

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 8, 2009
Harbormaster's office, Port of Richmond, Richmond, California

Joan Lundstrom, Chair of the Harbor Safety Committee of the San Francisco Bay Region (HSC), San Francisco Bay Conservation and Development Commission (BCDC); called the meeting to order at 1005. **Capt. Lynn Korwath**, 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; **John Berge** (M), Pacific Merchant Shipping Association (PMSA); **Ted Blanckenburg** (A), AMNAV Maritime Services; **Margot Brown** (M), National Boating Federation; **Ron Chamberlain** (M), Port of Benicia; **Capt. John Cronin** (M), Matson Navigation Company; **John M. Davey** (A), Port of San Francisco; **Capt. Paul Gugg** (M), United States Coast Guard (USCG); **Capt. Fred Henning** (M), Baydelta Maritime; **Capt. Bruce Horton** (M), San Francisco Bar Pilots (Bar Pilots); **Robert J. Lawrence** (M), U.S. Army Corps of Engineers (COE); **Daniel J. Massey** (A) Foss Maritime Company; **Capt. Peter McIsaac** (A), Bar Pilots; **Richard Nagasaki** (M), Chevron Shipping Company; **William Needham** (A), National Boating Federation; **William Nickson** (A), Transmarine Navigation Corporation; **Chris Peterson** (M), Port of Oakland; **Linda Scourtis** (A), BCDC; **Marina V. Secchitano** (M), Inland Boatmen's Union; **Rich Smith** (M), Westar Marine Services; **Keith Stahnke** (A), Water Emergency Transportation Authority (WETA); **Gerry Wheaton** (M), National Oceanic and Atmospheric Administration (NOAA); **Tom Wilson** (M), Port of Richmond.

Also present and reporting to the HSC were **Bob Chedsey**, California State Lands Commission (State Lands); **Steve Chesser**, COE; **Derrick Dunlap**, COE; **Steve Edinger**, California Office of Spill Prevention and Response (OSPR); **Lt. Cmdr. Kevin Mohr**, USCG; **Kaitlin Ortega**, Marine Exchange; **Capt. Gary Toledo**, (OSPR).

The meetings are always open to the public.

Approval of the Minutes

On page one of the minutes of the November 13, 2008 meeting, in the first bullet of the chair's comments, the second sentence should read "... fouling of birds." In the third sentence that carries over to the top of page two delete "Lt. Cmdr. Mohr had". The first complete sentence at the top of page two should read "... gave a briefing to BCDC on Thursday, November 6." And the second complete sentence of the second page – and the last of the first bullet of the chair's comments – should read "...spoke on three television stations...". The second sentence of the second bullet of the chair's comments should read: "... press ahead with recommended best maritime practices."

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On page four, replace the third bullet with “**Capt. Henning** described changes to the escort plan document. No vote was required because the changes were to bring the document into compliance with existing regulations.”

A motion to accept the amended minutes of November 13 was made and seconded. The motion passed without discussion or dissent.

Comments by the Chair – Lundstrom

- **Lundstrom** welcomed **Edinger**, OSPR’s new administrator.
- The next National Harbor Safety conference is scheduled for May 27 to 29, 2009 in Tampa Florida. One of the topics on the agenda will be safety lessons learned. The *COSCO Busan* bridge allision incident will be one of the case studies along with a barge and bridge incident from New Orleans.
- The annual HSC plan update was due for a vote at the March meeting.
- **Mic Beatty**, a recently retired member of the HSC, had passed away in his sleep. The meeting would adjourn with a moment of silence in his memory.

Clearinghouse Report – Ortega

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

Coast Guard Report – Capt. Gugg

- Greeted **Edinger** and **Dunlop**, and thanked them for attending.
- Thanked the work groups for their work on best practices for operations in bad weather.
- The Passenger Vessel Association was in town for their annual convention. **Adm. Thad Allan**, Coast Guard commandant, would address them.
- The annual Mavericks surf competition was coming up.

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

Berge asked if it was possible to determine if the source of the forty-four gallon spill was a vessel or facility. **Capt. Gugg** said that the majority of spills come from recreational boats, and often abandoned ones.

OSPR Report – Capt. Toledo

- **Petersen** would be sworn in after the meeting.
- Thanked everyone for their tireless efforts on maritime best practices. The results are to be posted on the Marine Exchange web site.
- The *Where the Heck is Collinsville* brochure is being reviewed by Sean Kelley, Coast Guard Vessel Traffic Service. It is on schedule to be available for the start of boating season.

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- The Physical Oceanographic Real Time System (PORTS) enhancement contract with the Marine Exchange had gone to the Department of General Services for final approval.
- Introduced **Edinger**:

Edinger addressed a number of topics:

- He had been working in wildlife law enforcement since 1983 and with the Department of Fish and Game since 1992.
- He wants OSPR to protect wildlife habitat proactively rather than reactively. A new law in effect at the first of the year requires a closure of the fishery for any spill over forty-two gallons, with the closure to remain in effect till it is safe to lift. This is a big emerging issue for OSPR.
- Thanked the HSC for their work on the report to the Governor about ways to increase safety after the *COSCO Busan* allision incident. The report had been instrumental in getting funding for PORTS. The work on best maritime practices is greatly appreciated. The HSC makes the region safer, and is a model for the nation.
- The budget for OSPR looked safe.
- The Attorney General filed suit against four defendants for civil damages in the *COSCO Busan* allision.

Massey asked how a spill of clarity type hydraulic oil would be treated under the new law since it is not petroleum based. **Edinger** said this was one example of the many things yet to be worked out.

Lundstrom asked **Capt. Toledo** to look further into the new law and report back to the HSC. She said the HSC had a history of working well with **Jarred Huffman**, D – San Rafael, the author of the bill. **Lundstrom** said that she would also get in touch with **Sara Randal** (M), Institute for Fisheries Resources.

NOAA Report – Wheaton

- The forty-first edition of *Coast Pilot 7* is out.
- The California Air Resources Board (CARB) is conducting a vessel speed reduction survey on line at <http://www.arb.ca.gov/ports/marinevess/vsr/vsr.htm>. The survey is targeted at ships over four hundred feet in length, or of ten thousand gross tons or more, and/or vessels using compression ignition engines with a per cylinder displacement of thirty liters or greater.
- It is possible to take online courses in weather forecasting here: http://www.meted.ucar.edu/dl_courses.php
- **Scourtis** had asked why a permanent forty-three foot shoal between Blossom Rock and San Francisco Pier 27 was not labeled as a rock. After due consideration, the shoal was relabeled as a rock. The change had gone out in *Local Notice to Mariners* and would be in the next update of the electronic edition of the *Coast Pilot*. Wheaton reminded everyone that user input makes their products better. NOAA appreciates the feedback.

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US Army Corp of Engineers (COE) Report – Lawrence

Lawrence read a report that is attached to these minutes.

Wheaton asked why the issue with shoaling at the Alcatraz dump site had not been published in the *Local Notice to Mariners*. **Lawrence** said that he didn't know. **Capt. Horton** asked why the spoils weren't being dumped on ebb tides. **Lawrence** said that created logistical problems because of the variable schedule of tides. He added that studies had shown that dumping on the ebb showed no discernable advantage. **Chesser** said that they would be taking monthly surveys of the dump site till the water depth returned to normal.

Capt. Gugg said he would follow up with the COE after the meeting to find out why the Coast Guard had not been notified. **Wheaton** was concerned that NOAA had not been notified. **Needham** said that depth in that area was an issue to recreational boaters and wondered why they weren't notified. **Lundstrom** asked **Lawrence** to look into the process followed by COE in this case and report back to the HSC.

Chesser reported that the COE had determined that the use of dredge spoils for wetlands restoration at Hamilton Field had the effect of pushing the dredge schedule too late in the season. There had not been sufficient time to clean up high spots detected after the survey. For the next season, spoils would not be dumped at Hamilton. He said that the hopper dredge *Essayons* would be back in service for dredging and would produce better results than a clam shell dredge. Dredge spoils from Oakland and Richmond will be used for wetlands restoration at Hamilton Field.

Capt. Pete Bonebakker, ConocoPhillips, thanked the COE for their quick survey after the *Cape Brazilia* grounded on Pinole Shoals December 19. **Capt. Amso** asked about bringing the contractor back to fix the problem. **Chesser** said that they would have to meet with the contractor and resource agencies like NOAA Fisheries. **Capt. Horton** asked why **Lawrence** had sent out an email on December 15 saying that the project was complete when there were still high spots. **Chesser** said that they had been forced to shut down on the 15th by the resource agencies. They had already gone past the November 30 deadline to cease dredging. **Capt. Horton** asked why they hadn't gotten out the information that there were high spots. **Chesser** said that they started surveys after the 15th and turned them around as quickly as they could.

Lundstrom expressed the hope that an early start with the right equipment in the next dredging season would lead to much better results. She thanked **Chesser** for his report, and asked that he keep the HSC up to date on condition at the Alcatraz dump site.

State Lands Commission Report – Chedsey

Chedsey read from a report attached to these minutes.

Lundstrom asked if he knew the percentage in decline for barrel of oil delivered. **Chedsey** said he would get those figures for the next meeting.

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Briefing on Commuter Ferries and Routes – Stahnke

- WETA is a consolidation of all of the commute ferries in the Bay Area except the Golden Gate Ferries. The emergency mission is a recent addition to their mission and they are still working on response plans.
- Route planning is further along. They have identified eight possible new routes and are actively moving to implement two. The service between Oakland and South San Francisco should be going within two years. A route between Berkeley and San Francisco is now in environmental review. That route is three to four years out. The other six routes are not on any schedule yet.
- The ferry *Gemini* was christened on December 12. It is the first of four new ferries for WETA using the most advanced emission control systems in the world.

Tug Escort Work Group – Blankenberg

- He was anticipating that they would finish up best recommended maritime practices at their next meeting on January 15.

Navigation Work Group – Capt. Horton

Capt. Horton summarized their recommendations for best maritime practices for vessels over sixteen hundred gross tons during severe weather. **Nagasaki** asked that the recommendations be amended to allow federally licensed pilots to appeal to the Coast Guard Captain of the Port for a waiver. **Capt. Gugg** said that anyone can appeal for a waiver. **Nagasaki** said that it would be good to have it in writing. **Capt. Bonebakker** said that it would be useful to include it for future reference when those used to the present situation are no longer around. **Brown** suggested that the language of the second bullet under procedures for closing the bar be amended to read: "The most recent San Francisco Bar Pilot over the Bar. . ." The suggestions by **Nagasaki** and **Brown** were accepted as friendly amendments and there was no discussion or dissent.

Lundstrom said that the recommended best practices would be part of the yearly review of the *Harbor Safety Plan*. A motion to accept the recommendation, as amended, was made and seconded. There was no further discussion. The motion passed unanimously.

Ferry Operations Work Group – Davey

There was nothing to report.

Prevention Though People Work Group – Brown

- They are working on an educational brochure and sign to discourage hoax distress calls.

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Lundstrom said that since the ferry routes were now on the navigation charts, the work group should begin to educate boaters about that. **Brown** said that process had already begun.

Plan Work Group – Scourtis

- A vote on the latest annual update of the *Harbor Safety Plan* is scheduled for the March meeting. A draft should be available two weeks prior to that meeting. Changes will be highlighted in the document.
- The HSC adopted the following Best Maritime Practices in 2008:
 - Navigating in Reduced Visibility for Large Vessels (March 13, 2008)
 - Speed reductions for Large Vessels During Reduced Visibility (May 8, 2008)
 - Defined Ferry Routes for Commuter Ferries (May 8, 2008)
 - Enhanced Training for Licensed Pilots in Advanced Electronic Navigation Systems (July 10, 2008)
 - Emergency Training for Tug Escorting (November 13, 2008)

Lundstrom thanked the Coast Guard for providing information on the history of bridge allisions.

PORTS Work Group – Capt. Amso

- OSPR and Marine Exchange are auditing the PORTS accounts. A report would be available at the February meeting.
- The grant from OSPR for this year will be three hundred thousand dollars. Of that money, seventy thousand will be for operations and maintenance, with the balance going to capital expenditures to upgrade the system.
- The work group is monitoring the test of PORTS data over automated information systems (AIS) going on at Tampa Bay.
- The work group will be working with the Coastal Data Information Program (CDIP) to identify other sensors in the Bay Area that could be integrated into PORTS before specifying any new ones.

PORTS Report – Ortega

- The new sensor at AMORCO was scheduled to be installed on January 16. A sensor for the San Francisco ferry terminal was also scheduled for January.

Public Comment

Nickson said that he had been contacted by someone looking for a place to build a nine hundred foot long vessel drawing fifteen feet. Contact him if you know of such a place.

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Capt. Korwatch announced several events of interest to the community that will have happened by the time the next meeting of the HSC convenes. At its May membership meeting, the Marine Exchange will celebrate its 160th birthday.

Terry Joselyn, Bluewater Network, announced their new safety and spill response training programs.

Old Business

There was none.

New Business

Capt. Gugg thought that the Prevention Through People work group might be interested in two recent casualties involving submerged seawalls. He suggests an inventory of the charts to see if they are all marked, as well as an educational notification program.

Capt. Rick Holley, OSPR, said that the National Transportation Safety Bureau (NTSB) report on the *COSCO Busan* allision would be out soon. He had also heard that they might investigate the grounding of the *Cape Brazilia*.

Next Meeting

Steinbrugge said that the next meeting would convene at 1000, February 12, 2009, at the Bay Side Conference Room, Port of San Francisco.

Adjournment

Lundstrom adjourned the meeting at 1159.

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:	8
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 (0), Port Safety & Security (1), ANOA (0)	
3. Marine Casualties (reportable CG 2692) within SF Bay: Allison (0), Collision (0), Fire (0),	3
Grounding (1), Sinking (0), Steering (0), Propulsion (2), Personnel (0), Other (0)	
4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation	4
Radar (4), Steering (0), Gyro (0), Echo sounder (0), AIS (0), 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	14
Commercial Vessels	1
Public Vessels (Military)	2
Commercial Fishing Vessels	2
Recreational Vessels	9
TOTAL FACILITIES	12
Regulated Waterfront Facilities	2
Other Land Sources	10
UNKNOWN/UNCONFIRMED	27
*Spill Information	
Pollution Cases Requiring Clean-up	3
Federally Funded Cases	1
Oil Discharge and Hazardous Materials Release Volumes by Spill Size Category:	
1. Spills < 10 gallons	8
2. Spills 10 - 100 gallons	1
3. Spills 100 - 1000 gallons	0
4. Spills > 1000 gallons	0
5. Spills - Unknown	44
Total Oil Discharge and/or Hazardous Material release volumes:	38
1. Estimated spill amount from Commercial Vessels:	1
2. Estimated spill amount from Public Vessels:	0
3. Estimated spill amount from Commercial Fishing Vessels:	1
4. Estimated spill amount from Recreational Vessels:	3
5. Estimated spill amount from Regulated Waterfront Facilities:	0
6. Estimated spill amount from Other Land Sources:	1
7. Estimated spill amount from Unknown sources:	32
Penalty Action:	
Civil Penalty Cases for Period	0
Notice of Violations (TKs)	0
Letters of Warning	3

**** SIGNIFICANT PORT SAFETY & SECURITY (PSS) CASES ****

*** A. MARINE CASUALTIES - PROPULSION / STEERING**

Marine Casualty - Propulsion, USNS CAPELLA (12 Nov): The 946-ft steam turbine car carrier reported its port boiler inoperable while inbound to its new homeport in Alameda NAS. A COTP Order was issued requiring a tug assist for transit under the Golden Gate Bridge to its berth. Vessel completed its transit using its starboard boiler without incident and will be CG inspected annually during long-term repairs and prior to sailing.

Marine Casualty - Propulsion, M/V HUMBOLDT EXPRESS (20 Nov): While mooring to OAK59, vessel lost its number 1 and 3 generators, but was able to successfully moor with tug assist. The CG's follow-up investigation determined that the cause was a circuit overload due to the simultaneous starting of multiple ship's service systems.

*** B. MARINE CASUALTIES - VESSEL SAFETY CONDITIONS**

Marine Casualty - Grounding, TD-13 (12 Nov): The 33-ft amphibious vessel grounded in mud/sand approximately 30 ft from the boat ramp near SF54 with 8 passengers aboard. Vessel was able to free itself with the use of another vessel prior to CG Station SF arriving on scene. No injuries resulted. The vessel was issued an 835 no sail, which was lifted upon CG inspection the next morning. That afternoon on Nov 13th the vessel grounded again and was able to free itself with the assistance of a tow truck on the pier. A second 835 no sail was issued and removed upon inspection with the additional caveat that no transits were to occur over the weekend while extremely low tides were predicted.

*** C. COAST GUARD - GENERAL SAFETY/SECURITY CASES**

None.

*** D. COAST GUARD - NAVIGATIONAL SAFETY**

Navigation Safety - LOD Inop 10 cm Radar, M/V MOL MIRICLE (8 Nov): Vessel was granted an inbound LOD for an inoperative 10 cm radar. Repairs were verified on Nov 9th and the LOD was lifted.

Navigation Safety - LOD Inop 3 cm Radar, M/T OVERSEAS PEARLMAR (15 Nov): Vessel was granted an inbound LOD for a malfunctioning 3 cm radar. On 20 Nov, repairs were verified and the LOD was lifted.

Navigation Safety - LOD Inop 10 cm Radar, M/V FRONT GLORY (23 Nov): Vessel was granted an inbound LOD for an inoperative 10 cm radar. On 25 Nov a technician report was received verifying repairs to the 10 cm radar and the LOD was lifted.

Navigation Safety - LOD Inop ARPA/ 3 cm Radar, M/V CHATHAM ISLAND (25 Nov): Vessel requested an inbound LOD for an erratic ARPA on 25 Nov. The LOD was issued as requested. On 26 Nov while 38 NM from the SF Sea Bouy, vessel reported that its 3 cm radar was also operating improperly. A second LOD reflecting the new situation was issued and repairs to both radar systems were verified on 8 Dec.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION (IMD) CASES:

None.

SIGNIFICANT PORT SAFETY INFORMATION or EXERCISES

None.

USCG SECTOR SAN FRANCISCO

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

December-08

PORT SAFETY CATEGORIES

TOTAL

Total Port Safety (PS) Cases opened for the period:	23
1. Total Number of Port State Control Detentions for period:	2
SOLAS (0), MARPOL (0), ISM (0), ISPS (2)	
2. Total Number of COTP Orders for the period:	5
Navigation Safety (1), Port Safety & Security (4), ANOA (1)	
3. Marine Casualties (reportable CG 2692) within SF Bay: Allision (1), Collision (0), Fire (0),	6
Grounding (1), Sinking (0), Steering (0), Propulsion (1), Personnel (3), Other (0)	
4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation	8
Radar (6), Steering (0), Gyro (0), Echo sounder (0), AIS (2), 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:	2
Grounding T/V CAPE BRAZILIA, Allision SF Approach Buoy	
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	40
* Source Identification (Discharges and potential Discharges):	
TOTAL VESSELS	8
Commercial Vessels	2
Public Vessels (Military)	0
Commercial Fishing Vessels	2
Recreational Vessels	4
TOTAL FACILITIES	18
Regulated Waterfront Facilities	1
Other Land Sources	17
UNKNOWN/UNCONFIRMED	14
*Spill Information	
Pollution Cases Requiring Clean-up	14
Federally Funded Cases	1
Oil Discharge and Hazardous Materials Release Volumes by Spill Size Category:	
1. Spills < 10 gallons	5
2. Spills 10 - 100 gallons	5
3. Spills 100 - 1000 gallons	0
4. Spills > 1000 gallons	0
5. Spills - Unknown	30
Total Oil Discharge and/or Hazardous Material release volumes:	235
1. Estimated spill amount from Commercial Vessels:	70
2. Estimated spill amount from Public Vessels:	0
3. Estimated spill amount from Commercial Fishing Vessels:	6
4. Estimated spill amount from Recreational Vessels:	7
5. Estimated spill amount from Regulated Waterfront Facilities:	5
6. Estimated spill amount from Other Land Sources:	147
7. Estimated spill amount from Unknown sources:	0
Penalty Action:	
Civil Penalty Cases for Period	0
Notice of Violations (TKs)	1
Letters of Warning	3

** SIGNIFICANT PORT SAFETY & SECURITY (PSS) CASES **
* A. MARINE CASUALTIES - PROPULSION / STEERING
Marine Casualty - Loss of Propulsion, T/V CYGNUS VOYAGER (11 Dec): Vessel reported a ruptured fuel line while inbound approx 8 NM SW of the Sea Buoy. A COTP Order was issued requiring the vessel to maintain a two-tug escort in order to hold position while temp repairs were completed. Upon completion of temp repairs, the tug escort was required for the remainder of the voyage and any subsequent shiftings until a class survey report verifying repairs could be submitted. Damage was caused by wear from a fuel line bracket. Permanent repairs were completed on 17 Dec, and the COTP Order was lifted.
* B. MARINE CASUALTIES - VESSEL SAFETY CONDITIONS
Marine Casualty- Personnel Injury, M/V MAPLE PIONEER (6 Dec): While moored in Redwood City, vessel informed CG Sector SF of injuries to the chief engineer and an oiler who encountered a short circuit while working on the vessel's generator. Both had burns on their hands as a result. Crewmembers were transported to a local hospital and returned to the vessel on 8 Dec. Investigation found that incorrectly installed safety equipment for the generator work was a contributing factor. The vessel was not detained and departed the same day.
Marine Casualty - Grounding, T/V CAPE BRASILIA (19 Dec): Vessel grounded while transiting Pinole Shoal Channel outbound in the vicinity of LB10 while loaded with 275,000 BBLs of diesel cargo. A tug was able to pull the vessel free and CG Station SF escorted the vessel to Anch 9. No pollution was noted. A COTP Order was issued requiring the vessel to remain in Anch 9 until completion of a hull survey. A satisfactory class report was received on 20 Dec and the COTP order was lifted. All drug and alcohol testing results were negative. USACE hydro-survey of Pinole Shoal between buoys 10 and 12 on 19 Dec indicated some shoaling on the southern toe of Pinole Shoal Channel. Investigation pends.
Marine Casualty- Allision, M/V OOCL LONG BEACH (30 Dec): SF Bar pilot reported the SF Sea Bouy missing. Upon review of AIS tracklines it became apparent that the vessel's outbound transit corresponded with a possible strike and a COTP Order was issued for the vessel to return to SF Bay for CG Inspection. Crewmembers were interviewed and drug and alcohol tested, but no evidence was found that was sufficient to further detain the vessel. COTP Order was lifted and the vessel departed the same day. The buoy was subsequently recovered and replaced, and showed propeller damage concurrent with a vessel allision. Case pends.
Marine Casualty- Personnel Injury, M/V CAPE HORN (30 Dec): Sector SF received a report of a crewmember suffering a shoulder injury after a fall from a milk crate while loading stores. Vessel was moored to SF50 at the time of the incident. An alcohol test was conducted with negative results. Investigation pends.
* C. COAST GUARD - GENERAL SAFETY/SECURITY CASES
Port Safety - ISPS Detention, T/V BUM EUN (10 Dec): Sec SF Port State Control issued a COTP Order directing the vessel to Anch #9 for an ISPS Exam based on risk of previous port calls. A satisfactory examination was conducted the next day and the detention was lifted.
Port Safety - ANOA, M/V MEGAH LIMA (24 Dec): Vessel was granted a one-time waiver of ANOA time requirements due to impending heavy weather offshore. A COTP Order was issued directing the vessel to Anch 9 and to remain in the Anch until departure from SF without embarking or disembarking crew. On 25 Dec the COTP Order was lifted, and the vessel departed SF Bay.
Port Safety - ISPS Detention, M/V JA ALADDIN RAINBOW (29 Dec): Sec SF Port State Control issued a COTP Order directing the vessel to Anch 9 for an ISPS Exam based on risk of previous port calls. A satisfactory examination was conducted the same day and the detention was lifted.
* D. COAST GUARD - NAVIGATIONAL SAFETY
Navigation Safety - LOD Inop AIS, Tug JOEDY BRUSCO (15 Dec): Vessel was granted an outbound LOD for an inoperative AIS to be replaced in its homeport, Newport Beach.
Navigation Safety - LOD Inop 3 cm Radar, M/V E.R. WILHELMHAVEN (27 Dec): Vessel was granted an inbound LOD for an inoperative 3 cm radar. On 28 Dec, vessel contacted CG Sec SF requesting a departure LOD since parts were unavailable. Departure LOD was granted upon the vessel's communication with next port of call COTP where work could be completed, and the vessel departed same day as the second request.
Navigation Safety - LOD Inop AIS, M/V COSCO QINGDAO (28 Dec): Vessel was granted an inbound LOD for an inoperable AIS during its transit to Oakland. CG received a tech report on 29Dec indicating repairs and the LOD was lifted.
Navigation Safety - LOD Inop 10 cm Radar, M/V JA ALADDIN RAINBOW (29 Dec): Vessel was granted an inbound LOD for an inoperable 10 cm radar. On 30 Dec the vessel reported parts unavailable while in SF; outbound LOD granted for repairs to be made at next overseas port call.
Navigation Safety - LOD Inop 10 cm Radar, M/T CAP THANOS (31 Dec): Vessel was granted an inbound LOD for an inoperable 10 cm radar. On 3 Jan the vessel requested an outbound LOD since replacement was necessary in next port of call. Sector SF initially denied the request due to 16 additional unresolved deficiencies. Upon receipt of a tech report verifying repairs to the additional deficiencies on 4 Jan, an outbound LOD was granted for the vessel's 10 cm radar.
SIGNIFICANT INCIDENT MANAGEMENT DIVISION (IMD) CASES:
None.
SIGNIFICANT PORT SAFETY INFORMATION or EXERCISES
None.



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 8, 2009

- ❖ In November & December the clearinghouse did not call OSPR regarding any possible escort violations.
- ❖ In November & December the clearinghouse was not notified of any vessels arriving at the Pilot Station without escort paperwork.
- ❖ The Clearinghouse has contacted OSPR 4 times in 2008 about possible escort violations. The Clearinghouse called 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 November there were 95 tank vessel arrivals; 7 Chemical Tankers, 12 Chemical/Oil Tankers, 33 Crude Oil Tankers, 1 LPG, and 42 tugs with barges.
- ❖ In November there were 316 total arrivals.
- ❖ In December there were 114 tank vessel arrivals; 9 Chemical Tankers, 14 Chemical/Oil Tankers, 25 Crude Oil Tankers, 1 Non Specific Tanker, 20 Product Tankers, and 45 tugs with barges.
- ❖ In December there were 331 total arrivals.

San Francisco Bay Clearinghouse Report For November 2008

San Francisco Bay Region Totals

			<u>2007</u>
Tanker arrivals to San Francisco Bay	53		66 <i>(before 2008 barge arrivals were not totaled)</i>
Barge arrivals to San Francisco Bay	42		
Total Tanker and Barge Arrivals	95		
Tank ship movements & escorted barge movements	368		347
Tank ship movements	216	58.70%	203
Escorted tank ship movements	107	29.08%	97
Unescorted tank ship movements	109	29.62%	106
Tank barge movements	152	41.30%	144
Escorted tank barge movements	64	17.39%	77
Unescorted tank barge movements	88	23.91%	67

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	256		345		0		182		783	
Unescorted movements	140	54.69%	185	53.62%	0	0.00%	96	52.75%	421	53.77%
Tank ships	76	29.69%	108	31.30%	0	0.00%	47	25.82%	231	29.50%
Tank barges	64	25.00%	77	22.32%	0	0.00%	49	26.92%	190	24.27%
Escorted movements	116	45.31%	160	46.38%	0	0.00%	86	47.25%	362	46.23%
Tank ships	69	26.95%	100	28.99%	0	0.00%	49	26.92%	218	27.84%
Tank barges	47	18.36%	60	17.39%	0	0.00%	37	20.33%	144	18.39%

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 2008

San Francisco Bay Region Totals

			<u>2007</u>
Tanker arrivals to San Francisco Bay	69		117 <i>(before 2008 barge arrivals were not totaled)</i>
Barge arrivals to San Francisco Bay	45		
Total Tanker and Barge Arrivals	114		
Tank ship movements & escorted barge movements	402		383
Tank ship movements	222	55.22%	213
Escorted tank ship movements	109	27.11%	105
Unescorted tank ship movements	113	28.11%	108
Tank barge movements	180	44.78%	170
Escorted tank barge movements	75	18.66%	85
Unescorted tank barge movements	105	26.12%	85

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	223		381		0		177		781	
Unescorted movements	117	52.47%	206	54.07%	0	0.00%	98	55.37%	421	53.91%
Tank ships	74	33.18%	113	29.66%	0	0.00%	43	24.29%	230	29.45%
Tank barges	43	19.28%	93	24.41%	0	0.00%	55	31.07%	191	24.46%
Escorted movements	106	47.53%	175	45.93%	0	0.00%	79	44.63%	360	46.09%
Tank ships	62	27.80%	106	27.82%	0	0.00%	43	24.29%	211	27.02%
Tank barges	44	19.73%	69	18.11%	0	0.00%	36	20.34%	149	19.08%

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 2008

San Francisco Bay Region Totals

			<u>2007</u>
Tanker arrivals to San Francisco Bay	842		785 <i>(before 2008 barge arrivals were not totaled)</i>
Barge arrivals to San Francisco Bay			
Total Tanker and Barge Arrivals	842		
Tank ship movements & escorted barge movements	4,304		3,907
Tank ship movements	2,612	60.69%	2,241
Escorted tank ship movements	1,241	28.83%	1,121
Unescorted tank ship movements	1,371	31.85%	1,120
Tank barge movements	1,692	39.31%	1,666
Escorted tank barge movements	738	17.15%	869
Unescorted tank barge movements	954	22.17%	797
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	4		9

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	2,498		4,045		0		2,010		8,553	
Unescorted movements	1,279	51.20%	2,179	53.87%	0	0.00%	1,066	53.03%	4,524	52.89%
Tank ships	923	36.95%	1,364	33.72%	0	0.00%	530	26.37%	2,817	32.94%
Tank barges	356	14.25%	815	20.15%	0	0.00%	536	26.67%	1,707	19.96%
Escorted movements	1,219	48.80%	1,866	46.13%	0	0.00%	944	46.97%	4,029	47.11%
Tank ships	805	32.23%	1,197	29.59%	0	0.00%	517	25.72%	2,519	29.45%
Tank barges	414	16.57%	669	16.54%	0	0.00%	427	21.24%	1,510	17.65%

Notes:

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

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

**Report of the
U.S. Army Corps of Engineers, San Francisco District
January 8, 2009**

1. CORPS FY 2009 O&M DREDGING PROGRAM

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

- a. **Main Ship Channel** – Dredging is underway. There are about 9,000 yards of material remaining. This will be dredged as the dredge alternates between the Main Ship Channel and Richmond Harbor. Surveys will be done after the dredging is completed and posted as soon as is possible. **Nothing new to report.**
- b. **Richmond Outer Harbor (and Richmond Long Wharf)** – Dredging has been completed and the post-dredge surveys are posted. **Nothing new to report.**
- c. **Richmond Inner Harbor** – Dredging has been completed and the post-dredge surveys are posted. **Nothing new to report.**
- d. **Oakland O & M Dredging** – **O & M dredging was completed in November 2008.**
- e. **Suisun Bay Channel** – The contract for the project has been awarded and the Notice to Proceed has been issued. By contract, the dredging should start on October 10; however, the actual start date is up to the contractor. **Dredging completed. Surveys posted.**
- f. **Pinole Shoal** - The contract has been awarded and the contract date for the start of this project is November 1. However, the actual start date depends on the dredge contractor making arrangements with the Joint Venture (Manson/Dutra) for the use of the off-loader. **Dredging completed. Surveys posted.**
- g. **Redwood City/San Bruno Shoal** – **Dredging is on-going and should be completed by mid-January 2009.**

2. DEBRIS REMOVAL - **The debris totals for November and December 2008: November: 5 tons during 4 days of work; December: 12 tons during 3 days of work. The low number of working days is due to lack of having a Chief Engineer and other deck hand vacancies.**

	Grizzly	Raccoon		Total						
Jan. 2008	57.00	0.00		57						
Feb	38.00			38						
March	16.50	0		17						
April	35.00	0		35						
May	8.00	10		18						
June	2.00	11		13						
July	0.00	10		10						
August	0.00	11		11						
September		26		26						
October	20.50	6		27						
November		5		5						
December		12		12						
Totals	177.00	91.00	0.00	269						

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

Oakland 50-ft Deepening Project – Clean-up dredging of the Outer Harbor is still on-going. The Inner Harbor deepening is on-going.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

There has been no emergency dredging in FY 2009.

5. OTHER WORK

a. **San Francisco Bay to Stockton** The project team conducted two very successful public scoping meetings - on March 26 and April 2, co-hosted by local sponsors Port of Stockton and Contra Costa County Water Agency. This project is moving forward. **Nothing new to report.**

b. **Sacramento River Deep Water Ship Channel Deepening** FY 2008 money will be carried over to FY 2009 and used for continued testing and disposal site evaluation. **Nothing new to report.**

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 March 2008 and has been posted.

Pinole Shoal: **Surveys completed in mid-November and December 19, 2008 have been posted.**

Suisun Bay Channel, New York Slough: **Surveys completed in November and December, 2008 have been posted.**

Suisun Bay Channel: Surveys dated April 2008 have been posted.

Redwood City: **Survey completed in October 2008 has been posted.**

San Bruno Shoal: Surveys completed in February and March 2008 have been posted.

Oakland Entrance Channel: **Surveys completed in October and November 2008 have been posted.**

Oakland Outer Harbor: **Surveys completed in October and November 2008 have been posted.**

Southampton Shoal and Richmond Long Wharf: Surveys completed in August 2008 have been posted.

Richmond Inner Harbor: Surveys completed in July 2008 have been posted.

North Ship Channel: Surveys completed 12-13 and 20-21 March 2008 have been posted.

San Leandro Marina: Surveys completed in January 2008 have been posted.

Larkspur Ferry Terminal: Surveys completed in July 2008 have been posted.

Mare Island Strait Channel: Surveys completed in August 2008 have been posted.

Disposal Site Condition Surveys: SF-09 (Carquinez) and SF-10 (San Pablo Bay) - October 2008; **SF-11 (Alcatraz) – December 2008.**



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - DECEMBER COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
DECEMBER 1 - 31, 2007	242	141	58.26
DECEMBER 1 - 31, 2008	248	104	41.94

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
DECEMBER 1 - 31, 2007	13,678,000	330,000	20,223,048	13,508,118	33,731,166
DECEMBER 1 - 31, 2008	11,799,000	0	17,931,473	11,342,930	29,274,403

OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total		Gallons Spilled
DECEMBER 1 - 31, 2007	0	0	1	1	T	Diesel / 1 gal
DECEMBER 1 - 31, 2008	1	0	0	1	T	Fuel Oil / 1 gal

*** 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.

NAVIGATION SAFETY WORK GROUP

From: Captain Bruce Horton, Work Group Chair
Subject: Recommended addition to Harbor Safety Plan addressing best practices for vessels
1600GT and greater during severe weather conditions
Date: December 12, 2008

Introduction

The winter months from November to February typically bring storm systems to the Bay area that result in high winds and adverse sea conditions. Winds shift frequently and have a wide range of speeds dependent on the procession of offshore high and low pressure systems. The strongest winds tend to come from the Southeast to Southwest ahead of a cold front. Extreme wind conditions of 50 knots gusting to 75 knots have occurred during the winter, occasionally requiring the San Francisco Bar to be closed to vessel traffic.

The Navigation Safety Work Group met November 7th and December 12th, 2008 to develop best practices during severe weather conditions for vessels 1600GT and greater, including a standard for shutting down the San Francisco Bar and opening it back up once conditions improved. The best practices are meant to serve as guidelines, and are not meant to relieve the mariner of his or her responsibility to follow applicable rules and regulations addressing prudent seamanship.

Factors to consider when closing the Bar or limiting transits in the Bay

A number of factors must be considered when limiting transits in the Bay or closing the Bar due to severe weather, including sea state, tidal influences, visibility, traffic density, and wind advisories issued by NOAA. The size, class and condition of the vessels being addressed must also be considered. The Navigation Safety Workgroup recommends a tiered approach, applying greater caution as conditions worsen.

Sustained winds exceeding 25 knots in the Bay

- Vessels should closely evaluate whether it is safe to transit in the Bay. Size, class and sail area of the vessel, tidal influences, visibility, and traffic density should all be considered.
- VTS San Francisco will establish regular communications with bridge watches of VTS users in Bay Area anchorages, and more closely monitor swing circles to ensure vessels are not drifting.

Sustained winds exceeding 40 knots in the Bay

- Transits to and from berths are not recommended.

Sustained winds exceeding 40 knots and/or seas exceed 12 ft at the Sea Buoy

- Bar traffic restrictions and closure should be considered. Size and class of the vessel, draft, swell period, tidal influences, visibility, and traffic density should all

be considered. Strong ebb tides should be avoided, and a minimum of 10 feet under-keel clearance is recommended.

Procedures for Closing the Bar or Restricting Bar Traffic

- Bar closures are exercised on a situational basis without specifically defined weather or security conditions.
- The last Pilot over the Bar, inbound or outbound, shall make the recommendation to the dispatcher that the Bar should be considered for closure, or traffic limited to one-way traffic.
- In the event that the station boat is “boarded off”, then the station boat captain will make the recommendation to the dispatcher.
- The dispatcher will then notify the Operations Pilot, who will notify the Port Agent.
- The Operations Pilot or Port Agent will then notify the U.S. Coast Guard VTS and Command Duty Officer at the Sector San Francisco Command Center.
- The Captain of the Port will consult with the Operations Pilot or Port Agent prior to closing the bar under Captain of the Port authority. The Coast Guard will then issue a Marine Safety Information Bulletin communicating the closure or traffic restriction.
- The procedure for lifting traffic restrictions or re-opening the Bar will be the same as that for restricting traffic or closing the Bar.

Recommendations to Harbor Safety Committee

The Navigation Safety Workgroup recommends approval of these guidelines and their addition to the Harbor Safety Plan. The workgroup also recommends that the Captain of the Port document bar closures in the monthly Harbor Safety Committee Coast Guard Report, including the different factors considered and the weather conditions at the time of closure.

PORTS Report

January 8, 2009

PORTS Work group report:

The PORTS work group met December 15, 2008 at California State Land Commission offices in Hercules.

Topics discussed:

Budget

The Marine Exchange and OSPR are going to audit the PORTS accounts in order to clearly outline, this information will be made available for the next PORTS meeting for discussion;

- Committed funds
- Un-committed funds
- O&M costs and requirements
- Capital expenditures
- Use it or lose it funding
- Boating and Waterways

Gary Toledo, OSPR, informed the group that there was a \$300 K grant from DFG coming from the Governors recommendation to be paid out of the OSPAF fund to OSPR.

This money is to be used;

\$230 K for Capital expenditure

\$70 K for O&M

Status of PORTS sensors

- Richmond, Southampton Shoal current meter is operational
- Avon current meter is operational and will be switched on shortly
- Meteorological sensors at Amorco is scheduled for installation Jan. 16
- The site review for the Ferry bldg wind bird will take place mid Jan.
- Awaiting a buoy for the Oakland Bar Channel priority no. 1
- Awaiting a buoy for the Anchorage #9 current meter priority no. 2
- MET at Pier 80 – possible grant money install -
 - B. Horton to confirm location from pilots.
- MET at Pier 27 – possible grant money install
 - B. Horton to confirm location from pilots.
- MET at Rodeo – possible grant money install –
- MET at Army Pt.- possible grant money install

PORTS and AIS

AIS is presenting testing PORTS system data dissemination in Tampa, the PORTS work group intends to wait the outcome of the testing before proceeding with any further discussion regarding AIS and PORTS.

Additional topics

There are numerous other sensors in the SF Bay Area and offshore. It was decided that before any additional equipment was purchased and installed it is time to search out and see if some of the additional equipment can be incorporated into the PORTS system. Gerry Wheaton is taking the lead to make contact with some of these other organizations. Coastal Data Information Program (CDIP) and the salinity sensor at California Maritime Academy to start with.

CDIP, under the direction of Julie Thomas from Scripts, specializes in wave measurement, swell modeling and forecasting, and the analysis of coastal environment data. A CDIP buoy is located and operational on the San Francisco Bay. NOAA is currently working with the USACE and Scripts to incorporate CDIP wave buoy data into PORTS. NOAA anticipates eight months to a year before the capability will be available through PORTS. A proposal for purchase of a second buoy will be presented at the PORTS meeting scheduled for 15 January 2009. Having two buoys, one gathering data and the second undergoing maintenance, would allow for continuous data acquisition at the entrance to San Francisco Bay.

Next meeting

Jan. 15th at CSCL in Hercules at 1300.

Respectfully,

Captain Marc Bayer