

Harbor Safety Committee

of the San Francisco Bay Region

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

Harbor Safety Committee of the San Francisco Bay Region

Thursday, January 8, 2015

California Maritime Academy

Richmond Maritime Safety & Security Center

756 West Gertrude Street

Richmond, CA

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 at 09:58.

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), California Dungeness Crab Task Force; **John Berge** (M), Pacific Merchant Shipping Association; **Margot Brown** (M), National Boating Federation; **Mary Brown** (M), Horizon Lines; **Capt. Mike Day** (M), United States Coast Guard; **Capt. John Dougherty** (M); Blue & Gold Fleet; **Jeff Ferguson** (M), NOAA; **Aaron Golbus** (M), Port of San Francisco; **Bob Gregory** (M), Foss Maritime; **Capt. Bruce Horton** (M), San Francisco Bar Pilots; **Capt. James Marshall** (M), Chevron Shipping Corp.; **LtCol John Morrow**, (M), US Army Corps of Engineers; **Griffin Patrick** (A), Tesoro Refining and Marketing; **Chris Peterson** (M), Port of Oakland; **Linda Scourtis** (A), Bay Conservation and Development Commission; **Capt. Ray Shipway** (M), Int'l Org. of Master, Mates & Pilots; **Janie Singleton** (M), Port of Richmond; **Greg Zeligman** (A), Starlight Marine Services.

The meetings are always open to the public.

Approval of the Minutes-

A motion to accept the minutes of the November 13, 2014 meeting was made and seconded. The minutes were approved without dissent.

Comments by Chair- Capt. Lynn Korwatch

Welcomed the committee members and audience. Thanked Cal. Maritime for hosting this month's meeting at the MSSC.

- Capt. Bruce Clark, MSSC Director, welcomed the HSC and gave an informational safety briefing on the training facility.

Harbor Safety Committee

of the San Francisco Bay Region

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

Coast Guard Report- Capt. Mike Day

- Advised of MSIB 14-09 issued on December 10, 2014 regarding severe weather preparations.
- Advised of MSIB 14-10 issued on December 16, 2014 addressing port congestion and the limited anchorage space in SF Bay.
- Advised of MSIB 14-02 issued on December 10, 2014 regarding the North America Emission Control Area and fuel switching safety. New fuel requirements took effect on January 1, 2015. The USCG will be monitoring any issues that arise as a result of the new regulations such as LOP's and vessel re-routing.
- Advised that USCG Sector SF has published an organizational chart outlining the various divisions and responsibilities within the agency (attached).
- Cmdr. Amy Wirts read from the November- 14 and December- 14 Prevention/Response Reports (attached).
- Cmdr. Wirts advised that the USCG annual statistical report is due out in May, 2015.
- Jim Anderson asked if, in light of port congestion, anything can be done to keep offshore vessels from drifting into crab fishing areas and hampering their operations. Capt. Day advised that Coast Guard will look into the issue.
- Cmdr. Wirts advised that funding has been allotted for repairing Mile Rocks Light Aid to Navigation in 2016.

Army Corps of Engineers Report- LtCol John Morrow

- Advised that Army Corps' debris removal mission is performing strongly.
- Rob Lawrence read from the US Army Corps of Engineers, San Francisco District Report (attached). The Sacramento deep-water channel dredging project is not currently moving forward and is no longer on the report. The Corps recently participated in a water hyacinth removal project in the delta.
- Capt. Korwatch asked if the increased debris removal numbers were due to the recent storms. The Corps confirmed that most of the debris collected was the result of runoff.
- Capt. Shipway asked if the water hyacinth removal was a new program. The Corps confirmed that it was and that the Port of Stockton had requested the assistance.
- Capt. Shipway asked who provided the funding to remove derelict vessels. Jessica Burton Evans advised that the Corps has jurisdiction to remove hazards to navigation and did not receive external funding.
- Jessica Burton Evans overviewed the draft FY15 Dredging Plan which is still being updated. All dredging in the SF region district will be by contract.

Harbor Safety Committee of the SF Bay Region

January 8, 2015

Page 2

Harbor Safety Committee

of the San Francisco Bay Region

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

- Jessica Burton Evans advised that although the Sacramento Channel deepening project is on hold, maintenance dredging will continue. LtCol Morrow advised many projects throughout the Corps are being canceled due to prioritization and funding.

Clearing House Report- Alan Steinbrugge (report attached)

OSPR Report- David Mighetto (nothing to report)

- Tom Cullen, OSPR Administrator, advised that the agency is hiring to fill positions and expand operations. A rail exercise is scheduled for February, 2015 in Bakersfield. OSPR is monitoring the recent lawsuit filed by the railroad industry.

NOAA Report- Jeffrey Ferguson

- Advised the current weather outlook is for quiet and dry conditions to continue.
- Advised that NRT6 has almost completed the survey from Pinole Point the Davis Point. The Suisan Bay survey is upcoming.
- Advised that NOAA is requesting industry comment regarding the need and usefulness of large format chart catalogs.

State Lands Commission Report- (report attached)

Briefing on the USACE 10 Year Maintenance Dredging Master Plan EA / EIR- Jessica Burton Evans, USACE

- Advised that the Army Corps' draft EA/ EIR regarding SF Bay maintenance dredging for 2015 – 2024 was released on December 5, 2014. The 45 day comment period is currently open and ends on January 20, 2015. Comments from stakeholders are welcome. The draft EA /EIR was presented at a public meeting on January 7th. Excerpts are available on the Marine Exchange website (www.sfmex.org) under HSC Agenda. The document will be finalized in April, 2015.
- Overviewed the draft EA / EIR. Proposed and alternative dredging plans with reduced hopper dredge use were evaluated. Minimization measures for smelt entrainment include changes in dredging time windows, the closing of draghead water intake doors and education in addition to compensatory mitigation. Alternative plans replacing hopper dredging with mechanical dredging to varying degrees are included in the draft EA /EIR. These reduced hopper dredge use alternatives carry a risk of dredging deferral if the USACE does not receive authorization or

Harbor Safety Committee of the SF Bay Region

January 8, 2015

Page 3

Harbor Safety Committee

of the San Francisco Bay Region

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

funding by 2017. Reduced hopper dredge alternatives have increased impacts to navigation and are less efficient.

- Catherine Hooper asked what the biggest challenge is to the proposed plan. Jessica Burton Evans advised that permitting issues relating to compensatory mitigation are a concern.

Briefing on CDC Maritime Response to West Africa Ebola Outbreak- Vanessa Jew, MPH CDC SF

- Advised that on August 8, 2014 Ebola outbreak was declared an international public health emergency and presented a report on maritime traffic and CDC port response relating to the outbreak. An overview of the presentation is available on the Marine Exchange website (www.sfmex.org) under HSC Agenda. Maritime traffic from Ebola outbreak countries is being monitored. Since the start of the outbreak, cargo ship traffic from affected countries to the U.S. has greatly reduced. Most of the ships that are arriving from affected countries take longer than 21 days to reach the U.S. which is Ebola's maximum incubation period before symptoms develop. The CDC partners with the USCG, CPB, and other agencies to help prevent the introduction and spread of the disease. Ships are required by law to immediately report any death or illness of public health concern to the CDC and the CDC has authority to issue isolation or quarantine orders. The WHO does not recommend travel restrictions or active screening at U.S. seaports but does recommend exit screening at seaports in all Ebola affected countries and limiting non-essential travel to those countries. Cargo ships coming and going from West Africa have their crew and other personnel screened before boarding and crew are prohibited from disembarking while in port in Ebola affected countries. Cruise ships are not stopping in Ebola outbreak countries and are pre-screening passengers for possible exposure. The CDC is working closely with the USCG on Ebola awareness and reporting requirements. The CDC is also assisting with airport exit screenings in Ebola outbreak countries. The maritime community is requested to learn the signs and symptoms of Ebola and report possible cases to the CDC. The contact number for the CDC San Francisco Quarantine Station is: (650) 876-2872.
- Catherine Hooper asked if ships are required to report directly to the CDC. The CDC responded that a reporting system is in place where cruise ships report directly to the CDC but other ships report through the USCG and CBP.

Work Group Reports-

Tug Work Group- Bob Gregory advised that a meeting was held recently regarding ATB speed restrictions. Work is ongoing.

Harbor Safety Committee

of the San Francisco Bay Region

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

Navigation Work Group- Capt. Bruce Horton advised that there was nothing to report.

Ferry Operations Work Group- Capt. Tom Daugherty advised that there was nothing to report

Dredge Issues Work Group- nothing to report.

PORTS Work Group- Chris Peterson advised that alternative sources for PORTS funding are being looked at.

Prevention through People Work Group- Margot Brown thanked the USCG for prioritizing and funding the Mile Rocks Light Aid to Navigation repair.

HSC Plan Update Work Group- Linda Scourtis advised that a Plan Update meeting is scheduled to take place directly after today's HSC meeting.

PORTS Report- Alan Steinbrugge

- Advised that progress continues to be made towards getting the Bay Bridge Air Gap Sensor online.
- Requested feedback from the community in regards to the usefulness of the Oakland current sensor. Due to funding cuts, this sensor may be decommissioned. Capt. Korwatch advised that OSPR will no longer be funding PORTS maintenance and that NOAA is not providing maintenance funding at this time. The maintenance cost for the whole PORTS system nationwide is approximately five million dollars.

Public Comment-

- Kyle Watson, Global Diving & Salvage, advised that he is interested in forming a salvage work group with the HSC and will contact OSPR.
- Capt. Bruce Clark announced that tours of the training ship are available after the meeting and advised that the 15th Annual California Maritime Leadership Symposium is on February 24-25, 2015 in Sacramento. Information and registration at www.maritimesymposium.com.
- Capt. Korwatch advised that the AMSC meeting is on Wednesday, January 14, 2015 at 10:00 at Pier 35.

Old Business- None

Harbor Safety Committee

of the San Francisco Bay Region

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

New Business- None

Next Meeting-

1000-1200, February 12, 2015

Port of San Francisco

Pier 1 Conference Center

The Embarcadero

San Francisco, CA

Adjournment-

A motion to adjourn was made and seconded. The motion passed without dissent and the meeting adjourned at 11:34.

Respectfully submitted:

A handwritten signature in black ink, appearing to read "Lynn Korwatch". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Capt. Lynn Korwatch

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

November-14

PORT SAFETY CATEGORIES*

	2014	2013	3yr Avg**
1. Total Number of Port State Control Detentions for period:	1	1	0.56
SOLAS (1), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
2. Total Number of COTP Orders for the period:	2	4	6.44
Navigation Safety (2), Port Safety & Security (0), ANOA (0)			
3. Marine Casualties (reportable CG 2692) within SF Bay: Allision (1), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0), Steering (0), Propulsion (9), Personnel (0), Other (1), Power (0)	11	17	12.97
4. Total Number of (routine) Navigation Safety issues/Letters of Deviation: Radar (1) Gyro (0), Steering (0), Echo sounder (0), AIS (2), AIS-835 (0), ARPA (0), SPD LOG (1), R.C. (0), Other (0)	4	4	4.19
5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay:	0	3	0.75
6. Significant Waterway events or Navigation related cases for the period:	0	1	0.47
7. Maritime Safety Information Bulletins (MSIBs): MSIB 14-08 Hot-Work Permit and Notification	1	0	0.44
Total Port Safety (PS) Cases opened for the period:	19	30	25.83

MARINE POLLUTION RESPONSE

Source Identification (Discharges):

VESSELS	2014	2013	3yr Avg**
U.S. Commercial Vessels	1	1	1.00
Foreign Freight Vessels	0	0	0.14
Public Vessels	0	0	0.89
Commercial Fishing Vessels	2	1	0.44
Recreational Vessels	3	4	3.94
FACILITIES			
Regulated Waterfront Facilities	2	0	0.39
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.03
Other Land Sources	0	3	1.75
Mystery Spills - Unknown Sources	14	5	4.64
Number of Oil/Hazmat Pollution Incidents within San Francisco Bay for Period			
1. Spills < 10 gallons	6	10	6.50
2. Spills 10 - 100 gallons	1	2	0.89
3. Spills 100 - 1000 gallons	0	0	0.14
4. Spills > 1000 gallons	0	0	0.11
5. Spills - Unknown	15	2	5.31
Total:	22	14	12.94

TOTAL OIL DISCHARGE AND HAZARDOUS MATERIALS RELEASE VOLUMES BY SPILL SIZE CATEGORY:

1. Estimated spill amount from U.S. Commercial Vessels:	5	5	16.12
2. Estimated spill amount from Foreign Freight Vessels:	0	0	0.08
2. Estimated spill amount from Public Vessels:	0	0	5.14
3. Estimated spill amount from Commercial Fishing Vessels:	unk	1	14.40
4. Estimated spill amount from Recreational Vessels:	6.13	23	10.30
5. Estimated spill amount from Regulated Waterfront Facilities:	17	0	5.35
6. Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer:	0	0	0.00
7. Estimated spill amount from Other Land Sources:	0	34	147483.20
8. Estimated spill amount from Unknown sources: MYSTERY SHEENS	unk	6	5.21

TOTAL OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES (GALLONS):

Total:	≈28.13	69	147539.82
Civil Penalty Cases for Period	0	0	0.11
Notice of Violations (TKs)	3	0	0.53
Letters of Warning	6	3	1.97
TOTAL PENALTY ACTIONS:	9	3	12.97

* 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 2014)

MARINE CASUALTIES

Loss of propulsion (02NOV14): A U.S. flag passenger vessel experienced a loss of propulsion while underway IVO Pier 39. LOP believed to be due to issue with the main fuel line and filter. Vessel was towed back to the pier and a CG-835 No-Sail was issued. CG attended vessel & verified satisfactory operation of propulsion system. No Sail was lifted. LOP not attributed to fuel switching. Case closed.

Loss of propulsion (06NOV14): A foreign flag bulk freight vessel experienced a loss of propulsion while attempting to get underway from Anchorage 9 when engines failed to start. A COTP order was issued requiring the vessel to remain at anchorage until receiving documentation from class. The exhaust gas temperature on the turbocharger was found overly high; vessel overhauled and brought it back in order. Class report was received and COTP order was lifted. LOP not attributed to fuel switching. Case closed.

Equipment failure (11NOV14): A U.S. flag container ship experienced an equipment failure of the secondary fire pump while transiting inbound to the Port of Oakland. The primary fire pump in the machinery space was fully operational; a CG-835 No Sail was issued. ABS provided class report attesting to the proper operation of the secondary fire pump. No sail was lifted. Case closed.

Loss of propulsion control (12NOV14): A foreign flag bulk freight vessel experienced a loss of propulsion upon arrival to Anchorage 9. The vessel did not respond to an astern bell although the engine order telegraph was operational. Cause of failure was a clogged solenoid; class report attested to proper repairs and CG witnessed operational test of propulsion system. Case closed.

Loss of propulsion (18NOV14): A foreign flag vehicle carrier experienced a temporary loss of propulsion while outbound Richmond Inner Harbor. The vessel was directed to Anchorage 9 with a tug escort, and COTP order was issued. LOP was determined to be faulty fuel valves. Class attested to the satisfactory replacement of valves and COTP was lifted. LOP not attributed to fuel switching. Case closed.

Allision (20NOV14): A U.S. flag ferry vessel allided with the pier while mooring in Alameda. The vessel was issued a CG-835 No Sail due to an 8" by 8" puncture on the stbd bow above the waterline. Satisfactory repairs were completed and the No Sail was lifted. Case closed.

Loss of propulsion (21NOV14): A foreign flag bulk freight vessel experienced a loss of propulsion upon departure from Richmond Harbor. The vessel's position was maintained with tugs until mooring at berth 21 in Richmond. CG and class attended the vessel and determined cause to be a fault in the power supply to the digital governor unit. Power unit was replaced & Class/CG verified satisfactory operational test. LOP not attributed to fuel switching. Case closed.

Loss of propulsion (22NOV14): A foreign flag bulk freight vessel experienced a loss of astern propulsion while conducting engine tests in the offshore precautionary area. The vessel regained full power prior to heading inbound. COTP order directed the vessel to anchorage 9 under a two tug escort. CG and class attended the vessel and verified satisfactory operational test of propulsion system. LOP was attributed to fuel switching; Class recommends vessel amend fuel changeover procedures to include adjusting the fuel racks. Case closed.

VESSEL SAFETY CONDITIONS

CG-835 No Sail (12NOV14): A U.S. flag barge was issued a No Sail due to inability to provide an approved vessel response plan. Case pends.

Vessel Detention (14NOV14): A foreign flag passenger vessel was detained due to the watertight integrity of piping systems below the water line. The vessel had unauthorized patches and braces, and various fuel oil and air leaks. Proper repairs were made to systems. Class witnessed the correction of deficiencies and the detention was lifted. Case closed.

GENERAL SAFETY CASES

Nothing Significant to Report

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inop AIS (16NOV14): Vsl issued an inbound LOD.

Letter of Deviation (LOD), Inop S-Band Radar (17NOV14): Vsl issued an inbound LOD.

Letter of Deviation (LOD), Inop Speed Log (19NOV14): Vsl issued an outbound LOD.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Notice of Violation (NOV) (21NOV14): Approximately 15 gallons of hydraulic oil were discharged by a facility in Richmond from a ruptured hydraulic line on a facility crane. The facility activated their OSRO, isolated the hydraulic line, and deployed sorbent boom. The facility OSRO completed the cleanup.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

December-14

PORT SAFETY CATEGORIES*

	2014	2013	3yr Avg**
1. Total Number of Port State Control Detentions for period: SOLAS (2), STCW (0), MARPOL (0), ISM (0), ISPS (0)	2	0	0.61
2. Total Number of COTP Orders for the period: Navigation Safety (2), Port Safety & Security (2), ANOA (0)	4	5	6.42
3. Marine Casualties (reportable CG 2692) within SF Bay: Allision (1), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0), Steering (0), Propulsion (6), Personnel (0), Other (1), Power (1)	9	10	13.00
4. Total Number of (routine) Navigation Safety issues/Letters of Deviation: Radar (2) Gyro (1), Steering (0), Echo sounder (0), AIS (0), AIS-835 (0), ARPA (0), SPD LOG (2), R.C. (0), Other (1)	6	5	4.22
5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay:	0	1	0.75
6. Significant Waterway events or Navigation related cases for the period: San Francisco Bay storm	1	1	0.50
7. Maritime Safety Information Bulletins (MSIBs): MSIB 14-09 Severe Weather Preparations; MSIB 14-10 Limited Availability of Anchorage Space in San Francisco Bay	2	0	0.50
Total Port Safety (PS) Cases opened for the period:	24	22	26.00

MARINE POLLUTION RESPONSE

Source Identification (Discharges):

VESSELS	2014	2013	3yr Avg**
U.S. Commercial Vessels	2	1	1.03
Foreign Freight Vessels	1	0	0.17
Public Vessels	2	2	0.94
Commercial Fishing Vessels	0	3	0.44
Recreational Vessels	7	11	4.11
FACILITIES			
Regulated Waterfront Facilities	1	0	0.42
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.03
Other Land Sources	2	5	1.75
Mystery Spills - Unknown Sources	4	6	4.72
Number of Oil/Hazmat Pollution Incidents within San Francisco Bay for Period			
1. Spills < 10 gallons	11	22	6.75
2. Spills 10 - 100 gallons	3	0	0.97
3. Spills 100 - 1000 gallons	0	0	0.14
4. Spills > 1000 gallons	0	0	0.06
5. Spills - Unknown	5	6	5.42
Total:	19	28	13.33
TOTAL OIL DISCHARGE AND HAZARDOUS MATERIALS RELEASE VOLUMES BY SPILL SIZE CATEGORY:			
1. Estimated spill amount from U.S. Commercial Vessels:	12	1	8.12
2. Estimated spill amount from Foreign Freight Vessels:	2	0	0.14
2. Estimated spill amount from Public Vessels:	6	2	5.31
3. Estimated spill amount from Commercial Fishing Vessels:	0	3	14.40
4. Estimated spill amount from Recreational Vessels:	36	11	11.27
5. Estimated spill amount from Regulated Waterfront Facilities:	1	0	5.38
6. Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer:	0	0	0.00
7. Estimated spill amount from Other Land Sources:	1	11	147437.36
8. Estimated spill amount from Unknown sources: MYSTERY SHEENS	unk	6	5.13
TOTAL OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES (GALLONS):	58	34	147487.12
Civil Penalty Cases for Period	0	0	0.11
Notice of Violations (TKs)	1	0	0.56
Letters of Warning	6	2	2.11
TOTAL PENALTY ACTIONS:	7	2	13.39

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

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

SIGNIFICANT PORT SAFETY AND SECURITY CASES (December 2014)

MARINE CASUALTIES

Reduction of propulsion (01DEC14): A foreign flag bulk freight vessel experienced a reduction in propulsion while transiting from Oakland to Anchorage 9. A COTP order was issued requiring the vessel to remain at anchorage until documentation was received from class attesting to causative factors and proper operation of system. The vessel replaced the number 6 air cylinder. COTP order was lifted after documentation was received and a full power trial was conducted. LOP was not attributed to fuel switching. Case closed.

Loss of propulsion (05DEC14): A foreign flag tank vessel experienced a loss of propulsion while departing Anchorage 9 and transiting to Rodeo. A COTP order was issued requiring the vessel to remain at anchorage until documentation was received from class attesting to causative factors and proper operation of system. After 18 test starts, the crew was unable to repeat the casualty. The vessel was authorized to depart port under a two tug escort. COTP order was lifted; LOP was not attributed to fuel switching. Case closed.

Structural damage (06DEC14): A foreign flag bulk freight vessel discovered internal structural damage between the number one cargo hold and the ballast tank after conducting cargo operations. A COTP order was issued directing the vessel to Anchorage 9 until documentation was received from class attesting to the structural integrity of the vessel. The vessel was issued a short term Safety Construction Certificate pending permanent repairs. COTP order was lifted. Case closed.

Allision (13DEC14): A U.S. flag tug vessel experienced an allision with the center span of the Union Pacific Railroad Bridge. The vessel had spuds in the up position which hit the bridge. The bridge was slightly raised which freed the vessel; there was no apparent damage to the bridge or the vessel. Case closed.

Loss of propulsion (24DEC14): A foreign flag tank vessel experienced a loss of propulsion while approaching Anchorage 9. The vessel did not respond to astern bell. Class attended the vessel and identified the causative factor to be a faulty solenoid valve. The valve was overhauled but the vessel was given a condition of class until the valve is replaced. A COTP order was issued allowing the vessel to transit to Phillips 66. Upon arrival at the pier, the vessel suffered an additional loss of propulsion due to the solenoid valve. Vessel was permitted to transit to Anchorage 9 for permanent repairs under an amendment to the COTP order requiring a 2 tug escort. Class report and attending Marine Inspectors confirmed replacement of solenoid and satisfactory operational test. LOP was not attributed to fuel switching. Case closed.

VESSEL SAFETY CONDITIONS

Vessel Detention (19DEC14): A foreign flag bulk freight vessel was inspected in Sacramento and detained due to an improperly working outboard engine on the rescue boat. Class witnessed the correction of deficiencies and provided documentation; detention was lifted. Case closed.

Vessel Detention (31DEC14): A foreign flag bulk freight vessel was inspected in Stockton, CA and detained due to two failed fire drills. The crew was not familiar with shipboard firefighting procedures and demonstrated poor communications. PSC examiners re-attended & witnessed satisfactory fire drills. Case closed.

GENERAL SAFETY CASES

Nothing Significant to Report

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inop Gyro Compass (12DEC14): Vsl issued an inbound LOD.

Letter of Deviation (LOD), Inop X-Band Radar (13DEC14): Vsl issued an inbound LOD.

Letter of Deviation (LOD), Inop Magnetic Compass (18DEC14): Vsl issued an inbound LOD.

Letter of Deviation (LOD), Inop Speed Log (19DEC14): Vsl issued an inbound/outbound LOD.

Letter of Deviation (LOD), Inop Speed Log (20DEC14): Vsl issued an inbound LOD.

Letter of Deviation (LOD), Inop S-Band Radar (24DEC14): Vsl issued an inbound LOD.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

No enforcement, potential threat only (31DEC14): A 105 foot privately owned research vessel carrying 150 gallons of diesel ran aground near Point San Pablo, Richmond. A Communications Plan was established between the local Harbormaster and the Sector Command Center to provide vessel status updates every two hours. The responsible party was issued an Administrative Order to either safely refloat the vessel or to remove the pollution threat onboard. The responsible party contracted Vessel Assist to help refloat the vessel in the morning. The responsible party was able to refloat the vessel the following morning without assistance, and returned to anchorage.

***SECTOR COMMANDER & DEPUTY**

SECTOR COMMANDER:

Sector Commanders and Deputy Sector Commanders are vested with all rights, responsibilities, duties and authority to ensure the execution of the Captain of the Port, Federal Maritime Security Coordinator, Federal On-Scene Coordinator, Officer in Charge, Marine Inspections and SAR Mission Controller mission sets within the Sector's AOR.

SECTOR COMMAND CENTER (SCC):

The SCC is the public's primary interface with Sector San Francisco and receives all Coast Guard notifications within the AOR via phone or VHF-FM radio. It is the integrator for all operations within Sector San Francisco's operating area. The SCC conducts USCG operations 24 hours a day, 7 days a week by managing information, maintaining situational awareness, and executing command and control of USCG forces.

CONTINGENCY PLANNING/FORCE READINESS:

Ensures all Sector components are actively engaged in the cycle of quality preparedness to include development, training, exercise, and execution of Sector plans needed for domestic and regional emergencies.

INTELLIGENCE:

Intelligence is an internal Sector element that provides operational intelligence support and law enforcement information essential to Sector mission execution.

LOGISTICS DEPARTMENT:

The Logistics Department is an internal Sector element which supports Response and Prevention activities through asset maintenance and availability, personnel preparation and administrative services.

***PREVENTION DEPARTMENT:**

The Prevention Department focuses on gaining compliance with regulatory standards, determining marine casualty causal factors, and the safety and security of waterways to support the Maritime Transportation System. The Prevention function is carried out through vessel, facility and container inspections, maritime investigations, enforcement of waterway safety and security standards, and waterway analyses.

• **Investigations Division:*

The Investigations Division manages the Coast Guard's marine investigation responsibilities in the Sector AOR. This includes, but is not limited to, investigation of marine casualties and of credentialed mariners' infractions; investigation of violations of laws or regulations by any party.

• **Inspections Division:*

The Inspections Division provides oversight of the regulatory and inspection elements of the Coast Guard's safety, security, and environmental protection responsibilities in the Sector's AOR. It ensures compliance with US laws, regulations, policy as well as International Treaties in regulated communities through U.S. and foreign flag vessel inspections, facility inspections (fixed, mobile, and offshore structures), container inspections, and vessel ballast water management. Additionally, it provides oversight of Recreational Boating Safety (RBS) and un-inspected vessel safety programs.

• **Waterways Management Division:*

The Waterways Management Division ensures the effective and efficient movement of commerce and access to navigable waterways. Authorities and responsibilities extend to Aids to Navigation, Limited Access Areas, Marine Event Permitting, Waterway Analysis Management Study/ Ports and Waterways Safety Assessment, and Vessel Traffic Services.

○ **Vessel Traffic Services:*

As part of the Waterways Management Division, the VTS coordinates the safe, secure and efficient transit of vessels in San Francisco Bay. The VTS personnel, who staff the Vessel Traffic Center 24 hours a day, 7 days a week, monitor vessel traffic and correlate vessel movement reports with the Automatic Identification System (AIS), radar, and closed-circuit television (CCTV) information to obtain an accurate picture of vessel traffic.

RESPONSE DEPARTMENT:

The Response Department focuses on the command and control activities associated with incident (primarily pollution) response and/or security enforcement. The Response function maintains all-hazard response capabilities and security enforcement expertise required to manage incidents and respond to crises.

• *Enforcement Division:*

The Enforcement Division enforces laws and treaties by directing Sector Response units/sub-units (including stations and patrol boats), and coordinating law enforcement response/support with external law enforcement and DOD partners.

• **Incident Management Division:*

The Incident Management Division executes all maritime oil and hazardous materials pollution response operations in coordination with the National Contingency Plan. It partners with other federal, state, local and tribal stakeholders to mitigate the effects of marine pollution threats and ensure continuity of coastal environmental preparedness measures.

***Indicates Harbor Safety Committee Partners**

Source: U.S. Coast Guard Sector Organization Manual, COMDTINST M5401.6A; Sector San Francisco Organization Manual, SECSFINST M5401.6J



U.S. Coast Guard Sector San Francisco Organizational Chart

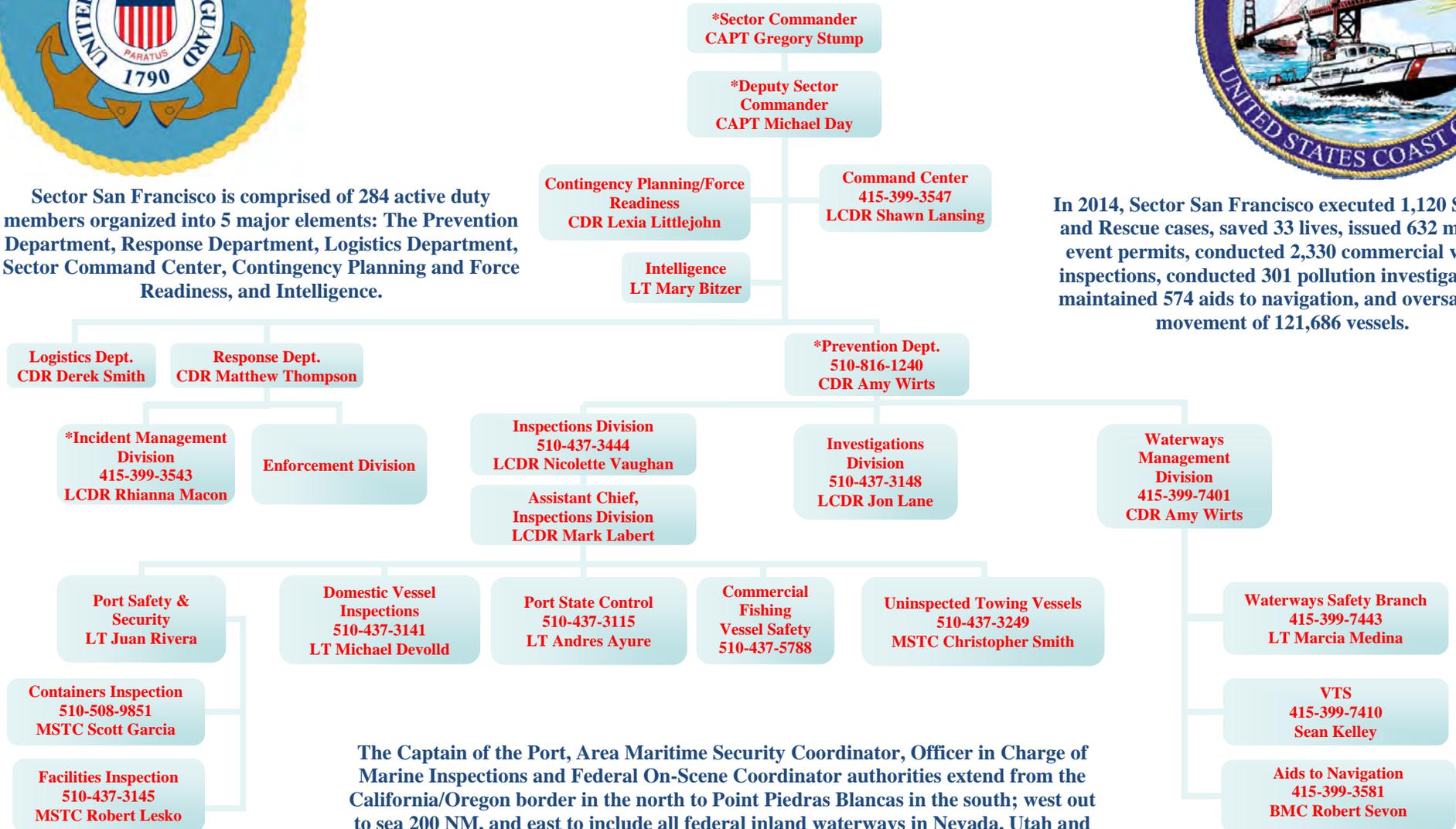


Mission:

Selflessly serve and protect the public and maritime industry by providing safety, security, environmental protection, and facilitation of commerce while earning public trust.

Sector San Francisco is comprised of 284 active duty members organized into 5 major elements: The Prevention Department, Response Department, Logistics Department, Sector Command Center, Contingency Planning and Force Readiness, and Intelligence.

In 2014, Sector San Francisco executed 1,120 Search and Rescue cases, saved 33 lives, issued 632 marine event permits, conducted 2,330 commercial vessel inspections, conducted 301 pollution investigations, maintained 574 aids to navigation, and oversaw the movement of 121,686 vessels.



The Captain of the Port, Area Maritime Security Coordinator, Officer in Charge of Marine Inspections and Federal On-Scene Coordinator authorities extend from the California/Oregon border in the north to Point Piedras Blancas in the south; west out to sea 200 NM, and east to include all federal inland waterways in Nevada, Utah and the southwest corner of Wyoming.

For more information on U.S. Coast Guard Sector San Francisco, visit our Homeport page at: <https://homeport.uscg.mil/mycg/portal/ep/portDirectory.do?tabId=1&cotpId=46>

**Harbor Safety Committee
Of the San Francisco Bay Region
January 8, 2015
Report of the
U.S. Army Corps of Engineers, San Francisco District**

1. DEBRIS REMOVAL

Debris removal for November 2014 was 55 tons (Dillard 55 tons; other vessels 5). Average for November from 2004 to 2013 is 54 tons. (Range: 5 – 135 tons). Debris removal for December 2014 was 215 tons (Raccoon 130 tons [Raccoon spent 5 days in San Joaquin River clearing Hyacinth from Tule Island to Prisoner Point]; Dillard 70 tons; Other 15 tons [including 7 derelict and abandoned vessels]). Average for December from 2004 to 2013 is 91.4 tons. (Range: 0 – 202 tons). Total tonnage for 2014 was 625.5 tons. The yearly average from 2004 to 2013 is 783 tons (Range 269 - 1236 tons).

2. OTHER WORK

San Francisco Bay to Stockton - This project received \$800,000 in the FY 14 work plan. Continuing to make progress on project study.

Sacramento River Deep Water Ship Channel Deepening – The study for this project is not moving forward at this time. This project will be removed from this report.

3. HYDROSURVEYS

Address of Corps' web site for completed hydrographic surveys:

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

Alameda Point Navigation Chanel: Condition survey of Nov. 2014 is posted.

Redwood City Harbor: Post-dredge survey of Nov/Dec, 2014 is posted.

Richmond Outer Harbor (Longwharf): Post-dredge survey of Dec, 2014 is posted.

SF-11 (Alcatraz): Condition survey of Jan 5, 2015 is posted.

DRAFT O&M DREDGING PLAN FOR FY15*

Project	2014			2015									FY16			Volume	Placement Site
	OCT FY15	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC		
Humboldt Bar&Entrance																1mcy	HOODS
SF Main Ship Channel																350kcy	OBDS/ SF-17
Richmond Inner Harbor																350kcy	SFDODS or Upland
Richmond Outer Harbor																250kcy	SF-11
Pinole Shoal																150kcy	SF-10
Suisun Bay Channel																175kcy	SF-16
Oakland Harbor																600kcy	Upland
Redwood City Harbor																350kcy	SF-11
Sacramento DWSC																	Upland
Stockton DWSC																	Upland

Complete & Ongoing Contracts

Government Hopper

New Dredge Contract

Environmental Window

* Based on FY15 President's Budget, Dredge schedule subject to change

Updated: 2 Dec 2014

** Work Window Extension Required



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

🕒 November 13, 2014

- 🕒 In November & December the clearinghouse did not contact OSPR regarding any possible escort violations.
- 🕒 In November & December the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- 🕒 The Clearinghouse has contacted OSPR 5 times regarding possible escort violations in 2014. The Clearinghouse called OSPR 1 time in 2013. The Clearinghouse called OSPR 3 times in 2012 regarding any possible escort violations, 3 times in 2011, 6 times in 2010, 8 time 2009; 4 times 2008; 9 times in 2007; 9 times in 2006; 16 times in 2005; 24 times in 2004; twice in 2003; twice in 2002; 6 times in 2001; 5 times in 2000.
- 🕒 In November there were 93 tank vessel arrivals; 5 Chemical Tankers, 18 Chemical/Oil Tankers, 24 Crude Oil Tankers, 1 LPG, 14 Product Tankers, and 31 Tugs with Barges.
- 🕒 In November there were 272 total arrivals.
- 🕒 In December there were 95 tank vessel arrivals; 5 Chemical Tankers, 24 Chemical/Oil Tankers, 20 Crude Oil Tankers, 1 LPG, 21 Product Tankers, and 24 Tugs with Barges.
- 🕒 In December there were 268 total arrivals.

San Francisco Bay Clearinghouse Report For November 2014

San Francisco Bay Region Totals

	<u>2014</u>		<u>2013</u>	
Tanker arrivals to San Francisco Bay	62		68	
Barge arrivals to San Francisco Bay	31		32	
Total Tanker and Barge Arrivals	93		100	
Tank ship movements & escorted barge movements	314		321	
Tank ship movements	174	55.41%	177	55.14%
Escorted tank ship movements	117	37.26%	113	35.20%
Unescorted tank ship movements	57	18.15%	64	19.94%
Tank barge movements	140	44.59%	144	44.86%
Escorted tank barge movements	38	12.10%	40	12.46%
Unescorted tank barge movements	102	32.48%	104	32.40%

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

Escorts reported to OSPR

	0	1
--	---	---

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	188		296		0		124		608	
Unescorted movements	93	49.47%	149	50.34%	0	0.00%	61	49.19%	303	49.84%
Tank ships	67	35.64%	102	34.46%	0	0.00%	40	32.26%	209	34.38%
Tank barges	26	13.83%	47	15.88%	0	0.00%	21	16.94%	94	15.46%
Escorted movements	95	50.53%	147	49.66%	0	0.00%	63	50.81%	305	50.16%
Tank ships	79	42.02%	115	38.85%	0	0.00%	41	33.06%	235	38.65%
Tank barges	16	8.51%	32	10.81%	0	0.00%	22	17.74%	70	11.51%

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 2014

San Francisco Bay Region Totals

	<u>2014</u>		<u>2013</u>	
Tanker arrivals to San Francisco Bay	71		75	
Barge arrivals to San Francisco Bay	24		34	
Total Tanker and Barge Arrivals	95		109	
Tank ship movements & escorted barge movements	338		358	
Tank ship movements	165	48.82%	183	51.12%
Escorted tank ship movements	100	29.59%	122	34.08%
Unescorted tank ship movements	65	19.23%	61	17.04%
Tank barge movements	173	51.18%	175	48.88%
Escorted tank barge movements	45	13.31%	48	13.41%
Unescorted tank barge movements	128	37.87%	127	35.47%

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	189		311		0		137		637	
Unescorted movements	94	49.74%	172	55.31%	0	0.00%	75	54.74%	341	53.53%
Tank ships	76	40.21%	126	40.51%	0	0.00%	44	32.12%	246	38.62%
Tank barges	18	9.52%	46	14.79%	0	0.00%	31	22.63%	95	14.91%
Escorted movements	95	50.26%	139	44.69%	0	0.00%	62	45.26%	296	46.47%
Tank ships	75	39.68%	99	31.83%	0	0.00%	42	30.66%	216	33.91%
Tank barges	20	10.58%	40	12.86%	0	0.00%	20	14.60%	80	12.56%

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 2014

San Francisco Bay Region Totals

	<u>2014</u>		<u>2013</u>	
Tanker arrivals to San Francisco Bay	721		728	
Barge arrivals to San Francisco Bay	288		320	
Total Tanker and Barge Arrivals	1,009		1,048	
Tank ship movements & escorted barge movements	3,677		3,544	
Tank ship movements	1,894	51.51%	1,995	56.29%
Escorted tank ship movements	1,282	34.87%	1,160	32.73%
Unescorted tank ship movements	612	16.64%	835	23.56%
Tank barge movements	1,783	48.49%	1,549	43.71%
Escorted tank barge movements	435	11.83%	544	15.35%
Unescorted tank barge movements	1,348	36.66%	1,005	28.36%

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

Escorts reported to OSPR 5 1

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	2,191		3,480		0		1,619		7,290	
Unescorted movements	1,001	45.69%	1,818	52.24%	0	0.00%	807	49.85%	3,626	49.74%
Tank ships	794	36.24%	1,266	36.38%	0	0.00%	537	33.17%	2,597	35.62%
Tank barges	207	9.45%	552	15.86%	0	0.00%	270	16.68%	1,029	14.12%
Escorted movements	1,190	54.31%	1,662	47.76%	0	0.00%	812	50.15%	3,664	50.26%
Tank ships	937	42.77%	1,267	36.41%	0	0.00%	554	34.22%	2,758	37.83%
Tank barges	253	11.55%	395	11.35%	0	0.00%	258	15.94%	906	12.43%

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.



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - DECEMBER COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
DECEMBER 1 - 31, 2013	243	93	38.27
DECEMBER 1 - 31, 2014	215	82	38.14

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
DECEMBER 1 - 31, 2013	12,900,700	715,000	17,279,300	11,041,499	28,320,799
DECEMBER 1 - 31, 2014	16,004,000	0	20,042,900	9,791,787	29,834,687

OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
DECEMBER 1 - 31, 2013	0	0	0	0	0
DECEMBER 1 - 31, 2014	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.