

Harbor Safety Committee

of the San Francisco Bay Region

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

Harbor Safety Committee of the San Francisco Bay Region

Thursday, January 10, 2013

Port of Richmond, Harbormaster's Office

1340 Marina Way South

Richmond, California

Capt. Lynn Korwatch (M), Marine Exchange of the San Francisco Bay Region (Marine Exchange), Chair of the Harbor Safety Committee (HSC); called the meeting to order 1000.

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: **Jim Anderson**(M), CA Dungeness Crab Task Force; **Capt. Peter Belden** (A), Baylink Ferry/Blue and Gold Fleet; **John Berge** (M), Pacific Merchant Shipping Association (PMSA); **Margot Brown** (M), National Boating Federation; **Ron Chamberlain** (M), Port of Benicia; **Capt. Andy Cook** (M), Chevron Shipping Company ; **Aaron Golbus** (M),Port of San Francisco; **Capt. Bruce Horton** (M), San Francisco Bar Pilots; **Deb Self** (M),San Francisco Bay Keeper; **Jim McGrath** (M), Bay Conservation and Development Commission, (BCDC); **Capt. Jonathan Mendes** (M), Starlight Marine Services; **William Nickson** (A), Transmarine Navigation Corporation; **Chris Peterson** (M), Port of Oakland; **Capt. Ray Shipway** (A),Int'l Org. of Masters Mates and Pilots; **Rich Smith** (M), Westar Marine Services; **Capt. Cyndi Stowe**(M), United States Coast Guard (USCG); **Gerry Wheaton**(M) National Oceanic and Atmospheric Administration (NOAA).

The meetings are always open to the public.

Approval of the minutes

Corrections to the minutes of the November 8 meeting:

Page two paragraph one line twelve should read: Coast Guard anticipates sending local Coast Guard resources. Page three paragraph three, line five should read: the Corps on various issues. Page four paragraph two line twenty-two should read: had to be cut open to release the kids that were trapped below the deck.

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Corrections were made on misspelled names **for Peter Mclsaac and Peter Bonebakker. Margot Brown** submitted corrections to the minutes

Comments by Chair – Capt. Korwatch

- **Capt. Korwatch** - Welcomed the committee members and audience.

Coast Guard Report – Capt. Stowe-

In December we had 12 losses of propulsion which includes ships, tugs and ferries. There was once case where a towing vessel lost steering seven nautical miles off shore. It was towing a 360ft empty oil barge. It highlights the challenges that are faced with salvage towing. It is an issue that the community needs to take a look at and evaluate whether we do have sufficient salvage towing capabilities. **Capt. Stowe** requested that the committee take a look at this issue. This past month a marine safety information bulletin on fishing vessel fatigue was issued. There were four casualties in the recent past. As a result, the Coast Guard is working with the fishing vessel industry and in spring will plan a meeting to talk about fatigue issues. Three days ago there was an incident involving the 750ft tank ship the Overseas Reymar allision with the Bay Bridge while heading from anchorage out to sea. Coast Guard views this as a serious casualty. We did not have an oil spill and the ship still has structural integrity at this point in time. It is the top priority of the Coast Guard to conduct an investigation as quickly as possible. The NTSB is also assisting in the investigation. Casualty investigations take time. It may take a few months to gather the data and analyze it and get the report and recommendations out. Immediately following Cosco Busan this committee identified critical maneuvering areas and implementing voluntary guidelines to be followed. Guidelines were adopted, agreed to and implemented in a very short time period. In light of the fact that there has been a second casualty with the bridge a request was made for a workgroup to review the critical maneuvering areas and give feedback.

LCDR Wirts read from the November and December Prevention/Response reports attached to minutes

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Deb Self wanted to thank the Coast Guard for working the new language in related to loss of propulsion.

John Berge asked if the Dec. 20 incident was reported by the vessel or pilot. **LCDR Wirts** advised it was reported by the pilot but not until he was off the vessel.

Capt. Korwatch requested **Capt. Mendes** with the Tug Work Group to take on the review of the salvage issue. **Capt. Korwatch** requested **Capt. Horton** with the Navigation Workgroup take on the review of the CMA's.

US Army Corps of Engineers Report – Major Thompson

Two dredging projects, one in Richmond inner harbor with a completion date of mid-January and in Oakland with an undetermined completion date.

Mr. Mike Dillabough made a rough recommendation that a system of notification be put in place when an incident at the bridge happens. The reinforced fendering system installed by Caltrans floats about four to six inches under the surface of the water when knocked off and weighs about fifteen tons. It would be requested that whoever arrives first at the scene take a look at not only the ship but the bridge for missing sections of the fendering system. This way ships can be alerted. Also notify the US Army Corps of Engineers debris group and they will come out and remove it.

Capt. Korwatch asked if Caltrans reports when they have items missing from the bridge. **Mr. Mike Dillabough** advised that last time it took them several days.

Capt. Stowe advised that in this recent incident they were out almost immediately conducting an assessment of the bridge.

Major Thompson advised they use a SharePoint calendar and request form within the Corps of Engineers. They are willing to respond to requests as long as it is understood that it may change.

Rob Lawrence read from report attached to minutes.

Capt. Amso asked when they planned to do a condition survey. **Jessica Burton Evans** advised in February or March.

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Capt. Horton commended the Army Corp on their fastidiousness of posting surveys.

Clearing House Report – Alan Steinbrugge read from report attached to minutes

OSPR Report – Captain Jeff Cowan - read from report attached to minutes. He corrected the section under Oil Spill Clean-up Agents line two to read: The Notice may go out early this year.

Capt. Korwatch asked what type of drills. **Capt. Cowan** advised spill management.

NOAA – Gerry Wheaton

NRT group met with the Pilots in June of 2012 and identified areas that needed to have hydrographic survey work. Those areas have been completed and a poster display will be presented at Feb 2013 meeting. NOAA is seeking comments regarding the expansion of the Gulf of Farallones Marine Sanctuary boundary limits. Request is up March 1st. Information will be posted on SFMX website. Weather Service advises colder weather is predicted in the next week.

Capt. Korwatch asked at what point ship lane changes to protect the whales will be posted. Wheaton advised they are not on the charts now. They will post almost immediately once the Coast Guard makes the announcement, possibly happening in June.

CA State Lands Commission Report – Dave Stephens

- Read from report attached to minutes. Staff changes include that Gary Gregory is back as Marine Facility Division Chief; Scott Schaefer is also back at State Lands. Also Jennifer Lucchesi is the new Executive Officer.

Tug Work Group –Capt. Jonathan Mendes

Next work group is scheduled for January 22 at 1000. Per the request they will address the rescue towing issue.

Navigation Work Group – Capt. Horton

- There was nothing to report.

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Ferry Operations Work Group – Peter Belden

- They will schedule a meeting in the next week or two to look at how existing grants funds can apply to AIS enhancement. The meeting will be held at the Port of San Francisco.

Dredge Issues Work Group – Capt. Esam Amso

- There was nothing to report.

PORTS Work Group – Chris Peterson

- There was nothing to report.

Prevention through People Work Group – Margot Brown

- There was nothing to report.

PORTS report – Alan Steinbrugge

The Amorco tide station is scheduled for installation in February

Capt Korwatch advised that the Marine Exchange has been asked to be the keeper of the calendar. Please reach out to **Chris Hicks** at the Marine Exchange. He can assist you with posting your calendar event on our website with the goal that you will be able to post on your own. This should help prevent scheduling conflicts among the different events and functions.

Public Comment

- Question was asked about the status of the water hyacinth near Stockton. **Capt. Horton** advised that they are still monitoring it but it appears to be decreasing. Question was asked if it could be viewed on a case by case basis. **Capt. Horton** advised that it moves around so much that until it dissipates to a level that they know it will be manageable, the procedure will not change.
- **Jeff Cowan** advised that he wrote an article titled Can Fatigue Cause Oil Spills. It was in the Nov/Dec issue of Maritime Professional.
- Ray Shipway made aware that we've lost a member of our maritime community. Diane Shipway was the salvage coordinator for Parking Diving and

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worked in the bay area in the maritime community for many years. She passed away in December from cancer.

- **Old Business**
- **Deb Self** advised she was interested in some of the discussion surrounding the Bay Bridge.
- **Capt. Korwatch** advised all meetings are public meetings. They encourage and value participation. If you are not on our email list please give the Marine Exchange your contact information and we will ensure you get on our list.

New business

- Question was asked if there would be a workgroup on fatigue on fishing boats. **Capt. Korwatch** advised that it would possibly be a good task for the Prevention through People workgroup. **Capt. Stowe** advised Coast Guard will bring all the fishing vessel representatives together in an industry meeting sometime in spring where they will talk about this issue and help the fishing industry develop some guidelines or Best Practices.

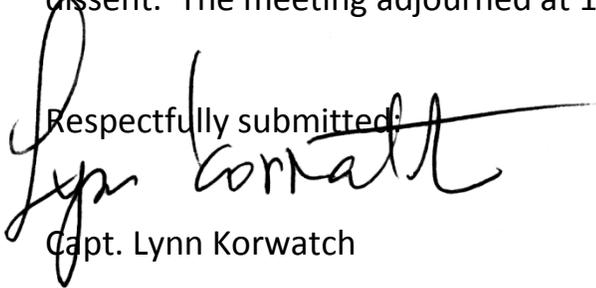
Next meeting

Capt. Korwatch said the next regularly scheduled meeting of the HSC is scheduled for 1000, Thursday, February 14 at the Port of San Francisco, Pier 1 Conference Center, The Embarcadero, San Francisco, California

Adjournment

A Motion to adjourn was made and seconded. It passed without discussion or dissent. The meeting adjourned at 1057.

Respectfully submitted:



Capt. Lynn Korwatch

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

November-12

PORT SAFETY CATEGORIES*

	2012	2011	3yr Avg**
1. Total Number of Port State Control Detentions for period:	1	1	0.5
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0) LOAD LINE (1)			
2. Total Number of COTP Orders for the period:	7	0	3.1
Navigation Safety (4), Port Safety & Security (3), ANOA (0)			
3. Marine Casualties (reportable CG 2692) within SF Bay: Allision (0), Collision (0), Fire (0), Grounding (0), Sinking (0), Steering (1), Propulsion (5), Personnel (1), Other (1), Power (1)	9	10	7.5
4. Total Number of (routine) Navigation Safety issues/Letters of Deviation: Radar (5) Gyro (0), Steering (0), Echo sounder (0), AIS (2), AIS-835 (0), ARPA (0), SPD LOG (2), R.C. (0), Other (0)	9	7	5.2
5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay:	1	0	0.3
6. Significant Waterway events or Navigation related cases for the period:	0	0	0.2
7. Maritime Safety Information Bulletins (MSIBs):	1	0	0.1
Total Port Safety (PS) Cases opened for the period:	28	18	16.9

MARINE POLLUTION RESPONSE

Source Identification (Discharges):

VESSELS	2012	2011	3yr Avg**
U.S. Commercial Vessels	1	1	1.3
Foreign Freight Vessels	0	0	0.2
Public Vessels	0	0	0.8
Commercial Fishing Vessels	0	1	0.4
Recreational Vessels	6	0	2.2
FACILITIES			
Regulated Waterfront Facilities	3	0	0.5
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.4
Other Land Sources	1	0	2.1
Mystery Spills - Unknown Sources	5	1	4.8
Number of Oil/Hazmat Pollution Incidents within San Francisco Bay for Period			
1. Spills < 10 gallons	14	1	6.3
2. Spills 10 - 100 gallons	1	1	0.9
3. Spills 100 - 1000 gallons	0	0	0.1
4. Spills > 1000 gallons	0	0	0.1
5. Spills - Unknown	1	1	5.9
Total:	16	3	13.7
TOTAL OIL DISCHARGE AND HAZARDOUS MATERIALS RELEASE VOLUMES BY SPILL SIZE CATEGORY:			
1. Estimated spill amount from U.S. Commercial Vessels:	0.25	55	14.1
2. Estimated spill amount from Foreign Freight Vessels:	0	0	0.1
2. Estimated spill amount from Public Vessels:	0	0	6.1
3. Estimated spill amount from Commercial Fishing Vessels:	0	1	23.2
4. Estimated spill amount from Recreational Vessels:	2.7	0	6.1
5. Estimated spill amount from Regulated Waterfront Facilities:	2.5	0	3.5
6. Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer:	0	0	0.7
7. Estimated spill amount from Other Land Sources:	10	0	88.7
8. Estimated spill amount from Unknown sources:	0	5	4.9
TOTAL OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES (GALLONS):	15.45	61	121.6
Civil Penalty Cases for Period	0	0	0.1
Notice of Violations (TKs)	1	1	0.4
Letters of Warning	3	2	1.5
TOTAL PENALTY ACTIONS:	4	3	2.0

*NOTE: As of Oct 2012, values represent all cases within the HSC jurisdiction during the period. Significant cases are detailed in the narrative.

** NOTE: Values represent an average month over a 36 month period for the specified category of information.

SIGNIFICANT PORT SAFETY AND SECURITY CASES (November 2012)

MARINE CASUALTIES

Loss of propulsion, (03NOV): A foreign flag bulk freight vessel experienced a loss of propulsion while anchoring at Anchorage 9. The main engine failed to respond to an astern bell due to improper settings on the vessel's main engine. The vessel's crew made adjustments to the main engine settings and Class attended the vessel to witness satisfactory operation of the main engine. LOP was not attributed to fuel switching. Case pends.

Injury, (07NOV): A foreign flag bulk freight vessel reported that a crew member was experiencing stroke like symptoms while the vessel was transiting to Stockton. A Coast Guard small boat arrived on scene, but the crew member was unconscious and could not be transferred. A Coast Guard helicopter conducted a medivac and transported the member to John Muir Medical Center. Case pends.

Loss of Steering, (10NOV): A U.S. flag small passenger vessel with 40 passengers onboard experienced a loss of steering near Sausalito. The vessel anchored and attempted to effect repairs but was unsuccessful. Vessel Assist safely towed the vessel to Sausalito. The vessel was issued a no sail CG-835 to repair the steering. Case pends.

Reduction in Propulsion, (12NOV): A foreign flagged container ship experienced a reduction in propulsion while transiting inbound to Oakland. The crew identified the cause to be a faulty injection controller unit for the #6 cylinder. The crew replaced the faulty part with a spare. Class and Coast Guard attended the vessel and witnessed satisfactory operation of the Main Engine. LOP was not attributed to fuel switching. Case pends.

Loss of Propulsion, (22 NOV): A foreign flag tank vessel experienced a loss of propulsion while conducting pre-arrival engine tests at the Sea Buoy. The main engine failed to respond to an astern bell due to improper MGO settings on the vessel's main engine. The settings were changed and Class attended the vessel to witness satisfactory operation of the main engine. LOP was attributed to fuel switching. Case pends.

Loss of Power, (29 NOV): A foreign flag container ship experienced multiple power failures while enroute to Oakland and while at the dock. Technicians conducted extensive troubleshooting and identified the cause of the incidents to be deteriorated insulation on the main engine wiring. The technicians replaced approximately 300 meters of wiring on the main engine and stated that the vessel was constructed with a bad batch of wiring. Class and Coast Guard witnessed satisfactory load tests of all three generators and satisfactory testing of the main engine. Case pends.

VESSEL SAFETY CONDITIONS

Vessel Operational Control, (03 Nov): The Coast Guard received notification from CA State Lands Commission of a plan to tow 2 derelict vessels from Spud Island to Stockton. A COTP order was issued prohibiting movement until a satisfactory dead ship tow plan is submitted and the vessels receive satisfactory safety inspections. Case pends.

Voyage Termination, (04 Nov): The Coast Guard received notification of an unsafe towing evolution departing from Richardson Bay. The towing evolution involved a 32ft utility boat towing two other vessels and sections of a dock. The Coast Guard boarded the vessel and identified multiple discrepancies, including an inadequate amount of fire extinguishers. The vessel's voyage was terminated. Case closed.

Vessel Detention, (23 Nov): During a routine examination on a foreign flag tank vessel, inspectors found a crack in the vessel's side shell plating which had been plugged using a wooden wedge and rubber gasket material. The crack was located in the engine room, approximately 2-3 meters below the waterline. The vessel was detained. The crew ballasted the vessel to bring the crack out of the water, and a section of the hull plating was replaced. Class and Coast Guard attended the vessel to examine the repairs, and the detention was lifted. Case pends.

Vessel Operational Control, (29 Nov): The Coast Guard received a Dead Ship Tow notification to move an inactive U.S. flag passenger vessel from Pier 38 to Little Connection Slough in Stockton. A COTP order was issued prohibiting movement until a satisfactory dead ship tow plan is submitted and the vessel receives a satisfactory safety inspection. Case pends.

GENERAL SAFETY CASES

Vessel adrift, (02 Nov): Coast Guard VTS reported a 260 foot barge was adrift and at risk of alliding with the San Rafael/Richmond bridge. Two nearby tugs safely recovered the barge and returned it to its origin. Case closed.

Rule 9 Violation, (21 Nov): The Coast Guard was notified of a Rule 9 violation. A foreign flag container vessel was transiting inbound to Oakland when a fishing vessel approached in close proximity. The container vessel was forced to significantly alter course to avoid collision. Case pends.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inop AIS, (16 NOV): Vessel issued an inbound LOD.

Letter of Deviation (LOD), Inop S-Band Radar, (13 NOV): Vessel issued inbound/outbound LOD.

Letter of Deviation (LOD), Inop X-Band Radar, (23 NOV): Vessel issued inbound LOD.

Letter of Deviation (LOD), Inop S-Band Radar, (24 NOV): Vessel issued inbound LOD.

Letter of Deviation (LOD), Inop S-Band Radar, (20 NOV): Vessel issued inbound/outbound LOD.

Letter of Deviation (LOD), Inop X-Band Radar, (26 NOV): Vessel issued inbound LOD.

Letter of Deviation (LOD), Inop AIS, (29 NOV): Vessel issued outbound LOD.

Letter of Deviation (LOD), Inop Speed Log, (30 NOV): Vessel issued inbound LOD.

Letter of Deviation (LOD), Inop Speed Log, (30 NOV): Vessel issued inbound/ outbound LOD.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

(19 NOV): A crane belonging to a towing company discharged 2 gallons of hydraulic oil in San Francisco Bay. NRCES was hired to clean the spill. A Notice of Violation was issued.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

December-12

PORT SAFETY CATEGORIES*

	2012	2011	3yr Avg**
1. Total Number of Port State Control Detentions for period:	0	0	0.5
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
2. Total Number of COTP Orders for the period:	7	5	3.3
Navigation Safety (7), Port Safety & Security (0), ANOA (0)			
3. Marine Casualties (reportable CG 2692) within SF Bay: Allision (4), Collision (0), Fire (1), Capsize (1)	28	8	8.0
Grounding (0), Sinking (1), Steering (4), Propulsion (12), Personnel (2), Other (1), Power (2),			
4. Total Number of (routine) Navigation Safety issues/Letters of Deviation: Radar (1) Gyro (2),	4	5	5.2
Steering (0), Echo sounder (0), AIS (0), AIS-835 (0), ARPA (0), SPD LOG (0), R.C. (0), Other (1)			
5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay:	0	0	0.3
6. Significant Waterway events or Navigation related cases for the period:	0	0	0.2
7. Maritime Safety Information Bulletins (MSIBs): None	0	0	0.1
Total Port Safety (PS) Cases opened for the period:	39	18	17.6

MARINE POLLUTION RESPONSE

Source Identification (Discharges):

VESSELS	2012	2011	3yr Avg**
U.S. Commercial Vessels	3	1	1.1
Foreign Freight Vessels	1	0	0.2
Public Vessels	1	0	0.8
Commercial Fishing Vessels	1	0	0.3
Recreational Vessels	5	1	2.1
FACILITIES			0.0
Regulated Waterfront Facilities	2	0	0.4
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.4
Other Land Sources	1	2	2.0
Mystery Spills - Unknown Sources	5	1	4.7
Number of Oil/Hazmat Pollution Incidents within San Francisco Bay for Period			0.0
1. Spills < 10 gallons	10	2	5.8
2. Spills 10 - 100 gallons	1	0	0.8
3. Spills 100 - 1000 gallons	0	0	0.1
4. Spills > 1000 gallons	0	2	0.1
5. Spills - Unknown	8	1	5.4
Total:	19	5	12.6
TOTAL OIL DISCHARGE AND HAZARDOUS MATERIALS RELEASE VOLUMES BY SPILL SIZE CATEGORY:			0.0
1. Estimated spill amount from U.S. Commercial Vessels:	20	300	11.7
2. Estimated spill amount from Foreign Freight Vessels:	<1	0	0.1
2. Estimated spill amount from Public Vessels:	7	0	6.1
3. Estimated spill amount from Commercial Fishing Vessels:	1	0	23.2
4. Estimated spill amount from Recreational Vessels:	13	1	6.0
5. Estimated spill amount from Regulated Waterfront Facilities:	<1	0	3.4
6. Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer:	0	0	0.7
7. Estimated spill amount from Other Land Sources:	0	1651	87.3
8. Estimated spill amount from Unknown sources:	0	3	4.6
TOTAL OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES (GALLONS):	43	1955	119.8
Civil Penalty Cases for Period	0	0	0.1
Notice of Violations (TKs)	1	0	0.3
Letters of Warning	0	1	1.3
TOTAL PENALTY ACTIONS:	1	1	1.8

*NOTE: As of Oct 2012, values represent all cases within the HSC jurisdiction during the period. Significant cases are detailed in the narrative.

** NOTE: Values represent an average month over a 36 month period for the specified category of information.

SIGNIFICANT PORT SAFETY AND SECURITY CASES (December 2012)

MARINE CASUALTIES

Loss of Propulsion/Vessel adrift, (04 Dec): A U.S. flag cable ferry reported that the vessel's cable became overwhelmed with debris and snapped. There were no passengers onboard at the time. A tug moved the vessel back to the dock and the cable was repaired. Coast Guard witnessed proper operation of the vessel. Case closed.

Loss of Propulsion, (07DEC): A U.S. flag ferry experienced a loss of propulsion after departing San Francisco. There were 19 passengers on board. A towing vessel escorted the vessel to Anchorage 5, and later to the pier. The cause of the incident was an issue with the computer control system. A technician rebooted the system and Coast Guard attended the vessel to witness proper operation of the main engine. Case pends.

Allision, (15 Dec): A foreign flag bulk freight vessel allided with the pier while mooring at Redwood City. The allision caused a six inch crack in the bulbous bow and damage to the facility. The crew conducted repairs. Class and Coast Guard attended the vessel and witnessed satisfactory repairs. Case closed.

Reduction in propulsion, (17 Dec): A U.S. flag container vessel experienced a reduction in propulsion while o/b from Oakland. The pilot maneuvered the vessel to Anchorage 7. A valve on the main engine cooling water system failed, causing the cooling water to overheat. The valve was replaced by ship's crew. Class and Coast Guard attended the vessel and witnessed proper operation of the main engine. LOP was not attributed to fuel switching. Case closed.

Reduction in propulsion, (17 Dec): A foreign flag bulk carrier vessel experienced a reduction in propulsion while inbound. The vessel's main engine showed a overheat alarm and experienced an automatic slow down because the RPMs were increased too quickly without allowing the engine time to warm up. Coast Guard witnessed satisfactory operation of the main engine. LOP was not attributed to fuel switching. Case closed.

Loss of propulsion, (18Dec): A foreign flag container vessel experienced a loss of propulsion while getting underway from Oakland due to the failure of a start air valve on the main engine. The valve was replaced by a technician. Class attended the vessel and witnessed proper engine operation. LOP was not attributed to fuel switching. Case closed.

Reduction in propulsion, (18 Dec): A foreign flag container vessel experienced a reduction in propulsion while outbound from Oakland. The vessel could not go faster than ½ ahead, but the incident was not reported to the Coast Guard until the vessel was 35nm northwest of Bodega Bay. The vessel was enroute to Tokyo. Coast Guard issued a deficiency for the vessel to resolve the engine issue prior to the next U.S. port. Unknown if this incident was attributed to fuel switching. Case pends.

Sinking, (24Dec): A U.S. flag fishing vessel sank at the pier in San Francisco due to heavy rain and poorly operating bilge pumps. Case pends.

Fire, (26Dec): A U.S. flag ferry experienced a fire in the engine room while enroute San Francisco. There were no passengers onboard. The main engine exhaust manifold overheated for an unknown reason. The company hired technicians to troubleshoot the system. Case pends.

Allision, (28Dec): A U.S. flag towing vessel was conducting a dead ship tow, when the towed vessel allided with the Main Ship Channel Buoy 7 and dragged it off station. The buoy chain was caught in the rudder of the dead ship, but it eventually broke free. A Coast Guard Cutter repositioned the buoy on 30 Dec. Case pends.

Loss of Crew Member, (30Dec): A foreign flag tank vessel reported that one of the crew members committed suicide while the vessel was moored in Rodeo. Local Police, EMS and CBP were notified. Case pends.

VESSEL SAFETY CONDITIONS

Voyage Termination, (19 Dec): A Coast Guard Cutter conducted a boarding on a U.S. flag fishing vessel approximately 8NM west of the Golden Gate. There were 4 crewmembers onboard but only 3 immersion suits, which constituted an unsafe condition. The voyage was terminated and the vessel was escorted to the dock. Case pends.

GENERAL SAFETY CASES

Loss of Steering, (22DEC): [**Outside of normal area of responsibility for Harbor Safety Committee**] A U.S. flag towing vessel experienced a loss of steering approximately 7 nm west of Pillar Point while towing an empty 360 foot fuel barge. The towing vessel maintained station using its two engines. A COTP order was issued requiring a one tug escort. The tug escort arrived on scene approximately 15 hours after the incident occurred, and safely accompanied the vessel into San Francisco Bay. Case pends.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inop Gyrocompass, (03 Dec): Vsl issued an inbound LOD.

Letter of Deviation (LOD), Inop Gyrocompass, (12 Dec): Vsl issued an inbound LOD.

Letter of Deviation (LOD), Inop S-band radar, (25 Dec): Vsl issued an inbound LOD.

Letter of Deviation (LOD), Inop Anchor, (26 Dec): Vsl issued an inbound LOD.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

06DEC2012: A U.S. flag uninspected vessel was serving as an assist boat on a dredging project, when the vessel capsized and spilled 20 gallons of diesel. There was no one onboard the vessel at the time. The subsequent investigation revealed that the vessel was not properly documented. Case Pends.

28DEC2012 A flange failure due to over pressurization caused a 500 bbl spill into a containment system. The responsible party took proper action and no product reached a waterway.

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

**Report of the
U.S. Army Corps of Engineers, San Francisco District
January 10, 2013**

1. CORPS FY 2013 O&M DREDGING PROGRAM

The following is this year's O & M dredging program for San Francisco Bay.

- a. **Main Ship Channel (55+2)** –Dredging completed 21-27 July 2012 by ESSAYONS. **No Change.**
- b. **Richmond Outer Harbor (and Richmond Long Wharf)** – Dredging completed 27 July - 11 August 2012 by ESSAYONS. **No Change.**
- c. **Richmond Inner Harbor** – **Dredging is continuing. Expected completion at the end of January 2013.**
- d. **Oakland O & M Dredging** – **Dredging in October is still ongoing. Completion date uncertain because of equipment issues.**
- e. **Suisun Bay Channel (and New York Slough)** – Dredging of Bullshead Shoal complete 17-20 June 2012. Dredging of Suisun Bay Channel and New York Slough completed 1-16 August 2012 by YAQUINA . **No Change.**
- f. **Pinole Shoal (35+2)** – Dredging Completed 11-15 August 2012 by ESSAYONS. **No Change.**
- g. **Redwood City/San Bruno Shoal** –Dredging Complete 16-23 August 2012, by YAQUINA. **No Change.**

2. DEBRIS REMOVAL – Total debris removal for November 2012 was 90 tons. (Raccoon: 40 tons; Dillard: 30 tons; misc: 20 tons). Average for November from 2002 to 2011 is 56 tons. (Range: 5 - 135 tons). Total for December 2012 was 174 tons (Raccoon: 99 tons; Dillard: 45 tons; misc: 30 tons). Average for December from 2002 to 2011 is 118.8 tons. (Range: 4.5 - 270 tons). Total for 2012 is 892 tons. (Not bad considering a reduced mission for most of last FY 2012.) The ten-year average (2002 to 2011) is 852.5 tons (range: 269 -1236).

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	GRIZZLY	RACCOON	DILLARD	MISC	TOTAL
2012	TONS	TONS	TONS	TONS	TONS
JAN	-	51	54	20	125
FEB	-	36	28.5	-	64.5
MAR	-	51	37.5	8	96.5
APR	-	67	20.5	2	89.5
MAY	-	72	25.5	-	97.5
JUN	-	0	0	0	0
JUL	-	28	2	2	32
AUG	-	19	8.5	4	31.5
SEP		15	12.5	6	33.5
OCT		23	25	10	58
NOV		40	30	20	90
DEC		99	45	30	174

YR TOTAL
892

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

None to report.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

No urgent dredging so far in 2013.

5. OTHER WORK

San Francisco Bay to Stockton - This project has received no funding for FY 13. A planning meeting is scheduled to include the Corps, non-federal sponsors, resource agencies and anyone else involved with the project. **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 15, was posted August 20.

Pinole Shoal Channel: Post-dredge survey of September 2012 was posted on Sept 21.

Suisun Bay Channel: Post-dredge survey of August 17-23 was posted on August 29.

New York Slough: Post-dredge survey of September 2012 was posted on Sept. 28.

Bull's Head Shoal: December 10, 2012 condition survey posted 12/12/12.

Redwood City Harbor: Post-dredge survey of September 2012 was posted on Sept 14.

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 Outer Harbor: Condition survey dated August 13-14 was posted August 20.

Oakland Outer-Outer Harbor: The special Delta-Echo survey of May 5, 2010 has been posted.

Oakland Inner Harbor - Condition survey dated July 25-August 13 was posted on August 20.

Southampton Shoal: November 9, 2012 condition survey posted 11/15/12.

Richmond Inner Harbor: Santa Fe Channel condition survey November 16, 2012 posted 11/20/12. Outer, Inner Harbor October-November 2012 pre-dredge survey posted 11/20/12.

Inner, Inner Harbor January 4, 2013 condition survey posted 1/8/13.

Richmond Outer Harbor (Longwharf): Post-dredge survey of Sept. 2012 was posted on Sept 13.

Napa River: Condition surveys of early- to mid-April were posted on May 1, 2012

Northship Channel: November 20-26, 2012 condition survey posted 12/4/12.

San Leandro Marina (and Channel): Condition survey of April 30 – May 2 was posted on May 8.

San Rafael Across-the-Flats and San Rafael Creek: Post-dredge surveys completed last Jan were posted on Feb 8.

Alameda Point Navigation Channel: Condition survey of Sept. 2012 was posted on Sept 26.

Richardson Bay/Marinship Channel: Condition survey dated August 15 was posted on Aug 21.

Mare Island Strait: Condition survey of October 2012 was posted on October 4.

Islais Creek Channel – December 12-13, 2012 condition survey posted 12/19/12.

Berkeley Marina (Entrance Channel): January 7, 2013 condition survey posted 1/9/13.

Disposal Site Condition Surveys:

SF-08 (Main Ship Channel Disposal Site): Survey of April 2011 has been posted.

SF-09 (Carquinez): December 2012 condition survey 12/27/12.

SF-10 (San Pablo Bay): December 2012 condition survey 12/12.

SF-11 (Alcatraz): Nov. and Dec. 2012, and January 2013 (1/8) condition surveys posted.

SF-16 (Suisun Bay Channel Disposal Site): Condition survey of May 17 was posted on May 25.

SF-17 (Ocean Beach Disposal Site): April 2012 survey has been posted (date unknown).

DRAFT O&M DREDGING PLAN FOR FY13*

Project	2012			2013									2014			Volume	Placement Site
	OCT FY13	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT FY14	NOV	DEC		
Humboldt Bar&Entrance				ESSAYONS 13 DAYS												1mcy	HOODS
Humboldt Channels																300kcy	HOODS
SF Main Ship Channel																350kcy	SF-17
Richmond Inner Harbor																400kcy	SFDODS
Richmond Outer Harbor				Contract or ESSAYONS 13 DAYS												300kcy	SF-11
Pinole Shoal						Contract or YAQUINA 10 DAYS										150kcy	SF-10
Suisun Bay Channel										YAQUINA 30 DAYS						200kcy	SF-16
Oakland Inner Harbor																300kcy	SFDODS
Oakland Outer Harbor																300kcy	SFDODS

Complete & Ongoing Contracts

Government Hopper

New Dredge Contract

Environmental Window

* Based on FY13 President's Budget



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

San Francisco Clearinghouse Report

January 10, 2013

- ✎ In November the clearinghouse did not contact OSPR regarding any possible escort violations.
- ✎ In December the clearinghouse contacted OSPR once regarding a possible escort violation.
- ✎ In November and December the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ✎ The Clearinghouse has contacted OSPR 3 times in 2012 regarding any possible escort violations. The Clearinghouse called OSPR 3 times in 2011, 6 times in 2010, 8 times in 2009; 4 times in 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 89 tank vessel arrivals; 2 Chemical Tankers, 21 Chemical/Oil Tankers, 15 Crude Oil Tankers, 1 LPG, 1 Non Specific Tanker, 25 Product Tankers, and 24 Tugs with Barges.
- ✎ In November there were 280 total arrivals.
- ✎ In December there were 105 tank vessel arrivals; 3 Chemical Tankers, 18 Chemical/Oil Tankers, 18 Crude Oil Tankers, 2 LPGs, 2 Non Specific Tankers, 27 Product Tankers, and 35 Tugs with Barges.
- ✎ In December there were 307 total arrivals.

San Francisco Bay Clearinghouse Report For November 2012

San Francisco Bay Region Totals

	<u>2012</u>		<u>2011</u>	
Tanker arrivals to San Francisco Bay	65		66	
Barge arrivals to San Francisco Bay	24		28	
Total Tanker and Barge Arrivals	89		94	
Tank ship movements & escorted barge movements	303		284	
Tank ship movements	199	65.68%	193	67.96%
Escorted tank ship movements	113	37.29%	114	40.14%
Unescorted tank ship movements	86	28.38%	79	27.82%
Tank barge movements	104	34.32%	91	32.04%
Escorted tank barge movements	41	13.53%	41	14.44%
Unescorted tank barge movements	63	20.79%	50	17.61%

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	177		289		0		127		593	
Unescorted movements	78	44.07%	138	47.75%	0	0.00%	69	54.33%	285	48.06%
Tank ships	55	31.07%	85	29.41%	0	0.00%	30	23.62%	170	28.67%
Tank barges	23	12.99%	53	18.34%	0	0.00%	39	30.71%	115	19.39%
Escorted movements	99	55.93%	151	52.25%	0	0.00%	58	45.67%	308	51.94%
Tank ships	75	42.37%	113	39.10%	0	0.00%	41	32.28%	229	38.62%
Tank barges	24	13.56%	38	13.15%	0	0.00%	17	13.39%	79	13.32%

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 2012

San Francisco Bay Region Totals

	<u>2012</u>		<u>2011</u>	
Tanker arrivals to San Francisco Bay	70		64	
Barge arrivals to San Francisco Bay	35		29	
Total Tanker and Barge Arrivals	105		93	
Tank ship movements & escorted barge movements	347		335	
Tank ship movements	220	63.40%	204	60.90%
Escorted tank ship movements	112	32.28%	99	29.55%
Unescorted tank ship movements	108	31.12%	105	31.34%
Tank barge movements	127	36.60%	131	39.10%
Escorted tank barge movements	48	13.83%	53	15.82%
Unescorted tank barge movements	79	22.77%	78	23.28%

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

Escorts reported to OSPR 1 0

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	211		337		0		164		712	
Unescorted movements	110	52.13%	180	53.41%	0	0.00%	91	55.49%	381	53.51%
Tank ships	66	31.28%	108	32.05%	0	0.00%	56	34.15%	230	32.30%
Tank barges	44	20.85%	72	21.36%	0	0.00%	35	21.34%	151	21.21%
Escorted movements	101	47.87%	157	46.59%	0	0.00%	73	44.51%	331	46.49%
Tank ships	75	35.55%	112	33.23%	0	0.00%	47	28.66%	234	32.87%
Tank barges	26	12.32%	45	13.35%	0	0.00%	26	15.85%	97	13.62%

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 2012

San Francisco Bay Region Totals

	<u>2012</u>		<u>2011</u>	
Tanker arrivals to San Francisco Bay	712		706	
Barge arrivals to San Francisco Bay	333		306	
Total Tanker and Barge Arrivals	1,045		1,012	
Tank ship movements & escorted barge movements	3,777		3,275	
Tank ship movements	2,369	62.72%	2,100	64.12%
Escorted tank ship movements	1,286	34.05%	1,053	32.15%
Unescorted tank ship movements	1,083	28.67%	1,047	31.97%
Tank barge movements	1,408	37.28%	1,175	35.88%
Escorted tank barge movements	551	14.59%	463	14.14%
Unescorted tank barge movements	857	22.69%	712	21.74%

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

Escorts reported to OSPR 3 3

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	2,259		3,559		0		1,697		7,515	
Unescorted movements	1,313	58.12%	2,096	58.89%	0	0.00%	933	54.98%	4,342	57.78%
Tank ships	786	34.79%	1,166	32.76%	0	0.00%	523	30.82%	2,475	32.93%
Tank barges	527	23.33%	930	26.13%	0	0.00%	410	24.16%	1,867	24.84%
Escorted movements	946	41.88%	1,463	41.11%	0	0.00%	764	45.02%	3,173	42.22%
Tank ships	527	23.33%	829	23.29%	0	0.00%	378	22.27%	1,734	23.07%
Tank barges	419	18.55%	634	17.81%	0	0.00%	386	22.75%	1,439	19.15%

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.

SUMMARY OF OSPR'S POTENTIAL REGULATION AMENDMENTS (As of January 2013)

New Name

As of 01 January 2013 the Department of Fish and Game changed its name to Department of Fish and Wildlife.

Drills and Exercises

Amendments will include limiting scheduled drills to accommodate OSPR staff so they can attend and participate in more drills, and re-working the drill objectives so they are more performance-based. Simplified drill objectives are being developed for Small Marine Fueling Facilities, Mobile Transfer Units and Vessels Carrying Oil As Secondary Cargo. A Workshop was held on October 19, 2012, at OSPR's K-Street office. Comments are being reviewed in-house. It is anticipated that another workshop will be scheduled before the formal rulemaking process begins.

Spill Management Teams

Unannounced drills called on a Plan Holder's SMT are being discussed and finalized by OSPR. OSPR also conducted an internal unannounced drill using the "Objectives and Guidelines" document developed for these drills. Unannounced drills are anticipated to begin early in the new year.

Oil Spill Clean-up Agents

Updating the documents referenced in these regulations is anticipated, along with clean-up changes. The Notice may go out early next year.

Shoreline Protection Tables

Amendments are planned to the Shoreline Protection Tables, to incorporate changes to the Area Contingency Plans and to do some streamlining/simplification of the tables. Workshops are planned early next year.

"Overseas Reymar"

Wardens were first engaged.
OSPR participation in UC.
Local Governments were notified.
FRT members boarded vessel.
Administrator spent time in D11/PacArea Ops Center.



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - DECEMBER COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
DECEMBER 1 - 31, 2011	223	81	36.32
DECEMBER 1 - 31, 2012	225	72	32.00

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
DECEMBER 1 - 31, 2011	13,401,738	0	17,620,438	8,080,445	25,700,883
DECEMBER 1 - 31, 2012	7,390,428	0	13,918,840	7,225,379	21,144,219

OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
DECEMBER 1 - 31, 2011	0	0	0	0	0
DECEMBER 1 - 31, 2012	1	0	0	1	OTHER 1 GALLON

*** 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.



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT FOR YEAR 2010

VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
JANUARY 1, 2010 to DECEMBER 31, 2010	2631	1139	43.29

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
JANUARY 1, 2010 to DECEMBER 31, 2010	147,016,955	300,000	205,374,688	93,651,082	299,025,770

OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
JANUARY 1, 2010 to DECEMBER 31, 2010	*** 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.

NOAA Seeks Public Comment on Expanding Gulf of the Farallones and Cordell Bank National Marine Sanctuaries

Off Northern California

For more information also

see: http://farallones.noaa.gov/manage/northern_area.html

NOAA's Office of National Marine Sanctuaries announced today it will begin a public process to review the boundaries for its Gulf of the Farallones and Cordell Bank national marine sanctuaries off northern California. The agency is soliciting public comments on this boundary review through March 1.

The sanctuaries, established by Congress in the 1980s, together protect nearly 2,000 square miles of ocean near the coast of San Francisco. The proposed expansion area is north of the existing sanctuaries and extends from Bodega Bay in Sonoma County to Alder Creek in Mendocino County. This area encompasses Point Arena-North America's most intense "upwelling" site-which is home to diverse species and a productive ecosystem.

NOAA will review these comments to determine if an expansion is beneficial, and if so, will prepare a draft environmental impact statement (EIS) to assess expansion alternatives. Any draft EIS will be subsequently prepared through a public process under the National Environmental Policy Act. Once a draft EIS is completed, it will be opened for public comment again before final action is taken. This process will not revisit or amend the regulations for the current sanctuaries.

"The waters off the northern California coast are incredibly nutrient-rich and drive the entire natural system and, for almost a decade, local communities have been petitioning their elected officials to expand sanctuary protection to these areas," said Daniel J. Basta, director of the NOAA's Office of National Marine Sanctuaries.

In 2008, during a review of the two sanctuaries' management plans, NOAA was urged to facilitate a public process in the next five years to ensure that sanctuary boundaries were inclusive of the surrounding area's natural resources and ecological qualities. Senator Barbara Boxer and Representative Lynn Woolsey have also introduced legislation in every Congress since 2003 to expand the sanctuaries' boundaries.

Three scoping meetings are planned for the public to learn more about the proposal and submit comments. Public meetings will be held on the following dates, locations, and times:

- Bodega Bay Grange Hall, Bodega Bay, Calif., Jan. 24, 6:00 p.m.
- Point Arena High School, Point Arena, Calif., Feb. 12, 6:00 p.m.
- Gualala Community Center, Gualala, Calif., Feb. 13, 6:00 p.m.

Comments on the proposed boundary expansion may also be submitted by March 1, 2013 via:

- Federal eRulemaking Portal: <http://www.regulations.gov>. Submit electronic comments via the Federal eRulemaking Portal with Docket Number NOAA-NOS-2012-0228

- Mail: Maria Brown, Sanctuary Superintendent, Gulf of the Farallones National Marine Sanctuary, 991 Marine Drive, The Presidio San Francisco, CA 94129

Gulf of the Farallones National Marine Sanctuary, designated in 1981, and Cordell Bank National Marine Sanctuary, designated in 1989, both contribute greatly to ocean and coastal management by engaging in public outreach and education to promote stewardship, conducting scientific and applied research initiatives, and developing and supporting programs that strengthen resource protection for the long-term health of the region.

Gulf of the Farallones National Marine Sanctuary encompasses nearly 1,300 square miles of ocean and coastal waters beyond California's Golden Gate Bridge. The sanctuary supports an abundance of species including the largest breeding seabird rookery in the contiguous United States, and other species such as whales and white sharks.

Visit <http://www.farallones.noaa.gov>.

Cordell Bank National Marine Sanctuary, located 42 miles north of San Francisco, is a destination feeding area for local and migratory marine life. The sanctuary's productive waters and unique undersea topography provide the foundation for a rich and diverse marine community. Visit <http://www.cordellbank.noaa.gov>.