

# 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 12, 2012

Harbormaster's Office, Port of Richmond, Richmond, California

**John Berge** (M), Pacific Merchant Shipping Association (PMSA), Vice Chair of the Harbor Safety Committee of the San Francisco Bay Region (HSC), called the meeting to order at 1007. He said that **Capt. Lynn Korwatch** (M), Marine Exchange of the San Francisco Bay Region (Marine Exchange), Chair of HSC; could not attend because staff from the Federal Emergency Management Agency (FEMA) were in the office of the Exchange to monitor the Port Security Grant Program. **Alan Steinbrugge** (A), Marine Exchange, confirmed the presence of a quorum of the HSC.

Committee members (M) and alternates (A) in attendance with a vote: **Capt. Esam Amso** (M), Valero Marketing and Supply; **Jim Anderson** (M), California Dungeness Crab Task Force; **Margot Brown** (M), National Boating Federation; **Ron Chamberlain** (M); Port of Benicia; **Capt. Andy Cook** (M), Chevron Shipping; **Aaron Golbus** (M), Port of San Francisco; **Capt. Bruce Horton** (M); San Francisco Bar Pilots; **Maj. Shaun Martin** (A), US Army Corps of Engineers (USACE); **Jim McGrath** (M), Bay Conservation and Development Commission, (BCDC); **Capt. Jonathon Mendes** (M), Starlight Marine Services; **Capt. Pat Murphy** (M), Blue & Gold Fleet; **William Nickson** (A), Transmarine Navigation; **Deb Self** (M), San Francisco Bay Keeper; **Capt. Ray Shipway** (A), International Organization of Masters, Mates, and Pilots; **Capt. Cynthia L. Stowe**, United States Coast Guard (USCG); **Gerry Wheaton** (M), National Oceanic and Atmospheric Administration (NOAA); **Michael Williams** (M), Port of Richmond.

Alternates present, and those reporting to the HSC on agenda items: **Nir Barnea**, NOAA, **Chris Beckwith**, California State Lands Commission (State Lands); **Capt. Jeff Cowan**, California Office of Spill Prevention and Response (OSPR); **Capt. Noapose Fotu** (A), National Cargo Bureau; **Lt. Cmdr. Desarae Janzen**, USCG; **Carol Keiper** (A), Oikonos Ecosystem Knowledge; **Rob Lawrence**, USACE; **Mike Marcy** (A), Tesoro Refining and Marketing Affairs; **William Needham** (A), National Boating Federation; **Linda Scourtis** (A), BCDC.

The meetings are always open to the public.

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## Approval of the Minutes

There were corrections to the minutes of the meeting of November 10, 2011: The spelling of **McGrath** is to be corrected throughout. A motion to accept the minutes as corrected was made and seconded. It passed without discussion or dissent.

## Comments by the Chair – Berge

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- There were no comments.

## Coast Guard Report – Capt. Stowe

- A Filipino cadet had been crushed while attempting to secure shifting bags of rice in rough weather while the ship was outbound near the Farallon Islands. A safety detention was ordered because cases like this are very serious and always rise to the national and flag state level. The class society was brought in to examine cargo handling procedures.
- Loss-of-propulsion incidents due to fuel-switching were down since the last meeting. One safety exemption had been taken during the period. The USCG has worked with the California Air Resources Board (ARB) on the issue and safety exemptions are there to be used.
- The Area Maritime Security Committee (AMSC) has taken up discussion of the closures of the Port of Oakland by the Occupy movement.
- The USCG had responded to two significant spills since the last meeting. A transfer spill at the University California Berkeley had been contained at Strawberry Creek. Fuel was spilled from a tug that sank at the Richmond graving dock. Unified commands were established and the Oil Spill Liability Trust Fund had been tapped.
- A forty-eight hour window of notice of special local regulations had been posted for the Mavericks surfing event. USCG had worked closely with local authorities to better control land side access.
- A Notice of Proposed Rule Making for the America's Cup event was expected to be published later in the month. There would be a ninety day comment period after the notice was published. Public hearing would be scheduled during the comment period.
- The problem with exploding containers, described at the November meeting of the HSC, was winding down. There were still a few on hold.

**McGrath** asked what had caused the sinking of the tug. **Capt. Stowe** said that it was hard to say, but the vessel appeared to be missing a lot of piping. **Berge** asked if the responsible owner

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had been contacted. **Capt. Stowe** said that the owner had been traced to Greece and had yet to respond to USCG inquiries.

**Self** asked whether the owner of the tug described at November 21 of the Marine Casualty Report had been identified. **Ltjg Meagan Snyder** said no. **Self** asked whether the loss-of-propulsion described on November 19 was related to fuel switching. **Lt. Cmdr. Ken Kostecki** said that it was possible and couldn't always be ruled out. **Self** asked whether the results of ongoing investigations were ever reported back to the HSC. **John Hummer, MARAD**, asked whether they were included in any year-end report. **Capt. Stowe** said that the loss-of-propulsion report from District 11 had a yearly component. She said that she would make sure that that report would be updated on the final resolution of investigations.

**Hummer** asked whether the Port Safety category had a yearly comparison feature. **Scourtis** said the information was included in the appendices to the *Harbor Safety Plan*, which is updated on a yearly basis. They can be found at this link: <http://www.sfmex.org/support/hsc/hscplan.php>.

**Brown** asked whether the mariners described in the reported incident of December 2 were wearing personal flotation devices. **Capt. Stowe** said they were not. **Capt. Cook** asked whether drug and alcohol testing had been administered. **Capt. Stowe** said that boating while intoxicated (BWI) was not suspected and that Coast Guard does not have the jurisdiction to test if that is not the case.

**Capt. Murphy** said their ferries had allided with something submerged near the dock at Angel Island. They had changed their approach, but **Capt. Murphy** asked whether there were reports of shoaling there. **Wheaton** said that the crew of the *NRT6* was in attendance and asked **Capt. Murphy** talk to them after the meeting.

**Berge** asked whether the sunken tug at the Richmond graving dock was a recreational vessel, and treated differently as a consequence. **Capt. Stowe** said that the tug was not documented in trade so the requirements were lower.

**Golbus** said that there seemed to be a missing incident involving a ferry that lost equipment. **Capt. Stowe** said they would follow up on that.

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## **Alteration of the Agenda – Berge**

**Berge** asked whether there was any objection from the HSC to moving item ten of the agenda (proposing a vote in support of a letter supporting funding for debris and dredging) to immediately follow the USACE report. There was no objection.

## **US Army Corp of Engineers Report – Maj. Martin**

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

**Capt. Amso** asked whether there had been a resurvey posted after the knock down at Bull's Head Reach. **Lawrence** said it had been surveyed and posted. **Jessica Burton Evans**, USACE, said that Bull's Head Reach was of high concern and that they were monitoring it more frequently. **Marcy** asked what options were being explored to keep the spot down. **Evans** said that hiring a contractor or bringing in a USACE hopper dredge were two options for knocking down the high spot, but that they were also looking for a long term solution. **Capt. Amso** asked who the point of contact was. **Evans** said she was the contact. **McGrath** said that a tip shoal, like the area of concern, needed advanced dredging. **Evans** said that it was in the plan but needed funding. **Jim Haussener**, California Marine Affairs and Navigation Conference (CMANC), whether they were coordinating with other agencies. **Evans** said that they were in consultation as part of the plan but that nothing formal had begun. **Capt. Horton** said the area was a known high spot often found when vessels ran aground there. He thanked the USACE for their increased vigilance.

**Capt. Amso** asked when the next survey of Pinole Shoal Channel would be posted. **Evans** said that she would check and get back to him.

## **Letter supporting funding of USACE debris removal and dredging projects**

- **Berge** asked **Capt. Shipway** to explain the purpose of the letter to be considered by the HSC.
- **Capt. Shipway** called on **Ken Danielson**, USACE, who explained that the debris removal program would be shut down in March if there was no increase in funding, and that the Bay Area was subject to a lot of debris. **Capt. Shipway** said that he had approached the Bar Pilots, Water Emergency Transport Authority, and others to support the intent of the letter and air their concerns at Washington, D.C.

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- **Berge** confirmed that all members had received a copy of the proposed letter and opened the floor to discussion.

During discussion several concerns were raised. First was that fair appropriations from the Harbor Maintenance Trust Fund should be discussed. Second was the need for more emphasis to be placed on the issue of safety to life and danger to the environment from under-funding debris removal and dredging. Third was that the dates of transition from January to December needed to be clarified. **Capt. Shipway**, lead author of the letter, did not object to any of the suggestions and felt they were good additions.

**Berge** asked the HSC whether they felt prepared to vote on the letter considering the number of changes. **Self** asked whether the HSC could approve the changes in concept. **Berge** said that the HSC had done so in the past when the proposed changes were not seen to substantially change the intent of the letter. **McGrath** said that there seemed to be consensus, and no opposition to the changes; and suggested that the changes be put in the form of a motion approving the letter.

Since there was no further discussion, **Berge** called for a motion to approve the letter as discussed. **McGrath** moved that the letter to support funding for USACE debris removal and dredge program be approved with editorial changes to add details on the fair appropriations from the Harbor Maintenance Trust Fund, risk to personal safety and the environment, and that the dates be corrected to properly describe the transition in paragraphs two and three. The motion was seconded, and passed without dissent, with **Maj. Martin** USACE abstaining.

## Clearing House Report – Steinbrugge

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

## OSPR Report – Capt. Cowan

- **Capt. Cowan** read from a report that is attached to these minutes.

## State Lands Report – Chedsey

- **Beckwith** introduced **David Stevens**, who will be the new representative to the HSC.
- **Beckwith** read from a report that is attached to these minutes.
- The biennial Prevention First symposium has been scheduled for October 2012.

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## NOAA Report – Wheaton

- A new edition of the *Coast Pilot* is out, and online for free at this address <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>
- Introduced **Tom Evans**, National Weather Service, who predicted that the jet stream would be south the following week to deliver some rain.
- Introduced **Barnea**

## Pacific maritime Traffic and Japanese Tsunami Debris Briefing – Barnea

- A copy of **Barnea's** presentation can be found on the Marine Exchange website by clicking this tinyurl: <http://tinyurl.com/6vd82ks>
- A summary of the project is attached to these minutes. It includes information on what debris to expect, and how to report it to [disasterdebris@noaa.gov](mailto:disasterdebris@noaa.gov). More information is available here: <http://marinedebris.noaa.gov/info/japanfaqs.html>
- **Wheaton** encouraged vessel owners and agents to tell their vessels about the program. He said it was just as important to know where debris wasn't sited as where it was. **Wheaton** said that anyone with questions could contact him.

## Tug Work Group – Capt. Mendes

- Their next meeting was to be a joint session with the Navigation work group on February

## Navigation Work Group – Capt. Horton

- Fog sensors would be on the agenda at the February meeting. **Capt. Horton** asked **Berge** to check on current work group assignments and update them.

## Ferry Operation Work Group – Capt. Murphy

- There was nothing to report. In February he would be attending an industry conference at Portland, Oregon, where ferry-routing protocols would be on the agenda.

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## Dredge Issues and Physical Oceanographic Real Time System (PORTS) Work Groups –

- **Berge** said that a new chair had yet to be appointed, and encouraged members to participate in the fog sensor session on February 2.

## Prevention through People Work Group – Brown

- **Susan “Charlie” Arms**, California Maritime Academy (CMA), had been named Boating Educator of the Year by the National Association of State Boating Law Administrators. She is the daughter of the late **Dr. Philip B. Arms Jr.**, who was a past president of the National Boating Federation and worked on the creation of the Simulation Center at CMA.

## PORTS Report – Steinbrugge

- A wind sensor Oakland 67 had been installed.
- The Point Potrero suite was experiencing cellular network issues.

## Public Comment

A man from the public asked why the leaks from the Sims scrap metal facility in the South Bay Area had not been mentioned. **Berge** said that the situation had yet to reach the level of a navigational safety issue so was outside the responsibility of the HSC. **McGrath** said that his agency was already tracking the issue and that he would be sure to raise the issue with the HSC if he thought it was appropriate

## Old Business

There was none.

## New Business

There was none.

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## Next Meeting

**Berge** said that the next meeting of the HSC would commence at 1000, Thursday February 9, 2012 at the Pier 1 Conference Center, Port of San Francisco..

## Adjournment

**Berge** adjourned the meeting at 1207..

Respectfully submitted:



Capt. Lynn Korwatch

# PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

November-11

## PORT SAFETY CATEGORIES

<b>1. Total Number of Port State Control Detentions for period:</b>	<b>1</b>
SOLAS (0), MARPOL (0), ISM (1), ISPS (0)	
<b>2. Total Number of COTP Orders for the period:</b>	<b>7</b>
Navigation Safety (5), Port Safety & Security (2), ANOA (0)	
<b>3. Marine Casualties (reportable CG 2692) within SF Bay:</b> Allision (0), Collision (0), Fire (0), Grounding (2), Sinking (0), Steering (1), Propulsion (6), Personnel (0), Other (0), Power (0)	<b>9</b>
<b>4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation:</b> Radar (3) Gyro (0), Steering (0), Echo sounder (0), AIS (1), AIS-835 (0), ARPA (0), SPD LOG (3), R.C. (0), Other (0)	<b>7</b>
<b>5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay:</b> None	<b>0</b>
<b>6. Significant Waterway events or Navigation related cases for the period:</b> None	<b>0</b>
<b>7. Maritime Safety Information Bulletins (MSIBs):</b> None	<b>0</b>
<b>Total Port Safety (PS) Cases opened for the period:</b>	<b>24</b>

## MARINE POLLUTION RESPONSE

### \* Source Identification (Discharges):

<b>TOTAL VESSELS</b>	
U.S. Commercial Vessels	1
Foreign Freight Vessels	0
Public Vessels	0
Commercial Fishing Vessels	1
Recreational Vessels	0
<b>TOTAL FACILITIES</b>	
Regulated Waterfront Facilities	0
Regulated Waterfront Facilities - Fuel Transfer	0
Other Land Sources	0
<b>Mystery Spills - Unknown Sources</b>	
<b>Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period</b>	
<b>5</b>	
1. Spills < 10 gallons	1
2. Spills 10 - 100 gallons	1
3. Spills 100 - 1000 gallons	0
4. Spills > 1000 gallons	0
5. Spills - Unknown	3
<b>TOTAL OIL DISCHARGE AND HAZARDOUS MATERIALS RELEASE VOLUMES BY SPILL SIZE CATEGORY:</b>	
1. Estimated spill amount from U.S. Commercial Vessels:	<b>55</b>
2. Estimated spill amount from Foreign Freight Vessels:	<b>0</b>
2. Estimated spill amount from Public Vessels:	<b>0</b>
3. Estimated spill amount from Commercial Fishing Vessels:	<b>1</b>
4. Estimated spill amount from Recreational Vessels:	<b>0</b>
5. Estimated spill amount from Regulated Waterfront Facilities:	<b>0</b>
6. Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer:	<b>0</b>
7. Estimated spill amount from Other Land Sources:	<b>0</b>
8. Estimated spill amount from Unknown sources:	<b>5</b>
<b>TOTAL OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES (GALLONS):</b>	
<b>61</b>	
Civil Penalty Cases for Period	0
Notice of Violations (TKs)	1
Letters of Warning	2
<b>TOTAL PENALTY ACTIONS:</b>	
<b>3</b>	

<b>SIGNIFICANT PORT SAFETY AND SECURITY CASES (November 2011)</b>
<b>MARINE CASUALTIES - PROPULSION/STEERING</b>
<b>Loss of propulsion (LOP), 01 Nov:</b> A ferry vsl experienced a partial loss of propulsion while transiting from San Francisco due to a gear oil cooling line separating. Ferry was in vicinity of Alcatraz Island at the time of the incident and continued on its voyage after securing the affected engine. LOP not fuel switching related. Case pends.
<b>Loss of propulsion (LOP), 01 Nov:</b> A foreign bulk vsl experienced a loss of propulsion while departing Port of Stockton, Berth 1. Vessel remote control for M/E was not functioning properly. Class and Technician's attended the vsl and verified satisfactory control from local control. Incident was not attributed to fuel switching. Cause is under investigation. Case pends.
<b>Grounding (LOP), 05 Nov:</b> A foreign bulk vsl grounded to avoid colliding with a house boat while en route to the Port of Stockton. To avoid collision the command was given for an astern bell and to drop the anchor. The break on the anchor was released but the anchor did not drop and the vsl grounded. The vsl refloated with tug assist and safely transited to Stockton. Class and Coast Guard attended the vsl and attested that there was no indication of pollution, hull damage or hull breach. An underwater survey was conducted with satisfactory results. Incident not related to fuel switching. Case pends.
<b>Loss of propulsion (LOP), 12 Nov:</b> A foreign tank vsl was proceeding to Anchorage 9, when the engine failed to respond to an order for dead slow astern. The vsl received a low start air pressure alarms during that time. The Chief Engineer discovered that the start air compressor #1 first-stage blow-down solenoid was stuck in the open position, causing a loss of start air. The valve was overhauled by the ship's crew. Class attested to the satisfactory repair and tested the main engine ahead and astern six times total without incident. Loss of propulsion may be attributed to fuel switching. Case pends.
<b>Loss of steering, 18 Nov:</b> A ferry vsl experienced a steering casualty while the vsl was mooring in Oakland. The steering electrical control shorted due to water leaking into the bridge wing control station. The ferry switched to the central control station and was able to moor and disembark all passengers safely. Case pends.
<b>Loss of propulsion (LOP), 18 Nov:</b> A ferry vsl experienced a loss of propulsion due to a pin hole leak at the 90 degree bend of a low pressure fuel line. A technician subsequently replaced the starboard aft low pressure fuel line. Loss of propulsion was not attributed to fuel switching. Case pends.
<b>Loss of propulsion (LOP), 19 Nov:</b> A foreign bulk vsl experienced a loss of propulsion while mooring. A low pressure alarm activated on the #1 Main Engine air starting reservoir. The low pressure resulted in a loss of start air causing the engine failure after multiple starts and stops were made in short intervals during maneuvering operations. Class attended the vessel and determined that the start air had been exhausted due to multiple rapid engine orders. Loss of propulsion was not directly attributed to fuel switching. Case pends.
<b>Reduction of propulsion, 20 Nov:</b> A foreign tank vsl experienced a reduction of propulsion due to an exhaust gas deviation in cylinder #4 which automatically slowed down the main engine. The reduction of horsepower was caused by a seized plunger in the high pressure fuel pump supplying the #4 cylinder. The failure was the result of inadequate lubrication which damaged the plunger. Class attended the vsl and attested to the satisfactory repairs. Reduction of propulsion is attributed to fuel switching. Case pends.
<b>Loss of propulsion (LOP), 22 Nov:</b> A foreign tank vsl experienced a loss of astern propulsion while anchoring at Anchorage 9. Class attended the vsl and determined that the LOP was due to the poor quality of the MGO fuel which could not support firing at slow speeds while at bridge control mode. The vsl accepted the California Air Resources Board (CARB) Safety Exemption and transited outbound on HFO until better quality MGO could be attained. Loss of propulsion is attributed to fuel switching. Case pends.
<b>Grounding, 28 Nov:</b> A foreign bulk vsl touched soft aground while moored at the Port of Stockton. The 623 ft vessel arrived at the dock at high tide with an approximate 34.43 ft draft. The charted depth for the berth is 34 ft. and therefore, at low tide, the vessel touched bottom. Class attended to the vsl and attested that there was no indication of pollution, hull damage or hull breach. The vessel was allowed to transit to LA/LB where an underwater hull survey was conducted and found satisfactory. Case pends.
<b>VESSEL SAFETY CONDITIONS</b>
<b>ISM Detention, 16 Nov:</b> Deficiencies found onboard a foreign bulk vsl warranted a detention for failure of their Safety Management System evidenced by poor maintenance onboard. Vessel made repairs and replaced necessary equipment and detention was lifted. Case pends.
<b>GENERAL SAFETY CASES</b>
<b>NONE</b>
<b>NAVIGATIONAL SAFETY</b>
<b>Letter of Deviation (LOD) AIS, tank vessel (03 Nov):</b> Vsl issued an inbound LOD.
<b>Letter of Deviation (LOD) Inop Speed Log, container ship (08 Nov):</b> Vsl issued an inbound/outbound LOD.
<b>Letter of Deviation (LOD) S-Band Radar, tank vessel (22 Nov):</b> Vsl issued an inbound LOD.
<b>Letter of Deviation (LOD) X-Band Radar, tank vessel (23 Nov):</b> Vsl issued an inbound LOD.
<b>Letter of Deviation (LOD) Inop Speed Log, container ship (25 Nov):</b> Vsl issued an inbound LOD.
<b>Letter of Deviation (LOD) Inop Speed Log, bulk ship (25 Nov):</b> Vsl issued an inbound LOD.
<b>Letter of Deviation (LOD) X-Band Radar, container ship (29 Nov):</b> Vsl issued an inbound LOD.
<b>SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES</b>
<b>11 Nov 11-</b> Pier 45, San Francisco- A Coast Guard Aux reported a sheen in the vicinity of Pier 45. A responsible party was not identified. Case closed.
<b>20 Nov 11-</b> Strawberry Point, Sausalito- Two sailing vessels and one recreational vessel went aground due to foul weather; the recreational vessel had a 150 gallon potential of oil. The vessels were removed; no oil went into the water. Case closed.
<b>21 Nov 11-</b> Strawberry Point, Sausalito- a tug was hard aground on a shoal with high tide water coming onto the decks and washing oil and HAZMAT off. Three 55 gallon drums of oily water mixture went into the water, 2 were recovered and the other sank. The tug was towed to ACOE for destruction. Case closed.
<b>25 Nov 11-</b> San Francisco- IMD received a call from a Coast Guard helicopter about a sheen coming from a fishing vessel transiting in the vicinity of Hunter Point and pier 45. The vessel's bilge had been on and discharged approximately .5 gallons of diesel overboard. The bilge was secured and an LOW was issued. Case closed.
<b>27 Nov 11-</b> Alameda Estuary-A mystery drum was reported. The case was federalized and the drum was removed. Case closed.
<b>28 Nov 11-</b> Stinson Beach-A mystery drum was reported. The case was federalized and the drum was removed. Case closed.

# PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

December-11

## PORT SAFETY CATEGORIES

<b>1. Total Number of Port State Control Detentions for period:</b>	<b>1</b>
SOLAS (0), MARPOL (0), ISM (1), ISPS (0)	
<b>2. Total Number of COTP Orders for the period:</b>	<b>8</b>
Navigation Safety (5), Port Safety & Security (3), ANOA (0)	
<b>3. Marine Casualties (reportable CG 2692) within SF Bay:</b> Allision (2), Collision (0), Fire (0), Grounding (0), Sinking (0), Steering (1), Propulsion (4), Personnel (1), Other (0), Power (1)	<b>9</b>
<b>4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation:</b> Radar (1) Gyro (1), Steering (0), Echo sounder (0), AIS (2), AIS-835 (0), ARPA (0), SPD LOG (1), R.C. (0), Other (0)	<b>5</b>
<b>5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay:</b>	<b>1</b>
<b>6. Significant Waterway events or Navigation related cases for the period:</b> None	<b>0</b>
<b>7. Maritime Safety Information Bulletins (MSIBs):</b> None	<b>0</b>
<b>Total Port Safety (PS) Cases opened for the period:</b>	<b>23</b>

## MARINE POLLUTION RESPONSE

\* Source Identification (Discharges):

<b>TOTAL VESSELS</b>	
U.S. Commercial Vessels	0
Foreign Freight Vessels	0
Public Vessels	0
Commercial Fishing Vessels	0
Recreational Vessels	2
<b>TOTAL FACILITIES</b>	
Regulated Waterfront Facilities	0
Regulated Waterfront Facilities - Fuel Transfer	0
Other Land Sources	2
<b>Mystery Spills - Unknown Sources</b>	
<b>1</b>	
<b>Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period</b>	
<b>5</b>	
1. Spills < 10 gallons	0
2. Spills 10 - 100 gallons	0
3. Spills 100 - 1000 gallons	0
4. Spills > 1000 gallons	2
5. Spills - Unknown	3
<b>TOTAL OIL DISCHARGE AND HAZARDOUS MATERIALS RELEASE VOLUMES BY SPILL SIZE CATEGORY:</b>	
1. Estimated spill amount from U.S. Commercial Vessels:	0
2. Estimated spill amount from Foreign Freight Vessels:	0
2. Estimated spill amount from Public Vessels:	0
3. Estimated spill amount from Commercial Fishing Vessels:	0
4. Estimated spill amount from Recreational Vessels:	1501
5. Estimated spill amount from Regulated Waterfront Facilities:	0
6. Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer:	0
7. Estimated spill amount from Other Land Sources:	1651
8. Estimated spill amount from Unknown sources:	3
<b>TOTAL OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES (GALLONS):</b>	
<b>3155</b>	
Civil Penalty Cases for Period	0
Notice of Violations (TKs)	0
Letters of Warning	1
<b>TOTAL PENALTY ACTIONS:</b>	
<b>1</b>	

**SIGNIFICANT PORT SAFETY AND SECURITY CASES (December 2011)****MARINE CASUALTIES - PROPULSION/STEERING**

**Loss of propulsion (LOP), 01 Dec:** A foreign bulk vsl reported an LOP while approaching Anchorage 8 in San Francisco Bay, CA due to a series of engine shifts from ahead to astern in short intervals. This caused the air start reservoir pressure to drop below the low pressure set point activating the low pressure alarm and causing the engine to automatically shift to local control which had to be reset in the Engine Control Room. Coast Guard Inspectors and Class attended the vsl and witnessed multiple successful engine tests. Class provided instructions regarding intervals between starting and stopping which were long enough to allow the system to recover and the air reservoir to maintain pressure. Incident is not directly attributed to fuel switching. Case pends.

**Near Collision, 02 Dec:** A foreign bulk vsl witnessed two people jumping overboard into the Sacramento River off of their 18ft P/C while close aboard. Station Rio Vista (STA RV) was launched and recovered the two mariners and took them to awaiting EMS at STA RV. The vsl was directed to Anchorage 9 in order to conduct drug/alcohol testing and begin an investigation into a potential marine casualty. The P/C operators stated that the reason they jumped out of their boat is that they couldn't get their engines started and panicked. Case pends.

**Loss of propulsion (LOP), 07 Dec:** A foreign bulk vsl experienced an LOP while anchoring at Anchorage 9, San Francisco Bay, CA due to the #2 L/O pump pressure dropping, caused by a clogged strainer. Repairs were made by the crew and successful testing of the main engine was conducted and witnessed by the attending Class Surveyor and CG inspectors. Incident was not attributed to fuel switching. Case pends.

**Loss of propulsion (LOP), 12 Dec:** A ferry vsl experienced an LOP in the port main engine during its transit to San Francisco with 17 POB. A faulty gear control circuit card was the cause of the failure. Incident was not attributed to fuel switching. Case pends.

**Equipment Failure, 12 Dec:** While a foreign tank vsl was preparing to depart berth, it was determined that the controllable pitch propeller (CCP) system was not operating properly. A technician attended the vessel and determined that a resistor inside the transmitter was missing. A spare resistor was installed and a classification society surveyor attended the vessel and determined satisfactory repairs. Incident was not attributed to fuel switching. Case pends.

**Equipment failure, 13 Dec:** A US flagged container vsl experienced a diesel fuel leak from a fuel line leading to the #4 cylinder shortly after getting underway from berth. Approximately 2 gallons of fuel spilled into a flash-pan beneath the failed connection. The vsl was directed to anchorage with a one tug escort where the crew made repairs prior to departure. Failure not attributed to fuel switching. Case pends.

**Allision, 14 Dec:** A ferry vsl fouled its propeller after alliding with a private construction buoy. The vsl was towed back to Berkeley Marina to undergo inspection and repair. Case pends.

**Loss of propulsion (LOP), 14 Dec:** A tow vsl experienced a loss of propulsion while transiting to berth. Cause was determined to be a malfunction with the automated engine control system on the bridge. Incident was not attributed to fuel switching. Case pends.

**Loss of power, 18 Dec:** A foreign container vsl experienced a temporary loss of power during the outbound transit. Cause was determined to be the generator tripping off-line which temporarily lead to the loss of power. Incident was not attributed to fuel switching. Case pends.

**Equipment failure, 21 Dec:** A foreign tank vsl experienced fuel leakage around both injectors leading to the #5 cylinder upon completing the change over from HFO to MGO. The vsl remained off shore to make repairs and then the vsl continued the inbound voyage into San Francisco under tug escort. Coast Guard Inspectors attended the vsl and conducted operational main engine tests. All tests were satisfactory and no fuel leaks were detected on the main engine. Incident was attributed to fuel switching. Case pends.

**Steering Failure, 22 Dec:** A foreign container vsl experienced delayed rudder movement upon conducting a steering gear test prior to getting underway from anchorage to berth. The crew determined that the non-return valve located inside the steering sump had come loose and fallen into the sump tank. The crew re-installed the valve in its original position using lock tight jell to prevent it from coming loose again. Coast Guard Inspectors attended the vsl and conducted satisfactory steering tests. Case pends.

**Equipment Failure, 24 Dec:** A small passenger vsl experienced an overheated engine and possible fire while underway near McCovey Cove, San Francisco with 28 passengers onboard. Vsl master shut down the engine and deployed fixed fire suppression system to engine compartment. All 28 passengers successfully rescued by Coast Guard and returned safely to shore. The engine fan belt was found broken and tangled up in the pulleys. It was determined that the engine overheated due to the fan belt slipping or breaking. No injuries or pollution. Case pends.

**Allision, 26 Dec:** a partially loaded tank barge under the control of a tug allided with the pier at Oakland Berth 8. At the time of the allision, the barge was carrying approximately 15,100 barrels of oil, but there was no damage to any cargo tanks holding oil product. The damage included a heavy inset in the bow rake, which buckled and fractured some of the internal frames inside that space. The vessel offloaded their cargo and proceeded to a shipyard for repairs. There were no reported injuries, and the tug captain received drug and alcohol testing. The cause of the casualty is under investigation. Case Pends.

**VESSEL SAFETY CONDITIONS**

**Loss of Life, 04 Dec:** While transiting outbound from San Francisco, a crewmember aboard a foreign bulk vsl was crushed to death while attempting to lash 2000lb bags of rice in the cargo hold during heavy seas. The vsl immediately returned to port. CG Inspectors, Class and the National Cargo Bureau attended the vsl for a safety exam and casualty investigation. Vsl was detained for multiple major ISM non-conformities. Case pends.

**GENERAL SAFETY CASES**

**Rule 9 violation, 29 Dec:** A commercial fishing vessel went close aboard across the bow of a foreign bulk vessel. Case Pends.

**NAVIGATIONAL SAFETY**

**Letter of Deviation (LOD) Inop Gyro, container ship (05 Dec):** Vsl issued an inbound LOD.

**Letter of Deviation (LOD) Inop S-Band Radar, container ship (06 Dec):** Vsl issued an inbound LOD.

**Letter of Deviation (LOD) Inop Speed Log, container ship (07 Dec):** Vsl issued an inbound/outbound LOD.

**Letter of Deviation (LOD) Inop AIS, bulk vessel (20 Dec):** Vsl issued an inbound LOD.

**Letter of Deviation (LOD) Inop AIS Pilot Plug, container ship (27 Dec):** Vsl issued an outbound LOD.

**SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES**

**11 December-** Richmond Harbor – A decommissioned Navy Tug sank in its berth with 78K gallon potential. IMD used federal funds to mitigate environmental impact. Approximately 1,500 gallons have been recovered and contractors continue to remove remaining oil products. Case pends.

**11 December-** Strawberry Creek, Berkeley- A day tank in the basement of Stanley Hall discharged 1,650 gallons of diesel into Strawberry Creek. EPA is the lead Federal On Scene Commander. UC Berkeley hired contractors to clean up product and mitigate environmental damage. As of 2 Jan, 970 gallons have been recovered and contractors continue to remove remaining oil products. Case pends.

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

**Report of the  
U.S. Army Corps of Engineers, San Francisco District  
January 12, 2012**

**1. CORPS FY 2012 O&M DREDGING PROGRAM**

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

- a. **Main Ship Channel (55+2)** –Dredging work complete. (No change)
- b. **Richmond Outer Harbor (and Richmond Long Wharf)** – Dredging work is complete, survey posted. (No change)
- c. **Richmond Inner Harbor** – Completed December 9<sup>th</sup> to -36 MLLW?
- d. **Oakland O & M Dredging** – Dredging is ongoing. Work is permitted until mid-March. (Montezuma)
- e. **Suisun Bay Channel (and New York Slough)** – Bull's Head reach knockdown completed December 16<sup>th</sup> (survey posted) (Jessie) -34 MLLW.
- f. **Pinole Shoal (35+2)** – Dredging work is complete, survey posted. (No change)
- g. **Redwood City/San Bruno Shoal** – Dredging of Redwood City Channel was completed on December 31.
- h. **San Rafael Across the Flats and Inner Canal Channels:** Dredging completed January 10<sup>th</sup>. Survey being completed then posted.

**DEBRIS REMOVAL** – Total debris removal for November was 135 tons (Raccoon 25 tons; Dillard 10 tons). 100 tons was from the removal of an old, self propelled, wood barge. This was a joint effort with USCG, CDFG, Richardson Bay Authority and USACE. It was grounded, holed, and sunk off Belvedere. The oil soaked barge, its fuel and machinery created an environmental nightmare. Average for Nov. from 2007 to 2010 is 36.25 tons.

The total debris removal for December was 102.5 tons (Raccoon 92 tons; Dillard 10.5 tons). Average for Dec. from 2007 to 2010 is 60.4 tons.

Total for 2011 is 1058 tons, which is over 2.1 million lbs of debris, 90% of which is human generated. The average yearly amount for 2007 to 2010 is 493.5 tons.

**BASEYARD DEBRIS COLLECTION TOTALS:**

<b>MONTH</b>	<b>GRIZZLY</b>	<b>RACCOON</b>	<b>DILLARD</b>	<b>MISC</b>	<b>TOTAL</b>
2011	TONS	TONS	TONS	TONS	TONS
JAN	21	59	5	3	88
FEB	11	55	33.5	0	99.5
MAR	8.5	134	92.5	5	240
APR	3.5	65	39	5	112.5
MAY	0	30.75	22	3	55.75
JUN	5	0	30.5	0	35.5
JUL	0	0	0	0	0
AUG	0	0	36	5	41
SEP	0	25.7	33.5	0	59.2
OCT	0	35	49	5	89
NOV	0	25	10	100	135
DEC	0	92	10.5	0	102.5

YR TOTAL
1057.95

**3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS**

None to report.

**4. EMERGENCY (URGENT & COMPELLING) DREDGING**

The shoal knockdown in Bull's Head reach was completed on December 16, 2011.

**5. OTHER WORK**

**San Francisco Bay to Stockton** - This project is on hold pending new funding. **No change.**

**Sacramento River Deep Water Ship Channel Deepening** - The Corps is actively coordinating with resource agencies and stakeholders to address comments on the DSEIR/EIS (February 2011). **No change.**

## **HYDROGRAPHIC SURVEY UPDATE**

### **Address of Corps' web site for completed hydrographic surveys:**

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

Main Ship Channel: Post-dredge survey completed August 1-2, 2011 has been posted.  
Pinole Shoal Channel: Condition survey of October 18-20 has been posted.  
Suisun Bay Channel: Post-dredge survey of mid-August 2011 has been posted.  
New York Slough: Post-dredge survey of August 11-12, 2011 has been posted.  
Bull's Head Channel: **Condition survey of November 14 and December 19, 2011 has been posted.**  
Redwood City: **Post-dredge survey of November-December, 2011 has been posted.**  
San Bruno Shoal: Condition survey completed in June, 2011 has been posted.  
Oakland Entrance Channel: Surveys completed in August and September 2009 have been posted.  
Oakland Inner Harbor Turning Basin: Survey completed April 2010 has been posted.  
Oakland Inner and Outer Harbors – Condition surveys dated May 19-25, 2011 have been posted.  
Oakland Outer-Outer Harbor: The special Delta-Echo survey of May 5, 2010 has been posted.  
Oakland Inner Harbor - South Brooklyn Basin: November/December 2010 survey posted.  
Southampton Shoal and Richmond Long Wharf: Post-dredge survey of Aug 31-Sept 2, 2011 has been posted.  
Richmond Inner Harbor: **Post-dredge survey completed in Oct., Nov. and Dec. 2011 has been posted.**  
Richmond Outer Harbor: Condition survey of Oct. 17, 2011 has been posted.  
Northship Channel: Condition survey of June 2011 has been posted.  
San Rafael Across-the-Flats and San Rafael Creek: **Pre-dredge surveys completed Oct. and Nov., 2011, respectively, have been posted.**  
Alameda Naval Station Survey (Alameda Point Navigation Channel): Survey completed in June 2011 has been posted.

### **Disposal Site Condition Surveys:**

SF-08 (Main Ship Channel Disposal Site): Survey completed in April 2011 has been posted.  
SF-09 (Carquinez): **Jan. 4, 2012;**  
SF-10 (San Pablo Bay): **Jan. 4, 2012** survey has been posted;  
SF-11 (Alcatraz): Survey of **Jan. 3, 2012** has been posted;  
SF-17 (San Francisco Harbor or Ocean Beach Disposal Site): August 2011 survey has been posted.





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Harbor Safety Committee of the  
San Francisco Bay Region Clearing House  
c/o Marine Exchange of the San Francisco Bay Region  
505 Beach Street, Suite 300  
San Francisco, California 94133-1131  
415-441-6600 fax 415-441-3080 hsc@sfmtx.org

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## San Francisco Clearinghouse Report

January 12, 2012

- ✎ In November & December the clearinghouse did not contact OSPR regarding any possible escort violations.
- ✎ In November & December the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ✎ The Clearinghouse contacted OSPR 3 time in 2011 regarding possible escort violations. The Clearinghouse called OSPR 6 time in 2010, 8 time 2009; 4 times 2008; 9 times in 2007; 9 times in 2006; 16 times in 2005; 24 times in 2004; twice in 2003; twice in 2002; 6 times in 2001; 5 times in 2000.
- ✎ In November there were 94 tank vessel arrivals; 17 Chemical/Oil Tankers, 27 Crude Oil Tankers, 2 LPG's, 20 Product Tankers, and 28 Tugs with Barges.
- ✎ In November there were 296 total arrivals.
- ✎ In December there were xx tank vessel arrivals; 3 Chemical Tankers, 19 Chemical/Oil Tankers, 24 Crude Oil Tankers, 3 LPG's, 15 Product Tankers, and 29 Tugs with Barges.
- ✎ In December there were 280 total arrivals.

# San Francisco Bay Clearinghouse Report For November 2011

## San Francisco Bay Region Totals

	<u>2011</u>		<u>2010</u>	
Tanker arrivals to San Francisco Bay	66		53	
Barge arrivals to San Francisco Bay	28		33	
Total Tanker and Barge Arrivals	94		86	
Tank ship movements & escorted barge movements	284		294	
Tank ship movements	193	67.96%	162	55.10%
Escorted tank ship movements	114	40.14%	79	26.87%
Unescorted tank ship movements	79	27.82%	83	28.23%
Tank barge movements	91	32.04%	132	44.90%
Escorted tank barge movements	41	14.44%	62	21.09%
Unescorted tank barge movements	50	17.61%	70	23.81%

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

Escorts reported to OSPR 0 0

<b>Movements by Zone</b>	<b>Zone 1</b>	<b>%</b>	<b>Zone 2</b>	<b>%</b>	<b>Zone 4</b>	<b>%</b>	<b>Zone 6</b>	<b>%</b>	<b>Total</b>	<b>%</b>
Total movements	184		271		0		142		597	
Unescorted movements	130	70.65%	191	70.48%	0	0.00%	87	61.27%	408	68.34%
Tank ships	85	46.20%	112	41.33%	0	0.00%	50	35.21%	247	41.37%
Tank barges	45	24.46%	79	29.15%	0	0.00%	37	26.06%	161	26.97%
Escorted movements	54	29.35%	80	29.52%	0	0.00%	55	38.73%	189	31.66%
Tank ships	27	14.67%	38	14.02%	0	0.00%	25	17.61%	90	15.08%
Tank barges	27	14.67%	42	15.50%	0	0.00%	30	21.13%	99	16.58%

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 2011

## San Francisco Bay Region Totals

	<u>2011</u>		<u>2010</u>	
Tanker arrivals to San Francisco Bay	64		61	
Barge arrivals to San Francisco Bay	29		25	
Total Tanker and Barge Arrivals	93		86	
Tank ship movements & escorted barge movements	335		295	
Tank ship movements	204	60.90%	183	62.03%
Escorted tank ship movements	99	29.55%	79	26.78%
Unescorted tank ship movements	105	31.34%	104	35.25%
Tank barge movements	131	39.10%	112	37.97%
Escorted tank barge movements	53	15.82%	55	18.64%
Unescorted tank barge movements	78	23.28%	57	19.32%

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

Escorts reported to OSPR 0 2

<b>Movements by Zone</b>	<b>Zone 1</b>	<b>%</b>	<b>Zone 2</b>	<b>%</b>	<b>Zone 4</b>	<b>%</b>	<b>Zone 6</b>	<b>%</b>	<b>Total</b>	<b>%</b>
Total movements	188		313		0		151		652	
Unescorted movements	134	71.28%	201	64.22%	0	0.00%	79	52.32%	414	63.50%
Tank ships	74	39.36%	98	31.31%	0	0.00%	38	25.17%	210	32.21%
Tank barges	60	31.91%	103	32.91%	0	0.00%	41	27.15%	204	31.29%
Escorted movements	54	28.72%	112	35.78%	0	0.00%	72	47.68%	238	36.50%
Tank ships	25	13.30%	50	15.97%	0	0.00%	30	19.87%	105	16.10%
Tank barges	29	15.43%	62	19.81%	0	0.00%	42	27.81%	133	20.40%

### 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.

# San Francisco Bay Clearinghouse Report For 2011

## San Francisco Bay Region Totals

	<u>2011</u>		<u>2010</u>	
Tanker arrivals to San Francisco Bay	776		699	
Barge arrivals to San Francisco Bay	327		371	
Total Tanker and Barge Arrivals	1,103		1,070	
Tank ship movements & escorted barge movements	3,571		3,528	
Tank ship movements	2,313	64.77%	2,070	58.67%
Escorted tank ship movements	1,186	33.21%	925	26.22%
Unescorted tank ship movements	1,127	31.56%	1,145	32.45%
Tank barge movements	1,258	35.23%	1,458	41.33%
Escorted tank barge movements	500	14.00%	683	19.36%
Unescorted tank barge movements	758	21.23%	775	21.97%

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

Escorts reported to OSPR

	3	6
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<b>Movements by Zone</b>	<b>Zone 1</b>	<b>%</b>	<b>Zone 2</b>	<b>%</b>	<b>Zone 4</b>	<b>%</b>	<b>Zone 6</b>	<b>%</b>	<b>Total</b>	<b>%</b>
Total movements	2,209		3,413		0		1,533		7,155	
Unescorted movements	1,558	70.53%	2,286	66.98%	0	0.00%	911	59.43%	4,755	66.46%
Tank ships	919	41.60%	1,173	34.37%	0	0.00%	484	31.57%	2,576	36.00%
Tank barges	639	28.93%	1,113	32.61%	0	0.00%	427	27.85%	2,179	30.45%
Escorted movements	651	29.47%	1,127	33.02%	0	0.00%	622	40.57%	2,400	33.54%
Tank ships	290	13.13%	456	13.36%	0	0.00%	257	16.76%	1,003	14.02%
Tank barges	361	16.34%	671	19.66%	0	0.00%	365	23.81%	1,397	19.52%

### 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.

# OSPR Update

## January 12, 2012

### OPERATIONS

Tugs Lion and Tiger in Richmond- 205 foot Tug Tiger sank in Richmond mid-December; Unified Command with USCG and OSPR.

Tug Lion- added ballast; removed oil; shifted to another berth.

Tug Tiger- 3 layers of boom including tide slides; over 1400 gallons of oil have already been recovered; Unified Command approved salvage Plan.

Loss of Propulsion CARB regulations

93 in 2011

33 are fuel oil related per initial USCG investigation; actual number of fuel switching related is higher.

Continue working with Air Resources Board and USCG. Need to be pro-active to prevent the first spill from fuel switching!

Legislation: AB1112(Huffman) signed by Governor Jerry Brown, October 8<sup>th</sup>.

1. Comprehensive risk-based monitoring of bunkering and lightering operations at berth and at anchor- July 01, 2012.
2. Fee increase from 5 cents/barrel to 6.5 cents per barrel effective January 01, 2012.
3. Audits- required and underway.
4. Governor's signing message requires change in nontank fees.

Bunkering and Lightering

1. Increased monitoring
2. Drills/training for bunkering companies need to deploy 600 feet of boom in 30 minutes and another 600' in next 30 minutes.
3. Best practices:
  - a) Developing New Pacific States/British Columbia Oil Spill Task Force video based on Washington State video.
  - b) Face to face with handshake meeting between PIC's before transfers.
  - c) Other Best maritime Practices as identified by HSC's.

Major Initiatives including Planned legislative/regulatory changes

1. Implementation of AB 1112
2. Improve Response Readiness
  - a) OSPR personnel- ICS training, Personal Qualification Standards.
  - b) Spill Management teams- need to meet Best Achievable Protection standard.
  - c) Mutual aid- States must be pro-active; cascading equipment requires approval of federal government, State and plan holders; Pacific States/BC signed new mutual aid agreement in August 2011.
3. Streamline non tank contingency plans.

Upcoming Events

Clean Pacific Conference in Long Beach May 15-17, 2012

Prevention First in Long Beach October 23-24

West Coast Harbor Safety Committee Summit around October- participants support holding summit annually.



## CALIFORNIA STATE LANDS COMMISSION

### HARBOR SAFETY COMMITTEE MONTHLY REPORT - DECEMBER COMPARISON

#### VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
DECEMBER 1 - 31, 2010	210	100	47.62
DECEMBER 1 - 31, 2011	224	81	36.16

#### CRUDE OIL / PRODUCT TOTALS

	Crude Oil ( D )	Crude Oil ( L )	Overall Product ( D )	Overall Product ( L )	GRAND TOTAL
DECEMBER 1 - 31, 2010	10,341,000	0	15,061,800	7,947,071	23,008,871
DECEMBER 1 - 31, 2011	13,331,738	0	17,620,438	8,080,445	25,700,883

#### OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
DECEMBER 1 - 31, 2010	1	0	0	1	1 Gallon - Other
DECEMBER 1 - 31, 2011	0	0	0	0	0

\*\*\* 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.

1/12/2012

Date Range: 01/01/2011 - 12/31/2011

NCFO

6.0 Oil Spills

Facility						
ShortName	SpillDate	OESNumber	Reported Product	UPDATED QTY	VesselName	
BLUE AND GOLD	06/19/2011	113665	Diesel	1		
Spills Noted		Facility Fault	Vessel Fault	Other Fault	Reported Spilled (gal.)	
1		1	0	0	1	
Terminal						
ShortName	SpillDate	OESNumber	Reported Product	UPDATED QTY	VesselName	
CHEVRON RLW	01/18/2011	110328	Lube Oil	5	CYGNUS VOYAGER	
PLAINS PRD RICH	02/16/2011	110940	Diesel	5		
CHEVRON RLW	03/23/2011	111808	Gasoline	24		
SHELL	08/31/2011	115166	Crude-Other	1		
CHEVRON RLW	09/26/2011	115704	Additives-Other	5	CHEMBULK LINDY ALICE	
IMTT	10/09/2011	116020	Diesel	1	TU NOELANI	
CHEVRON RLW	10/17/2011	116190	Jet Fuel	1	MISSISSIPPI VOYAGER	
Spills Noted		Terminal Fault	Vessel Fault	Other Fault	Reported Spilled (gal.)	
7		4	3	0	67	

1/12/2012

Date Range: 01/01/2010 - 12/01/2010

NCFO

6.0 Oil Spills

**Facility**

<u>ShortName</u>	<u>SpillDate</u>	<u>OESNumber</u>	<u>Reported Product</u>	<u>UPDATED QTY</u>	<u>VesselName</u>		
BLUE AND GOLD	02/02/2010	100869	Diesel	1			
BLUE AND GOLD	02/17/2010	101234	Diesel	5			
Spills Noted				Facility Fault	Vessel Fault	Other Fault	Reported Spilled (gal.)
2				1	1	0	6

**Terminal**

<u>ShortName</u>	<u>SpillDate</u>	<u>OESNumber</u>	<u>Reported Product</u>	<u>UPDATED QTY</u>	<u>VesselName</u>		
IMTT	01/26/2010	100680	Fuel Oil	1	TB FDH 26-1		
CHEVRON RLW	05/06/2010	102836	Other	1			
SHELL	06/30/2010	103964	Light Cycle Oil	1			
CHEVRON RLW	11/25/2010	107096	Diesel	1	FLORIDA VOYAGER		
Spills Noted				Terminal Fault	Vessel Fault	Other Fault	Reported Spilled (gal.)
4				3	1	0	3



## CALIFORNIA STATE LANDS COMMISSION

### HARBOR SAFETY COMMITTEE REPORT - YEAR 2010 and YEAR 2011 COMPARISON

#### VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
1/1/2010 - 12/31/2010	2633	1141	43.33
1/1/2011 - 12/31/2011	2521	1039	41.21

#### CRUDE OIL / PRODUCT TOTALS

	Crude Oil ( D )	Crude Oil ( L )	Overall Product ( D )	Overall Product ( L )	GRAND TOTAL
1/1/2010 - 12/31/2010	147,016,955	300,000	205,374,688	93,651,082	299,025,770
1/1/2011 - 12/31/2011	144,976,182	1,061,000	200,260,001	88,031,463	288,291,464

#### OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
1/1/2010 - 12/31/2010			PLEASE SEE ATTACHED.		
1/1/2011 - 12/31/2011			PLEASE SEE ATTACHED.		

\*\*\* 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.

## Marine Debris Sightings from the Japan Earthquake Request

The 9.0 magnitude earthquake that occurred March 11, 2011 off the east coast of Honshu Japan resulted in a debris field in the North Pacific Ocean. Information from mariners transiting the North Pacific Ocean, pertaining to debris sighting was broadcasted through the US Department of Transportation Maritime Administration MARAD via advisory # 2011-08 dated September 23, 2011.

Possible marine debris types include derelict vessels, fishing nets and floats, lumber, cargo containers, and household goods. Because different debris types move with currents or winds differently, the debris may be dispersed over a very broad area between Japan and the US West Coast.

Significant debris sightings are requested. Information pertaining to the debris field includes:

- Time Stamp;
- Latitude and Longitude of the sighting;
- A description of the debris in the area; and
- Photos if possible.

Report sightings to [disasterdebris@noaa.gov](mailto:disasterdebris@noaa.gov).

Additional information can be obtain at <http://marinedebris.noaa.gov/info/japanfaq.html>

January 13, 2012

Honorable Dianne Feinstein  
Chair, Subcommittee on Energy & Water Appropriations  
United States Senate  
One Post Street, Suite 2450  
San Francisco, CA 94104

RE: U.S. Army Corps of Engineer's Debris Removal Mission  
Support for Administrative Reprogramming of \$1.35 million (FY 2012 Appropriations Bill)

Dear Senator Feinstein:

I am writing to you on behalf of the membership of the Harbor Safety Committee representing commercial and public maritime users of San Francisco Bay and its connecting bays. All of the vessels that operate in our region depend on clean and unobstructed waterways for safe and efficient operations. We understand that the recently passed Energy & Water Appropriations Bill for Fiscal 2012 did not allocate the required funding for the U.S. Army Corps of Engineers (Corps) to continue to operate their debris removal boats; the *Racoon*, *Dillard* and *Grizzly* in our area. The local Corps of Engineers office will lay-off staff by the end of this month and stop its debris mission.

We are concerned that the conditions of our bays will soon become hazardous for local mariners if the Corps has to stop removing floating debris may the end of January 2012.

If the debris removal mission stops by the end of September 30, 2012 (FY 2012), approximately 1700 tons of floating debris will accumulate in the federal channels, including an onslaught of pilings and trees. At risk are vessels with propeller jets, such as Bay Area ferries, tugs and other fast vessels and due to their smaller size and construction, fishing and recreational vessels also face substantial risks. Larger commercial shipping operations would also be affected because their tug escorts will need to operate in more hazardous Bay waters. It would be cost-inefficient to expose vessels to debris that will cause propeller damage and result in costly repairs and disruption of operations. It is financially burdensome for commercial vessel operators and individual mariners to assume the costs of vessel repairs. Programming the balance of the \$1.3 million in funding is a good investment in keeping vessels in service and generating revenue and jobs for our economy.

The timing of this budget reduction will also adversely impact the race participants and spectators for the upcoming America's Cup Events beginning August 2012. The speed of the sailing vessels and the number of anticipated spectators require that a safe race course, free from the threat of debris obstructions. The eyes of the international community will be on our Bay via the extensive media coverage that is planned and the region needs to prevent any embarrassing or dangerous accidents.

We ask for your assistance in urging the Corps to reprogram \$1.3 million in funding from the FY 2012 appropriations bill, recently passed by your committee for continuation of the local Debris Mission to prevent the accumulation of tons of debris that put vessels, crews and the environment at risk.

Thank you for your kind attention to this urgent request.

Sincerely,

Captain Lynn Korwatch  
Chair, San Francisco Bay Region Harbor Safety Committee