

Harbor Safety Committee

of the San Francisco Bay Region

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

Harbor Safety Committee of the San Francisco Bay Region

Thursday, January 10, 2008

Port of Richmond, Harbor Master's Office, Richmond, California

Joan Lundstrom, Chair of the Harbor Safety Committee of the San Francisco Bay Region (HSC), Bay Area Conservation and Development Commission (BCDC); called the meeting to order at 1007. **Alan Steinbrugge**, Marine Exchange of the San Francisco Bay Region (Marine Exchange), confirmed a quorum of the HSC.

The following committee members (M) and alternates (A) were in attendance: **Capt. Esam Amso** (A), Valero Marketing and Supply Company; **Capt. Marc Bayer** (M), Tesoro Refining & Marketing Company; **John Berge** (M), Pacific Merchant Shipping Association, (PMSA); **Capt. Pete Bonebakker** (M), Polar Tankers; **Margot Brown** (M), National Boating Federation; **Len Cardoza** (M), Port of Oakland; **Ron Chamberlain** (M), Port of Benicia; **John M. Davey** (M); Port of San Francisco; **Robert J. Lawrence** (M), U.S. Army Corps of Engineers (COE); **Capt. John Long** (A), United States Coast Guard (USCG); **Daniel J. Massey** (A), Foss Maritime Company; **Capt. Peter McIsacc** (A), San Francisco Bar Pilots; **Richard Nagasaki** (A), Chevron Shipping Company; **William Nickson** (A), Transmarine Navigation Corporation; **Linda Scourtis** (A), BCDC; **Capt. Ray Shipway** (A), International Organization of Masters, Mates, & Pilots; **Keith Stahnke** (A), San Francisco Bay Area Water Transit Authority (WTA); **Gerry Wheaton** (M), National Oceanic and Atmospheric Administration (NOAA);

Also present and reporting to the HSC were **Rick Chapman**, COE; **Bob Chedsey**, California State Lands Commission (State Lands); **Capt. Lynn Korwatch**, Marine Exchange; **Lt. Cmdr. Kevin Mohr**, USCG; **Capt. Gary Toledo**, California Office of Spill Prevention and Response, (OSPR).

The meetings are always open to the public.

Approval of the Minutes

There were no corrections to the minutes of the regular meeting of November 8, 2007. There were no corrections to the minutes of the special meeting of November 29, 2007. Separate motions to accept the minutes was made and seconded. Both passed without discussion or dissent.

Comments by the Chair – Lundstrom

- Reviewed the tasks assigned to the HSC by OSPR in the wake of the *COSCO Busan* incident. The primary goal is to look at prevention. Focused discussions are taking place in the workgroups that will lead to updates in the *Harbor Safety Plan*. The plan is a valuable working document. The State Board of Pilot Commissioners referred to it during their investigation. All meetings of the workgroups are open to the public. They are excellent forums to bring together wide varieties of expertise from the community.

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Coast Guard Report – Capt. Long

- Introduced himself as acting commander of Sector San Francisco. His normal assignment is Chief of Staff to **Rear Admiral Craig Bone**, commander of the Eleventh District that includes the Bay Area. **Capt. Long** expressed his pleasure at being able to attend an HSC meeting and said that the work done by the HSC is critical.
- The Coast Guard investigation of the *COSCO Busan* incident is approximately six months from completion. The National Transportation Safety Board (NTSB) investigation could run a year. They may also hold hearings.
- Local response to the intense storms of the previous week had gone well. There were no major incidents. He was surprised to learn that there are no published or established criteria to manage or curtail marine operations in any part of the local waterways during a period of intense weather. As an example he commended the Bar Pilots for closing the bar but noted that others, such as fishing boats, were not controlled by that action. He encouraged the HSC to act on this issue.
- Introduced **Capt. Paul Gugg**, USCG, as the new sector commander as of January 22, 2008. **Capt. Gugg** previously served as Chief of Prevention for the Pacific Area Command. After the *COSCO Busan* incident he served as the Federal on scene coordinator of the response to the spill.

Lt. Cmdr. Mohr read from a report attached to these minutes.

- **Lt. Cmdr. Mohr** said that as a result of a request from the HSC, the Coast Guard had gone as far back as possible to study all cases of bridge allisions. Electronic records date from 1991 and Coast Guard has been able to provide forty pages of raw data to the Navigation Safety Workgroup. The existing data did not describe specific bridges. They continue to dig for that information.
- They have also provided a copy of a nationwide study done in 2003 by the American Waterway Operators (AWO). That study found that most incidents were due to human error. The bulk of the recommendations focused on additional layers to prevent or mitigate error.

Berge asked what categories were covered by the AWO study. **Lt. Cmdr. Mohr** said that the study included towing and deep draft vessels. **Lundstrom** asked what was included in the term “human error.” **Lt. Cmdr. Mohr** and **Cmdr. Andrew Wood**, USCG, said that it included fatigue, negligence, and misconduct. **Capt. Korwatch** asked if it wasn’t difficult to identify one cause in a complex chain of events. **Lt. Cmdr. Mohr** said that they were taking a systemic approach to the issue. Reading the narratives of the incidents generally showed a number of factors.

Dave Sulouff, Chief of Bridge Section for USCG Eleventh District, commended the hard work done by **Lt. Cmdr. Mohr’s** team. He could not add to the quality of the data collected but was ready to consult on regulations and permitting procedures. **Lundstrom** said that the Bar Pilots had raised issues about the fenders on the bridge and said that the *Harbor Safety Plan* called for energy absorbing fenders. **Sulouff** said

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that such fenders had been installed on the Richmond – San Rafael Bridge during recent work there. He will keep the committee informed about the process of upgrading other bridges in the area.

Lundstrom thanked **Lt. Cmdr Mohr** for the data. She said that the HSC could continue its work without waiting for the conclusion of the current investigations.

Lundstrom welcomed **Capt. Gugg**. She said that the HSC would work with the Coast Guard to examine the issues raised by **Capt. Long**.

Clearinghouse Report – Steinbrugge

Steinbrugge read from a report that is attached to these minutes.

OSPR Report – Capt. Toledo

- **Davey** will become an alternate to the committee and the Port of San Francisco will have a new representative. **Capt. Bayer** and **Capt. Amso** have been reappointed as member and alternate. **Lundstrom** and **Scourtis** were reappointed as member and alternate from BCDC. **Lundstrom** was reappointed to another term as chair of the HSC. There is a vacancy for an environmental representative. **Sarah Randall**, Institute for Fisheries Resources, will be the first representative of the fishing industry in the sixteen year history of the HSC. **Capt. Toledo** swore **Randall** into service on the HSC.
- **OSPR** recognizes that the HSC has a lot of work to do in their effort to respond to the Governor's directive on response to the *COSCO Busan* incident. They understand that a lot of information is tied up in the ongoing investigations. Recommendations should be based on discovered facts, so there is no need to be hasty.
- There were no tug escort violations to report.

NOAA Report – Wheaton

- A new version of chart 18650 has been released. A new edition of *Coast Pilot 7* is out. The National Weather Service is reviewing the weather language they use in the *Coast Pilot* because of the number of microclimates in the Bay Area.

Brown asked about the future of lithographic charts. **Wheaton** said that their use is declining. NOAA is pushing print-on-demand charts as the most accurate.

Capt. Korwatch asked if PORTS equipment was being used in the response to the fuel spill. **Wheaton** said that NOAA always uses all available data.

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Army Corp of Engineers (COE) Report – Lawrence

Lawrence read from a report that is attached to these minutes.

Lundstrom reviewed the issue of delayed reports on changing water depths. She reminded Chapman that the HSC had requested a letter from the COE to explain their reporting procedures. As of the time of meeting the letter had not been received. **Chapman** said that they were still working on it with their legal staff as it cross several areas of regulations including surveying and contracting. In the meantime they are working to post the surveys in a timelier manner. Lundstrom said that timely reports from the COE had been a continuing issue for the HSC over the years.

Cardoza said that figures from the President's budget proposal should be available for the February meeting.

State Lands Commission Report – Chedsey

- There were eleven fewer transfers in December 2007 than December 2006 and ninety-nine thousand fewer barrels were discharged. Total discharges for 2007 were one point five million barrels less than 2006.
- Their annual Prevention First convention will be held September 9 and 10, 2008 in San Diego.

Capt. Bonebakker commended State Lands for their pro-active outreach to terminals during the recent stormy weather. He said that State Lands does have wind and weather limits that control transfer operations at terminals.

Water Transit Authority (WTA) Technical Advisory Committee Report – Cardoza

- The new law discussed at the November 8, 2007, meeting has taken effect. The WTA is now known as the Water Emergency Transportation Authority (WETA). They will prepare a transition plan over the next twelve months and an emergency transit plan over the next eighteen months

Stahnke said that a new Board of Directors will formalize the new responsibilities but that not much other immediate change is expected. **Lundstrom** asked if there would be citizen and technical advisory groups to the new board. **Stahnke** said that neither existed under the new structure but that there might be a citizen advisory group in the future.

COSCO Busan Incident Ad Hoc Work Group – Lundstrom

- The first meeting was held on December 14, 2007 to review the Governor's directive that was discussed at the special meeting of the HSC on November 29, 2007.
- Issues regarding speed, weather, crewing, navigation, and communications will be examined by the Navigation and Ferry Operations work groups.

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- The Tug Escort Work Group will examine escorting vessels in various conditions and monitor legislative proposals from the California Legislature. They have contacted Assemblywoman **Sally Lieber**, D 22nd District, about using the HSC as a resource on any proposed legislation.
- The prevention Through People Work Group will be looking at communications issues between the Coast Guard Vessel Traffic Service and vessels.
- The Harbor Safety Plan Work Group will track all of the other investigations.
- **Capt. John Strong**, Los Angeles/Long Beach HSC, will keep other state HSC informed of our efforts and bring back their input.
- The original February deadline will not be met. OSPR wants due diligence.

Recommendation to Support Legislation for Permanent Funding of the San Francisco Physical Oceanographic Real Time System (PORTS)

Capt. Bayer read a motion to support PORTS funding that is attached to these minutes. The motion asked the HSC to endorse legislation to fund the local PORTS from the Oil Spill Prevention and Administration Fund (OSPAF). The Western States Petroleum Association (WSPA) has unanimously endorsed this use of the fund to support PORTS.

Lundstrom said that the HSC has support San Francisco PORTS for many years. Recently the HSC had supported a proposed funding scheme for a state-wide PORTS. That proposal had failed in the current budget environment. The OSPAFA is supported by a five cent per barrel tax on crude oil and petroleum products transported by vessel or pipeline.

Capt. Bonebakker thanked **Capt. Bayer** for his efforts, and expressed his appreciation for industry support of the local PORTS program. **Berge** asked if this new proposal might be seen as another competing bill and perhaps a detriment to any PORTS funding. **Lundstrom** did not think that this would be a difficult issue to resolve when there is support for a state wide system. **Berge** said that PMSA supported the proposal.

Berge asked if the legislation would support new sensors and expansion of the system in the Bay Area. **Capt. Bayer** said that was the case.

A motion to support PORTS funding, as described, was made and seconded. There was no further discussion. The motion passed without abstention or dissent.

Tug Escort Work Group – Lundstrom

- Outreach to Assemblywoman Lieber was the main item of business.

Navigation Work Group –

- There was nothing to report.

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Ferry Operations Work Group – Davey

- They are in the final stages of work on ferry routes. They will be getting the information to Wheaton in the near future.

Prevention Though People Work Group – Needham

- Their meeting on January 8, 2008, was well attended since the agenda involved the *COSCO Busan*. The meeting began with a wide ranging discussion on the definition and issues of communication. As the meeting progressed, attention focused more and more on the Federal regulations that govern Vessel Traffic Service and the master's responsibilities. The work group will proceed with looking at this issue. They feel they can make progress without waiting for the results of other investigations.

PORTS Work Group – Capt. Bayer

- The next meeting was scheduled for January 14. The agenda would include sensors for the Benicia-Martinez railroad drawbridge and funding for PORTS.
- PORTS sensors were used during the recent storm to comply with State Land's regulations controlling operations at oil terminals.

Sulouff said that they had called the drawbridge frequently during the storm. He said it would be great to have a PORTS sensor there.

PORTS Report – Steinbrugge

- The storms did not cause any problems for the system.

Public Comment

There were no comments.

Old Business

There was no old business.

New Business

Capt. Korwatch announced a meeting of the Area Maritime Security Committee for February 5, 2008.

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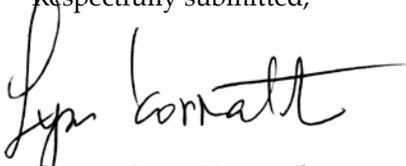
Next Meeting

Steinbrugge said that the next meeting would convene at 1000, February 14, 2008, at the Port of San Francisco's Pier 1 conference center.

Adjournment

A motion to adjourn was made and seconded. It passed without discussion or dissent. **Lundstrom** adjourned the meeting adjourned at 1155.

Respectfully submitted,



Captain Lynn Korwatch
Executive Secretary

| USCG SECTOR SAN FRANCISCO | |
|--|--------------|
| PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS | |
| November-08 | |
| PORT SAFETY CATEGORIES | |
| | TOTAL |
| Total Port Safety (PS) Cases opened for the period: | 14 |
| 1. Total Number of Port State Control Detentions for period: | 2 |
| SOLAS (0), MARPOL (0), ISM (2), ISPS (0) | |
| 2. Total Number of COTP Orders for the period: | 3 |
| Navigation Safety (2), Port Safety & Security (0), ANOA (1) | |
| 3. Marine Casualties (reportable CG 2692) within SF Bay: Allison (1), Collision (0), Fire (0), Grounding (0), Sinking (0), Steering (0), Propulsion (2), Personnel (0), Other (0) | 3 |
| 4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation | 5 |
| Radar (2), Steering (0), Gyro (0), Echo sounder (0), AIS (3), AIS-835 (0) | |
| 5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay | 0 |
| 6. Significant Waterway events or Navigation related cases for the period: | 1 |
| 7. Maritime Safety Information Bulletins (MSIBs): MSIB 06-05 | 0 |
| MARINE POLLUTION RESPONSE | |
| | TOTAL |
| Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period | 44 |
| * Source Identification (Discharges and potential Discharges): | |
| TOTAL VESSELS | 15 |
| Commercial Vessels | 4 |
| Public Vessels (Military) | 0 |
| Commercial Fishing Vessels | 1 |
| Recreational Vessels | 10 |
| TOTAL FACILITIES | 9 |
| Regulated Waterfront Facilities | 3 |
| Other Land Sources | 6 |
| UNKNOWN/UNCONFIRMED | 20 |
| *Spill Information | |
| Pollution Cases Requiring Clean-up | 7 |
| Federally Funded Cases | 1 |
| Oil Discharge and Hazardous Materials Release Volumes by Spill Size Category: | |
| 1. Spills < 10 gallons | 19 |
| 2. Spills 10 - 100 gallons | 3 |
| 3. Spills 100 - 1000 gallons | 0 |
| 4. Spills > 1000 gallons | 1 |
| 5. Spills - Unknown | 21 |
| Total Oil Discharge and/or Hazardous Material release volumes: | 58096 |
| 1. Estimated spill amount from Commercial Vessels: | 58010 |
| 2. Estimated spill amount from Public Vessels: | 0 |
| 3. Estimated spill amount from Commercial Fishing Vessels: | 0 |
| 4. Estimated spill amount from Recreational Vessels: | 72 |
| 5. Estimated spill amount from Regulated Waterfront Facilities: | 0 |
| 6. Estimated spill amount from Other Land Sources: | 14 |
| 7. Estimated spill amount from Unknown sources: | 0 |
| Penalty Action: | |
| Civil Penalty Cases for Period | 1 |
| Notice of Violations (TKs) | 0 |
| Letters of Warning | 3 |

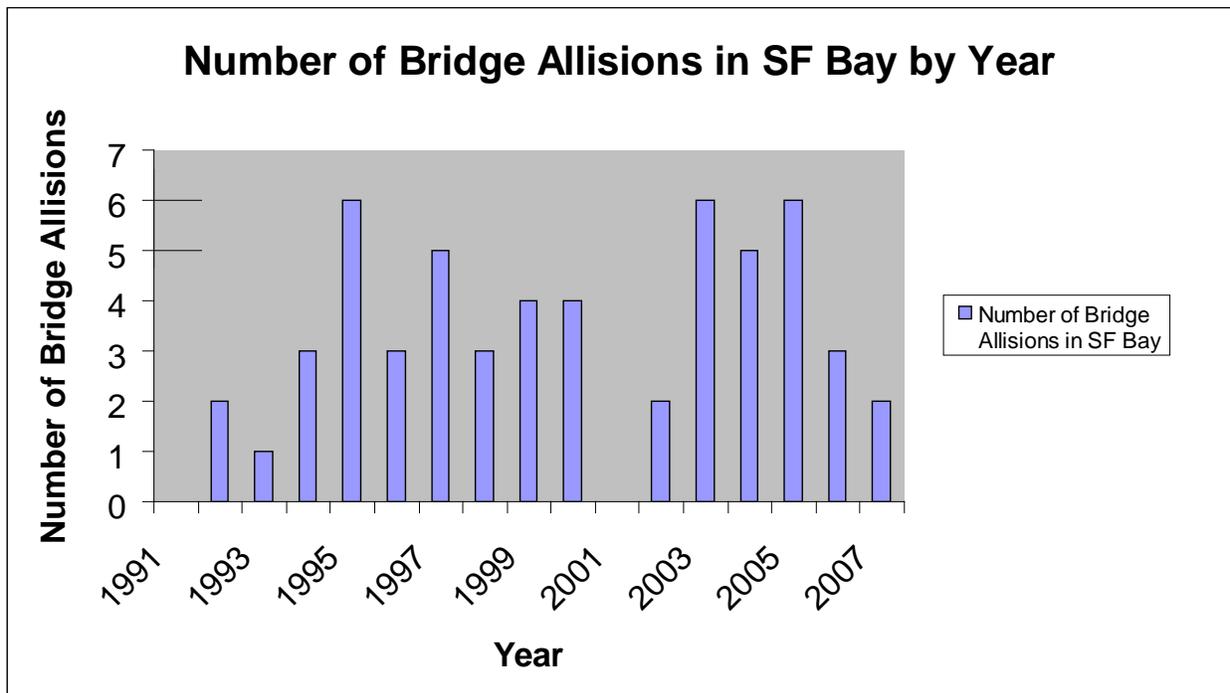
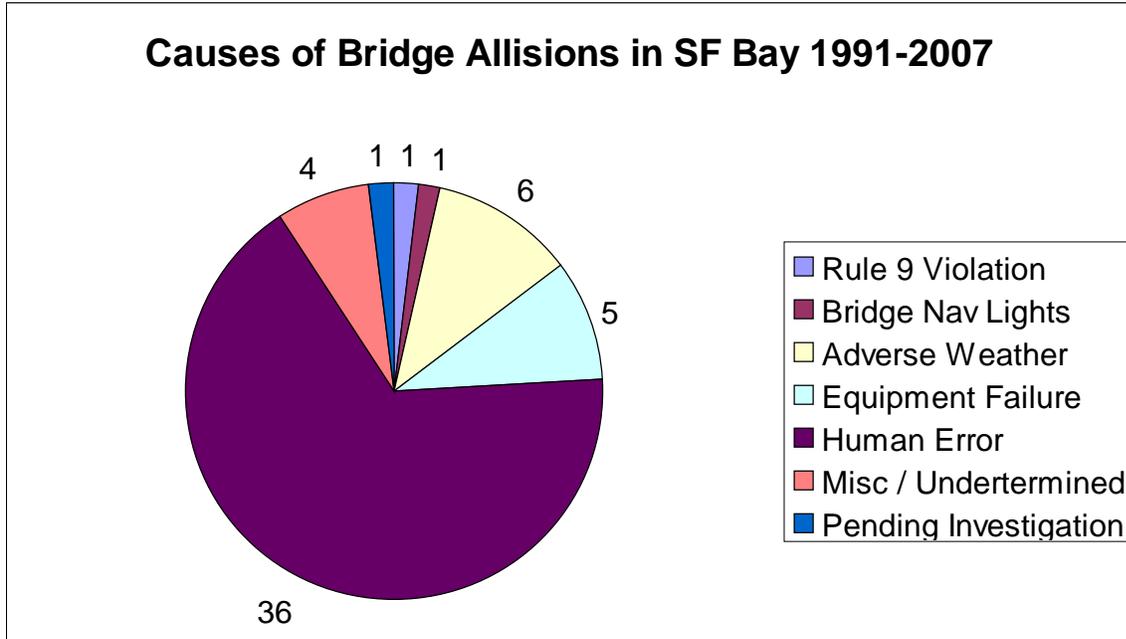
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| ** SIGNIFICANT PORT SAFETY & SECURITY (PSS) CASES ** | |
| * A. MARINE CASUALTIES - PROPULSION / STEERING | |
| Marine Casualty - Limited Propulsion, M/V MOKU PAHU (1 Nov): Vessel experienced limited propulsion while outbound from Redwood City due to a loss of clutch control on the starboard shaft. With a two-tug escort, the vessel proceeded to Anchorage 9 to affect repairs. The cause was determined to be a faulty pneumatic control valve for the starboard clutch bladder. The valve was replaced with a spare, and operational tests were successful. | |
| Marine Casualty - Loss of Propulsion, M/V E. TRADER (05 Nov): Vessel experienced loss of propulsion while outbound from Stockton due to low fuel oil temperature. It was determined that the jacket water heating was insufficient due to routine maintenance being done on the vessel's boiler. The non-critical maintenance on the boiler was stopped and the jacket water heating started to function properly allowing normal fuel temperatures. A Captain of the Port (COTP) Order was issued requiring a one-tug escort of the vessel during its transit to the sea buoy. | |
| * B. MARINE CASUALTIES - VESSEL SAFETY CONDITIONS | |
| None | |
| * C. COAST GUARD - GENERAL SAFETY/SECURITY CASES | |
| General Safety - IMO Detention, M/V GAVROS (08 Nov): During a CG inspection of the vessel, numerous patches and temporary repairs were observed in the engine room and cargo control room and no permanent repairs were made or scheduled. The ship's crew also failed three separate fire drills. An IMO Detention was issued requiring an International Safety Management (ISM) audit prior to departure from port. The ISM audit and a successful fire drill were conducted, and the vessel was released on 13 Nov. | |
| General Safety - ISM Detention, M/V MAPLE GALAXY (28 Nov): During a CG inspection of the vessel's rescue boat, several 1/4 inch holes were found in the flotation chambers, which were suspected of allowing water to enter the chamber, compromising the stability of the vessel. This finding was contrary to all of the weekly and monthly maintenance reports on board, which indicate that there were no problems with the lifesaving equipment. An ISM Detention was issued requiring a complete ISM audit. A successful ISM audit was completed and the vessel was released from the detention on 30 Nov. | |
| * D. COAST GUARD - NAVIGATIONAL SAFETY | |
| Navigation Safety - M/V BRITISH BEECH (06 Nov): Vessel's AIS was reported inoperable. An inbound LOD was issued requiring repairs to be verified by a certified technician prior to departure. The LOD was rescinded on 07 Nov after repairs were made. | |
| Navigation Safety - M/V POLYNESIA (12 Nov): Vessel's 3cm radar was malfunctioning during its inbound transit to the Port of Oakland. An inbound LOD was issued requiring visibility of at least two nautical miles and verification of repairs prior to its departure from SF Bay. Deficiencies were corrected and the LOD was rescinded on 13 Nov. | |
| Navigation Safety - M/V SITEAM ANATAS (14 Nov): Vessel's AIS was reported inoperable. An inbound LOD was issued requiring repairs to be verified by a certified technician prior to departure. The LOD was rescinded on 17 Nov after repairs were made. | |
| Navigation Safety, M/V GOLDEN FALCON (20 Nov): Vessel failed to comply with the 24-hour Advance Notice of Arrival requirement for vessels entering SF Bay. The vessel possessed incorrect passport numbers, incorrect birthdates, and incorrect names for multiple crewmembers. On 21 Nov an LOW was issued to the master for the discrepancies. | |
| Navigation Safety - M/V LUCKY TRANSPORTER (23 Nov): Vessel's AIS was reported inoperable. An inbound LOD was issued requiring repairs to be verified by a certified technician prior to departure. The LOD was rescinded on 27 Nov after repairs were made. | |
| Navigation Safety - M/V CHATHAM ISLAND (23 Nov): Vessel's 3cm radar was malfunctioning during its inbound transit to Redwood City. An inbound LOD was issued requiring visibility of at least two nautical miles and verification of repairs prior to its departure from SF Bay. The local radar technician was unable to repair the 3cm radar while the vessel was in port. The vessel planned to have the 3cm radar repaired at it's next port of call. An outbound LOD was issued on 27 Nov allowing the vessel to depart San Francisco Bay with a fully operational 10cm radar. The vessel was required to have an operable 3cm radar prior to entering the next U.S. port. | |
| SIGNIFICANT INCIDENT MANAGEMENT DIVISION (IMD) CASES: | |
| Bridge Allision - M/V COSCO BUSAN (7 Nov): M/V COSCO BUSAN struck the Delta Tower of the Oakland Bay Bridge spilling 58,000 gallons of bunker fuel. Extensive clean-up efforts ensued by the responsible party and multiple agencies. Over the next month, vessel repairs were completed, the COTP order restricting its movement was lifted, and the vessel departed on 20 Dec. NTSB, CG Incident Specific Preparedness Review (ISPR), Congressional, CG Part 4 Marine Casualty, and State investigations pend. | |
| SIGNIFICANT PORT SAFETY INFORMATION or EXERCISES | |
| None | |

| USCG SECTOR SAN FRANCISCO | |
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| PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS | |
| December-08 | |
| PORT SAFETY CATEGORIES | |
| | TOTAL |
| Total Port Safety (PS) Cases opened for the period: | 7 |
| 1. Total Number of Port State Control Detentions for period: | 0 |
| SOLAS (0), MARPOL (0), ISM (0), ISPS (0) | |
| 2. Total Number of COTP Orders for the period: | 1 |
| Navigation Safety (1), Port Safety & Security (0), ANOA (0) | |
| 3. Marine Casualties (reportable CG 2692) within SF Bay: Allison (0), Collision (0), Fire (0), Grounding (1), Sinking (0), Steering (0), Propulsion (0), Personnel (1), Other (0) | 2 |
| 4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation | 4 |
| Radar (0), Steering (0), Gyro (3), Echo sounder (0), AIS (1), AIS-835 (0) | |
| 5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay | 0 |
| 6. Significant Waterway events or Navigation related cases for the period: | 0 |
| 7. Maritime Safety Information Bulletins (MSIBs): MSIB 06-05 | 0 |
| MARINE POLLUTION RESPONSE | |
| | TOTAL |
| Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period | 53 |
| * Source Identification (Discharges and potential Discharges): | |
| TOTAL VESSELS | 16 |
| Commercial Vessels | 0 |
| Public Vessels (Military) | 2 |
| Commercial Fishing Vessels | 4 |
| Recreational Vessels | 10 |
| TOTAL FACILITIES | 13 |
| Regulated Waterfront Facilities | 2 |
| Other Land Sources | 11 |
| UNKNOWN/UNCONFIRMED | 24 |
| *Spill Information | |
| Pollution Cases Requiring Clean-up | 9 |
| Federally Funded Cases | 4 |
| Oil Discharge and Hazardous Materials Release Volumes by Spill Size Category: | |
| 1. Spills < 10 gallons | 25 |
| 2. Spills 10 - 100 gallons | 4 |
| 3. Spills 100 - 1000 gallons | 0 |
| 4. Spills > 1000 gallons | 0 |
| 5. Spills - Unknown | 24 |
| Total Oil Discharge and/or Hazardous Material release volumes: | 133 |
| 1. Estimated spill amount from Commercial Vessels: | 0 |
| 2. Estimated spill amount from Public Vessels: | 2 |
| 3. Estimated spill amount from Commercial Fishing Vessels: | 1 |
| 4. Estimated spill amount from Recreational Vessels: | 76 |
| 5. Estimated spill amount from Regulated Waterfront Facilities: | 40 |
| 6. Estimated spill amount from Other Land Sources: | 14 |
| 7. Estimated spill amount from Unknown sources: | 0 |
| Penalty Action: | |
| Civil Penalty Cases for Period | 0 |
| Notice of Violations (TKs) | 4 |
| Letters of Warning | 2 |

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| ** SIGNIFICANT PORT SAFETY & SECURITY (PSS) CASES ** | |
| * A. MARINE CASUALTIES - PROPULSION / STEERING | |
| None. | |
| * B. MARINE CASUALTIES - VESSEL SAFETY CONDITIONS | |
| Grounding - P/V ROYAL PRINCE (07 Dec): The Passenger Vessel ROYAL PRINCE was underway on a sight-seeing voyage with 15 passengers on board. The master maneuvered his vessel approximately 75 yards from the green buoy just west of Alcatraz to obtain a better view of Alcatraz for his passengers. The vessel drifted until it was only 25-40 feet from Alcatraz before the master realized his relative position to the island and placed the engines full astern. After this maneuver, the vessel rubbed bottom on the port side. The master instructed the crew to check for flooding and injuries and then immediately notified Vessel Traffic Service (VTS) about the grounding. No injuries were reported. Fuel tanks were sounded with no loss of fuel, and all compartments were checked for leaks with no perforations detected. Vessel did sustain insets to the port and starboard sides of the #2 and #3 spaces. A CG-835 was issued restricting the vessel from carrying passengers until the damage was repaired and inspected satisfactorily by a CG marine inspector. Case pends. | |
| * C. COAST GUARD - GENERAL SAFETY/SECURITY CASES | |
| General Safety - Crewmember Injury, M/V CAPE HORN (19 Dec): Vessel representative notified CG that the 2nd Assistant Engineer onboard had been moderately electrocuted while performing routine maintenance at one of the vessel's electrical panels. Crewmember was transferred from the MARAD vessel at pier 50 to St. Francis Hospital in San Francisco. Crewmember was released from the hospital with minor injuries. | |
| * D. COAST GUARD - NAVIGATIONAL SAFETY | |
| Navigation Safety - M/V LAKE ERIE (05 Dec): Vessel reported an inoperable magnetic compass, and was issued an inbound LOD while transiting to the Port of Oakland. On 11 Dec the LOD was rescinded after repairs were made. | |
| Navigation Safety - MARITIME JINGAN (05 Dec): Vessel reported an inoperable gyrocompass, and was issued an inbound LOD while transiting from Anchorage 9 to Richmond Longwarf. On 08 Dec the LOD was rescinded after repairs were made. | |
| Navigation Safety - M/V PETERSBURG (10 Dec): Vessel's AIS was reported inoperable during outbound transit. An LOD was issued to allow the vessel to depart and return two days later to affect repairs. The LOD was rescinded on 14 Dec after repairs were made and verified by a certified technician. | |
| Navigation Safety - M/V KOBE EXPRESS (17 Dec): Vessel had an inoperable gyrocompass, and was issued an inbound LOD while transiting to the Port of Oakland. On 18 Dec the LOD was rescinded after repairs were made. | |
| SIGNIFICANT INCIDENT MANAGEMENT DIVISION (IMD) CASES: | |
| None. | |
| SIGNIFICANT PORT SAFETY INFORMATION or EXERCISES | |
| None. | |

Bridge Allision Statistics for Bay Area and Delta from 1991-2007

Total allisions: 288
 Total allisions involving bridges: 54





San Francisco Bay Region
Tank Vessel Escort Clearing House

c/o Marine Exchange of the San Francisco Bay Region
Fort Mason Center, Building B, Suite 325
San Francisco, California 94123-1308

San Francisco Clearinghouse Report

January 10, 2008

- ❖ In November and December the clearinghouse did not contact OSPR regarding any possible escort violations.
- ❖ The clearinghouse received one notification of vessels arriving at the Pilot Station without escort paperwork in December, none in November.
- ❖ The Clearinghouse has contacted OSPR 9 times in 2007 regarding possible escort violations, 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 November there were 106 tank vessels arrivals; 1 ITB, 1 LPG, 1 Naval Auxiliary Tanker, 22 Product Tankers, 9 Chemical/Oil Tankers, 23 Crude Oil Tankers, 5 Chemical Tankers, plus 40 tugs with barges.
- ❖ In November there were 330 vessel arrivals.
- ❖ In December there were 117 tank vessel arrivals; 1 ITB, 2 LPG's, 2 Acid Tankers, 7 Chemical Tankers, 8 Chemical/Oil Carriers, 27 Crude Oil Tankers, 19 Product Tankers, plus 51 Tugs with barges.
- ❖ In December there were 323 deep draft vessel arrivals.

San Francisco Bay Clearinghouse Report For November 2007

San Francisco Bay Region Totals

| | | <u>2006</u> |
|--|-----|-------------|
| Tanker arrivals to San Francisco Bay | 66 | 60 |
| Tank ship movements & escorted barge movements | 347 | 345 |
| Tank ship movements | 203 | 192 |
| Escorted tank ship movements | 97 | 100 |
| Unescorted tank ship movements | 106 | 92 |
| Tank barge movements | 144 | 153 |
| Escorted tank barge movements | 77 | 77 |
| Unescorted tank barge movements | 67 | 76 |
| Percentages above are percent of total tank ship movements & escorted barge movements for each item. | | |
| Escorts reported to OSPR | 0 | 0 |

| <u>Movements by Zone</u> | <u>Zone 1</u> | <u>%</u> | <u>Zone 2</u> | <u>%</u> | <u>Zone 4</u> | <u>%</u> | <u>Zone 6</u> | <u>%</u> | <u>Total</u> | <u>%</u> |
|--------------------------|---------------|----------|---------------|----------|---------------|----------|---------------|----------|--------------|----------|
| Total movements | 215 | | 322 | | 0 | | 168 | | 705 | |
| Unescorted movements | 104 | 48.37% | 163 | 50.62% | 0 | 0.00% | 77 | 45.83% | 344 | 48.79% |
| Tank ships | 70 | 32.56% | 103 | 31.99% | 0 | 0.00% | 38 | 22.62% | 211 | 29.93% |
| Tank barges | 34 | 15.81% | 60 | 18.63% | 0 | 0.00% | 39 | 23.21% | 133 | 18.87% |
| Escorted movements | 111 | 51.63% | 159 | 49.38% | 0 | 0.00% | 91 | 54.17% | 361 | 51.21% |
| Tank ships | 66 | 30.70% | 94 | 29.19% | 0 | 0.00% | 41 | 24.40% | 201 | 28.51% |
| Tank barges | 45 | 20.93% | 65 | 20.19% | 0 | 0.00% | 50 | 29.76% | 160 | 22.70% |

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 December 2007

San Francisco Bay Region Totals

| | | | <u>2006</u> |
|--|-----|--------|-------------|
| Tanker arrivals to San Francisco Bay | 117 | | 74 |
| Tank ship movements & escorted barge movements | 383 | | 391 |
| Tank ship movements | 213 | 55.61% | 236 |
| Escorted tank ship movements | 105 | 27.42% | 118 |
| Unescorted tank ship movements | 108 | 28.20% | 118 |
| Tank barge movements | 170 | 44.39% | 155 |
| Escorted tank barge movements | 85 | 22.19% | 84 |
| Unescorted tank barge movements | 85 | 22.19% | 71 |

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

Escorts reported to OSPR 3

| Movements by Zone | Zone 1 | % | Zone 2 | % | Zone 4 | % | Zone 6 | % | Total | % |
|--------------------------|---------------|----------|---------------|----------|---------------|----------|---------------|----------|--------------|----------|
| Total movements | 225 | | 365 | | 0 | | 163 | | 753 | |
| Unescorted movements | 112 | 49.78% | 185 | 50.68% | 0 | 0.00% | 77 | 47.24% | 374 | 49.67% |
| Tank ships | 70 | 31.11% | 106 | 29.04% | 0 | 0.00% | 40 | 24.54% | 216 | 28.69% |
| Tank barges | 42 | 18.67% | 79 | 21.64% | 0 | 0.00% | 37 | 22.70% | 158 | 20.98% |
| Escorted movements | 113 | 50.22% | 180 | 49.32% | 0 | 0.00% | 86 | 52.76% | 379 | 50.33% |
| Tank ships | 60 | 26.67% | 105 | 28.77% | 0 | 0.00% | 34 | 20.86% | 199 | 26.43% |
| Tank barges | 53 | 23.56% | 75 | 20.55% | 0 | 0.00% | 52 | 31.90% | 180 | 23.90% |

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 2007

San Francisco Bay Region Totals

| | | <u>2006</u> |
|--|-------|-----------------|
| Tanker arrivals to San Francisco Bay | 854 | 1,043 |
| Tank ship movements & escorted barge movements | 4,269 | 3,917 |
| Tank ship movements | 2,450 | 57.39% 2,373 |
| Escorted tank ship movements | 1,227 | 28.74% 1,234 |
| Unescorted tank ship movements | 1,223 | 28.65% 1,139 |
| Tank barge movements | 1,819 | 42.61% 1,544 |
| Escorted tank barge movements | 947 | 22.18% 813 |
| Unescorted tank barge movements | 872 | 20.43% 731 |
| Percentages above are percent of total tank ship movements & escorted barge movements for each item. | | |
| Escorts reported to OSPR | 9 | 12 |

| Movements by Zone | Zone 1 | % | Zone 2 | % | Zone 4 | % | Zone 6 | % | Total | % |
|--------------------------|---------------|----------|---------------|----------|---------------|----------|---------------|----------|--------------|----------|
| Total movements | 2,657 | | 4,131 | | 0 | | 2,186 | | 8,974 | |
| Unescorted movements | 1,264 | 47.57% | 2,050 | 49.62% | 0 | 0.00% | 1,007 | 46.07% | 4,321 | 48.15% |
| Tank ships | 830 | 31.24% | 1,258 | 30.45% | 0 | 0.00% | 499 | 22.83% | 2,587 | 28.83% |
| Tank barges | 434 | 16.33% | 792 | 19.17% | 0 | 0.00% | 508 | 23.24% | 1,734 | 19.32% |
| Escorted movements | 1,393 | 52.43% | 2,081 | 50.38% | 0 | 0.00% | 1,179 | 53.93% | 4,653 | 51.85% |
| Tank ships | 810 | 30.49% | 1,179 | 28.54% | 0 | 0.00% | 560 | 25.62% | 2,549 | 28.40% |
| Tank barges | 583 | 21.94% | 902 | 21.83% | 0 | 0.00% | 619 | 28.32% | 2,104 | 23.45% |

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.

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

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

January 9, 2008

1. CORPS 2007 O&M DREDGING PROGRAM

The following is this years O & M dredging program for San Francisco Bay.

- a. **Main Ship Channel** – The Essayons dredged the Main Ship Channel for eight days in June, as scheduled. A condition survey was conducted and the survey has been posted. **No change**
- b. **Richmond Outer Harbor and Richmond Long Wharf** – Dredging was completed in June. The surveys were completed and were posted. **No change.**
- c. **Richmond Inner Harbor** – **The Inner Harbor has been dredged. A new condition survey will be conducted in early February.**
- d. **Oakland O & M Dredging** – **The turning basin and inner harbor were completed on December 7, 2007. Surveys have been posted. There is a high spot in the inner channel. This high spot appears to be a pile of rocks (from an unknown source), which will be removed in the next month or two as part of the deepening project.**
- e. **Suisun Bay Channel** – **Suisun Bay Channel, Bullshead and New York Slough have been dredged. New surveys have been posted for Bullshead (see Hydrographic Survey Update).**
- f. **Pinole Shoal** - **Pinole Shoal will be dredged this year. A condition survey will be conducted this spring. Hopefully by April.**
- g. **Redwood City/San Bruno Shoal** – **Because of endangered species issues, dredging is being delayed until June 2008, with completion in August 2008.**

2. DEBRIS REMOVAL **The debris removal total for November 2007 was 32 tons, for December 2007 the total was 4.5 tons. The large amount in November was due, in large part, to the recovery of debris from the damaged fender system on the San Francisco Oakland Bay Bridge.**

| | Grizzly | Raccoon | Total |
|-----------|---------|---------|-------|
| | | | 0 |
| Jan. 2007 | 39.50 | 62.00 | 102 |
| Feb. | 16.00 | 60.00 | 76 |
| March | 12.00 | 24.00 | 36 |
| April | 49.00 | 17.00 | 66 |
| May | 13.00 | 0.00 | 13 |
| June | 5.25 | 0.00 | 5 |
| July | 4.00 | 0.00 | 4 |
| August | | | |
| September | 12.50 | 0.00 | 13 |
| October | 16.50 | 0.00 | 17 |
| November | 32.00 | | 32 |
| December | 4.50 | | 5 |
| Totals | 204.25 | 163.00 | 0.00 |
| | | | 369 |

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

Oakland 50-ft Deepening Project - Deepening of Oakland's Outer Harbor began on March 16, 2007. Completion targeted for **September 2008, for the entire Outer Harbor.**

4. EMERGENCY (URGENT & COMPELLING) DREDGING

There has been no emergency dredging in FY 2008.

5. OTHER WORK

a. **San Francisco Bay to Stockton** The Corps did receive some money (\$200,000) for this project, so some work can be done, but not very much. The Corps will be creating a hydrodynamic model later this year. This model will set the boundaries for ship simulations that will be done in the next fiscal year – assuming that funds are available. **No change.**

b. **Sacramento River Deep Water Ship Channel Deepening** No funding was received in the CRA; however, the project is still in the Corps 2008 budget. **No change.**

6. HYDROGRAPHIC SURVEY UPDATE

Address of Corps' web site for completed hydrographic surveys. **New surveys.**

<http://www.spn.usace.army.mil/hydrosurvey/>

Main Ship Channel – Survey was completed in July 2007 and has been posted.
Pinole Shoals – Surveys completed in July 2007 have been posted.

Suisun Bay Channel – Several surveys dated October 2007 have been posted.
Suisun Bay Channel, NY Slough – Post-dredge surveys dated October 2007 have been posted.
Redwood City – Surveys completed in April 2007 have been posted.
San Bruno Shoal – completed November, 2006. Not yet posted.
Oakland Inner – Surveys completed in November and December 2007 have been posted.
Oakland Outer Harbor – Post-dredge survey dated December 10-11, 2007 has been posted.
Southampton Shoal and Richmond Long Wharf – Surveys completed in July 2007 have been posted.
Richmond Inner Harbor: Surveys conducted from October to December 2007 have been posted.
North Ship Channel: Surveys dated February and March 2007 have been posted.



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - DECEMBER COMPARISON

VESSEL TRANSFERS

| | Total Transfers | Total Vessel Monitors | Total Transfer Percentage |
|-----------------------|-----------------|-----------------------|---------------------------|
| December 1 - 31, 2006 | 253 | 114 | 45.06 |
| December 1 - 31, 2007 | 242 | 141 | 58.26 |

CRUDE OIL / PRODUCT TOTALS

| | Crude Oil (D) | Crude Oil (L) | Overall Product (D) | Overall Product (L) | GRAND TOTAL |
|-----------------------|-----------------|-----------------|-----------------------|-----------------------|-------------|
| December 1 - 31, 2006 | 13,777,000 | 0 | 21,949,700 | 13,314,785 | 35,264,485 |
| December 1 - 31, 2007 | 13,678,000 | 330,000 | 13,508,118 | 20,223,048 | 33,731,166 |

OIL SPILL TOTAL

| | Terminal | Vessel | Facility | Total | Gallons Spilled |
|-----------------------|----------|--------|----------|-------|-----------------|
| December 1 - 31, 2006 | 0 | 0 | 0 | 0 | 0 |
| December 1 - 31, 2007 | 0 | 0 | 1 | 1 | 1 - Diesel |

*** 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.

Memorandum

Date: January 10, 2008

To: Harbor Safety Committee, San Francisco Bay Region

From: Len Cardoza

Subject: Water Transit Authority (WTA) Technical Advisory Committee (TAC) Report

Updates (in bold text).

1. The address for WTA is: Pier 9, Suite 111, The Embarcadero, San Francisco, CA 94111. POC: Lauren Duran at 415-291-3377 or by e-mail at duan@watertransit.org. WTA newsletters are available for download at: <http://www.watertransit.org/newsletters>

2. A new state law took effect on January 1, 2008 replacing the WTA with the Water Emergency Transportation Authority (WETA). WETA took over the WTA's existing mission to develop and operate a "comprehensive water transit system", its associated landside facilities, and related facilities, such as landside transit connections. WETA has 12 months to prepare a transition plan that consolidates the Vallejo and Alameda ferry services into the new organization. WETA has 18 months to prepare an emergency water transportation system management plan.

3. Vessel Update. Work is underway to build the new boats and terminals for expanded ferry service on San Francisco bay. Two 149-passenger vessels are under construction in Washington State, scheduled for delivery in 2008. Contracts for two 199-passenger ferries will soon be awarded to begin construction in 2008.

4. Terminal Update. The first new ferry terminal will begin construction at Oyster Point Marina in South San Francisco in the near future. Environmental studies are complete and certified. Other environmental studies are underway in Hercules and Berkeley. Redwood City, Antioch, Richmond, and Treasure Island are working through various land-use and other site specific studies that must be completed before initiating environmental studies.

5. There is no TAC meeting scheduled in the near future. Karen Shelver, WTA, will inform us if WTA is going to plan one anytime soon.

Background. The enabling legislation for the WTA, Chapter 1011 of the Statutes of 1999, requires the formation of the Technical Advisory Committee (TAC). TAC roles include:

- The TAC will serve as a conduit to interested agencies, identifying key contacts within those agencies and facilitating discussions on specific technical items.
- Provide review and comment to WTA staff and its consultants on the myriad of technical reports and studies that will be prepared in the development of the Implementation and Operations Plan.
- Review the findings and the recommendations for consistency to promote inter-agency cooperation and integration with ongoing planning efforts.