Address Location	Netherlands Company No. 5497470
Bareboat Owner		Address Location	Company No.





**ANTIGUA & BARBUDA**



**BAHAMAS**



**BARBADOS**



# Primary Issues Looking For

- Length on board (contract & MLC regs)
- Shore Leave
- Wages
- Deductions
- Overtime
- Cadets (log book and age)
- Food and stores
- Injuries
- Bullying or harassment
- General Conditions
- Recreation (Wifi, gym, TV, video games)



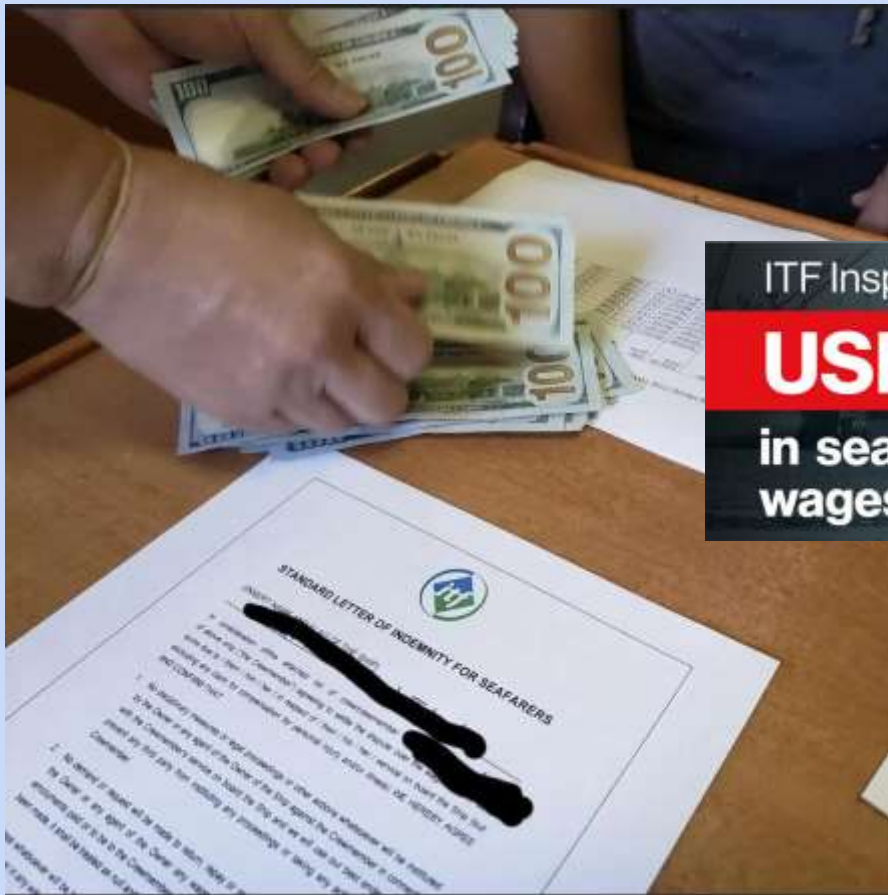


ALJAZEERA

101  
EAST

**FORGOTTEN  
AT SEA**





ITF Inspectors recovered

**USD \$37.5 million**

in seafarers' unpaid wages last year.

**UNION WIN**





**sir they will know that im the one who contacting to you?**

We need to sign off now. Please sir were afraid now. Don't tell to captain someone's contacting you. This is our first time to ask for help. He will make a bad report for us and we cannot onboard again.

Were here now in Vancouver, Canada. Please visit our ship immediately,

"Can you guarantee me anonymity?  
I am worried about my future employment in other companies".

"Sir I don't want to be blacklisted. I need to support my family but need to be there too".  
"Can you help me please sir but will they know it is me".

Im a seafearers wife, asking your good offuce to look on the matter and situation of my husband and his fellow seaferer, most of them are already over contract 11-14 monthss already, they are already phycologically distress of theire situation aside from substandard salary, please help them to go back home in the philippines, they will be

**The C/O and AB-1 and Catering Boy 2 (Over 14 months) joined May 31, 2019**

**AB-3 and Oiler-1 and Catering Boy 1 (over 15 months) joined April 26th, 2019**

friend.. They are already 16months onboard, its hard for them to work because of fatigue and stress.. They want to request for fepatriation, but the company dont want to approve. Thats why they ask ITF to help them. I hope u can help them sir.. They are afraid to report their situation to the ITF because if the company will know, all of them will be fired... Pls. Sir help them. God bless u sir

**Sir our captain is asking who contacted the ITF. I will delete our convo sir. They might check everybodys phone**

# Current Issues



The image is a screenshot of the Guardian website. At the top left, there is a yellow button with the text "Subscribe" and a right-pointing arrow. To its right is the Guardian logo, which includes the text "The Guardian" in a large serif font and "For 200 years" in a smaller sans-serif font below it. Below the logo is a navigation bar with the words "News", "Opinion", "Sport", "Culture", and "Lifestyle" in white text on a dark blue background. To the right of the navigation bar is a yellow circular icon with three horizontal lines, representing a menu. The main content area features a photograph of a white ship's deck with several people looking out from the windows. Below the photograph is a red sub-headline "Human rights in focus" and a main headline "'Humanitarian crisis': UN panel decries Covid rules that trapped crews at sea". At the bottom of the article preview, there is a quote: "Legally and morally wrong to expect seafarers to work indefinitely while depriving them of their fundamental rights".

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**Human rights in focus**

**'Humanitarian crisis': UN panel decries Covid rules that trapped crews at sea**

'Legally and morally wrong to expect seafarers to work indefinitely while depriving them of their fundamental rights'

- Covid Fallout
- Repatriation
- Shore Leave
- Food and stores
- Wages & Overtime
- Mental Health

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