

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

July 10, 2025

Richmond Maritime Safety & Security Center
756 West Gertrude Street, Richmond, California

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 10:03.

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: **Christie Coats** (M), Port of Redwood City; **Capt. David Corbett** (M), San Francisco Bar Pilots; **Ben Eichenberg** (M), San Francisco Baykeeper; **John Fadeeff** (M), Chevron Shipping Co.; **Jeff Ferguson** (M), NOAA; **Scott Grindy** (M), San Francisco Small Craft Harbor; **Kevin Hartley** (M), Crowley Petroleum Services; **Capt. Tony Heeter** (M), Blue and Gold Fleet; **Lucas Juon** (A), Marathon Petroleum; **Tammie Lasiter** (A), SSA Terminals; **Michael Miller** (A), Port of Stockton; **Randy Scott** (M), Port of Benicia; **Justin Taschek** (A), Port of Oakland; **Capt. Jarod Toczko** (A), United States Coast Guard; **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 12, 2025, meeting was made and seconded. Scott Humphrey advised that the minutes will be revised with separate bullet points for public comments made by Capt. Maggie Hallahan and the Sea Scouts. The minutes were approved without dissent.

Comments by the Chair- Scott Humphrey

Welcomed the committee members and audience. The Ports and Waterways Safety Assessment (PAWSA) 2025 report has been published and a webinar on the report will be held on August 14th. The report will be included in the Harbor Safety Plan. Scott Humphrey will be presenting PAWSA results at an upcoming IBTTA conference in Detroit. Bridge safety is an increasing concern worldwide. Scott Humphrey will also be presenting at this year's MARSEC West conference and at a September IALA conference in Paris. The national HSC meeting will be held this October in Texas. The USCG has renamed their districts to better align with geography. District 11 is now the Southwest District. New district and area commanders are being appointed.

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Coast Guard Report- Capt. Jarod Toczko

- In the absence of Homeport, USCG MSIBs are being posted to the Marine Exchange website and to Facebook. MSIB 25-01 was issued referencing HSC guidelines for navigation in reduced visibility. MSIB 25-02 was issued regarding safety guidelines for small vessels.
- New USCG cybersecurity regulations take effect on July 16th. Reporting cyber incidents to the NRC will be required. Additional regulations will be phased in and a fact sheet is available.
- A federal maritime security advisory was issued amidst increasing tensions in the Middle East. MARSEC Level 1 remains in effect.
- The USCG is planning to disestablish the San Leandro Marina Channel Directional Light and public comments are welcome until August 13th.
- Removal of derelict and abandoned vessels in Little Potato Slough is ongoing with the final vessel approved for removal starting July 16th.
- ENS Saralyn Young read from the June- 2025 Prevention/Response Report (attached).

Army Corps of Engineers Report- Jessica Vargas

- Read from the US Army Corps of Engineers, San Francisco District Report (attached). FY24 Oakland Harbor dredging is complete. Planning for FY25 dredging continues with contract solicitations and awards. Debris removal for June was below average, and the vessel Dillard is out for additional repairs. Surveys are posted and a channel condition report is included.
- Lucas Juon asked when the Pinole Shoal Channel will be surveyed. Jessica Vargas advised that the survey is being conducted and should be published next week.

Clearinghouse Report- Marcus Freeling (report attached)

OSPR Report- Mike Zamora

- Port of Oakland HSC representatives Troy Hosmer and Justin Taschek will be leaving the committee to be replaced by Eric Napralla and Gerard Olson.
- An updated HSC membership vacancy announcement will be distributed. Applications for vacant positions are welcome. Contact: michael.zamora@wildlife.ca.gov
- Jon Victoria, OSPR, advised of ATB escort regulation updates being considered in southern California and possible collaboration with northern California HSC stakeholders. Planning is underway for a California HSC summit in October.

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NOAA Report- Jeff Ferguson

- Jeff Ferguson gave a presentation to the committee on Electronic Nautical Chart (ENC) updates (slides attached). Updates are available via the Navigation Update Service link: distribution.charts.noaa.gov/navigation-updates/. ENC updates are also posted in the Local Notice to Mariners. Recent ENC updates include changes to the Stockton shoreline where a new pier was added to the charts. ENC regriding is being done which includes layout changes and reduced scales: distribution.charts.noaa.gov/ENC/rescheme/. NOAA's Precision Marine Navigation Program leverages S-100 international standards to enhance machine-to-machine capability: marinenavigation.noaa.gov. The S-100 data framework is applicable to ENCs and oceanographic data overlays: nowcast.noaa.gov. S-100 ECDIS will be voluntary starting January 2026, and systems must comply with S-100 standards by January 2029. Questions and comments are welcome. CATZOC channel ratings are posted to ENCs. Pinole Shoal Channel is rated at the highest A1 level.

State Lands Commission Report- Robert Booker (report attached)

- Amir Sharifi, OSPR, asked for information on invasive golden muscles. Robert Booker advised that there have been no golden muscles detected in ballast water. Lucas Juon asked about new emergency ballast water salinity rules that went into effect on June 18th. Fresh ballast water cannot be discharged east of Rodeo.

PORTS Report- Marcus Freeling

- Field service and upgrades of several PORTS stations are being planned for August. Expert contractors will be assisting with GPS and software upgrades for the Bay Bridge Air Gap Station. Obsolete satlinks will be replaced at six PORTS stations. Software, cable, antenna, IP modem, and battery upgrades are also planned in addition to windbird nosecone replacement. Many PORTS stations were originally installed over fifteen years ago and service is needed to keep them operational. Funding is limited. Planning and coordination continue regarding relocation of the Oakland Berth 67 Weather Station due to future construction at the port. Planned deck replacement at the Martinez Amorco dock this fall may temporarily impact the tide, current, and visibility stations located there. 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>
- Jim Haussener advised that federal funding could potentially be available for expansion of SF PORTS upriver.

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Work Group Reports-

Tug Work Group- Nothing to report.

Navigation Work Group- Capt. David Corbett: Relocation of the PORTS Oakland Berth 67 Weather Station to a higher location, possibly on a pole, is preferred for inner harbor navigation. Meteorological data is important for navigation safety. The Port of Oakland and the Marine Exchange are coordinating the relocation. Capt. Eric Weber, San Francisco Bar Pilots, will be the new HSC alternate member.

Ferry Operations Work Group- Capt. Tony Heeter: The Work Group is focused on lithium battery firefighting issues. Procurement and testing of encapsulating agents and supplemental equipment are priorities and USCG permission is being sought. A full-scale multi-agency exercise is being hosted by SFO on September 17th simulating emergency downed aircraft response in shallow water. Scott Humphrey advised that updated ferry routing protocol guidelines are being finalized, and an HSC vote will be held for their approval.

Dredge Issues Work Group- Jim Haussener (A), CMANC: There is interest in expanding the number of channels with CATZOC A1 ratings, like Pinole Shoal Channel, which can reduce insurance rates. The Work Group will consider which regional channels to recommend for A1 ratings and participation is welcome. Stockton dredging has been moved forward. Richmond Inner Harbor might not be fully dredged due to funding issues and draft is a concern. Charles Gerard, Port of Richmond, advised that dredging is planned for later this year.

PORTS Work Group- Justin Taschek: Funding for PORTS maintenance and potential upriver expansion are priorities.

Prevention through People Work Group- Scott Grindy: BAMO met last month, and the next meeting will be held in September. Recreational Boater Cards are now required. Issues related to the proposed decommissioning of the Gashouse Cove Marina fuel dock are being considered and the project manager for PG&E's sediment remediation project is the primary contact person.

Marine Mammal Work Group- Kathi George: There are an estimated 12,900 gray whales offshore which is a reduction from previous years. Thirty-six gray whales have been sighted in the bay this year. Reduced food in the arctic has impacted whale distribution. A dead gray whale was reported off the Richmond Long Wharf by Chevron, and the Marine Mammal Center is investigating. Eight whales have died this year due to likely vessel strikes and media attention on the issue has increased. A Work Group meeting will be held after today's HSC meeting.

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Tsunami Ready Maritime Work Group – Scott Humphrey: Olivia Fabrizio, Hornblower Cruises, is the Work Group Coordinator. A Work Group meeting is scheduled at the UC Berkley Earthquake Response Center on July 16th. Marine drones can be used for early tsunami detection. Work Group participation has been robust.

Tanker Tug Escort Work Group – Paul Hendriks (A), Baydelta Maritime: This week's Work Group meeting was canceled and is rescheduled for next week. The process of reviewing OSPR Tanker Escort Program regulations is ongoing with a focus on updating regulation language and terminology.

Public Comment-

- Travis Lieberman advised that Cal OES is gathering data on laser pointer incidents reported by vessels. Information will be presented to the HSC when available. Capt. Toczko advised that laser pointer strikes are a navigation safety concern.
- Justin Taschek thanked the HSC for their partnership over the years. The certification vote will be held today to approve the final EIR for the Oakland Harbor Turning Basins Widening Study. Mike Zamora thanked Justin Taschek and Troy Hosmer for their HSC service.

Old Business- None

New Business-

- The October HSC meeting date will be changed due to conflict with Fleet Week. There is no HSC meeting scheduled for August.

Next Meeting-

1000-1200, September 11, 2025
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 11:51.

Respectfully submitted: Marine Exchange of the San Francisco Bay Region

SIGNIFICANT PORT SAFETY AND SECURITY CASES (June 2025)
MARINE CASUALTIES
Allision (02JUN25): A U.S. flagged towing vessel allided with an Aid to Navigation Light on the Sacramento River. The vessel was approaching the Rio Vista Bridge in Rio Vista, CA when the allision occurred, resulting in damage to the AToN but no damage to the vessel. Case pends.
Loss of steering (10JUN25): A U.S. flagged towing vessel experienced sluggish response from the steering system while operating in the Petaluma River. The issue was attributed to a tiller arm of the rudder post. USCG inspectors attended the vessel and witnessed satisfactory repairs and operation of the steering gear system. Case closed.
Loss of propulsion (17JUN25): A U.S. flagged passenger vessel experienced a reduction in propulsion while transiting between Vallejo and San Francisco, CA. The vessel's starboard main engine sounded multiple alarms during the transit before being shut down. USCG received tech report from vessel engineers, attesting to satisfactory repairs and operational test. Case pends.
Loss of propulsion (18JUN25): A foreign flagged car carrier lost propulsion while maneuvering alongside a berth in Benicia, CA. The main engine failed to respond to the helm command "dead slow astern" while alongside the pier. Engineers on board were able to troubleshoot the issue and effect repairs within 5 minutes. The loss of propulsion was attributed to the failure of a start air solenoid valve. Case pends.
Loss of propulsion (22JUN25): A foreign flagged container vessel experienced a reduction in propulsion while transiting 6 NM SW of the entrance to the San Francisco Bay. The vessel reported that a control valve on the main diesel engine failed which caused the reduction in RPMs. The vessel was able conduct repairs and safely travel into the San Francisco Bay without further incident. Case pends.
VESSEL SAFETY CONDITIONS
Operational Control (27JUN25): A foreign flag tank vessel experienced a hydraulic oil leak on deck due to a corroded hydraulic line. The hydraulic line was connected to both the vessel's cargo and mooring systems. USCG issued a COTP Order, which restricted the vessel from cargo and mooring ops. USCG received a satisfactory survey report on repairs from Class society and lifted COTP order. Case closed.
NAVIGATIONAL SAFETY
NSTR
SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES
Letter of Warning (07JUN2025): A recreational vessel discharged approximately 1 gallon of gasoline into Half Moon Bay. The discharge was caused by an equipment failure on board. USCG issued a Notice of Federal Interest (NOFI) and a Letter of Warning (LOW) to the responsible party. USCG pursued enforcement against the responsible party pursuant to 33 U.S.C. 1321(b)(3).
Letter of Warning (13JUN2025): A 24 ft pleasure craft discharged approximately 1 gallon of gasoline into the New York Slough creating a sheen. The vessel was submerged at the pier and the responsible party took action to hire contractors to remove the vessel. USCG issued a Notice of Federal Interest (NOFI) and Letter of Warning (LOW) to the responsible party. USCG pursued enforcement pursuant to 33 U.S.C 1321(b)(3).
Letter of Warning (16JUN2025): A 20 ft pleasure craft discharged approximately 1 gallon of gasoline/motor oil into the Bel Marin Keys. The aft end of the vessel became submerged underwater with the bow on shore due to a broken boat lift. The responsible party deployed boom and sorbent pads which resulted in 90% of the pollution being absorbed. USCG issued a Notice of Federal Interest (NOFI) and a Letter of Warning (LOW) to the responsible party. USCG pursued enforcement pursuant to 33 U.S.C. 1321(b)(3).
Letter of Warning (28JUN2025): A recreational vessel discharged less than half a gallon of diesel into Monterey Harbor. The discharge occurred due to an overflow when refueling. Discharge was secured and USCG issued a Notice of Federal Interest (NOFI) and a Letter of Warning (LOW) to the responsible party. USCG pursued enforcement pursuant to 33 U.S.C 1321(b)(3).

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
June 2025			
PORT SAFETY CATEGORIES*	Jun-2025	Jun-2024	**3yr Avg
Total Number of Port State Control Detentions:	0	0	0.03
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
Total Number of COTP Orders:	1	2	2.11
Navigation Safety (0), Port Safety & Security (1), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	5	9	6.69
Allision (1), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (1), Propulsion (3), Personnel (0), Other (0), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	0	1	1.58
Radar (0), Gyro (0), Steering (0), Echo Sounder (0), AIS (0)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	0	0	0.08
Significant Waterway events/Navigation related Cases:	0	0	0.00
Total Port Safety (PS) Cases opened	6	12	10.50
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Jun-2025	Jun-2024	**3yr Avg
U.S. Commercial Vessels	1	0	0.83
Foreign Freight Vessels	0	0	0.19
Public Vessels	0	0	0.97
Commercial Fishing Vessels	1	0	0.81
Recreational Vessels	15	7	7.94
Pollution Discharge Sources (Facilities)	Jun-2025	Jun-2024	**3yr Avg
Regulated Waterfront Facilities	0	0	0.28
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.36
Other Land Sources	4	1	4.53
Mystery Spills - Unknown Sources	8	6	6.50
Number of Pollution Incidents (By Spill Size)	Jun-2025	Jun-2024	**3yr Avg
Spills < 10 gallons	12	11	11.31
Spills 10 - 100 gallons	3	3	1.78
Spills 100 - 1000 gallons	0	0	0.28
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	14	0	8.00
Total Pollution Incidents	29	14	21.36
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Jun-2025	Jun-2024	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	0.00	0.00	5.43
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.89
Estimated spill amount from Public Vessels	0.00	0.00	19.92
Estimated spill amount from Commercial Fishing Vessels	0.00	0.00	24.79
Estimated spill amount from Recreational Vessels	58.00	145.00	32.12
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	1.87
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	1.65
Estimated spill amount from Other Land Sources	101.00	5.00	46.76
Estimated spill amount from Unknown Sources (Mystery Sheens)	8.00	5.00	5.22
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	167.00	155.00	138.65
Penalty Actions	Jun-2025	Jun-2024	**3yr Avg
Civil Penalty Cases	0	0	0.06
Notice of Violations	0	0	0.08
Letters of Warning	4	1	3.17
Total Penalty Actions	4	1	3.31
* NOTE: Values represent all cases within the HSC jurisdiction during the period. Significant cases are detailed in the narrative.			
** NOTE: Values represent an average month over a 36 month period for the specified category of information.			

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**Report of the
U.S. Army Corps of Engineers, San Francisco District
July 10, 2025**

1. CORPS O&M DREDGING PROGRAM

Since the last HSC meeting, dredging has completed at Oakland Harbor.

Planning for the FY25 dredging program continues in accordance with the year-long Continuing Resolution and the Corps' FY25 Work Plan that was made public on May 15. The FY25 dredging program schedule can be found at the end of this report.

As always, future project schedules provided in this report are tentative and adjustments may be made as circumstances warrant.

FY 2024 CONTRACT DREDGING PROGRAM

- a. **Oakland Harbor** – A dredging contract solicitation was posted on sam.gov on April 2, 2024, with bid opening held on May 16, 2024. The contract was awarded to Curtin Maritime on June 7, 2024, with actual dredging commencing on September 1, 2024. **Dredging has concluded at Oakland Harbor.**

FY 2025 CONTRACT DREDGING PROGRAM

- a. **San Joaquin River (Port of Stockton)** – A dredging contract solicitation was posted on sam.gov on April 17 with bid opening held on May 19. The contract was awarded to Curtin Maritime on June 4. Dredging is tentatively scheduled to start in mid-July.
- b. **Sacramento River Deep Water Ship Channel** – A dredging contract solicitation was posted on sam.gov on April 30 with bid opening held on May 30. **Contract was awarded to Dutra on June 18.**
- c. **Suisun Bay Channel and New York Slough** – A dredging contract solicitation was posted on sam.gov on May 13 with bid opening scheduled for June 13. **Contract awarded on July 3. PDT examining justification metrics for advanced maintenance of Bulls Head Reach.**
- d. **Maritime Administration (MARAD) Suisun Bay Reserve Fleet (SBRF)** – Planning and design for a maintenance dredging event at the service craft berthing area at MARAD SBRF is currently paused until next year due to lack of funding to award the dredging contract. **Sponsor requests Area 1 in-bay placement which will require an Alternatives Analyses. Area 2 will need Tier III testing for dredging in FY27.**
- a. **Petaluma River** – Planning and design for a maintenance dredging event at Petaluma River is currently underway with **contract award tentatively scheduled for mid-August and dredging estimated to start late-September.**

- b. **Military Ocean Terminal Concord (MOTCO)** – Planning and design for a dredging event at Wharf 2 and 3 at MOTCO is currently underway with contract award tentatively scheduled for mid-August and dredging estimated to start mid-September. **PDT is working through closing out ~75 RFIs. Bid due date extended by one week to July 17.**
- c. **Redwood City Harbor** – Planning and design for the FY25 dredging cycle is currently underway with contract award tentatively scheduled for **late-August and dredging estimated to start late-September.**
- d. **Richmond Inner Harbor** – Planning and design for the FY25 dredging cycle is currently underway with contract award tentatively scheduled for early September and dredging estimated to start mid-October. **FY25 has been scoped to –37ft MLLW based on funding availability.**
- e. **Oakland Harbor** – Planning and design for the FY25 dredging cycle is currently underway with contract award tentatively scheduled for **mid-October and dredging estimated to start late-November.**

FY 2025 GOVERNMENT HOPPER DREDGING PROGRAM

- a. **San Francisco Main Ship Channel** – The Government Hopper Dredge Essayons arrived at the Main Ship Channel on June 1 after working in the Humboldt Bay Bar & Entrance Channel and immediately began dredging operations here. They will remain on station until around June 19 when they will transition to San Pablo Bay (Pinole Shoal). The dredged material placement will be at the near-shore Ocean Beach Demonstration Site (OBDS), as in previous years. **The Essayons completed 14 days of dredging on 21 June, removing approximately 450key.**
- b. **San Pablo Bay (Pinole Shoal)** – Following completion of the Main Ship Channel, the Essayons will move to Pinole Shoal in mid-June and complete maintenance dredging there by early July. Upon completion of Pinole Shoal, Essayons will depart the Bay Area. **Essayons completed dredging at Pinole Shoal on 1 July and departed the Bay Area.**
- c. **Richmond Outer Harbor** – Dredging is deferred to FY26 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.

3. DEBRIS REMOVAL – Debris removal for June was 7.3 tons. Dillard: 5 tons; Raccoon: 2.3 tons. Average debris removal for June from 2015 to 2024 is 37 tons (Range: 2.5 – 110).

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	RACCOON	DILLARD	MISC	TOTAL
2024	TONS	TONS	TONS	TONS
JAN	23	0	0	23
FEB	65.3	0.5	0	65.8
MAR	14.3	0.8	0	15.1
APR	49	3	0	52
MAY	1.5	4	0	5.5
JUN	2.3	5	0	7.3
JUL				
AUG				
SEP				
OCT				
NOV				
DEC				

YR TOTAL

168.7



DILLARD crew using the crane arm to capture and bring aboard debris (Right, Left). Credit: USACE, San Francisco District, Navigation and Structural Branch.

4. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

Oakland Harbor Turning Basins Widening Project: The Oakland Harbor Turning Basins Widening Project will improve the efficiency of operations and safety of containerships in the Oakland Harbor by widening and shifting the Inner and Outer Harbor turning basins. Due to the increase in size and number of larger containerships calling on the Port, the project is needed to accommodate the larger ships and minimize environmental impacts and operations of other vessels within the Port. As a project betterment, electric dredges will be used and material dredged from the harbors for construction of the project will be beneficially used to contribute to the creation and restoration of wetland habitat in the San Francisco Bay.

The Final 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: The final round of reviews is underway, including **District Quality Control Review**, Agency Technical Review, Public Review, and USACE vertical team review, with a target to respond to all comments, complete back check, revise the final draft and receive all approvals to be ready for the FY26+ dredging program. **Interim agency approvals have been coordinated to support FY25 dredging.** Study scopes to address data gaps identified by the Interagency Working Group (IWG) remain in progress - Sediment Transport Modeling (ERDC), Ecological Modeling, and Benefits Analysis/Decision Support Tools. Some results will not be available until after

the targeted completion for the RDMMP, however the data will be applied to future DMMP revisions.
New site identification and coordination is ongoing as new information becomes available.

Information on the RDMMP and Public Review Documents (Draft Management Plan and NEPA EA) 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 5-7, 2024.
Berkeley Marina (Entrance Channel): Condition survey of April 30, 2024.
Islais Creek Channel: Condition survey of July 21, 2023.
Larkspur Ferry Channel: Condition survey of December 12, 2023.
Mare Island Strait: Condition survey of November 13, 2024.
Marinship Channel (Richardson Bay): Condition survey of July 16, 2024.
Napa River: Condition survey of June 5-10, 2024.
Northship Channel: Condition survey of December 2-10, 2024.
Oakland Inner Harbor: After Dredge surveys (various dates) from October 2024 through March 2025.
Oakland Inner Harbor (Brooklyn Basin): Condition survey of 15-20 January 2021.
Oakland Outer Harbor: Condition survey of June 13, 2024.
Petaluma River (Across-the-Flats): February 27, 2025.
Petaluma River (Main Channel): Condition survey of May 16, 2025.
Petaluma River (Extended Channel): Condition survey of November 2-4, 2022.
Pinole Shoal Channel: Condition survey of March 25, 2025.
Redwood City Harbor: [Condition survey of June 11, 2025.](#)
Richmond Inner Harbor: Condition survey of May 15-19, 2025.
Richmond Inner Harbor (Santa Fe Channel): Condition survey of November 28, 2022.
Richmond Outer Harbor (Longwharf): Condition survey of April 15, 2025.
Richmond Outer Harbor (Southampton Shoal): Condition survey of February 20, 2025.
Sacramento River Deep Water Ship Channel: Condition survey of February 17-20, 2025.
San Bruno Shoal: Condition survey of May 30, 2025.
San Francisco Main Ship Channel: Condition survey of April 4-5, 2025.
San Leandro Marina (and Channel): Condition survey of March 30 and April 1, 2015.
San Rafael (Across-the-Flats): Condition survey of August 15-16, 2024.
San Rafael (Creek): Condition survey of August 15-16, 2024.
Stockton Ship Channel: Condition survey of February 14-17, 2025.
Suisun Bay Channel: Condition survey of May 6-8, 2025.

Suisun Bay Channel (Bullshead Reach): Condition survey of May 6-8, 2025.
Suisun Bay Channel (New York Slough): Condition survey of May 5-6, 2025.
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 April 18, 2024.
SF-09 (Carquinez): Condition survey of April 18, 2025.
SF-10 (San Pablo Bay): Condition survey of June 25, 2025.
SF-11 (Alcatraz Island): Condition survey of June 10, 2025.
SF-16 (Suisun Bay Disposal Site): Condition survey of June 12, 2025.
SF-17 (Ocean Beach Disposal Site): Condition survey of April 18 and May 10, 2024.

Requested Surveys:

Pre/Post-dredge and condition surveys have been completed for all of San Francisco District's in-bay projects dredged in FY23.

Channel Condition Report (CCR):

Attached is the Channel Condition Report (CCR) for all Corps maintained channels dated **3 JUL 2025**. 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 2025 O&M DREDGING PLAN

Project	Target Solicitation	Target Bid Open	Target Award	FY2025												Estimated CY	Contractor	Dredge Type	Placement Site	
				MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB					
CONTRACT CLAMSHELL OR CUTTERHEAD PIPELINE																				
Moss Landing Harbor	22-Jan	5-Mar	22-May														50kcy	TBD	Cutterhead or Clamshell	SF-12
San Joaquin River	17-Apr	19-May	4-Jun														175kcy	TBD	Cutterhead or Clamshell	Various Upland
Sacramento River	30-Apr	30-May	13-Jun														75kcy	TBD	Cutterhead or Clamshell	Various Upland
Suisun Bay Channel	13-May	13-Jun	27-Jun														100kcy	TBD	Clamshell	SF-16
Petaluma River	17-Jun	17-Jul	31-Jul														200kcy	TBD	Clamshell	TBD
MOTCO Dredging	13-Jun	14-Jul	12-Aug														40kcy	TBD	Clamshell	Upland
Redwood City Harbor	24-Jun	24-Jul	7-Aug														200kcy	TBD	Clamshell	BU SF-DODS
Richmond Inner Harbor	22-Jul	21-Aug	4-Sep														580kcy	TBD	Clamshell	BU
Oakland Harbor	12-Aug	11-Sep	25-Sep														750kcy	TBD	Clamshell	BU SF-DODS
MARAD SBRF Area 1	N/A	N/A	N/A														60kcy	TBD	Clamshell	BU
Noyo River	N/A	N/A	N/A														40kcy	TBD	Cutterhead	TBD
WEST COAST HOPPER CONTRACT																				
Humboldt Bar & Entrance Channels	Award: 3/7/2025	Start: 6/9/2025	Finish: 7/8/2025														Base:600kcy Opt:300kcy	TBD	WCHC (Portland)	HOODS
GOVERNMENT HOPPER																				
Humboldt Interior Channels	N/A	Start: 4/25/2025	Finish: 5/10/2025														150kcy	Yaquina	Govt Hopper	HOODS
Humboldt Bar & Entrance Channels	N/A	Start: 5/20/2025	Finish: 5/31/2025														600kcy	Essayons	Govt Hopper	Nearshore
SF Main Ship Channel	N/A	Start: 6/1/2025	Finish: 6/19/2025														350kcy	Essayons	Govt Hopper	OBDS SF-8
San Pablo Bay (Pinole Shoal)	N/A	Start: 6/19/2025	Finish: 7/7/2025														250kcy	Essayons	Govt Hopper	SF-10 SF-11
Richmond Outer Harbor	N/A	N/A	N/A														250kcy	Essayons	Govt Hopper	SF-10 SF-11
WEST COAST HOPPER CONTRACT																				
West Coast Hopper Contract																				
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p> Solicitation Bid Opening Contract Award Work Stoppage </p> </div> <div style="width: 45%;"> <p> Env Window Mobilization Physical Dredging Hopper Dredging </p> </div> </div>																				
Date of Last Update: 6/5/2025																				

**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 MARAD PIER 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	04-04-2025	2000	4.96	55	49.3	54.7	55.3	53.8
Redwood City Harbor Redwood City Harbor	06-11-2025	300 943	3.94	30	17.8	29.1	28.2	25.1
Richmond Inner Harbor Entrance Channel	05-15-2025	809 1021	0.96	38	36.8	37.3	37.2	37.1
Richmond Inner Harbor Approach Channel	05-15-2025	809 1201	3.09	38	33.3	34.0	36.5	33.2
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	02-20-2025	600 1291	3.25	45	39.2	44.0	44.6	42.0
Richmond Outer Harbor Longwharf Turning Basin	04-15-2025	2188 5598	0.88	45	29.4	No Data	No Data	No Data
San Rafael ATF Across the Flats	08-15-2024	100	2.25	8	4.7	5.6	5.9	5.9
San Rafael River Inner Canal Channel	08-15-2024	60 160	1.55	6	3.6	4.5	4.8	4.8
Petaluma River Main Channel	02-27-2025	100 361	4.06	8	3.2	4.4	4.4	4.5
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	06-05-2024	75 245	3.19	15	2.2	8.7	9.0	7.2
Napa River Asylum Slough to Napa City	06-05-2024	102 183	9.92	10	2.0	4.4	2.7	0.9
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	03-26-2025	544 1997	4.62	50	48.4	50.0	50.1	47.7

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 MARAD PIER 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	06-13-2024	296 1761	2.52	50	45.4	48.4	49.0	47.4
Humboldt Bay Bar and Entrance Channel	05-31-2025	500 2113	2.60	48	24.0	33.0	34.3	27.2
Humboldt Bay Eureka Channel	03-05-2025	400 416	1.69	26	4.0	3.7	10.5	7.1
Humboldt Bay Fields Landing Channel	03-05-2025	300 770	2.35	26	12.2	26.9	25.4	21.1
Humboldt Bay North Bay Channel	06-06-2025	400 657	3.04	38	33.0	36.5	36.3	26.1
Humboldt Bay Samoa Channel	06-06-2025	400 1000	1.83	38	33.1	34.8	34.0	17.4
Pinole Shoal Channel Pinole Shoal Channel	03-25-2025	600 1644	10.40	35	26.1	35.9	34.2	30.1
Suisun Bay Channel Suisun Bay (0+00 to 150+00)	05-06-2025	300	2.84	35	33.3	34.1	34.1	28.7
Suisun Bay Channel Suisun Bay (150+00 to 733+45)	10-11-2023	300	11.10	35	34.1	35.0	35.0	35.0
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)	05-05-2025	400 411	4.42	35	33.7	34.3	33.7	33.9
MARAD Pass Channel	08-17-2021	450 605	1.00	32	24.2	23.9	23.7	23.2
Suisun Slough Channel Suisun Slough Channel	11-30-2022	200 250	15.85	8	5.9	5.9	5.9	6.1

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	05-30-2025	500	5.66	30	28.5	31.2	31.0	30.2
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	09-17-2024	500 1424	1.71	40	31.1	37.1	37.1	23.7
Alameda Naval Air Alameda Naval Air	11-05-2024	1000 4178	2.90	37	9.8	10.4	16.4	15.9
Mare Island Strait Mare Island Strait	11-13-2024	400 606	3.37	30	28.1	29.8	32.9	33.1
Larkspur Channel Larkspur Channel	02-24-2023	231 542	2.37	13	11.9	12.5	12.7	12.0
Northship Channel Northship Channel	12-02-2024	3576 4769	5.97	45	23.9	37.4	36.9	35.0
Berkeley Marina Berkeley Marina	05-24-2024	100 142	1.36	15	3.5	3.8	3.8	4.2
Bodega Bay Bodega Bay	05-22-2025	100 400	3.46	12	7.2	9.2	9.5	5.5
Moss Landing Moss Landing	07-24-2024	120 405	0.98	15	5.0	3.5	5.1	8.8
Noyo River Entrance Channel	10-25-2024	97 150	0.67	10	6.3	9.1	9.5	7.8
Noyo River Channel	10-25-2024	97 150	0.67	10	5.5	8.2	8.2	0.4
Crescent City Entrance Channel	03-07-2025	200 320	0.42	20	17.3	19.1	18.8	17.1
Crescent City Inner Harbor Basin Channel	03-07-2025	200 300	0.39	15	14.4	15.2	15.2	12.9
Crescent City Marina Access Channel	03-07-2025	228 170	0.22	15	9.1	10.3	11.5	8.4
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



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

July 10, 2025

- ✎ 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 2025 regarding possible escort violations. The clearinghouse did not contact OSPR in 2024, 2023, 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 times 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 106 tank vessel arrivals: 16 ATBs, 8 Chemical Tankers, 24 Chemical/Oil Tankers, 23 Crude Oil Tankers, 1 LPG, 1 Non-Specific Tanker, 20 Product Tankers, and 13 Tugs with Barges.
- ✎ In June there were 239 total vessel arrivals.

San Francisco Bay Clearinghouse Report For June 2025

San Francisco Bay Region Totals

	<u>2025</u>		<u>2024</u>	
Tanker arrivals to San Francisco Bay	77		82	
ATB arrivals	16		15	
Barge arrivals to San Francisco Bay	13		8	
Total Tanker and Barge Arrivals	106		105	
Tank ship movements & escorted barge movements	366		365	
Tank ship movements	308	84.15%	213	58.36%
Escorted tank ship movements	159	43.44%	172	47.12%
Unescorted tank ship movements	149	40.71%	41	11.23%
Tank barge movements	58	15.85%	152	41.64%
Escorted tank barge movements	32	8.74%	19	5.21%
Unescorted tank barge movements	26	7.10%	133	36.44%

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	218		346		0		164		728	
Unescorted movements	111	50.92%	160	46.24%	0	0.00%	81	49.39%	352	48.35%
Tank ships	97	44.50%	135	39.02%	0	0.00%	74	45.12%	306	42.03%
Tank barges	14	6.42%	25	7.23%	0	0.00%	7	4.27%	46	6.32%
Escorted movements	107	49.08%	186	53.76%	0	0.00%	83	50.61%	376	51.65%
Tank ships	91	41.74%	156	45.09%	0	0.00%	72	43.90%	319	43.82%
Tank barges	16	7.34%	30	8.67%	0	0.00%	11	6.71%	57	7.83%

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 2025

San Francisco Bay Region Totals

	<u>2025</u>		<u>2024</u>	
Tanker arrivals to San Francisco Bay	436		890	
ATB arrivals	100		205	
Barge arrivals to San Francisco Bay	84		130	
Total Tanker and Barge Arrivals	620		1,225	
Tank ship movements & escorted barge movements	2,105		4,233	
Tank ship movements	1,536	72.97%	2,277	53.79%
Escorted tank ship movements	856	40.67%	1,793	42.36%
Unescorted tank ship movements	680	32.30%	484	11.43%
Tank barge movements	569	27.03%	1,956	46.21%
Escorted tank barge movements	145	6.89%	230	5.43%
Unescorted tank barge movements	424	20.14%	1,726	40.77%

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	1,220		2,021		0		898		4,139	
Unescorted movements	626	51.31%	1,035	51.21%	0	0.00%	476	53.01%	2,137	51.63%
Tank ships	522	42.79%	811	40.13%	0	0.00%	413	45.99%	1,746	42.18%
Tank barges	104	8.52%	224	11.08%	0	0.00%	63	7.02%	391	9.45%
Escorted movements	594	48.69%	986	48.79%	0	0.00%	422	46.99%	2,002	48.37%
Tank ships	529	43.36%	844	41.76%	0	0.00%	367	40.87%	1,740	42.04%
Tank barges	65	5.33%	142	7.03%	0	0.00%	55	6.12%	262	6.33%

Notes:

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



San Francisco Bay HSC

July 2025

NOAA Updates

Jeffrey Ferguson

CA Navigation Manager

Office of Coast Survey



Find address or place

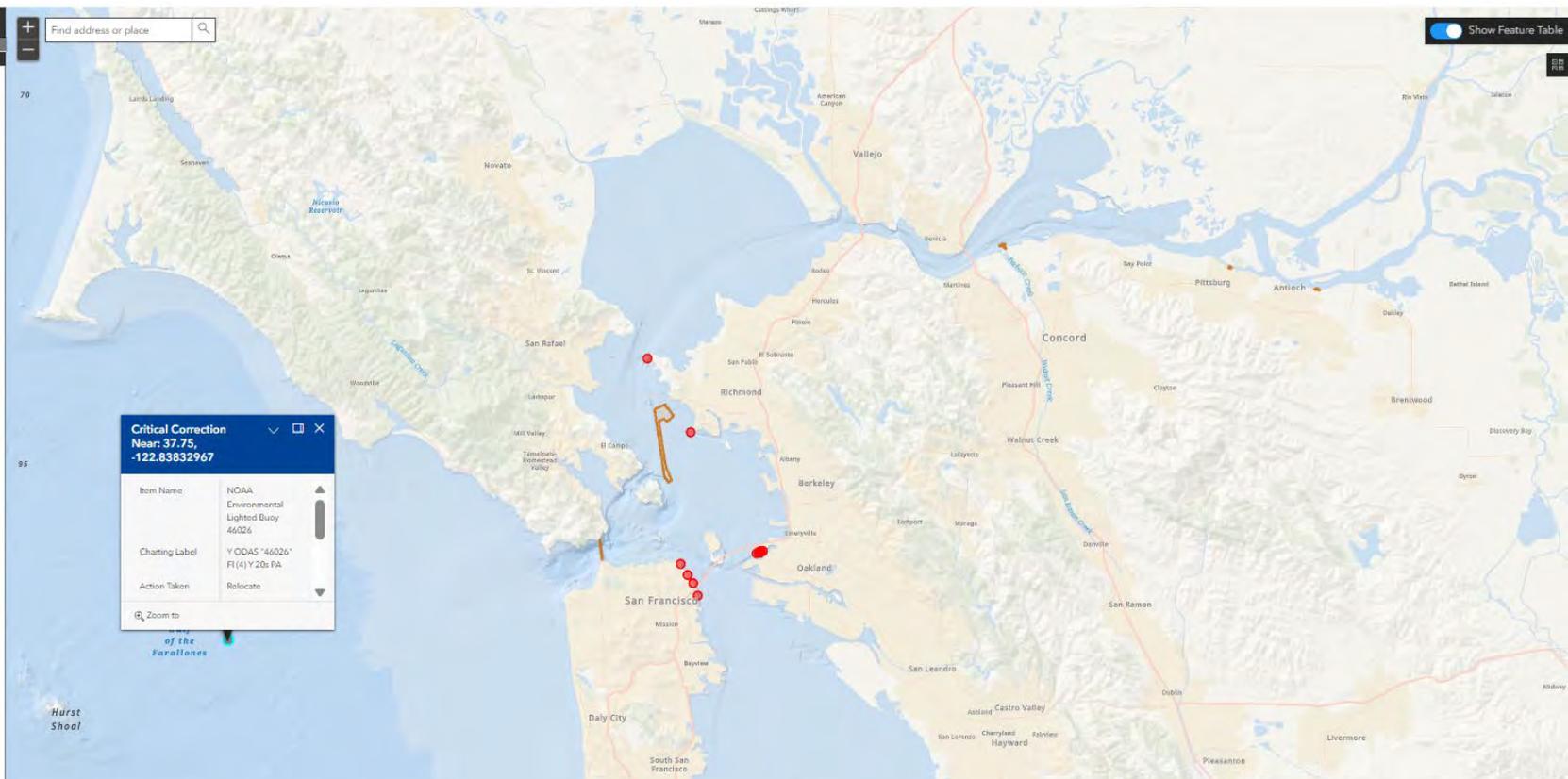
Time Period

Specify chart corrections time period below

Start Date: 4/1/2025

End Date: 7/3/2025

Apply Reset



**Has the chart changed since last download?
Go to: distribution.charts.noaa.gov/navigation-updates/**







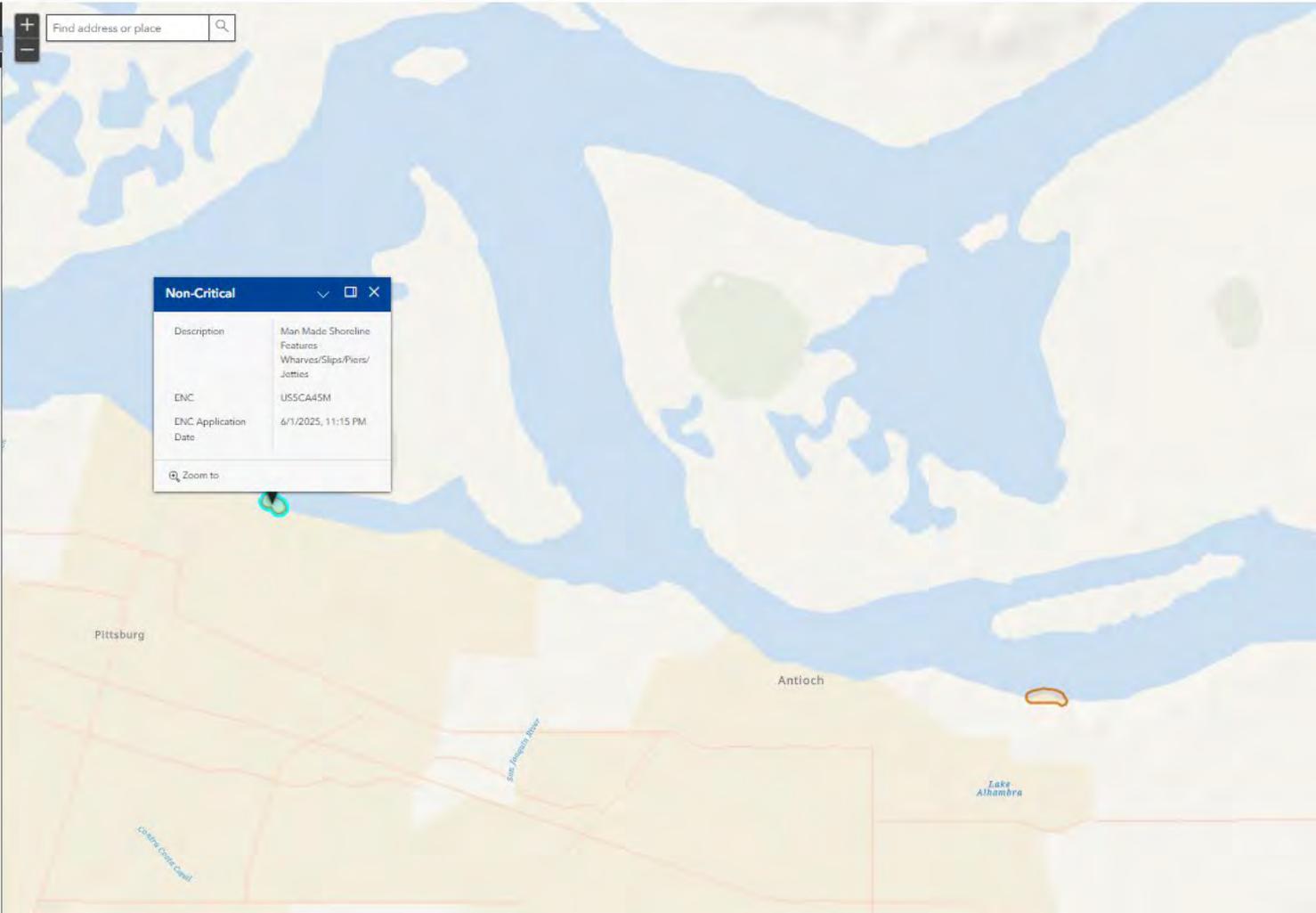


Time Period

Specify chart corrections time period below

Start Date:

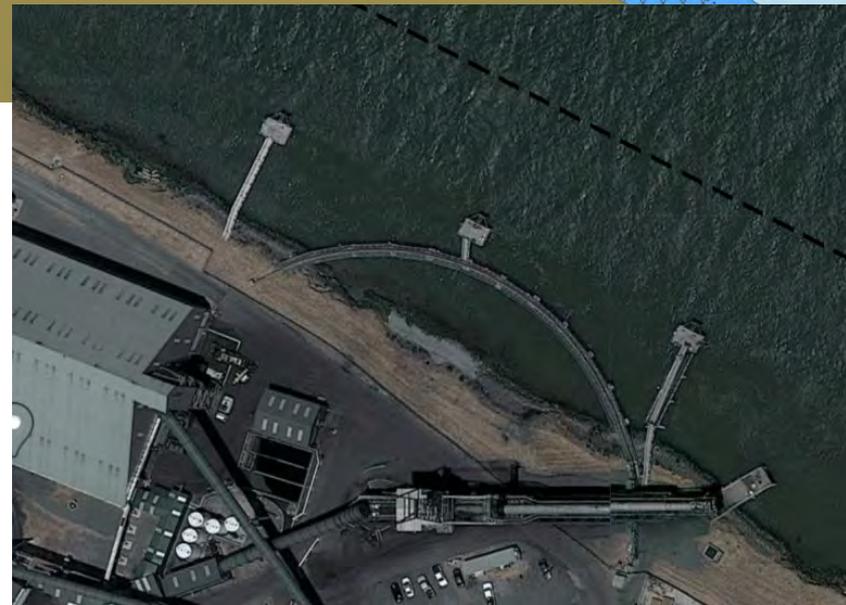
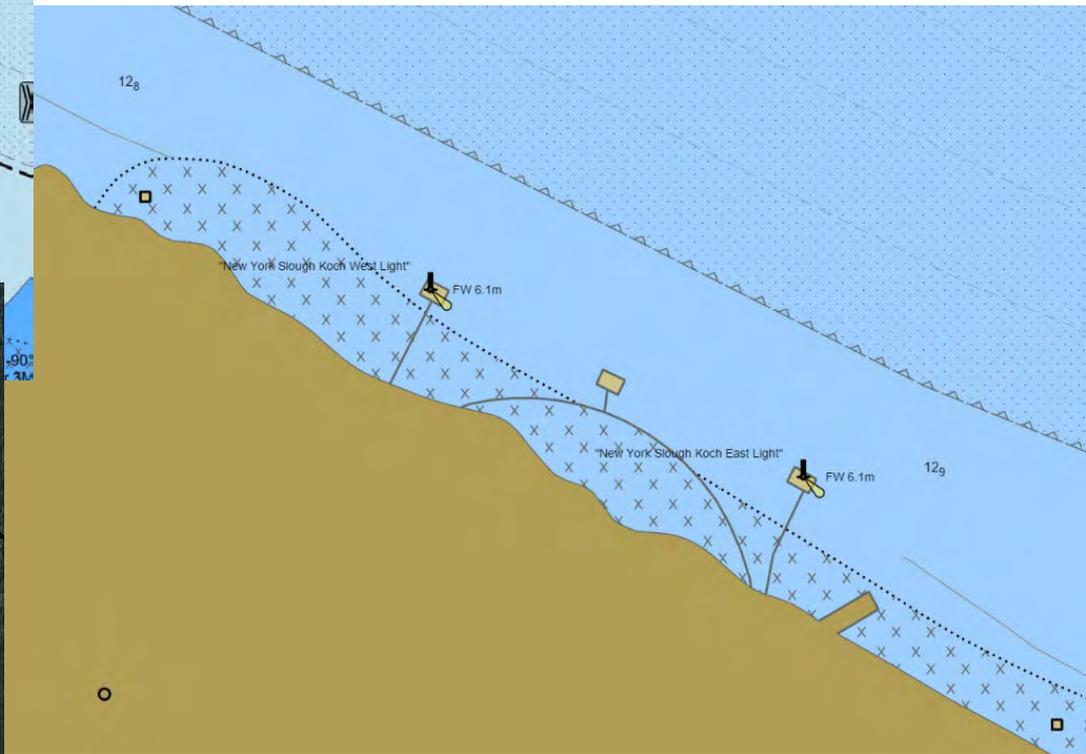
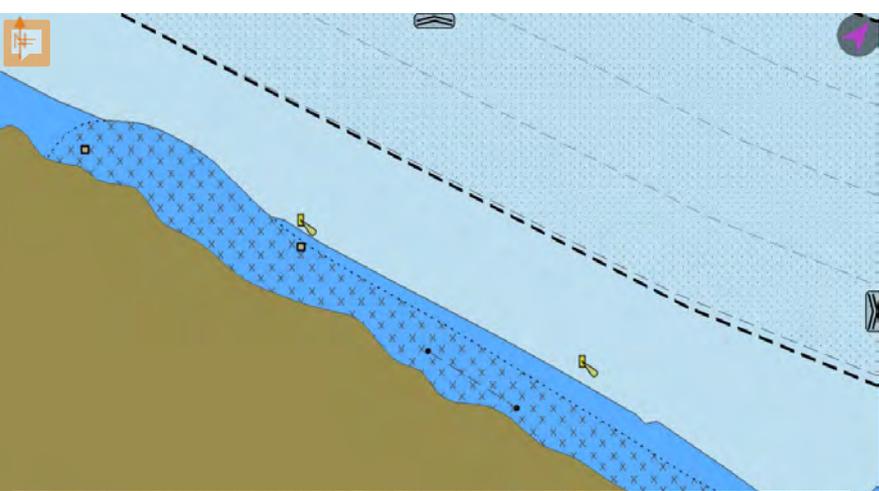
End Date:



Non-Critical [Close] [Maximize]

Description	Man Made Shoreline Features Wharves/Slips/Piers/Jetties
ENC	USSCA45M
ENC Application Date	6/1/2025, 11:15 PM

 Zoom to





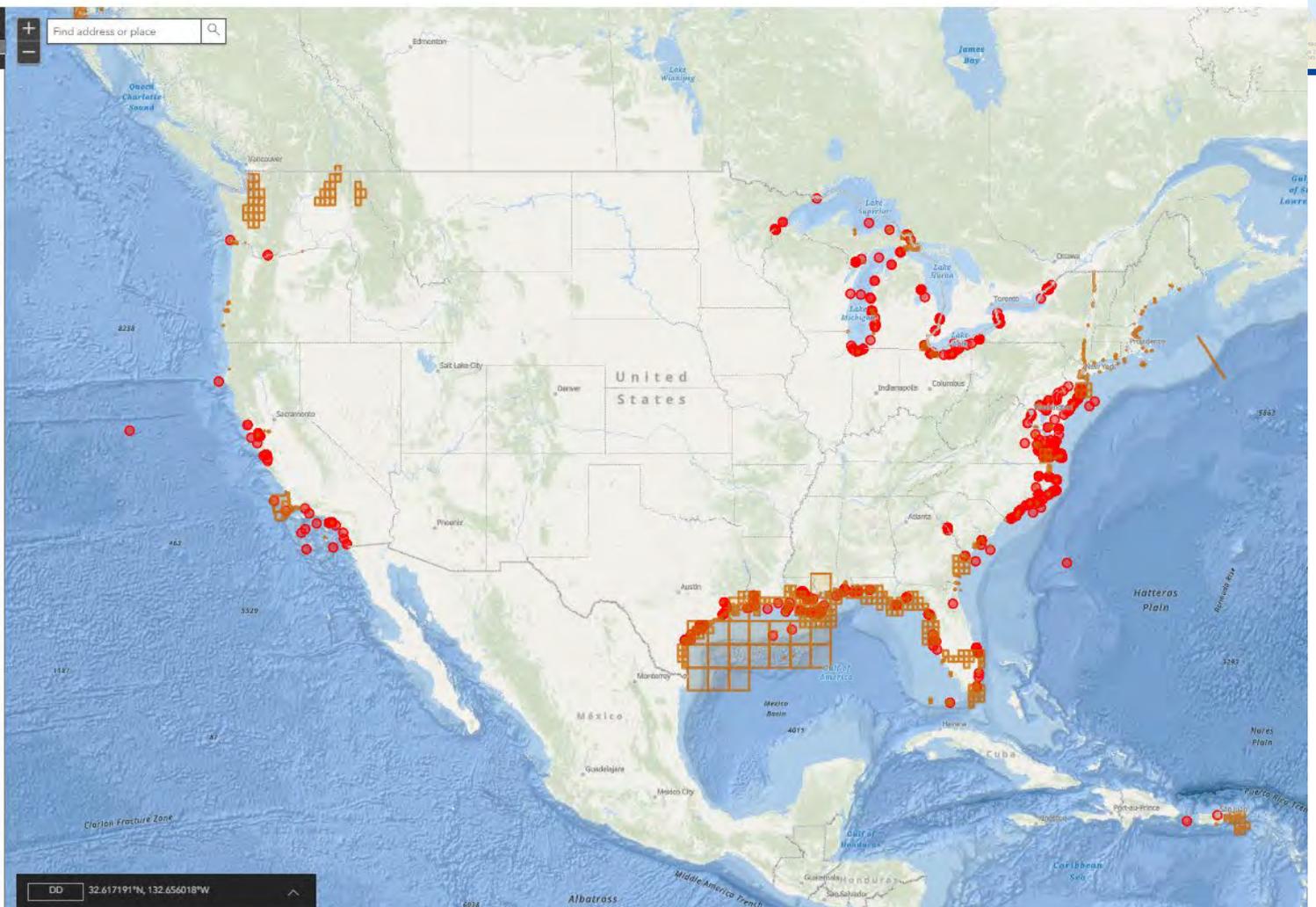
Find address or place

Time Period

Specify chart corrections time period below

Start Date:

End Date:



DD 32.617191°N, 132.656018°W

ENC Regridding - Original / Current ENC Layout

Home Charts Publications Data Learn Customer Service About

Electronic Charts (ENC) Coast Pilot Help

Place Name Submit All Bands

Available Product Information

NOAA ENCs (ENC):
Vector files of chart features and available in S-57 format.

NOAA ENCs support marine navigation by providing the official Electronic Navigational Chart used in ECDIS and in electronic charting systems.

NOAA ENCs are updated weekly with Notice to Mariner corrections.

Map Selection Information

Chart: US5CA13M	
Title:	San Francisco Bay Candlestick Point to Angel Island
Scale:	1 : 20,000
Edition:	93
Update:	5
Published:	2025-06-13

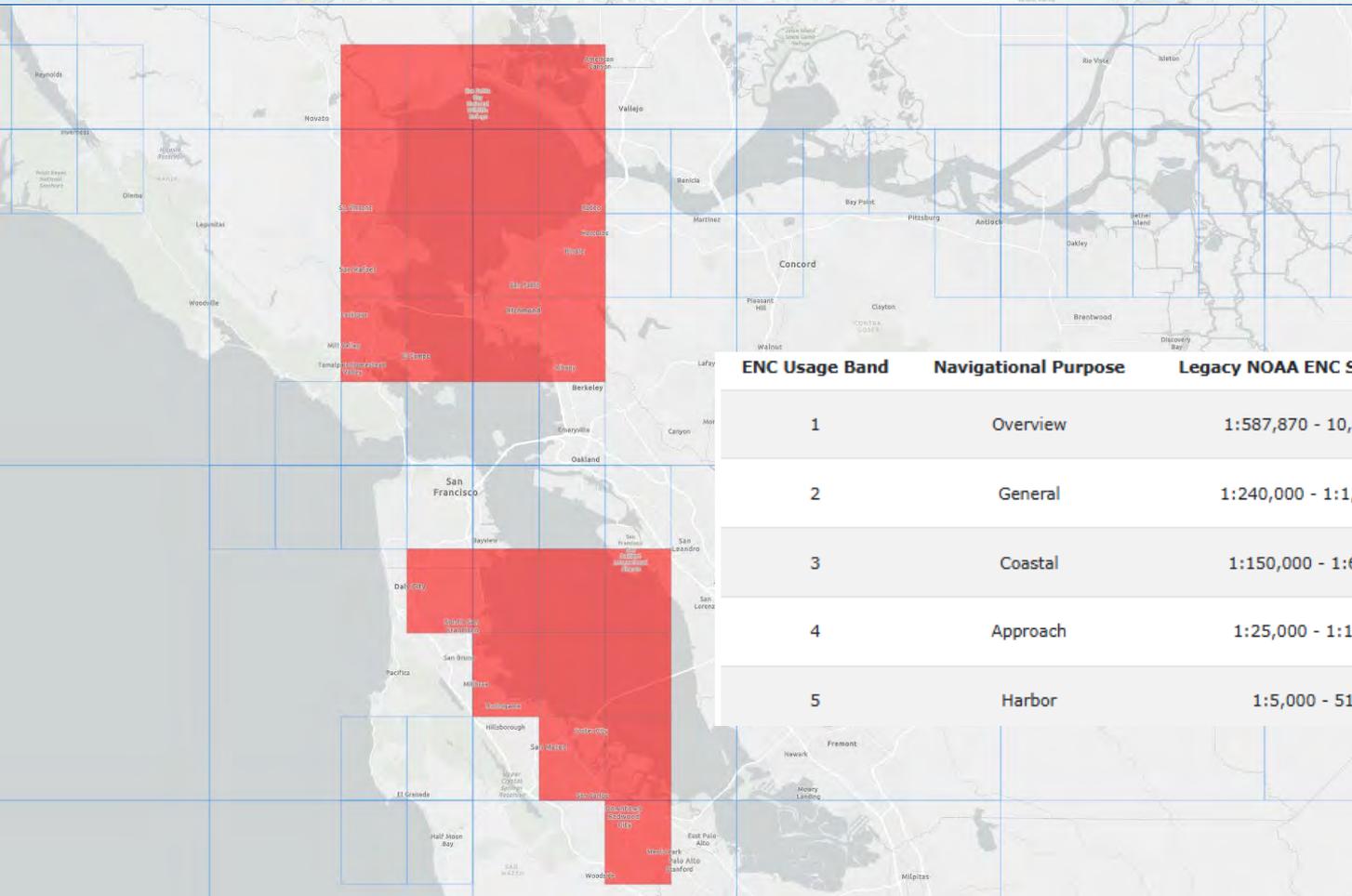
Available Products

ENC

Continue Clicking...
charts at current location: 1 of 4



ENC Regridding - New ENC Layout



ENC Usage Band	Navigational Purpose	Legacy NOAA ENC Scale Ranges	Reschemed NOAA ENC Scales
1	Overview	1:587,870 - 10,000,000	1:10,000,000 1:3,500,000
2	General	1:240,000 - 1:1,534,076	1:1,500,000 1:700,000
3	Coastal	1:150,000 - 1:600,000	1:350,000 1:180,000
4	Approach	1:25,000 - 1:150,000	1:90,000 1:45,000
5	Harbor	1:5,000 - 51,639	1:22,000 1:12,000

Status of New NOAA ENC

Find address or place 🔍



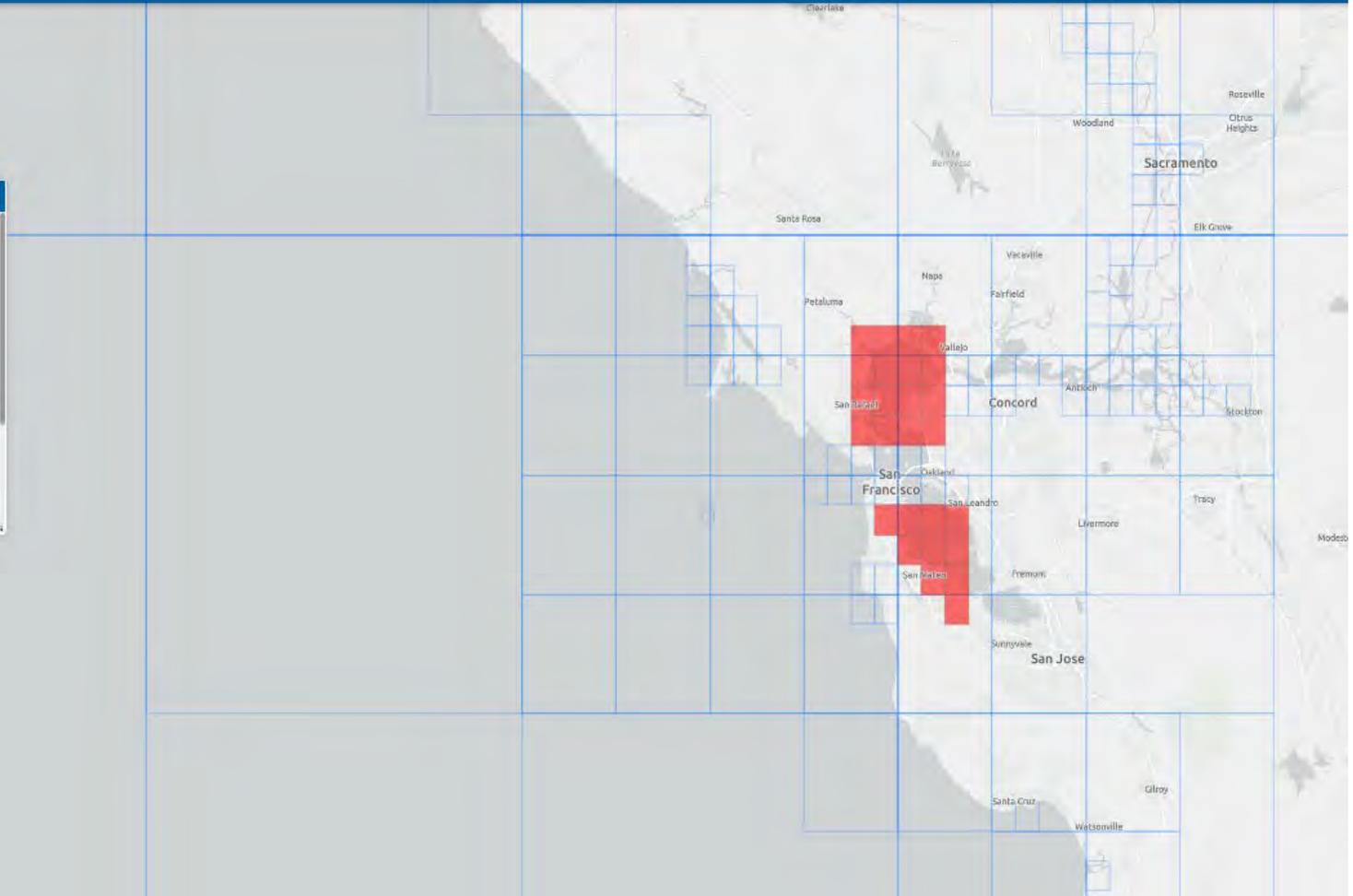
About

This interactive map show progress being made in gridding the NOAA ENC product suite, as described in the [Nautical Charting Plan](#).

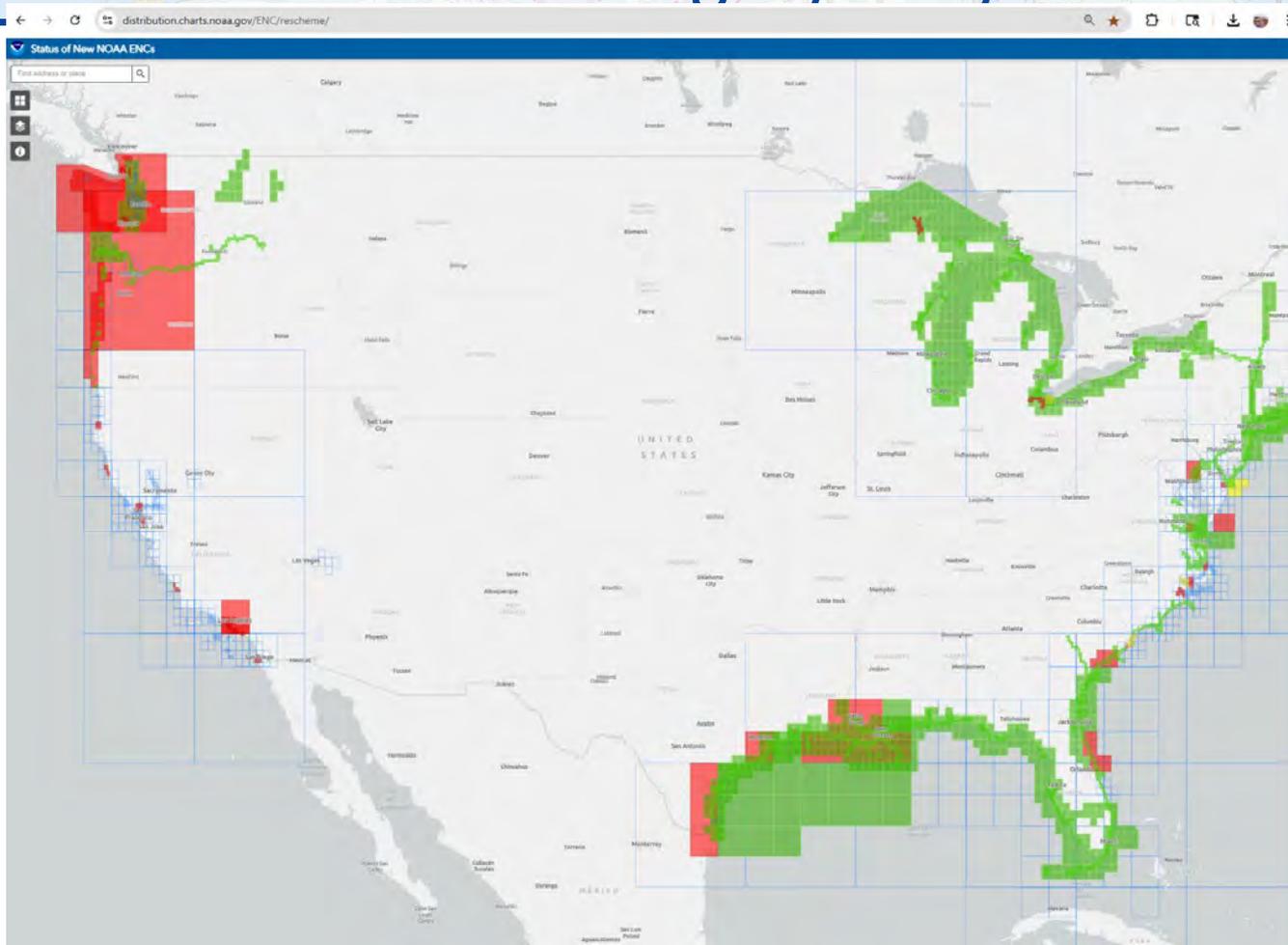
The layer list shows each usage band's status as:

- Completed
- Final Quality Check
- In Work
- Planned

- **Completed** = ENCs released to the public in gridded, standard scale cells.



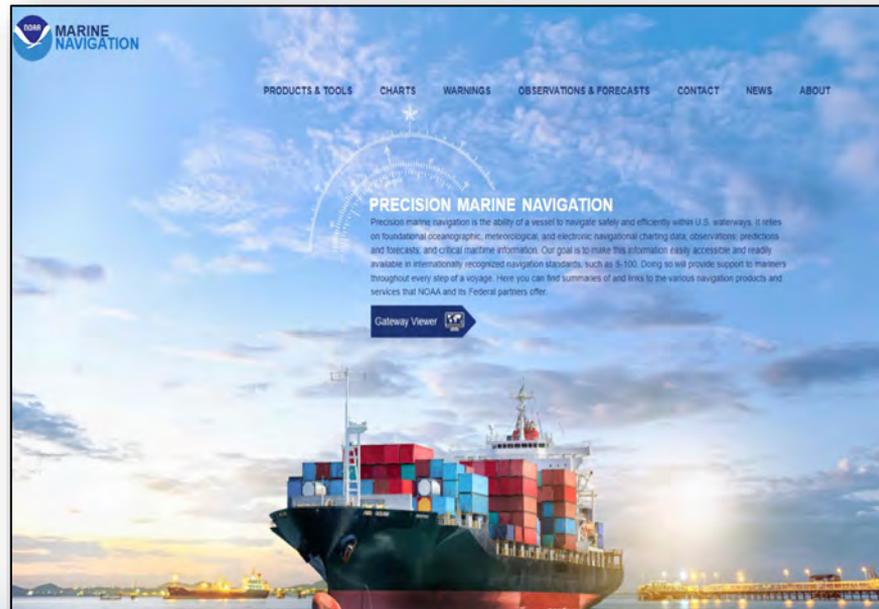
distribution.charts.noaa.gov/ENC/rescheme/





Precision Marine Navigation Program

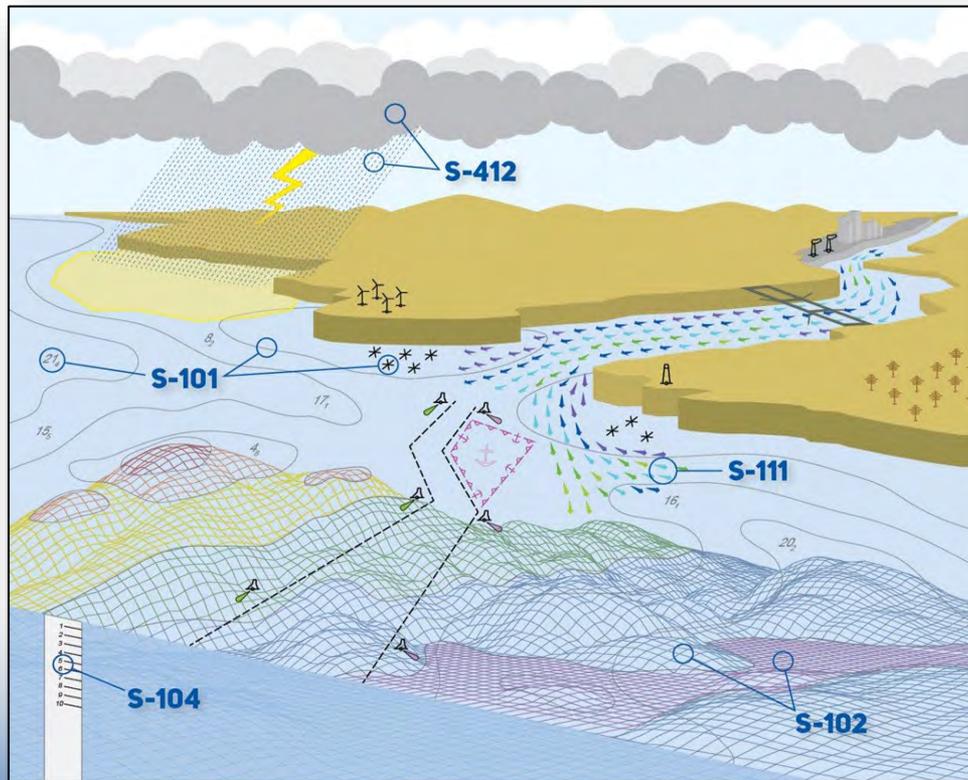
- Leveraging International Standards (S-100)
- Precision Marine Navigation Data and Dissemination Services
- Machine to Machine capability
- Marinenavigation.noaa.gov Website



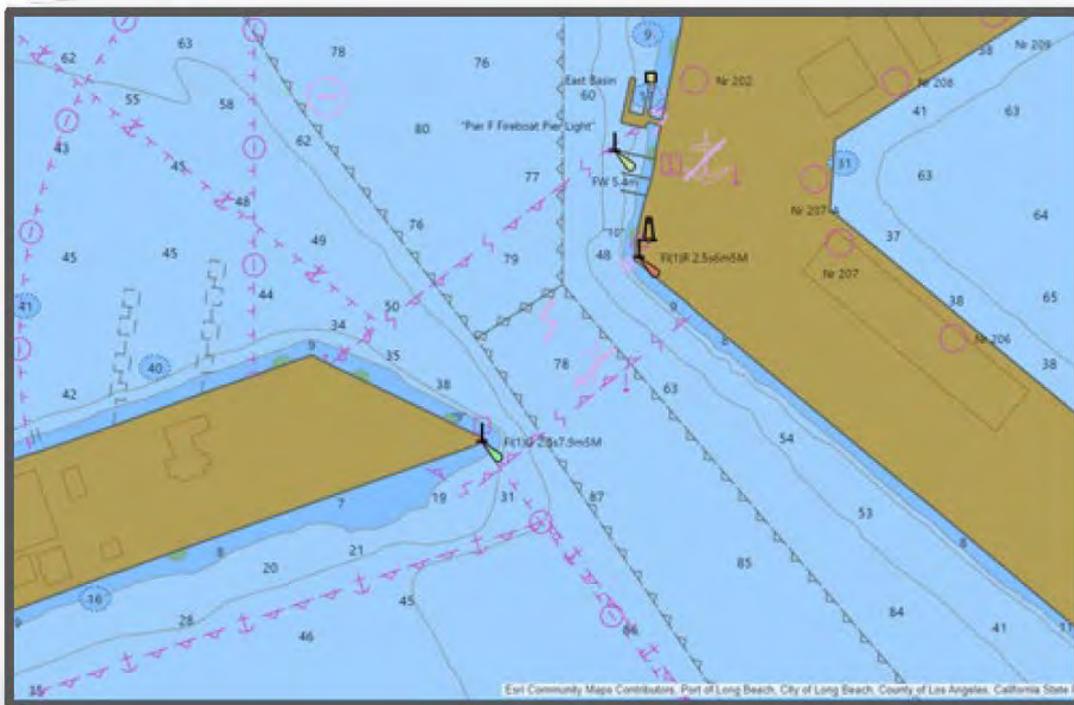


S-100 Data Products

- **S-101:** Electronic Navigational Charts (ENC)
- **S-102:** Bathymetric Surface
- **S-104:** Water Level Information
- **S-111:** Surface Currents
- **S-41X:** Weather Overlays



ENC of Transit to Port of Long Beach



ENC for the entrance to the Port of Long Beach, CA



Same view taken from the bridge of the vessel's deck in transit into the Port of Long Beach, California.
Credit: Jacobsen Pilot Service.

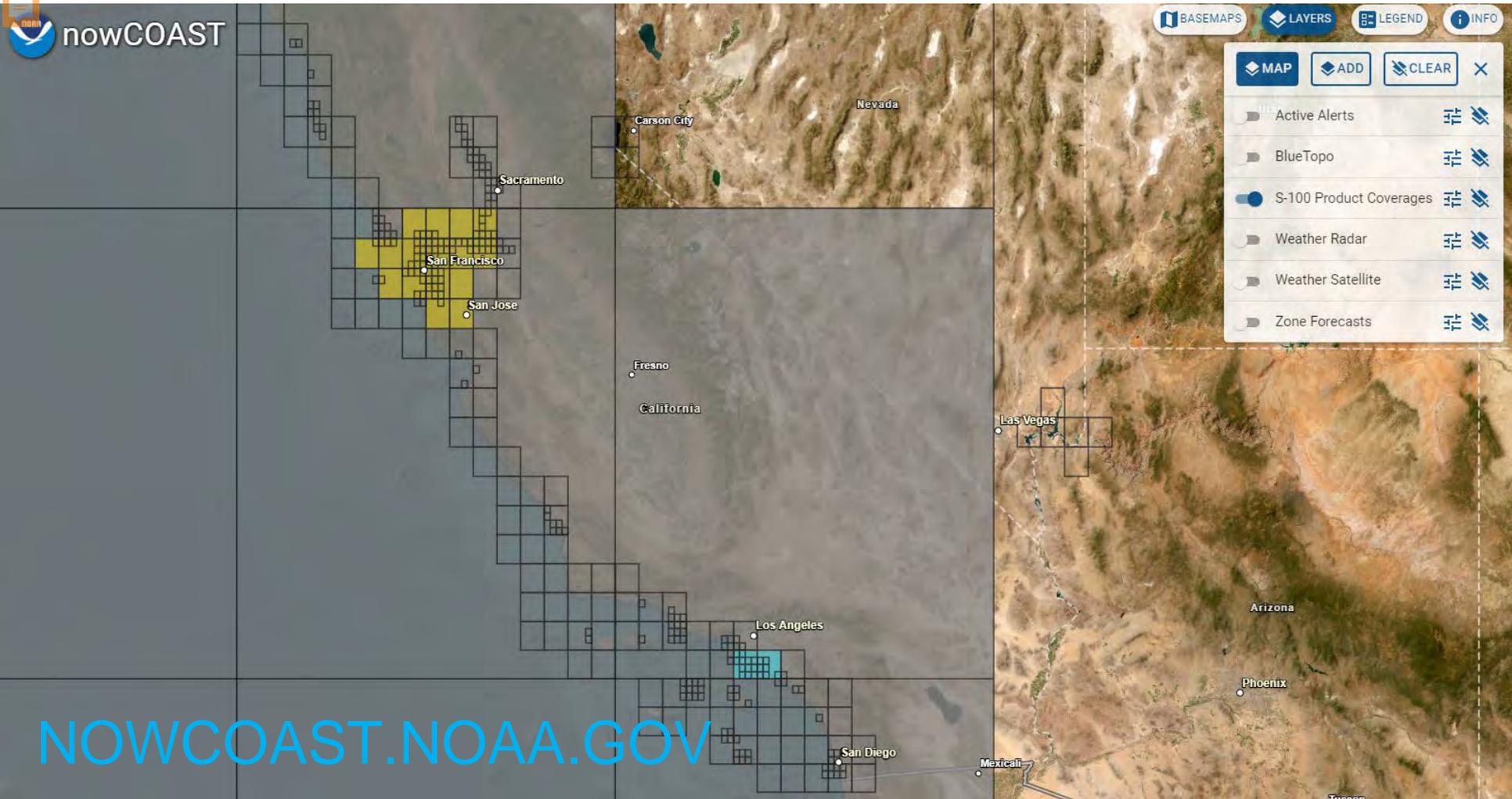


Jacobsen Pilot's portable pilot unit screen using the navigation system SEAIq Pilot, and S-102 data to draw custom safety contours. Credit: Jacobsen Pilot Service.



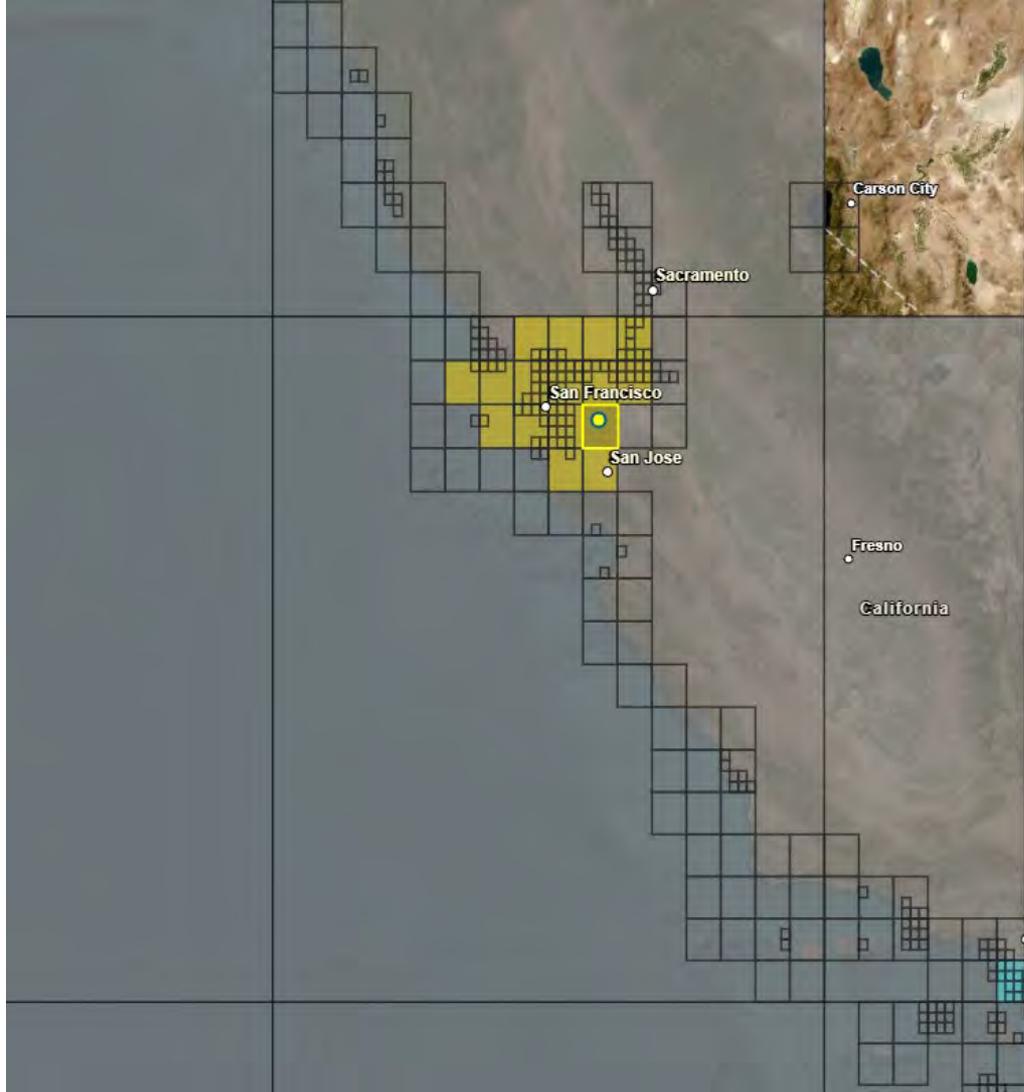
Same view taken from the bridge of the vessel's deck in transit into the Port of Long Beach, California. Credit: Jacobsen Pilot Service.

- S-102 Bathymetry Overlaid on ENC
- Safety Contour (red)



MAP **ADD** **CLEAR** **X**

- Active Alerts ⌵ ⌵
- BlueTopo ⌵ ⌵
- S-100 Product Coverages ⌵ ⌵
- Weather Radar ⌵ ⌵
- Weather Satellite ⌵ ⌵
- Zone Forecasts ⌵ ⌵



NOAA S-100 Product Coverages

- S-111 General Coverage
- No S-100 General Coverage
- S-102 Harbor Coverage
- No S-100 Harbor Coverage
- S-102 Navigational Approach Coverage
- S-111 Navigational Approach Coverage
- S-102 & S-111 Navigational Approach Coverage
- No S-100 Navigational Approach Coverage

AVAILABLE S-111 DATA (300 - 700 M) ^

S-111 Version:	Ed 1.0.1
ENC Cellname:	US4CA2BL
Forecast System:	SFBOFS
Region:	San Francisco Bay
Forecast Cycles:	03, 09, 15, 21 UTC
Forecast Horizon:	48 Hours
Horizontal Resolution:	300 m
Product Type:	Model Forecast Guidance
Depth:	4.5 m
Access Regional Tiles	SFBOFS
Access Overlapping Regional Tiles	
Access S-100 Exchange Catalogue	Discovery Metadata



Scale 1:37K

bENCs Enabled
Course Vector 12M
Depth in Feet



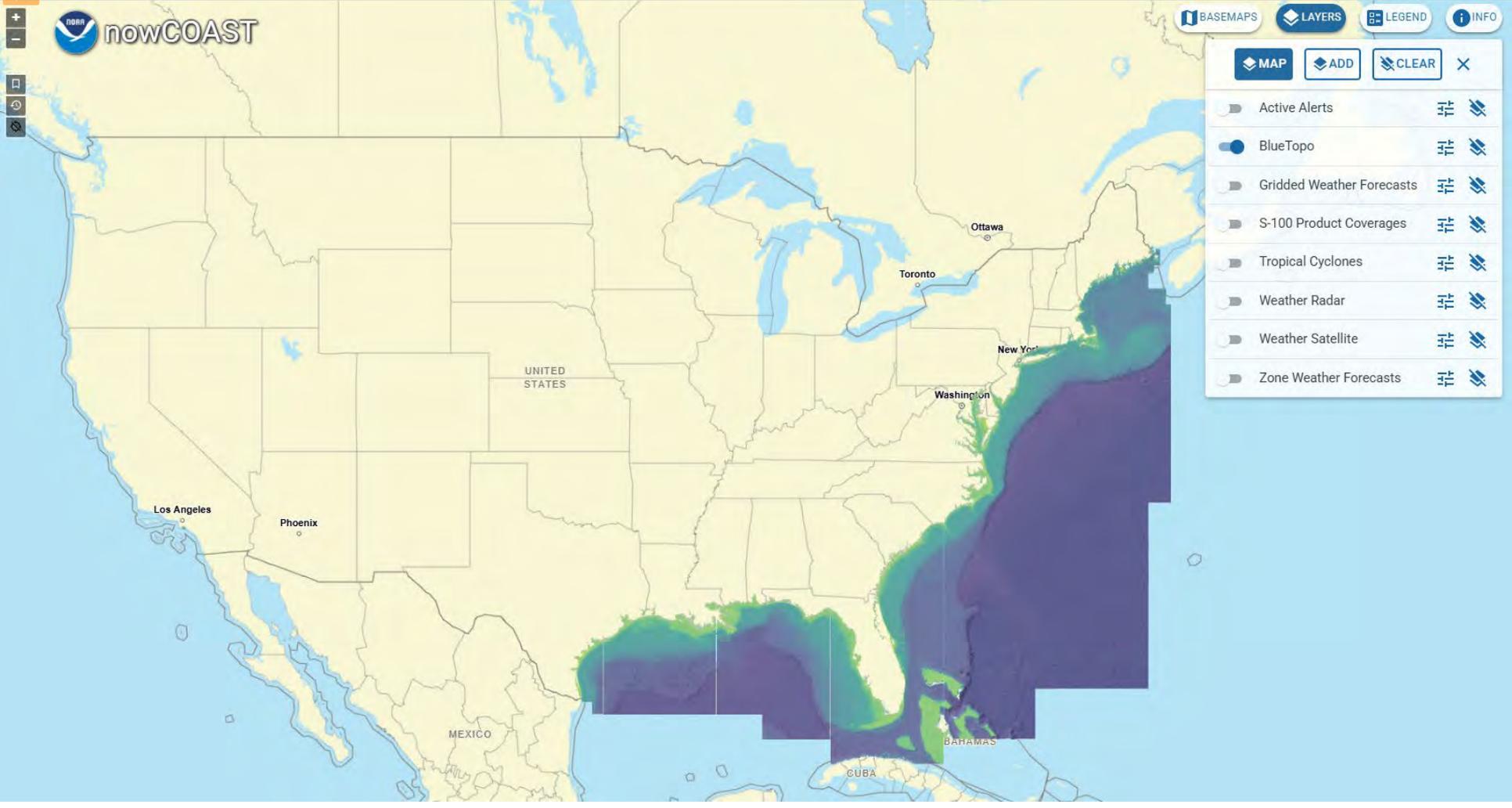
- In 2022, the International Maritime Organization (IMO), amended its Electronic Chart Display and Information System (ECDIS) standard to leverage S-100 based ENC's beginning in 2026.
- S-100 ECDIS will be voluntary starting **1 January 2026**
- From **1 January 2029** new systems must comply with the new IMO Resolution on ECDIS Performance Standards (MSC.530(106))





MAP ADD CLEAR X

- Active Alerts  
- BlueTopo  
- Gridded Weather Forecasts  
- S-100 Product Coverages  
- Tropical Cyclones  
- Weather Radar  
- Weather Satellite  
- Zone Weather Forecasts  





- Use the Navigation Update Service to know what updates have been made to your chart.
distribution.charts.noaa.gov/navigation-updates/
- ENC gridding is progressing, see status at
distribution.charts.noaa.gov/ENC/rescheme/
- S100 - Precision Navigation is coming, for more information see: marinenavigation.noaa.gov
- Focus on ENC gridding and getting ready for S100 may delay some standard chart updates.

Please contact me with your issues/priorities!





Jeffrey Ferguson

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Marine Environmental Protection Division - Northern California Field Office

Report for Harbour Safety Committee

VESSEL TRANSFERS

DATE	<u>Vessels Total Arrival</u>	<u>Vessels Monitored</u>	<u>Percentage of Vessel Monitored</u>
JUNE 1-30, 2024	187	57	30.48
JUNE 1-30, 2025	180	62	34.44
Difference	7	-5	

CRUDE OIL / PRODUCT TOTALS (BBLs)

DATE	Crude Oil (D)	Renewable Products (D)	Other Oil Products (D)	Crude Oil (L)	Renewable Products (L)	Other Oil Products (L)	GRAND TOTAL
							(D) / (L)
JUNE 1-30, 2024	13,192,085	615,691	6,542,457	0	438,455	5,721,889	26,510,577
JUNE 1-30, 2025	10,703,857	128,000	8,604,934	0	840,722	5,206,974	25,484,487
Difference	2488228	487691	-2062477	0	-402267	514915	1026090

OIL SPILL REPORTED

	<u>VESSEL</u>	<u>Total</u>	<u>Gallons Spilled</u>
JUNE 1-30, 2025	0	0	0

MARINE INVASIVE SPECIES INSPECTIONS

	<u>Percent</u>	<u>Voyages Inspected</u>	<u>Inspected</u>	<u>Goal</u>	<u>Shortfall</u>
JUNE 1-30, 2024	18%	425	68	105	37
JUNE 1-30, 2025	19%	384	74	95	21
Difference		41	-6		

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