

# 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, February 14, 2008

Pier 1 Conference Center, Port of San Francisco, San Francisco, California

**Joan Lundstrom**, Chair of the Harbor Safety Committee of the San Francisco Bay Region (HSC), Bay Area Conservation and Development Commission (BCDC); called the meeting to order at 1007. **Alan Steinbrugge**, Marine Exchange of the San Francisco Bay Region (Marine Exchange), confirmed a quorum of the HSC.

The following committee members (M) and alternates (A) were in attendance: **Capt. Esam Amso** (A), Valero Marketing and Supply Company; **Capt. Marc Bayer** (M), Tesoro Refining & Marketing Company; **John Berge** (M), Pacific Merchant Shipping Association, (PMSA); **Margot Brown** (M), National Boating Federation; **Len Cardoza** (M), Port of Oakland; **Ron Chamberlain** (M), Port of Benicia; **Capt. John Cronin**, Matson Navigation Company; **John Davey** (A); Port of San Francisco; **Capt Paul Gugg** (M), United States Coast Guard (USCG); **Capt. Fred Henning** (M), Baydelta Maritime; **Robert J. Lawrence** (M), U.S. Army Corps of Engineers (COE); **Capt. Peter McIsacc** (A), San Francisco Bar Pilots; **Richard Nagasaki** (A), Chevron Shipping Company; **William Nickson** (A), Transmarine Navigation Corporation; **Sara Randall** (M), Institute for Fisheries Resources; **Linda Scourtis** (A), BCDC; **Keith Stahnke** (A), San Francisco Bay Area Water Transit Authority (WTA); **Gerry Wheaton** (M), National Oceanic and Atmospheric Administration (NOAA); **Tom Wilson** (M), Port of Richmond.

Also present and reporting to the HSC were **Bob Chedsey**, California State Lands Commission (State Lands); **Capt. Lynn Korwatch**, Marine Exchange; **Lt. Cmdr. Kevin Mohr**, USCG; **Capt. Gary Toledo**, California Office of Spill Prevention and Response, (OSPR).

The meetings are always open to the public.

### Approval of the Minutes

There were no corrections to the minutes of the meeting of January 10, 2008. A motion to accept the minutes was made and passed without discussion or dissent. **Scourtis** prepared a report on the status of all other ongoing investigations, which is attached to these minutes.

### Comments by the Chair – Lundstrom

- The HSC is moving ahead on Governor Arnold Schwarzenegger's directive to study the *COSCO Busan* allision in order to recommend ways to avoid future accidents. All meetings are open to the public; everyone is encouraged to bring their expertise to bear on the topics being covered by the various workgroups. A representative from the California Department of Transportation (Cal Trans) will give a briefing on bridge fender in the Bay Area at the March meeting.

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- The letter in support of funding the local Physical Oceanographic Real Time System (PORTS) has been forwarded to OSPR. This letter was voted on at the January meeting.

### Coast Guard Report – Capt. Gugg

- Introduced himself as the new commander of Sector San Francisco. He has attended a couple of local meetings of interest to the maritime community, and is pleased by the level of interest and overlap between the groups.
- Meetings with the Bar Pilots to discuss operations in reduced visibility are going well. Both parties came to the process with similar criteria.

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

**Lawrence** asked about the source of the oil seep. **Lt. Cmdr. Mohr** said that it was believed to be a natural seep uncovered by recent heavy weather. **Capt. Gugg** said that it was believed to be located south of Monterey, California. **Wheaton** said that details on the grounding near Alcatraz could be useful to the *Coast Survey*. **Cardoza** asked that lessons learned from a tanker/dredge allision on the east coast be forwarded to the HSC when complete.

### Clearinghouse Report – Steinbrugge

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

### OSPR Report – Capt. Toledo

- Introduced Joe Stewart, a new employee at the Marine Safety Branch at OSPR.
- The non-profit environmental seat on the committee should be filled by the March meeting. They are still looking for a primary member to represent the Port of San Francisco.
- Commended the HSC for the great work they are doing on the *COSCO Busan* allision.
- A round-table discussion of the Port of Long Beach's Green Port Program will be held in May.

**Lundstrom** will attend.

OSPR is still working on the definition of best practices for the next edition of the *Harbor Safety Plan*. However, they are clear that the intent that they are not regulations, and that best practices don't contradict existing regulations. **Berge** asked if there were an ongoing process to review existing best practices. **Capt. Toledo** said that was intent. The Harbor Safety plan is a living document reviewed renewed on an annual cycle. To that end, the HSC will have to spread the word on best practices to the community. **Lundstrom** asked OSPR to document their thoughts on best practices and community outreach to guide the HSC's efforts. **Capt Toledo** said that it should be kept in mind that best practices are not a requirement for the plan. **Lundstrom** said that the HSC was also putting a great deal of effort into the *COSCO Busan* allision and added that a new directive for the plan could slow the update. **Capt. Toledo** said that he would seek

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guidance on whether the schedule was flexible. Wheaton said that any best practices from the HSC could be included in the *Coast Pilot*.

### NOAA Report – Wheaton

- **Dave Reynolds**, National Weather Service, is reviewing weather data from Bay Area micro-climates to update the *Coast Pilot*.

### Army Corp of Engineers (COE) Report – Lawrence

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

**Cardoza** asked about the location of the rocks mentioned in the report. **Lawrence** said that they were opposite terminal 58 in the Oakland estuary.

**Wilson** said that the annual lack of funding for complete dredging of South Hampton Shoal was having a negative impact on the Chevron Long Wharf and inner harbor terminals. **Cardoza** said that he would be part of a delegation going to Washington DC on March 10 to lobby Congress for release of money from the Harbor Maintenance Trust Fund. **Lundstrom** said asked if ports were working together on the issue. **Cardoza** said that the American Association of Port Authorities is working hard on the issue.

**Capt. Bayer** said that the HSC had asked the COE for historical information on dredging Pinole Shoal channel some six months previously, and he wondered where the report was. **Lawrence** said that he would look into it. **Amso** asked when the next sounding was scheduled for Pinole Shoal. **Lawrence** said that it would be April.

### State Lands Commission Report – Chedsey

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

### Tug Escort Work Group – Capt. Henning

**Capt. Henning** presented draft recommendations as a result of the work group's discussion of the *COSCO Busan* allision as guided by Governor Schwarzenegger's directive to examine "any action necessary to prevent this from ever happening again." The draft is attached to these minutes. The topics looked at were: whether the tug tethered to the *COSCO Busan* could have affected the outcome, should tugs be evaluated for navigational assistance in limited visibility, and whether all vessels over sixteen hundred gross tons should have tug escort.

- After a lengthy discussion, **Lundstrom** asked the work group to go back to the community to get more input to address the variety of questions raised during discussion. She said that it was especially important

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to get input from the pilots on the matters being examined. **Lundstrom** asked that a new draft be sent out by email prior to the March 2008 meeting of the HSC.

### Navigation Work Group – Davey

- The group met jointly with the Ferry Operations work group to discuss how weather and speed are addressed in the current *Harbor Safety Plan*. They decided that the definition were too broad. They will continue to work on this in another meeting prior to the March meeting of the HSC.

### Prevention Though People Work Group – Brown

- They had a lengthy discussion on the meaning of best practices for the *Harbor Safety Plan*.
- They made progress on the Governor's directive on the *COSCO Busan*. They hope to have something on communications for the March meeting.

### PORTS Work Group – Capt. Bayer

- OSPR will provide three hundred thousand dollars for capital improvements and maintenance for the next fiscal year of PORTS operations.
- The Coastal Conservancy would be meeting that afternoon to discuss integrating PORTS into the Integrated Coastal Observation System (ICOS). **Capt. Bayer** was troubled that the Coastal Conservancy had not notified the HSC about meeting to discuss integrating PORTS into some new system when funding is a continuing uncertainty. **Wheaton** said that ICOS is more of a concept for trying to bring together information from disparate ocean information systems into one place in a user-friendly manner. He suggested that the HSC participate with interest in the discussion.

### PORTS Report – Steinbrugge

- There were some minor communications issues, and there is still no definite word on the Coast Guard buoys to mount current sensors.
- There has already been a great deal of discussion on how to use the upgrades funds from OSPR. He will be ready to hit the ground running when the funds are in hand in July. **Capt. Bayer** asked about the status of the wind sensor for the railroad drawbridge. **Steinbrugge** said that Southern Pacific had been contacted but that he had not heard back. **Lundstrom** asked **Capt. Bayer** to reach out to Southern Pacific on behalf of the HSC.

### Public Comment

There were no comments.

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## Old Business

There was no old business.

## New Business

**Wheaton** said that the PORTS system manager is concerned about whether the Exchange has enough staff to support a growing system. **Steinbrugge** said that he had talked to **Capt. Lynn Korwatch**, Executive Director of the Exchange, about that issue.

**Nagasaki** said that Chevron pilots had informed him that the radar beacons (racons) on the Bay Bridge have been were operating irregularly. **Lundstrom** said that the racons are operated by Cal Trans and said that it would be helpful if **Nagasaki** could put the details in writing so that Cal Trans could be notified. **Lundstrom** reminded everyone that they would be able to ask questions of a Cal Trans representative at the March meeting.

**Capt. Gugg** said that he would like to see the issue of tug availability for emergencies discussed. This had come up during the review of the response to the Williamsburg Bridge losing power near Aquatic Park. The relationship between the Bar Pilots, Marine Exchange, Vessel Traffic Service, and the tug companies was not entirely clear.

## Next Meeting

**Steinbrugge** said that the next meeting would convene at 1000, March 13, 2008, at the Port of Oakland's seventh floor conference room..

## Adjournment

A motion to adjourn was made and seconded. It passed without discussion or dissent. **Lundstrom** adjourned the meeting adjourned at 1159.

Respectfully submitted,



Captain Lynn Korwatch  
Executive Secretary

## **Investigations into Causes of and Response to Cosco Busan Oil Spill**

*February 14, 2008 Update*

*Linda Scourtis, BCDC*

The work group is aware of the following investigations related to the Cosco Busan incident. Please contact the work group with additional information you may have related to these or other inquiries.

### **State Government Inquiries**

#### State Board of Pilot Commissioners

1. Through the Incident Review Committee (IRC), the Board investigates actions on the part of the pilot that may have contributed to the incident. The board will work with the HSC work group as it also considers lessons learned from the incident.

*Update:* Hearing scheduled April 28 before Administrative Law Judge to review circumstances surrounding Cosco Busan's allision with the Bay Bridge will be presided over by an administrative law judge with the commission sitting as a jury. If the pilot is found to be at fault, his license could be suspended or revoked.

*Executive Director: Capt Pat Moloney, 415.397-2253*

2. Established a standing Navigation Technology Committee. The purpose is “to investigate the different types of navigation systems generally found on ships calling on the San Francisco Bay Area and the sufficiency of pilot training in the use of such systems; to evaluate lap top computers, GPS units and other portable electronic chart systems that can be brought aboard ships by pilots to assist in navigation...The committee shall establish a dialogue with the Harbor Safety Committee and its cognizant subcommittees in the exchange of relevant information.”

*Capt. Bruce Horton will be the liaison to the BOP for interim reports.*

*Timeline: Preliminary report June 1.*

#### Governor's State Investigation into causes of and response to the oil spill

The Governor has directed OSPR, in coordination with the Governor's Office of Emergency Services and the Department of Fish and Game, to review procedures and identify areas for improvement including prevention, preparation, response, notification, and cleanup; assess natural resource damage and the associated economic impact to fishermen, small businesses and state and local economies; assess environmental damage to water and beaches; identify the best ways to return the environment to its natural state.

*Report due by April 2008*

*Update:* SF Harbor Safety Committee forwarded findings of PORTS work group to OSPR Feb 1, 2008. Navigation/Ferry Operations, Prevention through People and Tug Escorts work groups have each met to discuss improving navigational safety in light of the Cosco Busan incident. Tug Escort Work Group recommendations to be voted on by HSC at Feb. 14<sup>th</sup> meeting.

## Harbor Safety Committee Special Cosco Busan Work Group

### California State Legislature

State Assembly special hearing on spill response held in Emeryville November 15, 2007.

State Senate Joint Informational Hearing of Natural Resources and Governmental Organization subcommittees held a special hearing November 30, 2007, on the state response to the spill.

The following bills have been introduced in the State Legislature in response to the Cosco Busan spill:

**SB 578, Simitian**, would amend Section 8670.29 of the Government Code to require marine facilities to train and drill all elements of the facility's Oil Spill Contingency Plan at least annually, and to test all elements of the plan, as specified by the administrator, at least once every 3 years.

**SB 1056, Migden**, would amend Section 8670.25.5 of the Government Code to require the Office of Emergency Services immediately notify the nine Bay Area counties in the event of an oil spill in the Bay. Would also amend Section 8670.28 of the Government Code to require, if a spill has occurred in the Bay, standards set for response at the scene of the spill to not exceed two hours.

### **Federal Government Inquiries**

#### National Transportation Safety Board (NTSB)

Will consider equipment and navigation systems as well as human error in looking into the cause of the accident: the performance of the master, pilot and crew, as well as the operation and maintenance of equipment and navigation systems. There may be a public hearing in April 2008, which could impact release date.

*If a public hearing held in April, expect report August 2008.*

#### U.S. Coast Guard: Incident Specific Preparedness Review (ISPR)

Intended to not duplicate other ongoing investigations, the focus of this multi-agency inquiry is response to the spill. The ISPR will evaluate the effectiveness of the Coast Guard's oil spill response and communications efforts, as well as the overall preparedness system. The following are the investigating agencies: City and County of San Francisco, OSPR, Pacific States-British Columbia Oil Spill Task Force, Baykeeper, Pacific Merchant Shipping Association, NOAA and the USCG.

*Chair: Rear Admiral Carlton Moore, Ret.*

*First report on initial two weeks' response released January 28, 2008; final report due May 2008*

#### Congressional Inquiry

Special Senate briefing with the USCG spill response was held in Washington, D.C., November 14, 2007. Special hearing on the Coast Guard spill response held by the House Subcommittee on Coast Guard and Maritime Transportation in San Francisco November 19, 2007. The congressional panel focused on a number of issues, including what caused the ship to hit the bridge, whether there were adequate communications and equipment on board, and why there were delays in reporting the spill and its severity.

Further inquiry into preparation for and response to the spill will be conducted by Department of Homeland Security inspector general.

*Briefing by Feb. 1, 2008, written report 60 days later*

## Harbor Safety Committee Special Cosco Busan Work Group

Federal legislation to upgrade VTS technology, require pilots to carry their own navigational laptop computers while piloting a vessel, and to raise liability limits for cargo ship owners to cover cleanup costs and damages proposed in the Senate late 2007.

**SB 2429, Boxer**, would amend OPA 90 to raise the liability for damages resulting from an oil spill by a cargo vessel to the same level as applies to tank vessels, and for amounts in the Damage Assessment Restoration Revolving Fund to be invested and for interest earned to be deposited in the fund.

**SB 2430, Boxer, Maritime Emergency Prevention Act of 2007**, would authorize the VTS to command the pilot of a vessel to modify the speed or direction of a vessel in an emergency or hazardous conditions as determined by the VTS director. Also requires a federally licensed pilot to carry and use a laptop computer equipped with a navigation system where determined by the pilotage authority that a computer is practical and necessary.

### **Other Organizations**

#### San Francisco Bar Pilots

The San Francisco Bar Pilots internal review of its policies and procedures as well as of the Harbor Safety Committee Safety Plan will produce recommendations in the near future to improve shipping safety. The pilots will work with the HSC work group to inform our efforts.

*Update:* The Pilots are working with the USCG to identify “Critical Areas’ within the Bay to which specific protocols will apply in the event of inclement weather.

*Timeline:* Paper expected by end of February to be reviewed by HSC Navigation Work Group with recommendation for a HSC vote in March or April.

*Capt Pete McIssac: 415.362-5436*

<b>USCG SECTOR SAN FRANCISCO</b>	
<b>PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS</b>	
<b>January-08</b>	
<b>PORT SAFETY CATEGORIES</b>	
	<b>TOTAL</b>
<b>Total Port Safety (PS) Cases opened for the period:</b>	<b>12</b>
<b>1. Total Number of Port State Control Detentions for period:</b>	<b>1</b>
SOLAS (0), MARPOL (0), ISM (1), ISPS (0)	
<b>2. Total Number of COTP Orders for the period:</b>	<b>1</b>
Navigation Safety (0), Port Safety & Security (1), ANOA (0)	
<b>3. Marine Casualties (reportable CG 2692) within SF Bay: Allison (2), Collision (0), Fire (0),</b>	<b>7</b>
Grounding (1), Sinking (0), Steering (1), Propulsion (1), Personnel (2), Other (0)	
<b>4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation</b>	<b>3</b>
Radar (2), Steering (0), Gyro (0), Echo sounder (0), AIS (1), AIS-835 (0)	
<b>5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay</b>	<b>0</b>
<b>6. Significant Waterway events or Navigation related cases for the period:</b>	<b>0</b>
<b>7. Maritime Safety Information Bulletins (MSIBs): MSIB 06-05</b>	<b>0</b>
<b>MARINE POLLUTION RESPONSE</b>	
	<b>TOTAL</b>
<b>Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period</b>	<b>28</b>
<b>* Source Identification (Discharges and potential Discharges):</b>	
<b>TOTAL VESSELS</b>	<b>10</b>
Commercial Vessels	<b>0</b>
Public Vessels (Military)	<b>1</b>
Commercial Fishing Vessels	<b>0</b>
Recreational Vessels	<b>9</b>
<b>TOTAL FACILITIES</b>	<b>8</b>
Regulated Waterfront Facilities	<b>0</b>
Other Land Sources	<b>8</b>
<b>UNKNOWN/UNCONFIRMED</b>	<b>10</b>
<b>*Spill Information</b>	
Pollution Cases Requiring Clean-up	<b>6</b>
Federally Funded Cases	<b>1</b>
<b>Oil Discharge and Hazardous Materials Release Volumes by Spill Size Category:</b>	
1. Spills < 10 gallons	<b>4</b>
2. Spills 10 - 100 gallons	<b>1</b>
3. Spills 100 - 1000 gallons	<b>1</b>
4. Spills > 1000 gallons	<b>0</b>
5. Spills - Unknown	<b>22</b>
<b>Total Oil Discharge and/or Hazardous Material release volumes:</b>	<b>258</b>
1. Estimated spill amount from Commercial Vessels:	<b>0</b>
2. Estimated spill amount from Public Vessels:	<b>5</b>
3. Estimated spill amount from Commercial Fishing Vessels:	<b>0</b>
4. Estimated spill amount from Recreational Vessels:	<b>23</b>
5. Estimated spill amount from Regulated Waterfront Facilities:	<b>0</b>
6. Estimated spill amount from Other Land Sources:	<b>0</b>
7. Estimated spill amount from Unknown sources:	<b>230</b>
<b>Penalty Action:</b>	
Civil Penalty Cases for Period	<b>0</b>
Notice of Violations (TKs)	<b>2</b>
Letters of Warning	<b>1</b>

<b>** SIGNIFICANT PORT SAFETY &amp; SECURITY (PSS) CASES **</b>	
<b>* A. MARINE CASUALTIES - PROPULSION / STEERING</b>	
<b>Marine Casualty - Loss of Steering, T/V MODERN PEAK (6 Jan):</b> While vessel was departing Anchorage 9 bound for Richmond, the pilot reported a possible steering problem. Vessel troubleshooted the problem in Anchorage 9 and discovered a faulty steering limit switch. The limit switch was replaced and steering tested satisfactorily. Vessel safely completed transit to Richmond on 6 Jan.	
<b>Marine Casualty - Loss of Propulsion, M/V SS MAUI (20 Jan):</b> Vessel was transiting in the Oakland Estuary from SF BAE Systems enroute to Oakland, Berth 67 when both of the vessel's boiler flames were extinguished. Vessel notified VTS. Both boiler fires were relit immediately with full propulsion available. No injuries or pollution were reported.	
<b>* B. MARINE CASUALTIES - VESSEL SAFETY CONDITIONS</b>	
<b>Allision - Barge CASCADES with the Richmond San Rafael Bridge (10 Jan):</b> The barge CASCADES, carrying 2.7 million gallons of oil, allided with the fendering system of the eastern tower of the west span of the Richmond-San Rafael Bridge while heading outbound for sea. There was significant damage to the fendering system and to the forward rake of the barge, but the inner envelope was not breached and no cargo was spilled. The barge was being pulled by tug PACIFIC WOLF with the assist of tug DELTA DEANNA, which was pushing via stern notch. The barge was taken to Anchorage 5 for a damage assessment and then to Richmond Inner Harbor to offload cargo. A CG-835 was issued to the barge requiring proper repairs. The towing vessels did not sustain damage. There were no injuries or pollution. Drug and alcohol test results were negative and the CG investigation pends.	
<b>Allision - Barge SJ-144 with the Black Point Railroad Bridge (16 Jan):</b> The Coast Guard received a report that the Black Point Railroad Bridge over the Petaluma River had been damaged, and it appeared that a vessel had hit the bridge. There was damage 10ft above the water and 15ft wide on the fendering system. No pollution was reported. Coast Guard Station Vallejo responded and made sure no debris remained in the water. Further investigation found that the barge SJ-144 being pushed by the tug TRIG LIND had allided with the bridge earlier in the day. Vessel owner took full responsibility for the allision and notified the bridge owner, but failed to notify the Coast Guard. Drug and alcohol test results were negative. CG investigation and Letter of Warning pend.	
<b>Grounding - Tug SEA VIKING (21 Jan):</b> Vessel was anchored in Richardson Bay and upon the decline of the tide, subsequently grounded. No injuries, pollution, or damage reported. Apparent cause of the grounding was intentional. Master of the SEA VIKING was grounding and refloating the vessel in an attempt to retrieve 4 anchors that were lost in the area as a result of a storm several weeks prior. Owner did not submit the required CG-2692 form, reporting the vessel aground, and a Letter of Warning was issued for failing to file a CG-2692 within 5 days.	
<b>* C. COAST GUARD - GENERAL SAFETY/SECURITY CASES</b>	
<b>General Safety - ISM Detention, M/V PACIFIC WINNER (22 Jan):</b> CG inspectors conducted a Priority II / ISPSII exam onboard the M/V PACIFIC WINNER at Port of Benicia and found numerous deficiencies including excessive oil built up in the engine room bilge, inoperable fire dampers, and inoperable fire screen doors. A COTP Order was issued detaining the vessel until the deficiencies were rectified. CG inspectors met with the local ABS principal surveyor to review the deficiencies. On 3 Feb, ABS completed a satisfactory survey; 19 deficiencies were corrected and vessel was released from detention.	
<b>General Safety - Crewmember Injury, Tug ERNEST CAMPBELL (25 Jan):</b> A tankerman was climbing down a ladder on the side of the starboard bow hull plating on the barge LOVEL BRIERE when the tankerman lost his grip while working his way around the tug ERNEST CAMPBELL's spring line. Tankerman fell approx. 13-15 feet to the tire fendering on the tug below. The injured tankerman was transported to a local medical facility with the help of Coast Guard Station Vallejo. Tankerman sustained a broken left ankle, minor concussion, and a fractured pelvis and will take 6-12 months to fully recover. Alcohol and drug tests were negative.	
<b>General Safety - Crewmember Injury, Barges TS &amp; G 230 (28 Jan):</b> While the Barges TS & G 230 were moored in Richmond, a crewmember was performing routine maintenance, lost his balance and fell, injuring his left hip. Co-workers transported the injured crewmember to a local medical center where he was diagnosed with a bruised hip and released. The injured crewmember was placed on limited work status for 2 weeks. Alcohol and drug tests were negative.	
<b>* D. COAST GUARD - NAVIGATIONAL SAFETY</b>	
<b>Navigation Safety - M/V PACIFIC RUBY (6 Jan):</b> Vessel's AIS was reported inoperable during its outbound transit. An outbound LOD was issued allowing the vessel to depart, but requiring the vessel to make repairs at its next port of call.	
<b>Navigation Safety - M/V OVERSEAS PUGET SOUND (29 Jan):</b> Vessel entered the Port of San Francisco with an outbound LOD issued from the Port of Los Angeles-Long Beach for an inoperable 10 cm radar system. The vessel was required to repair the 10 cm radar prior to departure from the Port of San Francisco. The vessel made satisfactory repairs on 30 Jan, and was allowed to transit.	
<b>Navigation Safety - M/V AMMON ACE (29 Jan):</b> Vessel reported an inoperable 10 cm radar and was issued an inbound LOD while transiting to Port of San Francisco. On 30 Jan, the repairs were verified and the vessel was allowed to transit.	
<b>SIGNIFICANT INCIDENT MANAGEMENT DIVISION (IMD) CASES:</b>	
<b>Tarball Incident - Monterey to Pacifica (28Jan):</b> CG Incident Management Division received a call concerning multiple sightings of tarballs that were washing up on Rockaway Beach in Pacifica. IMD personnel were dispatched to conduct Shoreline Cleanup and Assessment (SCAT) and reported multiple areas in Pacifica where tarballs as big as 6 inches in diameter were washing up on the beaches in areas of at least 200 to 1000 yards. IMD opened a Federal Project in the amount of \$300K and contracted Obrien's, NRC, Clean Harbors, and Patriot to conduct clean-up operations. By day two, there were tarball reports as far south as Monterey. The CG Pacific Strike Team was used to assist with SCAT and Incident Command Post operations. Coast Guard clean-up operations were terminated on 31 Jan. An estimated 5 barrels were cleaned-up from the beaches. The tarballs were found to originate from natural seepage.	
<b>SIGNIFICANT PORT SAFETY INFORMATION or EXERCISES</b>	
<b>None.</b>	



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San Francisco Bay Region  
Tank Vessel Escort Clearing House

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c/o Marine Exchange of the San Francisco Bay Region  
Fort Mason Center, Building B, Suite 325  
San Francisco, California 94123-1308

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## San Francisco Clearinghouse Report

February 14, 2008

- ❖ In January the clearinghouse did not contact OSPR regarding any possible escort violations.
- ❖ In January the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ❖ The Clearinghouse contacted OSPR 9 times in 2007 regarding possible escort violations, 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 January there were 82 tank vessels arrivals; 2 ITB's, 1 LPG, 8 Chemical Tankers, 9 Chemical/Oil Carriers, 33 Crude Oil Tankers, 29 Product Tankers, plus 44 tugs with barges.
- ❖ In January there were 339 total arrivals.

# San Francisco Bay Clearinghouse Report For January 2008

## San Francisco Bay Region Totals

			<u>2007</u>
Tanker arrivals to San Francisco Bay	82		65 <i>(before 2008 barge arrivals were not totaled)</i>
Barge arrivals to San Francisco Bay	44		
Total Tanker and Barge Arrivals	126		
Total tank ship & tank barge movements	442		343
Tank ship movements	266	60.18%	203
Escorted tank ship movements	123	27.83%	105
Unescorted tank ship movements	143	32.35%	98
Tank barge movements	176	39.82%	140
Escorted tank barge movements	79	17.87%	76
Unescorted tank barge movements	97	21.95%	64

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

Escorts reported to OSPR 0 0

<b>Movements by Zone</b>	<b>Zone 1</b>	<b>%</b>	<b>Zone 2</b>	<b>%</b>	<b>Zone 4</b>	<b>%</b>	<b>Zone 6</b>	<b>%</b>	<b>Total</b>	<b>%</b>
Total movements	253		421		0		192		866	
Unescorted movements	132	52.17%	228	54.16%	0	0.00%	97	50.52%	457	52.77%
Tank ships	93	36.76%	142	33.73%	0	0.00%	54	28.13%	289	33.37%
Tank barges	39	15.42%	86	20.43%	0	0.00%	43	22.40%	168	19.40%
Escorted movements	121	47.83%	193	45.84%	0	0.00%	95	49.48%	409	47.23%
Tank ships	75	29.64%	121	28.74%	0	0.00%	52	27.08%	248	28.64%
Tank barges	46	18.18%	72	17.10%	0	0.00%	43	22.40%	161	18.59%

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.

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

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

**January 9, 2008**

**1. CORPS 2007 O&M DREDGING PROGRAM**

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

- a. **Main Ship Channel** – A survey will be conducted as soon as weather permits.
- b. **Richmond Outer Harbor and Richmond Long Wharf** – Survey was conducted February 1 and 2, 2008 and have been posted. Dredging will be conducted this summer.
- c. **Richmond Inner Harbor** – Survey was conducted January 25 and 29, 2008 and have posted. Dredging will be conducted this summer.
- d. **Oakland O & M Dredging** – The turning basin and inner harbor were completed on December 7, 2007. Surveys have been posted. There is a high spot in the inner channel. This high spot appears to be a pile of rocks (from an unknown source), which will be removed in the next month or two as part of the deepening project. The rock pile has not yet been removed. The Corps is looking into different ways of contracting the removal of the rock.
- e. **Suisun Bay Channel** – Suisun Bay Channel, Bullshead and New York Slough have been dredged. New surveys have been posted for Bullshead (see Hydrographic Survey Update). No change
- f. **Pinole Shoal** - Pinole Shoal will be dredged this year. A condition survey will be conducted this spring. Hopefully by April. No change.
- g. **Redwood City/San Bruno Shoal** – Because of endangered species issues, dredging is being delayed until June 2008, with completion in August 2008. No change

**2. DEBRIS REMOVAL** The debris removal total for January 2008 was 57 tons. This amount was due to high tides, heavy wind and lots of rain, also the Petaluma R/R bridge was hit by a barge.

	Grizzly	Raccoon		Total						
Feb. 2007	16.00	60.00		76						
March	12.00	24.00		36						
April	49.00	17.00		66						
May	13.00	0.00		13						
June	5.25	0.00		5						
July	4.00	0.00		4						
August										
September	12.50	0.00		13						
October	16.50	0.00		17						
November	32.00			32						
December	4.50			5						
Jan. 2008	57.00	0.00		57						
Totals	221.75	101.00	0.00	324						

### 3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

**Oakland 50-ft Deepening Project** - Deepening of Oakland's Outer Harbor began on March 16, 2007. Completion targeted for September 2008, for the entire Outer Harbor.

No change.

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

There has been no emergency dredging in FY 2008.

### 5. OTHER WORK

a. **San Francisco Bay to Stockton** The Corps did receive some money (\$200,000) for this project, so some work can be done, but not very much. The Corps will be creating a hydrodynamic model later this year. This model will set the boundaries for ship simulations that will be done in the next fiscal year – assuming that funds are available. There will be two scoping meetings for the Environmental Impact Study. The first will be on March 26 in Martinez at the County Facilities; the second will be on April 4 in Stockton at the Caesar Chavez Library.

b. **Sacramento River Deep Water Ship Channel Deepening** No funding was received in the CRA; however, the project is still in the Corps 2008 budget. No change.

### 6. HYDROGRAPHIC SURVEY UPDATE

Address of Corps' web site for completed hydrographic surveys. New surveys.

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

Main Ship Channel – Survey was completed in July 2007 and has been posted.

Pinole Shoals – Surveys completed in July 2007 have been posted.

Suisun Bay Channel – Several surveys dated October 2007 have been posted.

Suisun Bay Channel, NY Slough – Post-dredge surveys dated October 2007 have been posted.

Redwood City – Surveys completed in April 2007 have been posted.

San Bruno Shoal – completed November, 2006. Not yet posted.

Oakland Inner – Surveys completed in November and December 2007 have been posted.

Oakland Outer Harbor – **Surveys dated January 23-24, 30, 2008 have been posted.**

Oakland Outer Harbor Entrance– **Surveys dated January 15-16, 2008 have been posted.**

Southampton Shoal and Richmond Long Wharf – **Surveys completed in February 1-2, 2008 have been posted.**

Richmond Inner Harbor: **Surveys conducted in January and February 2008 have been posted.**

North Ship Channel: Surveys dated February and March 2007 have been posted.



# CALIFORNIA STATE LANDS COMMISSION

## HARBOR SAFETY COMMITTEE MONTHLY REPORT - JANUARY COMPARISON

### VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
January 1 - 31, 2007	288	140	48.61
January 1 - 31, 2008	280	148	52.86

### CRUDE OIL / PRODUCT TOTALS

	Crude Oil ( D )	Crude Oil ( L )	Overall Product ( D )	Overall Product ( L )	GRAND TOTAL
January 1 - 31, 2007	11,127,000	0	20,587,223	9,803,768	30,390,991
January 1 - 31, 2008	15,948,000	0	22,038,400	12,524,925	34,563,325

### OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
January 1 - 31, 2007	0	0	0	0	0
January 1 - 31, 2008	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.

***DRAFT***  
**TUG ESCORT WORK GROUP**

From: Fred Henning, Work Group Chair  
Subject: Meeting results from February 8, 2008  
Date: February 14, 2008

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The Tug Escort Work Group met on February 8, 2008 to discuss the Cosco Busan incident and its implications for navigational safety related issues and to make recommendations following the Governor's directive to ensure "any action necessary to prevent this from ever happening again."

Tug Escort Work Group Recommendations to the Harbor Safety Committee:

**Could the assist tug tethered to the Cosco Busan have prevented the vessel from hitting the bridge?**

- The Work Group found that the assist tug could not have safely affected the direction of the ship because the speed of the Cosco Busan, as reported in the Board of Pilot Commissioners Accusation of the pilot, was 11 knots with a one-knot flood current. At this speed, a tethered tug would be at its limits of affecting the ships heading or speed.
- Since the Pilot had not planned for the tug to be used in an escort mode, the pilot's directions to the tug could not be made in the brief amount of time before the ship hit the bridge.

**Could the assist tug or an escort tug be used as a "leader" or navigational aid to a ship in dense fog?**

- The Work Group does not recommend that tugs be used as a "leader" to a ship in inclement weather such as dense fog.
- A tug in front of a ship is in danger of being overtaken by the ship. As an example, in Puget Sound, a leading tug was overtaken by the tanker it was assisting, trapping it under the bow.
- A tug tethered to the stern of a container ship has limited forward visibility to assist in navigation.
- A tug master cannot take responsibility for advising a ship on how to safely navigate. The tug master works at the direction of the Pilot.

**Should tug escorts be mandated for all ships above 1600 gross tons?**

- The Tug Escort Work Group does not find a Tug Escort to be a solution to the Costco Busan Bridge allision.
- According to OSPR, in 2006 there were 8,000 transits in the Bay with 2,000 of them being escorted tankers and barges. There are currently 42 tugs certified for escort duty. A 400% increase in tug escorts would require additional tugs and be a major economic impact on the Ports of Oakland and San Francisco. This impact might place the San Francisco Bay Region at a

competitive disadvantage with other WC ports such as Seattle/Tacoma and LA/LB.

- A significant number of additional tugs may have air quality impacts for the Bay Area.

**Note:** After the Cosco Busan allision with the Bay Bridge, a towed oil barge hit the Richmond-San Rafael Bridge. The barge was double hulled and had a tethered escort tug, as required. The Work Group reviewed this incident, observing that the escort tug was highly effective in substantially slowing the barge before impact and altering its course to prevent greater damage, thus averting an oil spill. It was noted that the towing tug transited one span east of the main Western Span of the Richmond Bridge, which has a smaller horizontal clearance than the primary span (480 ft vs. 1000 ft). It was also in reduced visibility.

**What are the lessons learned from this bridge allision?**

To prevent a similar situation, the Work Group recommends that the Coast Guard review aids to navigation (lights) on the Richmond-San Rafael Bridge and review the charts for clarity.

Respectfully,

Fred Henning