

Harbor Safety Committee

of the San Francisco Bay Region

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

Harbor Safety Committee of the San Francisco Bay Region

November 13, 2025

Port of San Francisco, South Beach Harbor

The Embarcadero, San Francisco, 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 10:12.

Marcus Freeling (A), Marine Exchange, confirmed the presence of a quorum of the HSC.

Committee members (M) and alternates (A) in attendance with a vote: **Cody Aichele-Rothman** (M) Bay Conservation and Development Commission; **Capt. David Corbett** (M), San Francisco Bar Pilots; **Ben Eichenberg** (M), San Francisco Baykeeper; **John Fadeeff** (M), Chevron Shipping Co.; **Jeff Ferguson** (M), NOAA; **Patrick Forrester** (M), Port of San Francisco; **Scott Grindy** (M), San Francisco Small Craft Harbor; **Kevin Hartley** (M), Crowley Petroleum Services; **Capt. Tony Heeter** (M), Blue and Gold Fleet; **Lucas Juon** (M), Marathon Petroleum; **Tammie Lasiter** (M), SSA Terminals; **Eric Napralla** (M), Port of Oakland; **Erin Pierson** (M), Crowley; **Joseph Vezzali** (M), Levin Richmond Terminal; **Jeff Vine** (M), Port of Stockton.

The meetings are always open to the public.

Approval of the Minutes-

A motion to accept the minutes of the September 11, 2025, meeting was made and seconded. The minutes were approved without dissent. The October 2025 HSC meeting was canceled due to the federal government shutdown.

Comments by the Chair- Scott Humphrey

Welcomed the committee members and audience. Recognized military veterans and advised that a presentation on VetsBoats is scheduled. The USCG and USACE facilitated approval of Emergency Dredging which was performed at the Richmond Long Wharf and Oakland Harbor Entrance Channel.

Coast Guard Report-

- USCG representatives are absent due to the federal government shutdown. Scott Humphrey read from the September and October- 2025 Prevention/Response Reports (attached).
- Capt. Corbett thanked the USCG and USACE for approval of Emergency Dredging.

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Army Corps of Engineers Report-

- USACE representatives are absent due to the federal government shutdown. Scott Humphrey read from the US Army Corps of Engineers, San Francisco District Report (attached). FY25 dredging is ongoing. The hopper dredge Essayons performed Emergency Dredging operations at the Richmond Long Wharf and Oakland Harbor Entrance Channel due to excessive shoaling. Debris removal for September and October was below average. FY26 planning is underway. Surveys are posted, and a channel condition report is included.

Clearinghouse Report- Marcus Freeling (report attached)

OSPR Report- Mike Zamora

- An updated HSC membership vacancy announcement was previously distributed (attached). Applications for vacant positions are welcome. Contact: michael.zamora@wildlife.ca.gov

NOAA Report- Jeff Ferguson

- Furloughed NOAA staff returned to work today. Critical ENC updates are a priority. Updates are being made to deconflict channel frameworks. ENC rescheming is ongoing.

State Lands Commission Report- Robert Booker (Report on Invasive Golden Mussels)

- Read from the CA State Lands Commission report for October.
- Jonathan Thompson, State Lands Commission, gave a presentation to the committee on invasive golden mussels. Invasive marine species are often spread by ship ballast water transfers from one region to another. Managing ballast water is an SLC priority and includes treatment to reduce spread, ballast water discharge performance standards which limit discharge in certain regions, and MISP inspections. Sampling and testing of ballast water is performed. Invasive golden mussels, originally from Southeast Asia, were first detected in Stockton in October 2024 and have spread in freshwater environments. Introduction was likely due to ship ballast water transfer. Emergency regulations have been developed which limit freshwater discharge. Public comments on proposed regulations are welcome: www.slc.ca.gov. Golden mussels have been detected in several California reservoirs and aqueducts. The species can foul water systems and increase costs.

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PORTS Report- Marcus Freeling

- Reviewed the San Francisco PORTS Service Report for November 2025 (attached). Major field service of several PORTS stations was performed in late August with the assistance of expert contractors. The Bay Bridge air gap sensor was serviced in August and measures the distance between the bridge and the water. This data is vital for pilots when clearance is a concern due to the variability of bridge height from deflection in certain conditions. PORTS buoy-mounted current meters are serviced twice a year. A broken windbird propeller was replaced at the UP Railroad Bridge wind station in September. Martinez Amorco PORTS stations are being moved due to ongoing deck replacement. Data is offline and will be returned when construction and reinstallation are complete. PORTS stations were originally installed over fifteen years ago and maintenance is required to keep them operational. PORTS maintenance funding is limited. 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>

HSC Vote- CARB Letter

- Scott Humphrey advised that the drafting of an HSC letter to CARB highlighting safety concerns was proposed at the September HSC meeting and will be considered by the committee (vote text attached). The motion was made by Robert Estrada (M), Inlandboatmen's Union.
- Paul Hendriks advised against the letter and suggested that CARB is not the responsible party to address the safety concerns. Scott Humphrey advised that the aim is to balance safety and environmental considerations. Capt. Heeter advised that the letter is intended as a holistic approach to safety issues including vessel stability, fire risk, LOPs, and reduced power. Vessel seaworthiness is a priority. Eric Napralla advised that CARB may not be the appropriate agency to address the concerns, but safety should be considered. Ben Eichenberg highlighted the importance of air quality which impacts Oakland residents. Mike Jacobs, PMSA, supported balancing regulations with marine safety. Frank Strasheim, STAX Engineering, advised that safety is a company priority and USCG standards are being followed. Capt. Heeter advised that the proposed letter is not solely focused on the Long Beach STAX barge incident but rather is for general safety considerations for vessels including ferries and tugs. Paul Hendriks advised that marine safety is under USCG jurisdiction.
- A vote was held to approve the motion. The motion passed 11-4 with Ben Eichenberg, Tammy Lassiter, Erin Pierson, and Jeff Vine voting against the motion.

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HSC Vote- PAWSA Work Group

- Scott Humphrey advised that forming an HSC Work Group to consider PAWSA 2025 results was proposed at the September HSC meeting and will be considered by the committee (vote text attached). The motion was made by Cody Aichele-Rothman.
- A vote was held to approve the motion. The motion passed unanimously.

Report on VetsBoats- Tony Maffei, VetsBoats

- Tony Maffei gave a presentation to the committee on the VetsBoats organization which is dedicated to helping veterans through sailing (slides attached). The organization, founded by Terry Moran, seeks to restore veterans' health and assist them with transitioning back to civilian life through the therapeutic power of sailing and boat restoration. Suicide prevention is a primary focus. Sailing can improve morale and belonging. Donations and volunteers are welcome. Website: www.VetsBoats.org

Work Group Reports-

Tug Work Group- Erin Pierson: A Work Group meeting is scheduled for December 4th. There is an ongoing participation with the Tanker Tug Escort Work Group on updating escort regulations.

Navigation Work Group- Capt. David Corbett: There is an ongoing participation with the Tanker Tug Escort Work Group on updating escort regulations. Emergency Dredging approval was a navigation priority.

Ferry Operations Work Group- Capt. Tony Heeter: There was ferry participation in the full-scale multi-agency exercise hosted by SFO on September 17th which simulated downed aircraft response in shallow water. Updated ferry routing protocol guidelines are being finalized, and an HSC vote will be held for their approval. A Work Group meeting will be held in December.

Dredge Issues Work Group- Nothing to report.

PORTS Work Group- Eric Napralla: Nothing to report.

Prevention through People Work Group- Scott Grindy: BAMO reports that abandoned boats in the Oakland Estuary are a concern due to oil spill risk and debris. Flare recycling is available. The Lighted Boat Parade and event will be held on December 12th. There is a regional problem with vessels squatting at docks after hours and theft is an issue.

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Marine Mammal Work Group- Kathi George (A), The Marine Mammal Center: Humpback whales were recently sighted in the central bay, but whales are mostly offshore. The Work Group will be meeting every two weeks to plan for next year and to develop the Whale Smart safety training and certification program for small commercial vessel operators. Best practices are being developed in partnership with the Ferry Operations Work Group. The Marine Mammal Center has applied for a grant from the Ocean Protection Council to support whale research and protection.

Tsunami Ready Maritime Work Group – Scott Humphrey: Olivia Fabrizio, Hornblower Cruises, is the Work Group Coordinator. Education is the primary focus. Data modeling is being used to determine potential tsunami impact in the bay.

Tanker Tug Escort Work Group – Paul Hendriks (A), Baydelta Maritime: Work Group meetings are scheduled every other week. The process of reviewing and updating OSPR Tanker Escort Program regulations is ongoing. Marcus Freeling advised that historical HSC documents related to the initial development of the Tanker Escort Program have been posted to a shared folder for review.

Public Comment- None

Old Business-

- Scott Humphrey advised that updated ferry routing protocol guidelines are being finalized, and an HSC vote will be held for their approval. New ferry routes are proposed.

New Business-

- Scott Humphrey advised that steps are being taken to comply with HSC meeting regulations and a protocol advisor is needed. A new camera system has been acquired for HSC meetings to improve accessibility.
- The HSC will not be meeting in December.

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Next Meeting-

1000-1200, January 8, 2026
Richmond Maritime Safety & Security Center
756 West Gertrude Street, Richmond, California

Adjournment-

A motion to adjourn the meeting was made and seconded. The motion passed without dissent and the meeting adjourned at 12:07.

Respectfully submitted: Marine Exchange of the San Francisco Bay Region

SIGNIFICANT PORT SAFETY AND SECURITY CASES (September 2025)

MARINE CASUALTIES

Loss of Propulsion (08SEP25): A foreign flag tank vessel was unable to engage astern propulsion while transiting to Anchorage 9. USCG received a satisfactory report from Class attesting to repairs and inspectors attended the vessel to witness a satisfactory propulsion test. LOP was not attributed to fuel switching. Case closed.

Loss of Power (09SEP25): A U.S. flag research vessel experienced a loss of power while transiting in the vicinity of Moss Landing. While troubleshooting an issue with the fire pumps, a strainer was incorrectly isolated, allowing water to enter the vessel. In response, the crew closed the raw water intake, resulting in the servicing generators shutting down. Emergency generators kicked on restoring full power within five minutes. Case closed.

Loss of Power (20SEP25): A U.S. flag research vessel experienced a loss of power while transiting in the vicinity of Moss Landing. One of the vessel's generators unexpectedly shutdown. The backup generator failed to take the load, resulting in a loss of power. The vessel was authorized to transit to Moss Landing for troubleshooting and conducting repairs. Case pends.

VESSEL SAFETY CONDITIONS (CID)

Operational Control (23SEP2025): A foreign flag bulk carrier was issued a Captain of the Port Order after experiencing a loss of power. USCG received a Class satisfactory report attesting to repairs and the Captain of the Port Order was lifted. Case closed.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inop Starboard Anchor (06AUG25): A foreign flag container vessel was issued an outbound LOD for an inoperable starboard anchor. Case closed.

Letter of Deviation (LOD), Inop AIS, (17SEP25): A foreign flag container vessel was issued an inbound LOD and outbound LOD for an inoperable AIS. The vessel was unable to fix the issue while in the Sector San Francisco COTP Zone. Case Closed.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (16SEPT2025): A recreational vessel discharged approximately 10-40 gallons of diesel into the Santa Fe Channel. The reporting party stated that a tank overflowed when a switch was accidentally activated during maintenance work. The discharge was secured, and sorbent boom was deployed, however, the amount that entered the water was unrecoverable. IMD issued a Letter of Warning (LOW) and concluded that no further environmental threat exists. IMD pursued enforcement against the responsible party pursuant to 33 U.S.C. 1321(b)(3).

Letter of Warning (17SEPT2025): A recreational vessel discharged approximately 6oz of gasoline into the Sacramento River. The responsible party stated that an issue with the carburetor caused fuel to leak from the exhaust. The system was secured, and a boom was deployed around the vessel. The fuel in the water was unrecoverable and dissipated. IMD issued a Letter of Warning and concluded that no further environmental threat exists. IMD pursued actions against the responsible party pursuant to 33 U.S.C. 1321(b)(3).

Letter of Warning (24SEPT2025): A pleasure craft discharged an unknown quantity of diesel fuel and engine oil into Bodega Bay. The responsible party has not been unidentified, but a reporting source stated that the pleasure craft was in the process of being demolished along with other vessels. A preset boom was deployed. An investigation is still ongoing. IMD will issue a Letter of Warning (LOW) and pursue enforcement actions against the responsible party pursuant to 33 U.S.C. 1321(b)(3).

Letter of Warning (30SEPT2025): A sunken vessel discharged approximately 20 gallons of gasoline into the Sacramento River. The owner's insurance hired a salvage company to remove the vessel and remaining fuel. IMD issued a Letter of Warning (LOW) to the responsible party and concluded that no further environmental threat exists. IMD pursued actions against the responsible party pursuant to 33 U.S.C. 1321(b)(3).

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

September 2025

PORT SAFETY CATEGORIES*	Sep-2025	Sep-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	1.72
Navigation Safety (1), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	3	8	6.56
Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (1), Personnel (0), Other (0), Power (2)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	2	0	1.58
Radar (0), Gyro (0), Steering (0), Echo Sounder (0), AIS (2)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	1	0	0.11
Significant Waterway events/Navigation related Cases:	0	0	0.00
Total Port Safety (PS) Cases opened	7	10	10.00

MARINE POLLUTION RESPONSE

Pollution Discharge Sources (Vessels)	Sep-2025	Sep-2024	**3yr Avg
U.S. Commercial Vessels	0	1	0.83
Foreign Freight Vessels	0	0	0.22
Public Vessels	2	1	0.89
Commercial Fishing Vessels	0	0	0.75
Recreational Vessels	9	8	7.78
Pollution Discharge Sources (Facilities)	Sep-2025	Sep-2024	**3yr Avg
Regulated Waterfront Facilities	0	1	0.25
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.33
Other Land Sources	4	5	4.17
Mystery Spills - Unknown Sources	8	9	6.33
Number of Pollution Incidents (By Spill Size)	Sep-2025	Sep-2024	**3yr Avg
Spills < 10 gallons	10	14	10.39
Spills 10 - 100 gallons	2	1	1.69
Spills 100 - 1000 gallons	0	0	0.28
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	11	10	8.83
Total Pollution Incidents	23	25	21.19

Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Sep-2025	Sep-2024	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	0.00	1.00	5.35
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.83
Estimated spill amount from Public Vessels	0.06	1.00	19.89
Estimated spill amount from Commercial Fishing Vessels	0.00	0.00	23.79
Estimated spill amount from Recreational Vessels	25.00	17.00	32.56
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	1.70
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	1.63
Estimated spill amount from Other Land Sources	77.00	2.00	47.48
Estimated spill amount from Unknown Sources (Mystery Sheens)	6.00	6.00	5.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	108.06	27.00	138.24
Penalty Actions	Sep-2025	Sep-2024	**3yr Avg
Civil Penalty Cases	0	1	0.06
Notice of Violations	0	0	0.06
Letters of Warning	4	5	3.08
Total Penalty Actions	4	6	3.19
* NOTE: Values represent all cases within the HSC jurisdiction during the period. Significant cases are detailed in the narrative.			
** NOTE: Values represent an average month over a 36-month period for the specified category of information.			

**SIGNIFICANT PORT SAFETY AND SECURITY CASES
(October 2025)**

MARINE CASUALTIES

Loss/Reduction of propulsion (14OCT25): A foreign flag bulk freight vessel was transiting enroute to Stockton when it experienced a reduction in propulsion. The vessel anchored outside the main channel, then was later escorted to Anchorage 9 to conduct troubleshooting and repairs. Class reported satisfactory completion of repairs and attributed the cause to faulty fuel injectors. LOP was not attributed to fuel switching. Case pends.

Loss of Power (16OCT25): A U.S.-flagged vessel was disembarking passengers when the vessel suddenly lost power. The vessel had both main generators online at the time. The master switched to the auxiliary generator and battery power. The power loss was attributed to the failure of the house inverter module. USCG inspectors will attend the vessel to witness satisfactory completion of repairs and sea trials. Case pends.

VESSEL SAFETY CONDITIONS (CID)

Operational Control (14OCT25): A foreign flag bulk carrier was issued a Captain of the Port Order after experiencing a reduction of propulsion. USCG received a Class report attesting to satisfactory repairs. Captain of the Port Order lifted. Case closed.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inop S-band Radar (03OCT25): A foreign flag container vessel was issued an inbound LOD and outbound LOD for an inoperable S-Band Radar. The vessel was unable to fix the issue while in the Sector SF COTP Zone. Case Closed.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (01OCT25), a marina discharged approximately 10 gallons of red dye diesel into the Suisun Slough. The responsible party stated that the marina's fueling system was having mechanical issues and the pipe underneath the dock was the source of the discharge. Boom was deployed to contain the discharge and the fueling system was shut off. The product in the water was cleaned with sorbent material. IMD issued a Letter of Warning (LOW) to the responsible party. IMD concluded that no further environmental threat exists. IMD pursued enforcement against the responsible party pursuant to 33 U.S.C. 1321(b)(3).

Notice of Violation (08OCT25), a recreational vessel discharged an unknown amount of diesel into Moss Landing Harbor. The responsible party was unresponsive and unable to take remedial action. IMD opened the Oil Spill Liability Trust Fund (OSLTF) to remove the oil product from the vessel. IMD issued a Letter of Warning and Notice of Violation (NOV) to the responsible party. IMD concluded that no further environmental threat exists. IMD pursued actions against the responsible party pursuant to 33 U.S.C. 1321(b)(3).

Letter of Warning (22OCT25), a commercial vessel discharged approximately 1 gallon of lubrication oil in Alameda, CA. The responsible party stated that this discharge may be due to a broken seal on the vessel. Sorbent pads and boom were deployed to contain and clean the product. IMD issued a Letter of Warning (LOW). IMD concluded that no further environmental threat exists. IMD pursued actions against the responsible party pursuant to 33 U.S.C. 1321(b)(3).

Letter of Warning (23OCT25), a recreational vessel discharged approximately 1 gallon of gasoline into the Oakland River. The responsible party was initially unidentified, prompting IMD to open the Oil Spill Liability Trust Fund (OSLTF) to remove the pollution threat from the vessel. Once the owner information was found, IMD issued a Letter of Warning (LOW) to the responsible party. IMD concluded that no further environmental threat exists. IMD pursued actions against the responsible party pursuant to U.S.C. 1321(b)(3).

Letter of Warning (28OCT25), a recreational vessel discharged approximately 1 gallon of diesel into the Sacramento River. The owner identified the source of the discharge as attributed to a faulty fuel intake and secured the source. The product in the water was unrecoverable. IMD issued a Letter of

Warning (LOW) to the responsible party. IMD concluded that no further environmental threat exists. IMD pursued actions against the responsible party pursuant to U.S.C. 1321(b)(3).

(15OCT25), a naval aircraft downed 5 NM SW of Big Sur with 700 gallons of jet fuel on board. The pilot had ejected from the aircraft prior to crashing into the Pacific Ocean. NOAA ran a trajectory that predicted the fuel dissipating within 12 hours. NAS Lemoore declined USCG SAR assistance and recovered the pilot from the water. Responses were halted and no enforcement actions were taken due to it being a military owned aircraft. The case remained outside of USCG jurisdiction.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

October 2025

PORT SAFETY CATEGORIES*	Oct-2025	Oct-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	1.75
Navigation Safety (1), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	3	8	6.64
Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (1), Personnel (0), Other (1), Power (1)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	1	0	1.64
Radar (1), Gyro (0), Steering (0), Echo Sounder (0), AIS (0)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	0	1	0.11
Significant Waterway events/Navigation related Cases:	0	0	0.00
Total Port Safety (PS) Cases opened	5	11	10.17

MARINE POLLUTION RESPONSE

Pollution Discharge Sources (Vessels)	Oct-2025	Oct-2024	**3yr Avg
U.S. Commercial Vessels	1	0	0.86
Foreign Freight Vessels	0	0	0.22
Public Vessels	0	0	0.89
Commercial Fishing Vessels	1	0	0.78
Recreational Vessels	10	8	8.06
Pollution Discharge Sources (Facilities)	Oct-2025	Oct-2024	**3yr Avg
Regulated Waterfront Facilities	0	0	0.25
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.33
Other Land Sources	6	9	4.33
Mystery Spills - Unknown Sources	2	12	6.39
Number of Pollution Incidents (By Spill Size)	Oct-2025	Oct-2024	**3yr Avg
Spills < 10 gallons	12	20	10.72
Spills 10 - 100 gallons	3	1	1.78
Spills 100 - 1000 gallons	1	0	0.31
Spills > 1000 gallons	0	0	0.00

Spills - Unknown Size	4	4	8.94
Total Pollution Incidents	20	25	21.75

Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Oct-2025	Oct-2024	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	1.00	0.00	5.38
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.83
Estimated spill amount from Public Vessels	0.00	0.00	19.89
Estimated spill amount from Commercial Fishing Vessels	1.00	0.00	23.82
Estimated spill amount from Recreational Vessels	51.00	15.00	33.98
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	1.70
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	1.63
Estimated spill amount from Other Land Sources	752.00	0.00	68.37
Estimated spill amount from Unknown Sources (Mystery Sheens)	2.00	0.00	5.06
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	807.00	15.00	160.66
Penalty Actions	Oct-2025	Oct-2024	**3yr Avg
Civil Penalty Cases	0	0	0.06
Notice of Violations	1	0	0.08
Letters of Warning	6	1	3.25
Total Penalty Actions	7	1	3.39
* 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
November 13, 2025**

1. CORPS O&M DREDGING PROGRAM

Planning for the FY25 dredging program has wrapped up with the solicitation of the Oakland Harbor dredging project on October 7 with actual execution of dredging at the various projects currently underway. The FY25 dredging program schedule can be found at the end of this report.

Planning for the FY26 dredging program is currently underway based on amounts identified in the FY26 President's Budget. A tentative schedule, subject to final FY26 appropriations actions and Work Plan funding 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 2025 CONTRACT DREDGING PROGRAM

- 1. 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 started on August 20 and completed on October 5. **Final listing.**
- 2. 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. Dredging started on August 15 and completed on September 15. **Final listing.**
- 3. Suisun Bay Channel and New York Slough** – A dredging contract solicitation was posted on sam.gov on May 13 with bid opening held on June 23. Contract awarded to HME Construction on July 3. Dredging started on September 15 and is estimated to complete by the end of November.
- 4. Petaluma River** – A dredging contract solicitation was posted on sam.gov on July 2 with bid opening held on August 8. Contract awarded to Dutra on August 27. Dredging started on October 8 and is estimated to complete by the end of November.
- 5. Military Ocean Terminal Concord (MOTCO)** – A dredging contract solicitation was posted on sam.gov on June 10 with bid opening held on July 24. Contract awarded to Dutra on August 5. Placement site berm construction started on September 15; **completion of dredging by end of November at risk due to unforeseen delays.**
- 6. Redwood City Harbor** – A dredging contract solicitation was posted on sam.gov on July 16 with bid opening held on August 18. Bids were determined too high and the solicitation

was converted to a Request for Proposals (RFP). Following receipt of proposals and negotiations, a contract was awarded to CAM-Dutra Joint Venture on September 19. **Dredging is expected to start later this month.**

7. **Richmond Inner Harbor** – A dredging contract solicitation was posted on sam.gov on August 6 with bid opening held on September 5. Contract awarded to Curtin Maritime on September 19. Dredging started on October 12 and is expected to complete late December.
8. **Oakland Harbor** – A dredging contract solicitation was posted on sam.gov on October 6 with proposals due by November 7. Dredging is scheduled to start early January and complete early April.
9. **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.

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 remained on station until around June 19 when they transitioned to San Pablo Bay (Pinole Shoal). The dredged material placement was at the near-shore Ocean Beach Demonstration Site (OBDS), as in previous years. The *Essayons* completed 14 days of dredging on June 21, removing approximately 450kcy.
- b. **San Pablo Bay (Pinole Shoal)** – Following completion of the Main Ship Channel, the *Essayons* moved to Pinole Shoal and worked from June 22 to July 1, a total of 9 days. Upon completion of Pinole Shoal, *Essayons* 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.

FY 2026 CONTRACT DREDGING PROGRAM

1. **San Joaquin River (Port of Stockton)** – **Planning and design for the FY26 dredging cycle is currently underway with contract award tentatively scheduled for mid-May and dredging estimated to start early July.**
2. **Sacramento River Deep Water Ship Channel** – **Planning and design for the FY26 dredging cycle is currently underway with contract award tentatively scheduled for early June and dredging estimated to start mid-July.**
3. **Oakland Harbor** – **Planning and design for the FY26 dredging cycle is currently underway with contract award tentatively scheduled for mid-June and dredging estimated to start late July.**

4. **Redwood City Harbor** – Planning and design for the FY26 dredging cycle is currently underway with contract award tentatively scheduled for late Jun and dredging estimated to start early August.
5. **Suisun Bay Channel / New York Slough** – Planning and design for the FY26 dredging cycle is currently underway with contract award tentatively scheduled for early July and dredging estimated to start mid-August.
6. **Maritime Administration (MARAD) Suisun Bay Reserve Fleet (SBRF)** – Planning and design for maintenance dredging of the service craft berthing area is currently underway with contract award tentatively scheduled for mid-July and dredging estimated to start late August.
7. **Richmond Inner Harbor** – Planning and design for the FY26 dredging cycle is currently underway with contract award tentatively scheduled for late July and dredging estimated to start mid-September.
8. **San Rafael Inner Canal** – Planning and design for maintenance dredging of the San Rafael Inner Canal is currently underway with contract award tentatively scheduled for mid-August and dredging estimated to start late September.
9. **Military Ocean Terminal Concord (MOTCO)** – Planning and design for the second phase of maintenance dredging at MOTCO is currently underway with contract award tentatively scheduled for late August and dredging estimated to start mid-October. Execution contingent on satisfactory sediment test results.

FY 2026 GOVERNMENT HOPPER DREDGING PROGRAM

1. **San Francisco Main Ship Channel** – The Government Hopper Dredge Essayons is scheduled to dredge the San Francisco Main Ship Channel on or about end of May to mid-June. The dredged material placement will be at the near-shore Ocean Beach Demonstration Site (OBDS), as in previous years.
2. **Richmond Outer Harbor** – Following completion of the Main Ship Channel, the Essayons will move to Richmond Outer Harbor in mid-June and perform maintenance dredging there until end of June. Upon completion of Richmond Outer Harbor, Essayons will depart the Bay Area.
3. **San Pablo Bay (Pinole Shoal)** – Dredging is deferred to FY27 but will resume on an annual cycle once the recommended plan contained in the San Francisco Bay Regional Dredged Material Management Plan and new programmatic environmental permits are fully implemented.

2. EMERGENCY (URGENT & COMPELLING) DREDGING: USACE San Francisco District, in coordination with U.S. Coast Guard Sector San Francisco, performed emergency dredging operations at both the Chevron Long Wharf area and the Oakland Harbor Entrance Channel due to excessive shoaling in these areas. USACE Portland District Government Hopper Dredge Essayons arrived at the Long Wharf on October 31, conducted dredging operations there for 4 days, transited to the Oakland Harbor

Entrance Channel on November 4, worked that area for 4 days, returned to the Richmond Long Wharf for one more day of dredging, and then returned to Portland. Post-Dredge surveys and volume calculations are being processed.

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 Dredging & Jetty Repair	22-Jan	5-Mar	22-May														45kcy	Ahtna	Cutterhead or Clamshell	SF-12
San Joaquin River	17-Apr	19-May	4-Jun														150kcy	Curtin	Cutterhead or Clamshell	Various Upland
Sacramento River	30-Apr	30-May	18-Jun														70kcy	Dutra	Cutterhead or Clamshell	Various Upland
Suisun Bay Channel	13-May	23-Jun	3-Jul														80kcy	HME	Clamshell	SF-16
Petaluma River	2-Jul	8-Aug	27-Aug														200kcy	Dutra	Clamshell	BU SF-10
MOTCO Dredging	10-Jun	24-Jul	5-Aug														30kcy	Dutra	Clamshell	Upland
Redwood City Harbor	16-Jul	18-Aug	19-Sep														200kcy	Cam-Dutra	Clamshell	BU SF-DODS
Richmond Inner Harbor	6-Aug	5-Sep	19-Sep														175kcy	Curtin	Clamshell	BU SF-DODS
Oakland Harbor	6-Oct	7-Nov	27-Nov														750kcy	TBD	Clamshell	BU
MARAD SBRF Area 1	N/A	N/A	N/A														60kcy	TBD	Clamshell	TBD
Noyo River	N/A	N/A	N/A														40kcy	TBD	Cutterhead	TBD
WEST COAST HOPPER CONTRACT																				
Humboldt Bar & Entrance Channels	Award: 3/11/2025	Start: 6/9/2025	Finish: 7/8/2025														Base:600kcy Opt:300kcy	Manson	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: 5/18/2025	Finish: 5/31/2025														600kcy	Essayons	Govt Hopper	Nearshore
SF Main Ship Channel	N/A	Start: 6/1/2025	Finish: 6/21/2025														350kcy	Essayons	Govt Hopper	OBDS SF-8
San Pablo Bay (Pinnacle Shoal)	N/A	Start: 6/22/2025	Finish: 7/1/2025														250kcy	Essayons	Govt Hopper	SF-10 SF-11
Chevron Long Wharf	N/A	Start: 10/31/2025	Finish: 11/4/2025														TBD	Essayons	Govt Hopper	SF-10
Oakland Entrance Channel	N/A	Start: 11/4/2025	Finish: 11/7/2025														TBD	Essayons	Govt Hopper	SF-11
Chevron Long Wharf	N/A	Start: 11/7/2025	Finish: 11/8/2025														TBD	Essayons	Govt Hopper	SF-10
WEST COAST HOPPER CONTRACT																				
GOVERNMENT HOPPER																				
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p>West Coast Hopper Contract</p> <p>Gov't Dredge Yaquina</p> <p>Gov't Dredge Essayons</p> </div> <div style="width: 45%;"> <p>Env Window</p> <p>Mobilization</p> <p>Physical Dredging</p> <p>Hopper Dredging</p> </div> </div>																				
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p>Solicitation</p> <p>Bid Opening</p> <p>Contract Award</p> <p>Work Stoppage</p> </div> <div style="width: 45%;"> <p>West Coast Hopper Contract</p> <p>Gov't Dredge Yaquina</p> <p>Gov't Dredge Essayons</p> </div> </div>																				
Date of Last Update: 11/7/2025																				

FY 2026 O&M DREDGING PLAN

Project	Target Solicitation	Target Bid Open	Target Award	FY2026												Estimated CY	Contractor	Dredge Type	Placement Site	
				MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB					
CONTRACT CLAMSHELL OR CUTTERHEAD PIPELINE																				
San Joaquin River	3-Apr	4-May	18-May														175kcy	TBD	Cutterhead or Clamshell	Various Upland
Sacramento River	17-Apr	18-May	1-Jun														75kcy	TBD	Cutterhead or Clamshell	Various Upland
Oakland Harbor	28-Apr	28-May	11-Jun														800kcy	TBD	Clamshell	SF-DODS BU
Redwood City Harbor	8-May	8-Jun	22-Jun														200kcy	TBD	Clamshell	SF-11 SF-DODS
Suisun Bay Channel	18-May	18-Jun	2-Jul														100kcy	TBD	Clamshell	SF-16
MARAD SBRF Area 1	29-May	29-Jun	13-Jul														TBD	TBD	Clamshell	TBD
Richmond Inner Harbor	12-Jun	13-Jul	27-Jul														350kcy	TBD	Clamshell	SF-10/11 BU
San Rafael Inner Canal	26-Jun	27-Jul	10-Aug														200kcy	TBD	Clamshell	SF-10/11
MOTCO	15-Jul	14-Aug	28-Aug														TBD	TBD	Clamshell	TBD
WEST COAST HOPPER CONTRACT																				
Humboldt Bar & Entrance Channels	TBD	TBD	TBD														Base:600kcy Opt:300kcy	TBD	WCHC (Portland)	HOODS
GOVERNMENT HOPPER																				
Humboldt Interior Channels	N/A	N/A	N/A														150kcy	Yaquina	Govt Hopper	HOODS
Humboldt Bar & Entrance Channels	N/A	N/A	N/A														600kcy	Essayons	Govt Hopper	Nearshore
SF Main Ship Channel	N/A	N/A	N/A														350kcy	Essayons	Govt Hopper	OBDS SF-8
Richmond Outer Harbor	N/A	N/A	N/A														250kcy	Essayons	Govt Hopper	SF-10 SF-11
San Pablo Bay (Pinole Shoal)	N/A	N/A	N/A														250kcy	Essayons	Govt Hopper	SF-10 SF-11
<div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="width: 45%;"> <p>Solicitation</p> <p>↓ Bid Opening</p> <p>◆ Contract Award</p> <p>→ Work Stoppage</p> </div> <div style="width: 45%;"> <p>West Coast Hopper Contract</p> <p>↓ Gov't Dredge Yaquina</p> <p>◆ Gov't Dredge Essayons</p> </div> <div style="width: 45%;"> <p>Env Window</p> <p>→ Mobilization</p> <p>→ Physical Dredging</p> <p>→ Hopper Dredging</p> </div> </div> <p style="text-align: right;">Date of Last Update: 11/7/2025</p>																				

3. DEBRIS REMOVAL – Debris removal for September was 2.5 tons. Dillard: 1 ton; Raccoon: 1.5 tons. Average debris removal for September from 2015 to 2024 is 45 tons (Range: 1.8 – 89).

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	2.3	6.8	0	9.1
AUG	2.0	9.5	0	11.5
SEP	1.5	1	0	2.5
OCT				
NOV				
DEC				

YR TOTAL
191.8



DILLARD on regular debris collection duties (Left) DILLARD hosted a group of veterans for the Wheelchair Regatta hosted by Encinal Yacht Club for Veterans (Right). 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 management plan has been approved and is available on the RDMMP website. 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 July 30-31, 2025.

Northship Channel: Condition survey of December 2-10, 2024.

Oakland Inner Harbor: Condition survey of August 4-6, 2025.

Oakland Inner Harbor (Brooklyn Basin): Condition survey of 15-20 January 2021.

Oakland Outer Harbor: [Post-Dredge survey of November 7, 2025.](#)

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 July 15, 2025.

Redwood City Harbor: Condition survey of June 11, 2025.

Richmond Inner Harbor: [Condition survey of September 10, 2025.](#)

Richmond Inner Harbor (Santa Fe Channel): Condition survey of November 28, 2022.

Richmond Outer Harbor (Longwharf): [Post-dredge Condition survey of November 4, 2025.](#)

Richmond Outer Harbor (Southampton Shoal): Condition survey of July 29, 2025.

Sacramento River Deep Water Ship Channel: [Post dredge surveys of August 19 and 25, and September 4 and 15, 16, 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: [Post dredge survey of August 29, September 4, 23, 27, 29 September and October 1-6, 2025.](#)

Suisun Bay Channel: Condition survey of July 16-18, 2025.

Suisun Bay Channel (Bullshead Reach): Condition survey of July 16-18, 2025.

Suisun Bay Channel (New York Slough): Condition survey of July 16-18, 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 July 24, 2025.

SF-10 (San Pablo Bay): [Condition survey of October 10, 2025.](#)

SF-11 (Alcatraz Island): [Condition survey of October 6, 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 FY24.

Channel Condition Report (CCR):

Attached is the Channel Condition Report (CCR) for all Corps maintained channels dated **12 NOV 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.

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	10-07-2025	2000	4.96	55.0	51.8	55.2	55.3	54.2
Redwood City Harbor Redwood City Harbor	06-11-2025	300 943	3.94	30.0	17.8	29.1	28.2	25.1
Richmond Inner Harbor Entrance Channel	09-10-2025	809 1021	0.96	38.0	36.4	37.1	36.8	36.7
Richmond Inner Harbor Approach Channel	09-10-2025	809 1201	3.09	38.0	33.5	34.8	36.8	33.4
Richmond Inner Harbor Santa Fe Channel	11-28-2022	195 509	0.37	38.0	25.6	27.4	27.1	21.2
Richmond Outer Harbor Richmond Outer Harbor	07-29-2025	600 1291	3.25	45.0	39.3	43.5	45.2	41.9
Richmond Outer Harbor Longwharf Turning Basin	11-04-2025	2188 5598	0.88	45.0	0.0	No Data	No Data	No Data
San Rafael ATF Across the Flats	08-15-2024	100	2.25	8.0	4.7	5.6	5.9	5.9
San Rafael River Inner Canal Channel	08-15-2024	60 160	1.55	6.0	3.6	4.5	4.8	4.8
Petaluma River Main Channel	02-27-2025	100 361	4.06	8.0	3.2	4.4	4.4	4.5
Petaluma River ATF Across the Flats	12-15-2020	200 206	5.68	8.0	6.3	8.8	8.3	8.2
Mare Island Strait Causeway to Asylum Slough	07-30-2025	75 245	3.19	15.0	3.3	8.3	8.7	6.3
Napa River Asylum Slough to Napa City	07-30-2025	102 183	9.92	10.0	2.6	2.5	1.9	1.9
Brooklyn Basin Brooklyn Basin	01-15-2021	147 1501	0.94	35.0	6.2	8.0	17.3	7.2
Brooklyn Basin Brooklyn Basin	01-15-2021	250 1010	2.74	35.0	8.4	3.9	3.0	3.0
Oakland Harbor Oakland Inner Harbor	11-07-2025	544 1997	4.62	50.0	44.7	47.5	48.2	45.2

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 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	08-04-2025	296 1761						
Humboldt Bay Bar and Entrance Channel	07-19-2025	500 2113	2.52	50.0	46.9	49.2	49.3	48.8
Humboldt Bay Eureka Channel	07-19-2025	400 416	1.69	26.0	7.2	3.9	10.0	6.9
Humboldt Bay Fields Landing Channel	07-19-2025	300 770	2.35	26.0	11.4	26.6	25.0	20.3
Humboldt Bay North Bay Channel	07-19-2025	400 657	3.04	38.0	32.9	35.9	35.8	29.8
Humboldt Bay Samoa Channel	07-19-2025	400 1000	1.83	38.0	33.0	35.0	33.7	17.2
Pinole Shoal Channel Pinole Shoal Channel	07-01-2025	600 1644	10.4	35.0	26.0	35.8	35.7	34.3
Suisun Bay Channel Suisun Bay (0+00 to 150+00)	09-26-2025	300	2.84	35.0	35.6	36.1	37.2	35.6
Suisun Bay Channel Suisun Bay (150+00 to 733+45)	09-26-2025	300	11.1	35.0	35.1	35.0	35.1	35.1
Suisun Bay Channel Anchorage Suisun Bay Channel Anchorage	07-16-2025	400	0.9	35.0	36.3	No Data	No Data	No Data
New York Slough New York Slough (0+00 to 232+03)	11-04-2025	400 411	4.42	35.0	35.1	35.6	35.3	35.2
Suisun Slough Channel Suisun Slough Channel	11-30-2022	200 250	15.85	8.0	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	30.0	28.5	31.2	31.0	30.2
Richardson Bay/Marinship Richardson Bay/Marinship	10-02-2025	300 1069	2.11	20.0	4.9	4.9	5.0	5.2
Islais Creek Islais Creek	09-17-2024	500 1424	1.71	40.0	31.1	37.1	37.1	23.7
Alameda Naval Air Alameda Naval Air	11-05-2024	1000 4178	2.9	37.0	9.8	10.4	16.4	15.9
Mare Island Strait Mare Island Strait	11-13-2024	400 606	3.37	30.0	28.1	29.8	32.9	33.1
Larkspur Channel Larkspur Channel	02-24-2023	231 542	2.37	13.0	11.9	12.5	12.7	12.0
Northship Channel Northship Channel	12-02-2024	3576 4769	5.97	45.0	23.9	37.4	36.9	35.0
Berkeley Marina Berkeley Marina	05-24-2024	100 142	1.36	15.0	3.5	3.8	3.8	4.2
Bodega Bay Bodega Bay	05-22-2025	100 400	3.46	12.0	7.2	9.2	9.5	5.5
Moss Landing Moss Landing	08-28-2025	120 405	0.98	15.0	13.2	11.7	11.5	11.4
Noyo River Entrance Channel	10-25-2024	97 150	0.67	10.0	6.3	9.1	9.5	7.8
Noyo River Channel	10-25-2024	97 150	0.67	10.0	5.5	8.2	8.2	0.4
Crescent City Entrance Channel	08-02-2025	200 320	0.42	20.0	16.9	18.4	17.4	16.3
Crescent City Inner Harbor Basin Channel	08-02-2025	200 300	0.39	15.0	11.8	12.5	13.1	12.8
Crescent City Marina Access Channel	08-02-2025	228 170	0.22	15.0	5.7	11.1	11.1	8.6
SAN LEANDRO MARINA Approach Channel	03-30-2015	200	3.5	7.0	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	0.3	7.0	2.7	3.6	3.8	3.9
SAN LEANDRO MARINA South Arm	03-15-2010	150	0.3	7.0	3.3	4.7	4.6	4.8



Harbor Safety Committee of the
San Francisco Bay Region Clearing House
c/o Marine Exchange of the San Francisco Bay Region
10 Commodore Drive
Emeryville, California 94608
415-441-6600 -- hsc@sfmtx.org

San Francisco Clearinghouse Report

November 13, 2025

- ✎ In September and October, the clearinghouse did not contact OSPR regarding any possible escort violations.
- ✎ In September and October, 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 September there were 101 tank vessel arrivals: 13 ATBs, 8 Chemical Tankers, 26 Chemical/Oil Tankers, 27 Crude Oil Tankers, 13 Product Tankers, and 14 Tugs with Barges. In September there were 238 total vessel arrivals.
- ✎ In October there were 111 tank vessel arrivals: 14 ATBs, 5 Chemical Tankers, 30 Chemical/Oil Tankers, 27 Crude Oil Tankers, 1 LPG, 20 Product Tankers, and 14 Tugs with Barges. In October there were 253 total vessel arrivals.

San Francisco Bay Clearinghouse Report For September 2025

San Francisco Bay Region Totals

	<u>2025</u>		<u>2024</u>	
Tanker arrivals to San Francisco Bay	74		67	
ATB arrivals	13		19	
Barge arrivals to San Francisco Bay	14		15	
Total Tanker and Barge Arrivals	101		101	
Tank ship movements & escorted barge movements	357		367	
Tank ship movements	281	78.71%	207	56.40%
Escorted tank ship movements	128	35.85%	161	43.87%
Unescorted tank ship movements	153	42.86%	46	12.53%
Tank barge movements	76	21.29%	160	43.60%
Escorted tank barge movements	40	11.20%	25	6.81%
Unescorted tank barge movements	36	10.08%	135	36.78%

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	206		343		0		171		720	
Unescorted movements	106	51.46%	177	51.60%	0	0.00%	97	56.73%	380	52.78%
Tank ships	93	45.15%	141	41.11%	0	0.00%	82	47.95%	316	43.89%
Tank barges	13	6.31%	36	10.50%	0	0.00%	15	8.77%	64	8.89%
Escorted movements	100	48.54%	166	48.40%	0	0.00%	74	43.27%	340	47.22%
Tank ships	86	41.75%	128	37.32%	0	0.00%	55	32.16%	269	37.36%
Tank barges	14	6.80%	38	11.08%	0	0.00%	19	11.11%	71	9.86%

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 October 2025

San Francisco Bay Region Totals

	<u>2025</u>		<u>2024</u>	
Tanker arrivals to San Francisco Bay	83		78	
ATB arrivals	14		16	
Barge arrivals to San Francisco Bay	14		10	
Total Tanker and Barge Arrivals	111		104	
Tank ship movements & escorted barge movements	382		359	
Tank ship movements	304	79.58%	190	52.92%
Escorted tank ship movements	140	36.65%	148	41.23%
Unescorted tank ship movements	164	42.93%	42	11.70%
Tank barge movements	78	20.42%	169	47.08%
Escorted tank barge movements	35	9.16%	15	4.18%
Unescorted tank barge movements	43	11.26%	154	42.90%

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

Escorts reported to OSPR

	0	0
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Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	217		371		0		172		760	
Unescorted movements	111	51.15%	197	53.10%	0	0.00%	101	58.72%	409	53.82%
Tank ships	98	45.16%	155	41.78%	0	0.00%	85	49.42%	338	44.47%
Tank barges	13	5.99%	42	11.32%	0	0.00%	16	9.30%	71	9.34%
Escorted movements	106	48.85%	174	46.90%	0	0.00%	71	41.28%	351	46.18%
Tank ships	91	41.94%	139	37.47%	0	0.00%	59	34.30%	289	38.03%
Tank barges	15	6.91%	35	9.43%	0	0.00%	12	6.98%	62	8.16%

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.



STATE OF CALIFORNIA
THE NATURAL RESOURCES AGENCY

SEPTEMBER 9, 2025

ANNOUNCEMENT FOR:

Harbor Safety Committee of the San Francisco Bay Region Membership

The Office of Spill Prevention and Response (OSPR) is accepting applications for membership on the Harbor Safety Committee of the San Francisco Bay Region. The OSPR is seeking representatives to fill vacancies on the following seats:

Commercial Fishing (Alternate)
Dry Cargo Vessel Operators I (Alternate)
Dry Cargo Vessel Operators II (Alternate)
Port Authorities - Benicia (Alternate)
Marine Oil Terminal Operators (Alternate)
Tank Ship Operator (Alternate)

Qualified individuals who reside in the San Francisco Bay area are encouraged to apply. A Harbor Safety Committee application can be obtained at the following link:

<https://www.wildlife.ca.gov/OSPR/Marine-Safety/Harbor-Safety/Harbor-Safety-Application>

Please follow the instructions for e-mailing an electronic application along with a current resume as indicated in the online application. Applications will be accepted until the position is filled.

If you have questions regarding the requirements for a position, or the application process, please contact Mr. Michael Zamora at e-mail address michael.zamora@wildlife.ca.gov, or by telephone at (916) 215-3749.

Conserving California's Wildlife Since 1870

San Francisco PORTS Service Report – November 13, 2025

The following stations were serviced in August 2025 as part of a major PORTS service with our NOAA approved contractor, Ocean Tech Services:

Oakland Middle Harbor Park Met Station

Oakland Outer Harbor LB3 Current Buoy Shore Station

Oakland Berth 38 Visibility Station

Oakland Inner Harbor LB4 Current Buoy Shore Station

Oakland Berth 34 Met Station

Oakland Berth 67 Met Station

Pittsburg Met Station

Amorco Current Meter Station

Bay Bridge Air Gap Station

San Francisco Pier 1 Met Station

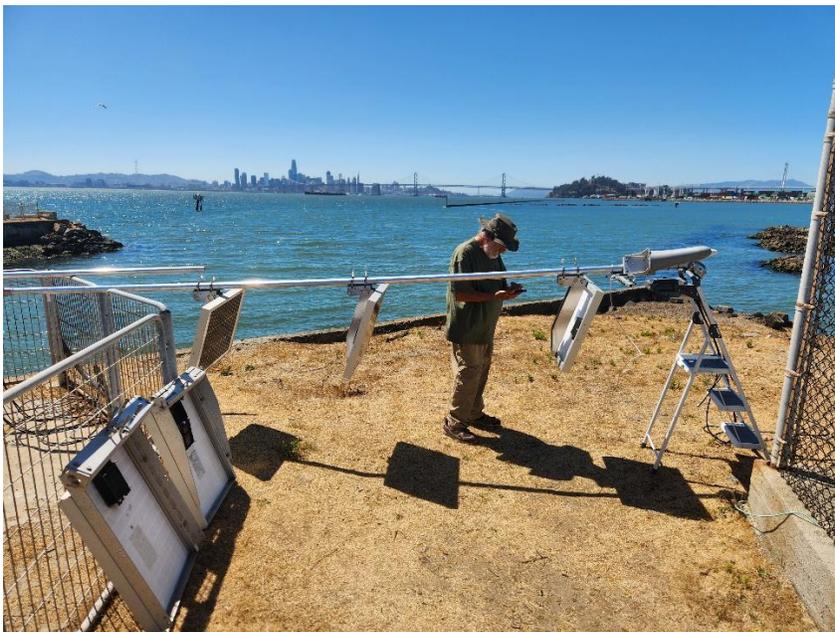
PORTS buoy-mounted current meters are serviced and swapped out twice a year (Oakland Outer Harbor LB3, Oakland Inner Harbor LB4, Southampton Shoal LB6).

The UP Railroad Bridge Wind Station was serviced in September 2025. A damaged windbird propeller was replaced.

Martinez Amorco PORTS Station Project: The Amorco PORTS Station is being disassembled and repositioned due to scheduled dock construction work which began on November 3, 2025. All sensors are offline. The tide house, current meter, and visibility sensor are being moved. All sensors will be reassembled once construction is complete. NOAA will service the tide station when able (annual service is delayed due to the government shutdown).



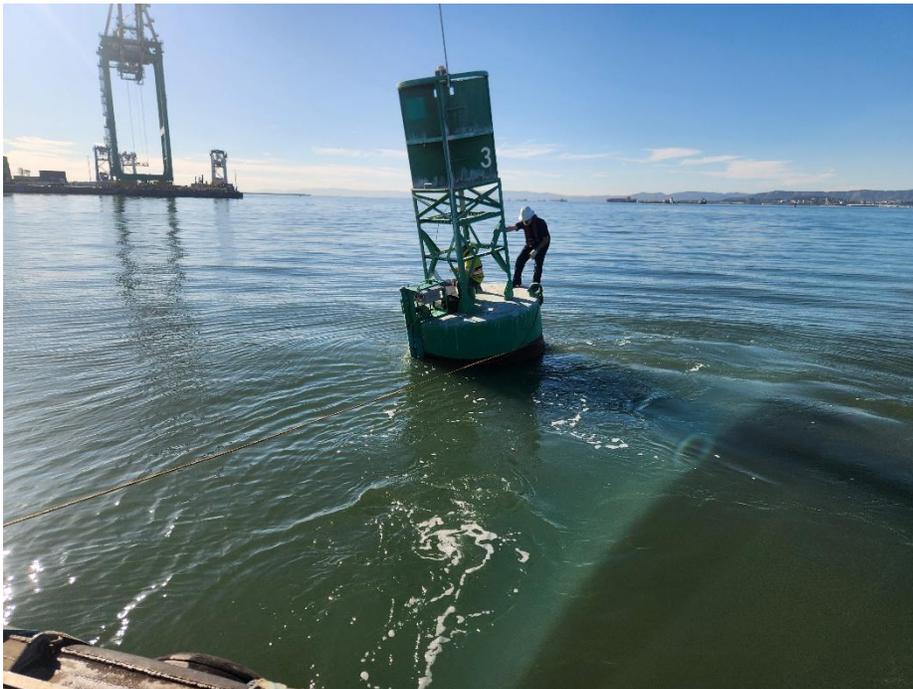
Oakland Middle Harbor Park Met Station and LB3 Current Buoy Shore Station. Full takedown and rebuild.



Attaching solar panels, antennas, and sensors to the new mast.



Oakland Outer Harbor LB3 Buoy-Mounted Current Meter.



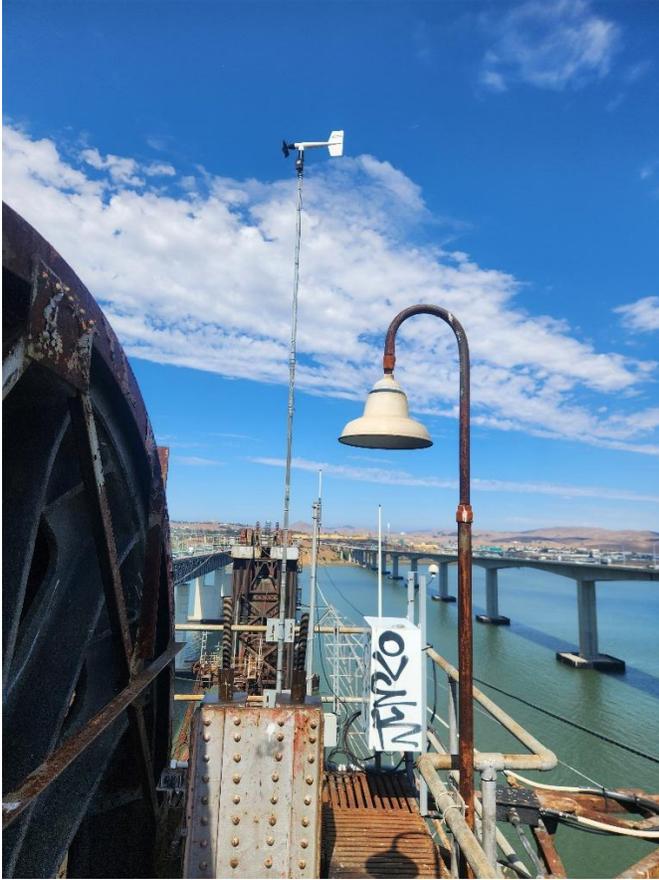
Spinning the buoy to calibrate the compass.



Bay Bridge Air Gap Station. Mid D-E span off the north side of the bridge.



Ship transiting under us as we service the Bay Bridge Air Gap Station.



UP Railroad Bridge Wind Station. South bridge tower.



North view from the UPRR Bridge PORTS station.



Before Picture: The Amorco Tide Station with visibility sensor and current meter. The PORTS station is being moved off the wood and onto the concrete section of the dock.



The Amorco tide house moved to its new location. The wood planking and pilings underneath will be removed.



Side view of the Amorco tide house in new location.



The Amorco current meter rail was removed and will be reattached to a concrete piling once demolition of the wooden structure is complete.

HSC vote scheduled: November 2025 HSC Meeting (11-13-25): Drafting a letter to CARB

During the November 2025 Harbor Safety Committee meeting, members will vote on whether to authorize the drafting of a letter to the California Air Resources Board. A “yes” vote will indicate support for the Harbor Safety Committee preparing and sending a letter that asks the Board to give equal consideration to human safety and the protection of waterways when developing or revising air resource guidelines. The letter will suggest that current and emerging air quality policies place strong emphasis on emissions reduction but may not adequately account for potential safety impacts to people, vessels, or the marine environment. It will encourage the Board to pursue clean-air and zero-carbon initiatives in a way that maintains safety as a core principle—ensuring environmental progress does not inadvertently create risks to life, property, or the waterways that sustain California’s maritime economy. Committee members will collaborate to refine the draft before the chairman signs it, ensuring that safety remains an integral part of future air resource policies.

HSC vote scheduled: November 2025 HSC Meeting (11-13-25): Formation of Working Group on PAWSA 2025 Risk Mitigation

During the November 2025 Harbor Safety Committee meeting, members will take a vote of confidence on whether to establish a working group that will use the Ports and Waterways Safety Assessment 2025 report and related documentation to identify potential risks for assignment to existing subcommittees and working groups. A “yes” vote will indicate support for the Harbor Safety Committee forming a special working group to advance this effort and develop effective risk-mitigation strategies based on the report’s findings. This action follows a motion introduced by the San Francisco Bay Conservation and Development Commission during the September 2025 Harbor Safety Committee meeting.



VetsBoats

VetsBoats Foundation

Restoring Purpose. Building Community. Sailing Forward.

Headquartered in Sausalito, California | EIN 46-4194065

www.VetsBoats.org

Why Partner With VetsBoats

- Proven Impact: 95% veteran satisfaction.
- Efficient Model: Under \$100 per participant.
- Transparent Reporting: Annual *State of the Fleet* report & validated metrics.
- Scalable Framework: Adaptable to any coastal or inland sailing community.



Changing Veterans One Sail at a Time

Mission and Vision

Mission

Restore veterans' health, confidence, and community connection through the therapeutic power of sailing and boat restoration.

Vision

Build a nationwide network empowering veterans and families through maritime education, teamwork, and inclusion—connecting military service to lifelong well-being.



Sharing a Journey from isolation/loneliness to participation/community to restoring purpose/power



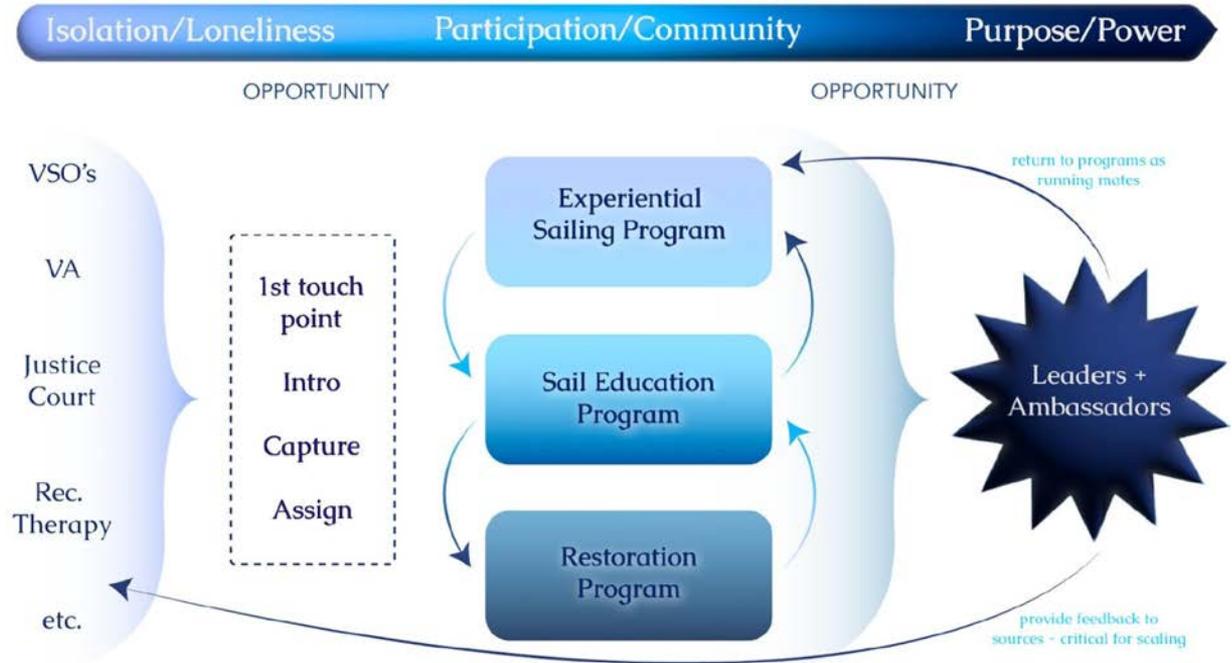
Changing Veterans One Sail at a Time

Impact and Model

Sailing isn't just recreation—it's rehabilitation through purpose.

Using a Funnel Approach

Formalize Flow & Pull Through the Funnel



Changing Veterans One Sail at a Time

Origin and Purpose

Founded in 2014 by Navy vet Terry Moran

What began as a local volunteer initiative in the San Francisco Bay Area is now an emerging national movement uniting veterans, sailors, and community partners.

VetsBoats' Purpose is to enable boat owners and organizations all over the US to address the national veteran suicide rate



Sailing is proven to promote mindfulness and build community

<https://www.research.va.gov/currents/0721-Sailing-as-a-therapy.cfm>



Changing Veterans One Sail at a Time

Core Programs

Healing Sails

Free, VA-partnered sailing experiences for veterans coping with PTSD, injury, or transition stress.

Clover Project

Hands-on restoration of a 1938 WWII cutter where veterans rebuild skills, confidence, and community.

Cohort Sailing Model

Six-week seamanship and leadership program culminating in a group voyage.

Link in the Chain

A national boat-owner volunteer network modeled after Angel Flight West—safely connecting captains to veterans in need.



Changing Veterans One Sail at a Time

2025 Impact Highlights

- 96% reported improved morale & belonging.
- 28 sailing outings completed nationwide.
- 620 veterans and families served across 10 states.
- 16 operational vessels, expanding access from California to Ohio & Cape Cod.
- 3,500 volunteer hours logged by over 150 community members.



Changing Veterans One Sail at a Time

Flagship Project - Clover

Clover, a 68-foot 1938 wooden cutter, nears completion after multi-year restoration by veteran crews.

- Collaboration with VA Palo Alto & Sacramento Centers.
- Participants gained hands-on training in rigging, carpentry, & marine safety.
- Soon to launch national goodwill voyages connecting regional affiliates.

"I can't tell you the emotion that I experienced being a part of and filming the journey." Stan, Vietnam Veteran

What the military does is prepare us to go to war. What they don't do well is to prepare us to come back to civilian life. VetsBoats creates a community of like-minded people, because when you're sailing, you have a mission, a goal." Frank, Cold War Veteran



Changing Veterans One Sail at a Time

National Growth Model

Three-Tier Network:

1. Members: Boat owners hosting veteran sails.
2. Chapters: Regional hubs delivering programming.
3. Affiliates: Partner nonprofits sharing curriculum & branding.

2026 Goals:

- Serve 2,000 participants.
- Launch *Clover* National Voyage.
- 10 affiliate organizations onboarded.
- Achieve 90% satisfaction and 75% return rate.



Changing Veterans One Sail at a Time

Partners and Collaboration

- Maritime Industry (Pasha Group, Matson, Saltchuk)
- Corporate Sponsors (Collins, Apple, Chevron)
- Veterans Affairs Recreation Therapy Departments, Community Engagement Partner Network, Vet Centers
- VFW Posts & American Legion Yacht Clubs
- Local non-profits (Call of the Sea Fdn, Sailing for Veterans, Belvedere Cove Fdn, Harbor Pt Fdn, Bonnell Cove Fdn)



Changing Veterans One Sail at a Time

Fundraising Strategy Overview

- Identify and Engage Major Donors (Foundational Donors):
 - Providing the initial operating capital to launch and grow the national VetsBoats program.
 - Create a limited "Admirals Club" for founding supporters at \$50,000 per donor.
- Tiered Membership/Recognition Programs with Recognition:

Admiral Sponsor	\$50,000	Program/vessel naming rights, press releases, national recognition, exclusive sails
Captain Sponsor	\$25,000	Regional event branding, website feature, annual recognition dinner invitation
Commander Sponsor	\$10,000	Local event recognition, logo inclusion on VetsBoats media, quarterly updates
Bosun Sponsor	\$5,000	Donor spotlight, mention on event banners and materials
Crew Sponsor	\$1,000	Thank-you certificate, donor roll listing, burgee or challenge coin
- Subscription/General Appeal Model:
 - Monthly giving program, "For \$10/month, supporters can enable experiences for veterans."
- Fundraising Events:
 - Host events at venues like yacht clubs to recruit new donors and volunteers, build community, and generate operational funding through event-based giving or raffles.



Changing Veterans One Sail at a Time

Financial Snapshot

Over \$1.2M Raised

Revenue Sources:

- 40% Foundation & Corporate Grants
- 35% Individual Donations & Memberships
- 15% Events & Sponsorships
- 10% In-kind Support

Expenditures:

- 50% Programs & Equipment
- 25% Vessel Maintenance & Restoration
- 15% Outreach & Evaluation
- 10% Administration



Changing Veterans One Sail at a Time

Governance & Leadership

Board of Directors:

- *Terry Moran*, Founder & Chair, U.S. Navy Veteran
- *Phillip Connolly*, Treasurer, U.S. Army LTCOL (Ret.)
- *Matt Cline*, Media & Outreach
- *Tom Gilheany*, Safety & Technology Advisor
- *Tony Maffei*, Advocacy & Development
- *Ashley Matchett-Woods*, Branding Volunteer

Volunteer-based governance ensures accountability, sustainability, and effective national coordination.

Our Board is about passion and belief on the cause, the organization and the outcomes!



Changing Veterans One Sail at a Time

Looking Ahead to 2026

- Grow to 10 U.S. affiliate chapters.
- Expand partnerships with VA and adaptive-sport organizations.
- Launch *VetsBoats Podcast & National Series* featuring peer success stories.
- Develop digital credentialing for volunteers and crew members.

A connected national fleet ensuring that no veteran heals alone.



Changing Veterans One Sail at a Time

Contact and Call to Action

Join the Crew. Partner. Sponsor. Volunteer.
Visit

www.VetsBoats.org

or email

admin@vetsboats.org

Follow us: [LinkedIn](#) | [YouTube](#) | [Instagram](#) | [Facebook](#)



Changing Veterans One Sail at a Time