

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 9, 2014

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 1003.

Alan Steinbrugge (A), Marine Exchange, confirmed the presence of a quorum of the HSC.

The meetings are always open to the public.

Committee members (M) and alternates (A) in attendance with a vote: Esam Amso (M), Valero Marketing and Supply Co.; Jim Anderson (M), CA Dungeness Crab Task Force; Bill Needham (A), National Boating Federation; LTC John Baker (M), US Army Corps of Engineers; Capt. Tom Dougherty (M), Blue and Gold Fleet; Jason Flanders (A), San Francisco Bay Keeper; Aaron Globus (M), Port of San Francisco; Capt. Bruce Horton (M), San Francisco Bar Pilots; Capt. James Marshall (M), Chevron Shipping Company ; Jim McGrath (M), Bay Conservation and Development Commission; Capt. Jonathan Mendes (M), Starlight Marine Services; Chris Peterson (M), Port of Oakland; Jeff Robbins (A), General Steamship Corp.; Rich Smith (M), Westar Marine Services; Capt. Greg Stump (M), United States Coast Guard; Michael Williams (M), Port of Richmond, Gerry Wheaton (M), NOAA.

Approval of the minutes

A motion to accept the minutes of the meeting of November 14, 2013, was made and seconded. The minutes passed without dissent.

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Comments by Chair – Capt. Korwatch

Capt. Korwatch - Welcomed the committee members and audience. She acknowledged that former Chair Joan Lundstrom was in attendance.

Coast Guard Report – Capt. Stump

- Advised that some transfers within the Coast Guard will be occurring. Jason Tama, Tracy Phillips, Don Montoro will be transferring.
- NTSB finalized their Overseas Reymar report.
- Oakland Estuary cleanup is underway. Two very large tugs salvaged
- Tug/Barge grounding occurred in Carquinez Straight last month.
- Marine Safety Alert 10-13 and Marine Safety Alert 11-13 were distributed (attached to minutes)
- Marine Safety Information Bulletin 01-14 was distributed (attached to minutes)
- January 30, 2014 at Coast Guard Island is Facility Safety and Security Day
- February 27, 2014 at Coast Guard Island is Small Passenger Vessel Industry Day
- LCDR Wirts read from the November 13 and December 13 Prevention/Response reports (attached to minutes)
- NOAA has requested that full survey be done for the area of anchorage 22/23.
- Capt. Stump advised of an incident in San Diego of an inbound ro ro which had an issued in the past with its generator so they had a two tug escort. The ro ro ran aground, a third tug was dispatched.

US Army Corps of Engineers Report –Lt. Baker

- Advised that the lack of rainfall which pushes debris in the bay is one of the reasons why there is less than 10% of historical average of pickup of debris. Also, because of maintenance issues they are not patrolling as much and some of the preventive work that is usually done has not been done.

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- Rob Lawrence read from report attached to minutes.
- Bruce Horton advised they have not achieved the 35 ft. at Pinole Shoal
- Derek Dunlop advised their two primary work horses are the Raccoon and Dillard. Work is currently being done on the Dillard which should be back in service in a week. The Raccoon is scheduled for the shipyard in two weeks and will be going in for two months. A few small vessels are currently supporting debris issues. They received a surplus vessel, the Randy Cummings, from Portland.

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

OSPR Report – Captain Jeff Cowan

- Distributed report attached to minutes.
- Introduced Public Information Officer's Eric Laughlin, Dennis Ryan, Steve Gonzales, Drew Steadman and Roy Mathur.
- Advised that the following people have been sworn in before the meeting or will be sworn in after the meeting: Michael Williams- Member: Port of Richmond, Aaron Golbus- Member: Port of San Francisco, Jeffrey Vine- Alternate Member: Port of Stockton, Bruce Horton- Member: San Francisco Bar Pilots, George Livingstone- Alternate Member: San Francisco Bar Pilots, Griffin Patrick- Alternate Member: Tanker or Marine Oil Terminal Operators.
- He advised that revenues from transport over the water are down. He indicated that what is being proposed is trying to get an income stream from extra oil coming on the rail across state lines.
- He will be a speaker at the Green Ship Technology conference held March 2014 in Oslo, Norway.

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NOAA – Gerry Wheaton

- NRT6 conducted a preliminary survey on the west side of Anchorage 22 and found that the shoal on the west side is extending and heading toward the Federal Channel. Because of this, a survey was requested with boundaries that both Anchorage 22 and 23. NOAA is not accepting the soundings because the soundings were reduced based upon predicted tides from Port Chicago. These are not accurate enough for charting standards. Real time tides will apply to the survey.
- San Francisco Pilots requested an update on Oakland Inner Harbor Turning Basin which is being worked on. They have two types of charts: RNC's and ENC's. A Local Notice to Mariners will be put out when charts are updated with NRT information.
- Advised they are trying to improve the quality of RNC's as print on demand chart. They are trying to get 400 dpi to improve quality of charts for printing.
- ENC online viewer is now on NOAA website. They are looking for comments
- They are looking for comments on their website under the Federal Register 201401-02 in Volume 79 #1.
- They are publicizing what they are doing for pdf charts. Lithographs will not be produced. They currently offer a pdf version of the charts for free and will continue to do this until February. If you want to keep the free pdf capability please indicate this in your comment.
- Capt. Bonebakker commented on what a great asset the pdf charts are. Local Notice to Mariners are updated on the chart usually within two weeks. Coast Pilot is now within a week
- Question was asked if pdf's meet carriage requirement. Wheaton advised they do not meet carriage requirements because they cannot control the printer the pdf's are produced on. The print on demand charts are controlled under contract

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CA State Lands Commission Report – David Stephens

- Read from report attached to minutes.

TUG Work Group – Captain Mendes:

- First meeting of year held at State Lands. Met to continue the work on Best Practices for offshore emergency towing.
- Thanked Bob Gregory from Foss for working on draft. They identified that more proactive positive outreach needs to be done.
- They spoke about conducting an on the water exercise to drill on towing an ultra large container vessel. They are targeting the end of May as a possibility.
- They discussed having a once in every three year tactical drill.
- They discussed that once a year they would like conduct some type of drill. They may also look at simulation exercises. They also discussed the fact that the San Francisco Bay area does house the strongest U.S. tugs on the West Coast and also many powerhouse tugs.
- All are welcome to attend the tug workgroup meetings. They would also like to see salvage representation.

Navigation Work Group – Capt. Horton:

- Review of CMA's is pending

Ferry Operations Work Group – Capt. Dougherty: nothing to report

Dredge Issues Work Group – Captain Amso:

- Is there any way to extend dredge period? Wirts advised the dredging period for Pinole is scheduled for FY14 is limited based on funds. The budget is a topic of discussion. Other parties are allowed to perform dredging work within the Federal Channels but it is a permitted process. Captain Horton suggested that the Dredge Work Group communicate with

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the agency coming to dredge prior to the dredging. Wirts advised this should happen in February/March timeframe as the contract is written earlier.

PORTS Work Group – Chris Peterson- nothing to report

Prevention through People Work Group (Bill Needham) – nothing to report

PORTS report – Alan Steinbrugge:

- Bay Bridge Air gap should be installed by the next HSC meeting. Question is what to call the site. It is currently labeled as Bay Bridge D-E. What needs to be considered is if additional air gap sensors would be installed what they would be labeled. Email or call Alan Steinbrugge with suggestions.
- Pier 17 in San Francisco and the Amorcó Wharf will each have a visibility sensor installed by the end of the month
- Pier 27 weather station is in the works. Estimated installation would be end of summer.
- The 2 buoy mounted current sensors are scheduled to be serviced by the end of January.
- Captain Korwatch commented that in many locations there is the ability to add a sensor to an existing setup. Alan Steinbrugge said they plan to add one to the tide station at Martinez.

Public Comment:

- Captain Korwatch advised that the Area Maritime Security Committee meeting is Tuesday January 14, 2014 at P35 in San Francisco.
- February 18-19, 2014, is the California Maritime Leadership Symposium in Sacramento.
- April 3-4, 2014, Cal Maritime is hosting an Aid to Navigation Conference.

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- Coast Guard Foundation Dinner is scheduled for April 17, 2014. Mike Nerney with the Port of S.F. is charge of the event.
- Cmdr. Tama advised January 29, 2014, in Seattle is an LNG Conference. Cmdr. Tama also advised Jan. 1, 2014, there was a significant change in the CARB regulations.

Old Business: none

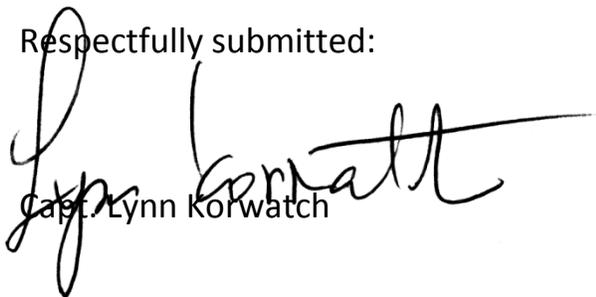
New business: none

Next Meeting: Pier 15, Exploratorium Observatory, in San Francisco.

Adjournment:

- A Motion to adjourn was made and seconded. It passed without discussion or dissent. The meeting adjourned at 1130.

Respectfully submitted:



Capt. Lynn Korwath

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

November-13

PORT SAFETY CATEGORIES*

	2013	2012	3yr Avg**
1. Total Number of Port State Control Detentions for period:	1	1	0.6
SOLAS (1), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
2. Total Number of COTP Orders for the period:	4	7	4.9
Navigation Safety (0), Port Safety & Security (4), ANOA (0)			
3. Marine Casualties (reportable CG 2692) within SF Bay: Allision (3), Collision (0), Fire (1), Capsize (0), Grounding (0), Sinking (0), Steering (0), Propulsion (5), Personnel (3), Other (3), Power (2)	17	9	11.0
4. Total Number of (routine) Navigation Safety issues/Letters of Deviation: Radar (2) Gyro (1), Steering (1), Echo sounder (0), AIS (0), AIS-835 (0), ARPA (0), SPD LOG (0), R.C. (0), Other (0)	4	9	5.1
5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay:	3	1	0.6
6. Significant Waterway events or Navigation related cases for the period: Removal of the CAPTAIN AL from the Oakland Estuary	1	0	0.3
7. Maritime Safety Information Bulletins (MSIBs):	0	1	0.4
Total Port Safety (PS) Cases opened for the period:	30	28	22.8

MARINE POLLUTION RESPONSE

Source Identification (Discharges):

VESSELS	2013	2012	3yr Avg**
U.S. Commercial Vessels	1	1	0.9
Foreign Freight Vessels	0	0	0.2
Public Vessels	0	0	0.9
Commercial Fishing Vessels	1	0	0.3
Recreational Vessels	4	6	2.6
FACILITIES			
Regulated Waterfront Facilities	0	3	0.3
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.2
Other Land Sources	3	1	1.2
Mystery Spills - Unknown Sources	5	5	4.2
Number of Oil/Hazmat Pollution Incidents within San Francisco Bay for Period			
1. Spills < 10 gallons	10	14	5.4
2. Spills 10 - 100 gallons (No spills over 42 gallons)	2	1	0.8
3. Spills 100 - 1000 gallons	0	0	0.1
4. Spills > 1000 gallons	0	0	0.1
5. Spills - Unknown	2	1	4.1
Total:	14	16	10.2
TOTAL OIL DISCHARGE AND HAZARDOUS MATERIALS RELEASE VOLUMES BY SPILL SIZE CATEGORY:			
1. Estimated spill amount from U.S. Commercial Vessels:	5	0.25	16.3
2. Estimated spill amount from Foreign Freight Vessels:	0	0	0.1
2. Estimated spill amount from Public Vessels:	0	0	5.8
3. Estimated spill amount from Commercial Fishing Vessels:	1	0	27.0
4. Estimated spill amount from Recreational Vessels:	23	2.7	7.2
5. Estimated spill amount from Regulated Waterfront Facilities:	0	2.5	5.4
6. Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer:	0	0	0.3
7. Estimated spill amount from Other Land Sources:	34	10	77.9
8. Estimated spill amount from Unknown sources:	6	0	5.5
TOTAL OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES (GALLONS):	69	15.45	114.9
Civil Penalty Cases for Period	0	0	0.1
Notice of Violations (TKs)	0	1	0.5
Letters of Warning	3	3	1.6
TOTAL PENALTY ACTIONS:	3	4	1.6

* NOTE: Values represent all cases within the HSC jurisdiction during the period. Significant cases are detailed in the narrative.

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

SIGNIFICANT PORT SAFETY AND SECURITY CASES (November 2013)

MARINE CASUALTIES

****Reduction in Propulsion (04 NOV):** A foreign flag bulk freight vessel experienced a reduction in propulsion while transiting northbound off the coast of Monterey. The incident was caused by a leak in the #2 exhaust valve on the main engine. The vessel asked to enter SF Bay to make repairs. A NOA waiver was granted and a COTP Order was issued requiring a 2 tug escort to Anchorage 9. The crew repaired the engine. Class and Coast Guard attended the vessel and witnessed satisfactory operation of the engine. LOP was not attributed to fuel switching. Case closed.

Loss of Propulsion (05 NOV): A foreign flag container vessel experienced a loss of propulsion while mooring in Oakland. The vessel's main engine did not respond to an astern bell on the first or second command, but did respond to the third command. Class and Coast Guard attended the vessel. The Class Surveyor determined that the engine was slow to respond to the astern bell due to the use of distillate fuel. As designed, the engine detected the failed starts and automatically increased the amount of fuel injected on the subsequent start. Class witnessed satisfactory operation of the main engine. LOP was attributed to fuel switching. Case pends.

Equipment Failure (09 NOV): A foreign flag bulk freight vessel experienced a delay in steering response while getting underway from Anchorage 9. The vessel's steering was slow to move from hard port to hard starboard due to a failed control board on the #1 steering pump. The crew replaced the control board. Class and Coast Guard attended the vessel and witnessed satisfactory operation of the steering gear. Case closed.

Fire (09 NOV): A U.S. flag towing vessel experienced a fire on their starboard engine while operating in Oakland. The crew extinguished the fire with a portable extinguisher. The incident was caused by improper installation of an engine fuel pressure gauge. The company replaced the fuel pressure gauge and replaced fuel soaked lagging on a nearby exhaust pipe. Coast Guard attended the vessel and witnessed proper operation of the main engine. Case pends.

Loss of Propulsion (16 NOV): A foreign flag bulk freight vessel experienced a loss of propulsion while mooring in Stockton. The main engine failed to respond due to improper settings for MDO. The Chief Engineer adjusted the starting control parameters on the engine. Class and Coast Guard attended the vessel and witnessed satisfactory operation of the main engine. LOP was attributed to fuel switching. Case pends.

Death (18 NOV): A foreign flag bulk carrier was moored in Oakland, when the vessel's crew found a crewmember lying on the deck, unresponsive. The crew member had been investigating damage to the vessel's crane, but no one onboard witnessed the crew member fall or get hurt. The crew conducted CPR and called EMS. EMS pronounced the crew member deceased. Coast Guard and Oakland PD attended the vessel to investigate. Case pends.

Allision & Loss of Propulsion (25 NOV): A U.S. flag small passenger vessel allided with the pier in San Francisco when the vessel's engine failed to respond to astern propulsion. 3 passengers and 2 crew members received minor injuries and the vessel sustained dents to the bow section of the hull and the railing. Case pends.

Death (25 NOV): A skip loader was operating on a U.S. flag uninspected deck barge in the vicinity of Decker Island, when the skip loader fell from the barge with the operator trapped inside. Case pends.

Allision (26 NOV): A foreign flag freight vessel allided with the Union Pacific Railroad bridge while transiting upbound to Stockton. The vessel's radio whip antennae struck the bridge, but no damage was reported to the vessel or the bridge. Class attended the vessel and determined that the vessel's air draft was calculated correctly. The crew forgot to fold down the radio antennae, as outlined in the ship's instructions. Case pends.

VESSEL SAFETY CONDITIONS

Vessel Detention (06NOV): A foreign flag bulk carrier was inspected at Anchorage 9 in San Francisco Bay and detained due to an inoperable fire alarm panel. Due to an electrical fault, the fire alarm panel would not register any of the vessel's smoke or heat alarms. The crew repaired the control panel. Class and Coast Guard witnessed proper operation of the fire alarm panel and the detention was lifted. Case pends.

GENERAL SAFETY CASES

Undeclared Explosives (01 NOV): The Coast Guard was notified by CBP that a container in the Port of Oakland contained over 500 pounds of undeclared explosives. The Coast Guard conducted an investigation. Case pends.

Dredge pipeline allision (09 NOV): A 20ft recreational vessel struck a dredge pipeline on the San Joaquin River, in the vicinity of Sherman Island. One of the passengers onboard may have injured a shoulder, but refused medical treatment. The incident is being investigated by the Coast Guard and Sacramento County Sheriff. Case pends.

Rule 9 Violation (18 NOV): A U.S. flag tank vessel was outbound in the Main Ship Channel, and had to alter course to avoid a commercial fishing vessel that was fishing in the channel and did not respond to radio calls or the danger signal. Case pends.

**Initial incident occurred outside of HSC jurisdiction

Rule 9 Violation (26 NOV): A 65 ft recreational vessel crossed close in front of a foreign flag tank vessel as the vessel was transiting downbound through San Pablo Bay. A Coast Guard small boat located the recreational vessel and conducted a boarding. Case pends.

Rule 9 Violation (29 NOV): A 30 ft recreational vessel was fishing in the shipping channel of the San Joaquin River, in the vicinity of Bradford Island, when a foreign flag bulk carrier had to alter course to avoid the vessel. The pilot was unable to make out the name or numbers on the vessel. Due to ongoing Search & Rescue cases, a Coast Guard small boat was unavailable to investigate. Case pends.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inop X-Band Radar (07 NOV): Vsl issued an inbound LOD.

Letter of Deviation (LOD), Inop Gyro Compass (14 NOV): Vsl issued an inbound LOD.

Letter of Deviation (LOD), Inop Steering Gear (20 NOV): Vsl issued an inbound LOD.

Letter of Deviation (LOD), Inop X-Band Radar (30 NOV): Vsl issued an inbound LOD.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Nothing significant to report.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

December-13

PORT SAFETY CATEGORIES*

	2013	2012	3yr Avg**
1. Total Number of Port State Control Detentions for period:	0	0	0.6
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
2. Total Number of COTP Orders for the period:	5	7	4.9
Navigation Safety (0), Port Safety & Security (5), ANOA (0)			
3. Marine Casualties (reportable CG 2692) within SF Bay: Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (1), Sinking (0), Steering (3), Propulsion (5), Personnel (1), Other (0), Power (0)	10	28	11.0
4. Total Number of (routine) Navigation Safety issues/Letters of Deviation: Radar (4) Gyro (0), Steering (0), Echo sounder (0), AIS (0), AIS-835 (0), ARPA (0), SPD LOG (1), R.C. (0), Other (0)	5	4	5.2
5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay:	1	0	0.6
6. Significant Waterway events or Navigation related cases for the period: Removal of the Tug RESPECT from the Oakland Estuary	1	0	0.3
7. Maritime Safety Information Bulletins (MSIBs):	0	0	0.4
Total Port Safety (PS) Cases opened for the period:	22	39	22.9

MARINE POLLUTION RESPONSE

Source Identification (Discharges):

VESSELS	2013	2012	3yr Avg**
U.S. Commercial Vessels	1	3	0.9
Foreign Freight Vessels	0	1	0.2
Public Vessels	2	1	0.9
Commercial Fishing Vessels	3	1	0.4
Recreational Vessels	11	5	2.9
FACILITIES			
Regulated Waterfront Facilities	0	2	0.3
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.2
Other Land Sources	5	1	1.4
Mystery Spills - Unknown Sources	6	5	4.4
Number of Oil/Hazmat Pollution Incidents within San Francisco Bay for Period			
1. Spills < 10 gallons	22	10	6.0
2. Spills 10 - 100 gallons	0	1	0.8
3. Spills 100 - 1000 gallons	0	0	0.1
4. Spills > 1000 gallons	0	0	0.1
5. Spills - Unknown	6	8	4.1
Total:	28	19	10.2
TOTAL OIL DISCHARGE AND HAZARDOUS MATERIALS RELEASE VOLUMES BY SPILL SIZE CATEGORY:			
1. Estimated spill amount from U.S. Commercial Vessels:	1	20	16.3
2. Estimated spill amount from Foreign Freight Vessels:	0	<1	0.1
2. Estimated spill amount from Public Vessels:	2	7	5.8
3. Estimated spill amount from Commercial Fishing Vessels:	3	1	27.0
4. Estimated spill amount from Recreational Vessels:	11	13	7.2
5. Estimated spill amount from Regulated Waterfront Facilities:	0	<1	5.4
6. Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer:	0	0	0.3
7. Estimated spill amount from Other Land Sources:	11	0	77.9
8. Estimated spill amount from Unknown sources:	6	0	5.5
TOTAL OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES (GALLONS):	34	43	114.9
Civil Penalty Cases for Period	0	0	0.1
Notice of Violations (TKs)	0	1	0.5
Letters of Warning	2	0	1.6
TOTAL PENALTY ACTIONS:	2	1	1.6

* NOTE: Values represent all cases within the HSC jurisdiction during the period. Significant cases are detailed in the narrative.

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

SIGNIFICANT PORT SAFETY AND SECURITY CASES (December 2013)

MARINE CASUALTIES

Loss of Steering (09 DEC):** A U.S. flag vehicle carrier experienced a failure of the #1 steering system while offshore, enroute to San Francisco. The vessel was issued a COTP order requiring a 2 tug escort into SF Bay. A technician determined that the #1 steering system power supply failed, and replaced the parts. Class and Coast Guard attended the vessel and witnessed satisfactory operation of the steering system. Case pends..

Reduction in Propulsion (16 DEC): A foreign flag tank vessel experienced a reduction in propulsion after departing Anchorage 9. The vessel anchored safely in Anchorage 7. The incident was due to a clog in the main engine fuel oil service flow meter. The crew cleaned the flow meter and other fuel system filters. Class and Coast Guard attended the vessel and witnessed satisfactory operation of the engine. LOP was not attributed to fuel switching. Case pends.

Grounding (16 DEC): A U.S. flag tank barge, loaded with 80,000 barrels of crude oil, drug anchor and went soft aground in Anchorage 22. The crew of the tug and a naval architect sounded all of the tanks, and determined that there were no breaches in the hull. The barge refloated when the tide came in, and the barge was taken to Oakland. A dive survey and an internal structural exam were conducted, with no signs of damage. Case pends.

Loss of Steering (18 DEC): A foreign flag tank vessel experienced a malfunction on the #2 steering gear pump while conducting pre-departure tests in Richmond. The incident was due to a failed relay, and the crew replaced the part. Class attended the vessel and witnessed satisfactory operation of the steering system. Case pends.

Loss of Propulsion (19 DEC): A U.S. flag MARAD vessel experienced a loss of propulsion while approaching Anchorage 9. A technician determined that the bridge and engine room telegraphs were improperly calibrated, and he corrected the issue. Class attended and witnessed satisfactory engine testing. LOP was not attributed to fuel switching. Case pends.

Loss of propulsion (25 DEC): A foreign flag container vessel experienced a loss of propulsion while mooring in Oakland. The main engine failed to respond to an astern bell. An engine technician determined the incident was due to excess slack in the chain for the main engine timing mechanism, and he adjusted the chain. Class and Coast Guard attended and witnessed satisfactory engine testing. LOP was not attributed to fuel switching. Case pends.

Loss of Steering (26 DEC): A foreign flag tank vessel experienced a steering gear malfunction while conducting pre-departure tests in Richmond. The rudder was found drifting without input from the steering stand. A technician determined that the incident was due to a disconnected wire on the relay board, and he re-connected the wire. Class attended the vessel and witnessed satisfactory operation of the steering system. Case pends.

Personnel Injury (29 DEC): A crew member onboard a foreign flag bulk freight vessel received a knee injury due to line snapback during line handling operations. The crew member was taken to the hospital. Case pends.

VESSEL SAFETY CONDITIONS

Unsafe Tow (05 DEC): A pilot reported that a 20ft commercial fishing vessel was towing a 40ft vessel, approximately 1 nm west of the Golden Gate Bridge, and the tow evolution did not appear safe. A SFPD vessel established comms with the tow, and determined that the vessel had been evicted from the Oakland Estuary. A Coast Guard small boat boarded both vessels. The team found drugs onboard the towing vessel, and found that the towed vessel was taking on water. SFPD took control of the contraband and the Coast Guard towed the other vessel to Sausalito. Case closed.

Loss of Life Raft (16 DEC):** A U.S. flag small passenger vessel operating with crew only onboard reported the loss of a 100-person inflatable buoyant apparatus (life raft) overboard off of Monterey. The incident was due to excess slack in the securing strap for the life raft. Coast Guard verified that a new life raft was installed. Case pends.

GENERAL SAFETY CASES

Rule 9 Violation (20 DEC): A pilot reported that a 40ft power driven vessel impeded the movement of a foreign flag container vessel as it was turning in the Oakland Inner Harbor Turning Basin. A Coast Guard small boat responded and interviewed the operator of the power driven vessel. There was insufficient evidence to determine whether a violation had occurred. Case closed.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inop Speed Log (06 DEC): Vsl issued an inbound/outbound LOD.

Letter of Deviation (LOD), Inop X-Band Radar (08 DEC): Vsl issued an inbound LOD.

Letter of Deviation (LOD), Inop X-Band Radar (14 DEC): Vsl issued an inbound LOD.

Letter of Deviation (LOD), Inop X-Band Radar (23 DEC): Vsl issued an inbound LOD.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Nothing significant to report.

**Initial incident occurred outside of HSC jurisdiction



UNITED STATES COAST GUARD
U.S. Department of Homeland Security

MARINE SAFETY ALERT

Inspections and Compliance Directorate

December 31, 2013
Washington, DC

Alert 10-13

Attention on Deck! Commercial Fishing Vessels

According to U. S. Bureau of Labor statistics, in 2012 commercial fishing was the second most dangerous occupation in the country, with over 117 fatalities per 100,000 workers.ⁱ This alert serves to remind commercial fishing vessel owners, operators, and crew members of the dangers associated with working around moving deck machinery, rigging, and equipment.

A recent marine casualty resulting in the death of a crew member highlights the need to remain ever-vigilant to unsafe practices and conditions. In this instance, the crew member was standing in a hazardous location on the vessel's working deck, near the stern between a section of interior bulwark and a large-diameter trawl wire which was supporting the weight of at least 1,400 pounds of deployed fishing gear. As the load on the wire increased and the direction of the load path shifted due to the sea state and the vessel's motion, the wire suddenly became taught against the vessel's bulwark where the crew member had been standing. As a result, the crew member was trapped in between and suffered fatal injuries. Although the investigation of this casualty is not complete and other causal factors may be discovered, initial findings indicate that failure to follow shipboard safety procedures and failure to recognize a dangerous situation may have contributed to this casualty.

The Coast Guard **strongly recommends** that owners, operators, and crew members of commercial fishing vessels implement the following, common-sense safety measures:

- Develop and post safety plans that include identification of "pinch points" and other dangerous locations on deck;
- Regularly conduct onboard safety training emphasizing on-deck hazards and other potential dangers;
- Remain ever-vigilant to the changing nature of potential dangers in the presence of moving deck machinery, rigging, and equipment;
- Follow vessel safety procedures and avoid placing oneself in peril!

This alert is for informational purposes only and does not relieve any domestic or international safety, operational, or material requirement. Developed by the Fifth Coast Guard District, Portsmouth, VA. Questions may be addressed to LCDR Ken Morton, (757) 398-6284, or may be forwarded to D05-DG-Prevention-DPI-PFB-Staff@uscg.mil.

ⁱ U. S. Bureau of Labor 2012 Census of Occupational Injuries: <http://www.bls.gov/iif/oshcfoi1.htm#rates>. The national occupational fatality rate is 3.2 deaths per 100,000 workers; logging is the most dangerous occupation with 128 deaths per 100,000 workers.



MARINE SAFETY ALERT

Inspections and Compliance Directorate

December 31, 2013
Washington, DC

Alert 11-13

Entanglement Accidents

A recent marine casualty involving a severe injury to a crewmember aboard an inspected passenger vessel reminds us that these hazards happen in any segment of the maritime industry. Moving, rotating, and reciprocating machinery may include (but are not limited to) rotating or spinning shafts, fan blades, fan or serpentine belts, gearing, hydraulic ram assemblies, couplings, arms, linkages, windlasses, drums, blocks, booms, and sheaves, etc.. In this instance, a crewmember's hair became entangled with a rotating propeller shaft as the crewmember was on watch and conducting rounds. The crew member sustained life-threatening injuries and is permanently disfigured. Although the investigation of this casualty is not complete, initial observations serve to remind all vessel owner / operators, and crew members of the hazards onboard vessels of all types.



The Coast Guard **strongly recommends** that vessel owner /operators evaluate their vessels for the presence of moving, rotating, reciprocating or articulating machinery hazards, and implement documented common-sense policies, procedures, and safety measures:

- ✓ Never wear loose fitting clothing, jewelry or personal gear in the vicinity of such equipment.
- ✓ Keep long hair tied back to avoid entanglement;
- ✓ Install and maintain guards and protective equipment to prevent personnel contact;
- ✓ Post appropriate hazard signs;
- ✓ Never energize machinery unless certain that all personnel are well clear;
- ✓ Follow proper lock-out tag-out procedures when working near or on such equipment, and ensure it has been verified that local or remote motor controls have been tagged-out or disabled and completely de-energized;
- ✓ Develop procedural safeguards that eliminate, as far as practicable, personnel's need to be in proximity to hazardous machinery when in operation;
- ✓ Regularly conduct onboard safety training to emphasize safety procedures and the hazards of machinery, include deck and engine department, cargo equipment, and tools;
- ✓ Always be vigilant for new risks and dangers presented to your crews and passengers.



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Marine Safety Information Bulletin

Commandant
U.S. Coast Guard
Inspections and Compliance Directorate
2703 Martin Luther King Jr Ave, SE, STOP 7501
Washington, DC 20593-7501

MSIB Number: 01-14
Date: January 06, 2014
Contact: LCDR Michael Lendvay
Phone: (202) 372-1218
E-Mail: CGCVC@uscg.mil

Notice of Arrival Requirements for Yachts over 300 Gross Tons

This bulletin addresses the Notice Of Arrival requirements for privately owned yachts arriving to the U.S.

1. Under Title 33 Code of Federal Regulations, part 160.202 and 160.203, foreign recreational vessels over 300 GT are required to file a Notice of Arrival (NOA) with the National Vessel Movement Center (NVMC) prior to arrival into the US.
2. There has been some confusion by vessel operators concerning how "Cruising Licenses" issued by Customs and Border Protection (CBP) relate to the Notice of Arrival requirements. While vessels that receive the CBP Cruising License may have some CBP reporting requirements reduced, the license does not exempt these vessels from the requirements for filing the NOA with NVMC.
3. More information can be found at the following websites:

NVMC: <https://www.nvmc.uscg.gov/NVMC/default.aspx>

CBP: http://cbp.gov/xp/cgov/travel/pleasure_boats/boats/pleasure_boat_overview.xml

Questions regarding this issue should be forwarded to the Office of Commercial Vessel Compliance, Foreign and Offshore Vessel Division (CG-CVC-2) at **202-372-1218** or by email at CGCVC@uscg.mil.

Commander Michael B. Zamperini, Chief, Foreign and Offshore Vessel Compliance Division (CG-CVC-2) in the Office of Commercial Vessel Compliance sends.

-uscg-

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

**Report of the
U.S. Army Corps of Engineers, San Francisco District
January 9, 2014**

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 on 07 July 2013. Survey posted.
- b. **Richmond Outer Harbor (and Richmond Long Wharf)** –Dredging in the Southampton Shoal was complete in mid-August 2013, **Dredging in the Long Wharf started in late-September 2013 and was complete late-October 2013.** Survey posted
- c. **Richmond Inner Harbor** – Dredging completed on 1 Oct 2013. **Survey posted.**
- d. **Oakland O & M Dredging** – **Dredging started on 21 October 2013 and is expected to be complete by the end of January 2014.**
- e. **Suisun Bay Channel (and New York Slough)** - Dredging was completed 1-12 August 2013. Survey posted.
- f. **Pinole Shoal (35+2)** – Dredging completed on 21 Sept 2013. **Survey posted.**

2. DEBRIS REMOVAL – **Debris removal for November 2013 was 35 tons. (Raccoon: 25 tons; Dillard: 10 tons; misc: 0 tons); for December 2013, 7 tons. (Raccoon: 0 tons; Dillard: 7 tons; misc: 0 tons). Mechanical issues, limited crew sizes (holidays) and preparation for maintenance have limited debris removal. Average for November from 2003 to 2012 is 56 tons. (Range: 5 - 135 tons); average for December from 2003 to 2012 is 109.2 tons. (Range: 4.5 - 202 tons). Total for 2013: 692 tons; ave. 2003-2012: 826 tons.**

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	RACCOON	DILLARD	MISC	TOTAL
2013	TONS	TONS	TONS	TONS
JAN	0	42.5	5	47.5
FEB	5	42.5	15	62.5
MAR	15	38	5	58
APR	27	32.5	5	64.5
MAY	47	51.5	0	98.5
JUN	68	117	0	185
JUL	6	19.5	0	25.5
AUG	14	19	0	33
SEP	17	15.8	0	32.8
OCT	21	21.5	0	42.5
NOV	25	10	0	35
DEC	0	7	0	7

YR TOTAL
691.8

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

None to report.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

No urgent dredging so far in 2014.

5. OTHER WORK

San Francisco Bay to Stockton - This project received approximately \$1.5 million in the FY 13 work plan. The study plan is being revised to comply with Corps SMART Planning guidelines.

Sacramento River Deep Water Ship Channel Deepening – The project received no money in the FY 13 work plan. The study will be put on hold.

HYDROGRAPHIC SURVEY UPDATE

Address of Corps' web site for completed hydrographic surveys:

<http://www.spn.usace.army.mil/Missions/Surveys,StudiesStrategy/HydroSurvey.aspx>

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

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

Bull's Head Shoal: February 15, 2013 condition survey posted Feb. 15, 2013.

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

Main Ship Channel: Post-dredge survey completed June and July, was posted.

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

Marinship Channel (Richardson Bay): Condition survey of Dec.18; posted on Jan 24, 2012.

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

New York Slough: Post-dredge survey of August 21-22, 2013 is posted.

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

Oakland Entrance Channel: Post-dredge surveys of Feb-Mar 2013 have been posted.

Oakland Inner Harbor: Pre-solicitation survey of July 18-25 has been posted.

Oakland Inner Harbor Turning Basin: Post-dredge surveys of Feb-Mar 2013 have been posted.

Oakland Outer Harbor: Pre-solicitation survey of July 18-25 has been posted.

Pinole Shoal Channel: Post-dredge of September 2013 has been posted.

Redwood City Harbor: Condition survey of late November has been posted.

Richmond Inner Harbor: Post-dredge survey Aug. – Oct. 2013 has been posted.

Richmond Outer Harbor (Longwharf): Post-dredge survey of late October has been posted.

San Bruno Shoal: Condition survey completed in June, 2011 has been posted.

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: Condition surveys completed May 9 and 10 are posted.

Suisun Bay Channel: Post-dredge survey of August 21-27, 2013 is posted.

Disposal Site Condition Surveys:

SF-08 (Main Ship Channel Disposal Site): Survey of March 2013 has been posted.

SF-09 (Carquinez): Sept 9, condition survey has posted (Sept 9, 2013).

SF-10 (San Pablo Bay): Sept 9, condition survey has been posted (Sept 9, 2013).

SF-11 (Alcatraz): Condition survey conducted Dec 2 has been posted; survey of January 7 is being posted.

SF-16 (Suisun Bay Channel Disposal Site): Condition survey of May 17, 2012 was posted on May 25, 2012.

SF-17 (Ocean Beach Disposal Site): March 2013 survey has been posted.

O&M DREDGING PLAN FOR FY14*

Project	2013			2014									FY15			Volume	Placement Site
	OCT FY14	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC		
Humboldt Bar&Entrance										Contract Hopper	█					1mcy	HOODS
Humboldt Channels																300kcy	HOODS
SF Main Ship Channel										Contract Hopper	█					350kcy	SF-17
Richmond Inner Harbor	█	█														350kcy	SFDODS
Richmond Outer Harbor	█	█							ESSAYONS	█						250kcy	SF-11
Pinole Shoal	█	█							ESSAYONS	█						150kcy	SF-10
Suisun Bay Channel	█	█								YAQUINA	█					175kcy	SF-16
Oakland Inner Harbor	█	█	█	█	█											400kcy	SFDODS
Oakland Outer Harbor	█	█	█	█	█											400kcy	SFDODS
Redwood City Harbor	█	█														350kcy	SF-11
<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="width: 20%; text-align: center;">█ Complete & Ongoing Contracts</div> <div style="width: 20%; text-align: center;">█ Hopper</div> <div style="width: 20%; text-align: center;">▨ New Dredge Contract</div> <div style="width: 20%; text-align: center;">█ Environmental Window</div> </div>																	

* Plan based on FY14 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 9, 2014

- 👉 In November the clearinghouse contacted OSPR one time regarding a possible escort violation.
- 👉 In November the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- 👉 The Clearinghouse has contacted OSPR 1 time regarding a possible escort violation in 2013. The Clearinghouse called OSPR 3 times in 2012 regarding any possible escort violations, 3 times in 2011, 6 times in 2010, 8 times 2009; 4 times 2008; 9 times in 2007; 9 times in 2006; 16 times in 2005; 24 times in 2004; twice in 2003; twice in 2002; 6 times in 2001; 5 times in 2000.
- 👉 In November there were 100 tank vessel arrivals; 5 Chemical Tankers, 16 Chemical/Oil Tankers, 26 Crude Oil Tankers, 2 LPG's, 1 Non Specific Tanker, 18 Product Tankers, and 32 Tugs with Barges.
- 👉 In November there were 305 total arrivals.

- 👉 In December the clearinghouse did not contact OSPR regarding any possible escort violations.
- 👉 In December the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- 👉 The Clearinghouse has contacted OSPR 1 time regarding a possible escort violation in 2013. The Clearinghouse called OSPR 3 times in 2012 regarding any possible escort violations, 3 times in 2011, 6 times in 2010, 8 times 2009; 4 times 2008; 9 times in 2007; 9 times in 2006; 16 times in 2005; 24 times in 2004; twice in 2003; twice in 2002; 6 times in 2001; 5 times in 2000.
- 👉 In December there were 109 tank vessel arrivals; 8 Chemical Tankers, 18 Chemical/Oil Tankers, 27 Crude Oil Tankers, 2 LPG's, 1 Non Specific Tanker, 19 Product Tankers, and 34 Tugs with Barges.
- 👉 In December there were 310 total arrivals.

San Francisco Bay Clearinghouse Report For November 2013

San Francisco Bay Region Totals

	<u>2013</u>		<u>2012</u>	
Tanker arrivals to San Francisco Bay	68		65	
Barge arrivals to San Francisco Bay	32		24	
Total Tanker and Barge Arrivals	100		89	
Tank ship movements & escorted barge movements	321		303	
Tank ship movements	177	55.14%	199	65.68%
Escorted tank ship movements	113	35.20%	113	37.29%
Unescorted tank ship movements	64	19.94%	86	28.38%
Tank barge movements	144	44.86%	104	34.32%
Escorted tank barge movements	40	12.46%	41	13.53%
Unescorted tank barge movements	104	32.40%	63	20.79%

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	204		311		0		141		656	
Unescorted movements	111	54.41%	152	48.87%	0	0.00%	57	40.43%	320	48.78%
Tank ships	91	44.61%	112	36.01%	0	0.00%	37	26.24%	240	36.59%
Tank barges	20	9.80%	40	12.86%	0	0.00%	20	14.18%	80	12.20%
Escorted movements	93	45.59%	159	51.13%	0	0.00%	84	59.57%	336	51.22%
Tank ships	68	33.33%	104	33.44%	0	0.00%	57	40.43%	229	34.91%
Tank barges	25	12.25%	55	17.68%	0	0.00%	27	19.15%	107	16.31%

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 2013

San Francisco Bay Region Totals

	<u>2013</u>		<u>2012</u>	
Tanker arrivals to San Francisco Bay	728		712	
Barge arrivals to San Francisco Bay	320		333	
Total Tanker and Barge Arrivals	1,048		1,045	
Tank ship movements & escorted barge movements	3,919		3,446	
Tank ship movements	2,212	56.44%	2,149	62.36%
Escorted tank ship movements	1,298	33.12%	1,166	33.84%
Unescorted tank ship movements	914	23.32%	983	28.53%
Tank barge movements	1,707	43.56%	1,297	37.64%
Escorted tank barge movements	579	14.77%	504	14.63%
Unescorted tank barge movements	1,128	28.78%	793	23.01%

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

Escorts reported to OSPR

	1	3
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Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	2,342		3,584		0		1,816		7,742	
Unescorted movements	1,121	47.87%	1,759	49.08%	0	0.00%	879	48.40%	3,759	48.55%
Tank ships	794	33.90%	1,164	32.48%	0	0.00%	503	27.70%	2,461	31.79%
Tank barges	327	13.96%	595	16.60%	0	0.00%	376	20.70%	1,298	16.77%
Escorted movements	1,221	52.13%	1,825	50.92%	0	0.00%	937	51.60%	3,983	51.45%
Tank ships	905	38.64%	1,289	35.97%	0	0.00%	555	30.56%	2,749	35.51%
Tank barges	316	13.49%	536	14.96%	0	0.00%	382	21.04%	1,234	15.94%

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 Region Harbor Safety Committee
OSPR Report
(As of January 2014)**

Drills and Exercises

Amendments 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 have been developed for Small Marine Fueling Facilities, Mobile Transfer Units and Vessels Carrying Oil As Secondary Cargo. The rulemaking was approved by the Office of Administrative Law and will go into effect on April 1, 2014.

Shoreline Protection Tables

Amendments to the Shoreline Protection Tables incorporate changes from the Area Contingency Plans and make the tables more streamlined. .
The amended tables were approved by the Office of Administrative Law and became effective on December 19, 2013

Questions on either of the above regulation changes can be directed to Chris Klumpp ((916) 322-1195), Chief of the Preparedness Branch.

**Workshops Discussing Potential Changes to the Oil Spill Response
Organization Rating Regulations**

Two Workshops were held in December (one in Los Alamitos; one in Hercules) to discuss possible regulatory changes to the rating system for OSRO's and the Sensitive Site Strategy Evaluation Program. Both workshops were well attended and productive. OSPR will review all comments received and decide how best to proceed.

AB 881 (Chesbro):

We are tracking the bill, and we have no position on the bill.

The bill was moved to the "inactive file" at the end of this legislative session. Since this is the first year of the 2-year legislative cycle, the legislature actually has until the end of the next legislative year (9/14) to act on this bill.



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - NOVEMBER COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
NOVEMBER 1- 30 2012	214	89	41.59
NOVEMBER 1- 30 2013	223	74	33.18

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
NOVEMBER 1- 30 2012	7,729,000	0	15,239,478	6,375,494	21,614,972
NOVEMBER 1- 30 2013	13,119,471	0	17,920,957	7,995,416	25,916,373

OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
NOVEMBER 1- 30 2012	0	0	0	0	0
NOVEMBER 1- 30 2013	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.



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - DECEMBER COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
DECEMBER 1- 31, 2012	224	71	31.70
DECEMBER 1- 31, 2013	243	93	38.27

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
DECEMBER 1- 31, 2012	7,390,428	0	13,918,840	7,225,379	21,144,219
DECEMBER 1- 31, 2013	12,900,700	715,000	17,279,300	11,041,499	28,320,799

OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled Gasoline / 1 Gallon
DECEMBER 1- 31, 2012	1	0	0	1	
DECEMBER 1- 31, 2013	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.