

# 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, 2013**

**Port of San Francisco, Pier 1, The Embarcadero, San Francisco, 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 1005.

**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: **Esam Amso**(M), Valero Marketing and Supply Company; **Jim Anderson**(M), CA Dungeness Crab Task Force; **Shawn Bennett**(A), Bay Delta Maritime Inc.; **John Berge** (M), Pacific Merchant Shipping Association (PMSA); **Margot Brown** (M), National Boating Federation; **Capt. Tom Dougherty**(M), Blue and Gold Fleet; **Aaron Golbus** (M),Port of San Francisco; **Capt. Bruce Horton** (M), San Francisco Bar Pilots; **Garrett Huffman** (A), Chevron Shipping Company LLC; ; **Jim McGrath** (M), Bay Conservation and Development Commission (BCDC); **William Nickson** (A), Transmarine Navigation Corporation; **Chris Peterson** (M), Port of Oakland; **Deb Self** (M),San Francisco Bay Keeper; **Capt. Ray Shipway** (A),Int'l Org. of Masters Mates and Pilots; **Rich Smith** (M), Westar Marine Services, **Capt. Cynthia L. Stowe**, United States Coast Guard(USCG); **Gerry Wheaton**, National Oceanic and Atmospheric Administration (NOAA);**LTC John Baker**, Army Corps of Engineers

The meetings are always open to the public.

## **Approval of the minutes**

A motion to accept the minutes of the meeting of January 10, 2013, was made and seconded. The minutes passed without discussion or dissent.

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## **Comments by Chair – Capt. Korwatch**

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

## **Coast Guard Report – Capt. Stowe**

**Coast Guard Report – Capt. Stowe** - Thanked Capt. Horton for his leadership and the Navigation Work Group for their work on the Safety Guidelines for Navigating in Restricted visibility. The Overseas Reymar investigation is still underway. The Coast Guard, NTSB, and the Board of Pilot Commissioners are conducting investigations. The fog sensor equipment has been purchased and they are in the final negotiating stages with the Port of Oakland regarding installation. On January 22, 2013, MSIB 13-01 Dead Ship Tow Guidelines was released.

**The LCDR Wirts** read from the January 13 Prevention/Response reports attached to minutes

## **US Army Corps of Engineers Report – Lt. Col. John Baker**

They are continuing dredging in the Oakland and Richmond Inner Harbor. They continue to work with the Coast Guard on the removal of sunken vessels. A 50 ton vessel was removed last month. Their website will be updated in March with the hydrographic survey data. The Core of Engineers is revising the manner in which they study. They have received resources to move forward with their studies. In SF Bay to Stockton they are conducting a deepening study.

**Rob Lawrence** read from report attached to minutes.

**Bill Nickson** asked what the existing approved depth is and what the study is to make it deeper. **Jessica Evans** advised plan study maintains portions at 40 ft. in the Bay and Stockton channel maintained to 30 ft. but its maximum depth is 35 feet. There is no final selected plan to what deeper depth is.

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**Capt. Amso** asked if there were any plans for the Bullshead condition survey.  
**Jessica Evans** advised the surveys will be posted soon.

**Capt. Amso** asked if Pinole Shoal Channel will be included.

**Jessica Evans** said yes.

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

**OSPR Report – Captain Jeff Cowan** - read from report attached to minutes. He advised that some HSC members will be termed out. They are looking for new people. **Capt. Cullen** noted that even with the name change to emails ending in @wildlife.ca.gov, the old emails will continue to work. **Catharine Hooper** asked if there has been an official notice of the name change. It was noted that this information will get posted. **Deb Self** asked about the fuel switching and how vessels get caught in OSPR new procedure for bunkering. **Jeff Cowan** said the hazard matrix has been enhanced. Ships coming in the state the first time, have had previous difficulties with the U.S. Coast Guard, loss of steerage, or a ship that exceeds preset standards have a higher likelihood of being boarded. A video for Best Maritime Practices and Bunkering should be available in the next month. **Deb Self** asked if loss of propulsion ship on **Cmdr. Wirts** report got boarded. **Jeff Cowan** advised that there could be about a month delay from the time of an incident to the time they get the report.

**NOAA – Gerry Wheaton**

**Dr. Holly A. Bamford** is the new assistant administrator for NOAA's National Ocean Service (NOS). There is a new booklet chart for small boat operators. You can download it and print it to an 8 ½ by 11 in. size. The weather report was read from the website [www.weather.gov](http://www.weather.gov).

**CA State Lands Commission Report – David Stephens**

- Read from report attached to minutes.

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## **NOAA – Presentation about multi-beam sonar technology by Ian Colvert.**

Sonar was used to collect data in the Oakland Inner/Outer Harbor. Navigation Response Team 6 documented 34 uncharted objects, 16 of which are considered dangerous to navigation. Question was asked if you can date these objects.

**Wheaton** advised they have history that goes back till 1807. Question was asked if more surveys are being done and if there is a prioritization to where surveys are conducted. **Wheaton** said the pilots and various agencies put a list together, validate it, and then pass it on to them. Then the US Army Corps of Engineers helps determine the locations. He advised that The Office of Management frowns when several agencies cover the same area so collaborating with other agencies works well. Question was asked if debris was removed in Santa Cruz. **Wheaton** advised yes.

## **Multimodal Information Sharing Team (MIST) - Wendy Walsh, Naval Postgraduate School (NPS)**

This is an interagency process for information sharing and collaboration with a focus on private sector shipping through private and public sector partnerships. So far they have held these workshops in Long Beach, Puget Sound, Honolulu, Delaware Bay, Boston, and Baltimore. Then next workshop will be held in Oakland on February 27- 28. Email: [laengleh@nps.edu](mailto:laengleh@nps.edu) 831-656-2615

**TUG Work Group – Capt. Shawn Bennett** advised that the next work group meeting is March 12, 1000hrs at Yerba Buena Island, USCG center.

**Navigation Work Group – Capt. Horton** read from the Navigation Work Group report attached to minutes. He thanked Cmdr. Wirts, Cmdr. Tama and the people that attended the Navigation Workgroup meeting. Jim McGrath asked if there was a threshold that established when reduced visibility starts. Capt. Horton advised ½ mile at Bay Bridge and ½ mile at Anchorage. Capt. Korwatch said the interpretation is if visibility is .6 or greater you can make the transit. If it is .5 or less you shouldn't. Garrett Huffman asked what considerations are allowed for

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changing effects. Capt. Horton advised these are guidelines. The Master or Pilot makes the decision. John Berge asked if VTS managed the guidelines. Capt. Stowe said yes, VTS is prepared to monitor them. Capt. Korwatch called for a motion to adopt the temporary safety guidelines. The motion was made and seconded. It passed without dissent. Wheaton advised he contacted the Coast Pilot and they will include these guidelines in their documentation. Capt. Stowe thanked everyone for coming together so quickly. Capt. Horton advised that when the investigation is finished they will get a complete package out

**Ferry Operations Work Group – Capt. Dougherty** advised that the next Ferry Operators Work Group Meeting is scheduled for March 12 1000-1130 at the Port of SF. The meeting will discuss Ball Park Ferry safety, security, berthing and scheduling.

**Dredge Issues Work Group – Capt. Esam Amso** advised they plan to have a meeting March 4, 2013.

**PORTS Work Group – Chris Peterson** advises the next work group meeting is at the Port of Oakland on February 21. Meeting will discuss possibility of installing an air gap sensor on the Bay Bridge.

**Prevention through People Work Group – Margot Brown** requested to get a copy of the results of the January 26<sup>th</sup> incident with the sailboat and barge. Capt. Stowe advised that when the investigation is complete they will advise the full Harbor Safety Committee.

**PORTS report – Alan Steinbrugge** advised that the sensor on Oakland outer harbor #3 should be operational the first week of March. Amorco/Martinez tide station expected completion of installation expected mid-March. The Pier 27 weather station is on track but due to America's Cup installation will occur at the end of the year. Capt. Korwatch thanked Westar for helping Alan Steinbrugge service the buoys.

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## **Public Comment:**

**Michael Nerney, Port of San Francisco**, advised that the Coast Guard Foundation will be holding the Pacific Area awards dinner at the Fairmont Hotel in San Francisco to honor heroism and professionalism in the Coast Guard's Pacific Area on Thursday, April 25. The organization was founded in 1969 to support the Coast Guard Academy. The Coast Guard Foundation now also provides education, support and relief programs to benefit Coast Guard members and their families across the country. The America's Cup trophy will also be at the event.

**Capt. Stowe** said the Coast Guard greatly appreciates the support they get from the event.

**Michael Nerney** also said the Port of San Francisco is celebrating its 150<sup>th</sup> anniversary on April 24, 2013.

**Capt. Cowan** commented that last month two incidents were due to loss of propulsion but neither was due to fuel switching. A meeting will be held in Portland on February 21 regarding low sulphur residual fuel oil. Marine news published an article written by Capt. Cowan titled "The Articulated Tug Barge (ATB) Quandary".

**Old Business:** none

**New business:** **Capt. Stowe** announced her change of command on April 10. **Capt. Gregory Stump** will replace her. **Capt. Jewess** is retiring and **Capt. Michael Day** will replace him.

## **Next meeting**

Capt. Korwatch said the next regularly scheduled meeting of the HSC is scheduled for 1000, Thursday, March 14, 2013 at the Port of Oakland, 530 Water St., Oakland.

# Harbor Safety Committee

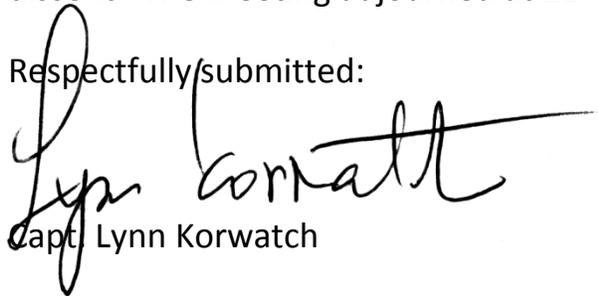
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## **Adjournment**

**A Motion** to adjourn was made and seconded. It passed without discussion or dissent. The meeting adjourned at 1140

Respectfully submitted:

A handwritten signature in black ink, appearing to read "Lynn Korwatch", with a long horizontal flourish extending to the right.

Capt. Lynn Korwatch

# PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

January-13

## PORT SAFETY CATEGORIES\*

	2013	2012	3yr Avg**
<b>1. Total Number of Port State Control Detentions for period:</b>	1	0	0.5
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (1)			
<b>2. Total Number of COTP Orders for the period:</b>	6	7	3.6
Navigation Safety (1), Port Safety & Security (5), ANOA (0)			
<b>3. Marine Casualties (reportable CG 2692) within SF Bay:</b> Allision (2), Collision (1), Fire (0), Capsize (0), Grounding (0), Sinking (0), Steering (1), Propulsion (2), Personnel (1), Other (0), Power (0)	7	3	8.2
<b>4. Total Number of (routine) Navigation Safety issues/Letters of Deviation:</b> Radar (1) Gyro (0), Steering (0), Echo sounder (0), AIS (2), AIS-835 (0), ARPA (0), SPD LOG (0), R.C. (0), Other (0)	3	7	5.3
<b>5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay:</b>	0	0	0.3
<b>6. Significant Waterway events or Navigation related cases for the period: Bay Bridge "E" Tower Allision</b>	1	0	0.2
<b>7. Maritime Safety Information Bulletins (MSIBs): Dead Ship Tow Guidelines</b>	1	0	0.2
<b>Total Port Safety (PS) Cases opened for the period:</b>	<b>18</b>	<b>17</b>	<b>18.3</b>

## MARINE POLLUTION RESPONSE

### Source Identification (Discharges):

VESSELS	2013	2012	3yr Avg**
U.S. Commercial Vessels	0	0	1.1
Foreign Freight Vessels	0	0	0.2
Public Vessels	2	0	0.8
Commercial Fishing Vessels	1	0	0.4
Recreational Vessels	6	5	2.1
FACILITIES			
Regulated Waterfront Facilities	0	0	0.4
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.2
Other Land Sources	1	1	1.7
Mystery Spills - Unknown Sources	3	4	4.9
<b>Number of Oil/Hazmat Pollution Incidents within San Francisco Bay for Period</b>			
1. Spills < 10 gallons	8	6	5.9
2. Spills 10 - 100 gallons	3	0	0.9
3. Spills 100 - 1000 gallons	0	0	0.1
4. Spills > 1000 gallons	0	0	0.1
5. Spills - Unknown	2	4	4.7
<b>Total:</b>	<b>13</b>	<b>15</b>	<b>12.1</b>

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

1. Estimated spill amount from U.S. Commercial Vessels:	0	0	13.7
2. Estimated spill amount from Foreign Freight Vessels:	0	0	0.1
2. Estimated spill amount from Public Vessels:	2	0	6.3
3. Estimated spill amount from Commercial Fishing Vessels:	1	0	23.2
4. Estimated spill amount from Recreational Vessels:	36	8	6.5
5. Estimated spill amount from Regulated Waterfront Facilities:	0	0	3.4
6. Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer:	0	0	0.6
7. Estimated spill amount from Other Land Sources:	25	1	82.0
8. Estimated spill amount from Unknown sources:	0	4	4.4

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

Civil Penalty Cases for Period	0	0	0.1
Notice of Violations (TKs)	1	2	0.4
Letters of Warning	1	2	1.5
<b>TOTAL PENALTY ACTIONS:</b>	<b>2</b>	<b>4</b>	<b>2.0</b>

\* 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 (January 2013)

### MARINE CASUALTIES

**Allision (7JAN):** A foreign flag tank vessel allided with the Echo tower of the Bay Bridge while transiting outbound from Anchorage 9. The tank vessel suffered damage to the hull in way of two wing ballast tanks forward of the engine room. Vessel immediately proceeded to Anchorage 7, where she remained under COTP Order. Class, Coast Guard and NTSB attended the vessel to conduct investigations and assess damage. Vessel was released on 11JAN to conduct repairs. Case pends investigation.

**Allision, Napa River Range Front Light (9JAN):** A U.S. vessel allided with the Napa River Range Front light in the vicinity of the Brazos Railroad Bridge. Reporting party stated the light was missing and extinguished and was suspected of being struck by a vessel and falling into the water. Safety Marine Information Broadcast was issued. Case pends investigation.

**Loss of Propulsion (9JAN):** A foreign flagged chemical tank vessel experienced a loss of propulsion while anchoring at Anchorage 9, San Francisco Bay. Loss of propulsion was attributed to fuel switching, vessel's crew restored start air manifold gaskets and adjusted the fuel pump to increase the fuel injection pressure for operation on MGO. Class and Coast Guard attended the vessel and witnessed satisfactory operation of the main engine. Case closed.

**Reduction of propulsion (20JAN):** A U.S. flag vehicle carrier experienced a tripped starboard boiler feed pump. Cause was attributed to a faulty Actuator Control Arm. The actuator was opened, overhauled, all faulty parts were removed/replaced and cleaned, and put back into service. Class and Coast Guard marine inspectors attended & witnessed proper operation of the actuator arm on the stbd feed water pump. Case closed.

**Collision (26JAN):** A collision occurred between a U.S. flagged towing vessel towing a barge astern and a recreational sailing vessel west of the Golden Gate Bridge. The recreational sailing vessel suffered major damage and sank, persons onboard the sailing vessel were recovered by Station Golden Gate. Towing vessel was ordered to proceed to Berth 10 in Oakland, CA. CG Investigators attended the vessel to assess damage, conduct drug and alcohol testing and interview the crew, CG Investigators also interviewed the operator of the sailing vessel. Investigation is pending.

### VESSEL SAFETY CONDITIONS

**Vessel Detention(09JAN):** A foreign flag chemical tanker was inspected at Anchorage 9 due to a loss of propulsion. As inspectors approached the vessel they noted both pilot ladders down, accommodation ladder down, no crewmember was monitoring the security checkpoint, and no crewmember was monitoring the bridge. Inspectors went onboard the vessel and discovered all crewmembers were engaged in customs inspection. The vessel was detained under the International Ship and Port Facility Security (ISPS) Code. Class witnessed corrected deficiencies and the detention was lifted. Case closed.

### GENERAL SAFETY CASES

**Injured Crewmember (18JAN):** Received report that crewmember onboard a U.S. flag vessel was showing signs of mental instabilities. Requested assistance from SFPD waterborne specialists to remove the individual from the vessel at anchorage 9. Crewmember was successfully removed from the vessel by USCG and SFPD and was escorted to the hospital. Case pends.

**Suspension of Operations, Mobile transfer Facility (17JAN):** SSF has issued a CG-835, a COTP Order and a LOW to a mobile transfer facility which was found conducting oil transfer operations without following applicable safety requirements. The company was found operating in SSF's AOR without an approved operations manual or an approved response plan. Case pends.

### NAVIGATIONAL SAFETY

**Letter of deviation (LOD), Inop X-Band Radar (8JAN):** Vsl issued inbound LOD.

**Letter of deviation (LOD), Inop AIS (9JAN):** Vsl issued inbound LOD.

**Letter of deviation (LOD), Inop AIS (9JAN):** Vsl issued inbound LOD.

### SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

**Notice of Violation (NOV), (22JAN13):** A sailing vessel discharged 8 gallons of diesel from bilge creating a sheen in Oakland. Samples were taken. Notice of Violation was issued.

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

**Report of the  
U.S. Army Corps of Engineers, San Francisco District  
February 14, 2013**

**1. CORPS FY 2013 O&M DREDGING PROGRAM**

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

- a. **Main Ship Channel (55+2)** –Dredging is scheduled to start in mid-May 2013, pending contract award.
- b. **Richmond Outer Harbor (and Richmond Long Wharf)** – Dredging is scheduled to start in June 2013, pending contract award.
- c. **Richmond Inner Harbor** – Dredging is continuing. Expected completion at the end of February 2013; work is presently suspended due to observed herring spawning in the vicinity.
- d. **Oakland O & M Dredging** – Dredging in continuing. Expected completion is at the end of April 2013.
- e. **Suisun Bay Channel (and New York Slough)** Dredging is scheduled to start in Aug 2013, pending availability of funds.
- f. **Pinole Shoal (35+2)** – Dredging is scheduled to start in June 2013, pending contract award.
- g. **Redwood City/San Bruno Shoal** –Dredging Complete 16-23 August 2012, by YAQUINA. No Change.

**2. DEBRIS REMOVAL** – Total debris removal for January 2013 was 55 tons. (Raccoon: 2 tons; Dillard: 48 tons; misc: 5 tons). (Raccoon operator out for surgery.) Average for January from 2003 to 2012 is 161 tons. (Range: 47 - 426 tons).

**BASEYARD DEBRIS COLLECTION TOTALS:**

<b>MONTH</b>	<b>GRIZZLY</b>	<b>RACCOON</b>	<b>DILLARD</b>	<b>MISC</b>	<b>TOTAL</b>
2013	TONS	TONS	TONS	TONS	TONS
JAN	-	2	48	2	55
FEB	-				
MAR	-				
APR	-				
MAY	-				
JUN	-				
JUL	-				
AUG	-				
SEP					
OCT					
NOV					
DEC					

YR TOTAL
55

**3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS**

None to report.

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

No urgent dredging so far in 2013.

## 5. OTHER WORK

**San Francisco Bay to Stockton** - This project has received no funding for FY 13. A planning meeting was held from Jan. 23-25. The study plan is being revised to comply with Corps Smart Planning guidelines.

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

### HYDROGRAPHIC SURVEY UPDATE

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

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

Main Ship Channel: Post-dredge survey completed August 15, was posted August 20.  
Pinole Shoal Channel: Post-dredge survey of September 2012 was posted on Sept 21.  
Suisun Bay Channel: Post-dredge survey of August 17-23 was posted on August 29.  
New York Slough: Post-dredge survey of September 2012 was posted on Sept. 28.  
Bull's Head Shoal: December 10, 2012 condition survey posted 12/12/12.  
Redwood City Harbor: Post-dredge survey of September 2012 was posted on Sept 14.  
San Bruno Shoal: Condition survey completed in June, 2011 has been posted.  
Oakland Entrance Channel: Surveys completed in August and September 2009 have been posted.  
Oakland Inner Harbor Turning Basin: Survey completed April 2010 has been posted.  
Oakland Outer Harbor: Condition survey dated August 13-14 was posted August 20.  
Oakland Outer-Outer Harbor: The special Delta-Echo survey of May 5, 2010 has been posted.  
Oakland Inner Harbor - Condition survey dated July 25-August 13 was posted on August 20.  
Southampton Shoal: November 9, 2012 condition survey posted 11/15/12.  
Richmond Inner Harbor: Santa Fe Channel condition survey November 16, 2012 posted 11/20/12. Outer, Inner Harbor October-November 2012 pre-dredge survey posted 11/20/12.  
Inner, Inner Harbor January 4, 2013 condition survey posted 1/8/13.  
Richmond Outer Harbor (Longwharf): Post-dredge survey of Sept. 2012 was posted on Sept 13.  
Napa River: Condition surveys of early- to mid-April were posted on May 1, 2012  
Northship Channel: November 20-26, 2012 condition survey posted 12/4/12.  
San Leandro Marina (and Channel): Condition survey of April 30 – May 2 was posted on May 8.  
San Rafael Across-the-Flats and San Rafael Creek: Post-dredge surveys completed last Jan were posted on Feb 8.  
Alameda Point Navigation Channel: Condition survey of Sept. 2012 was posted on Sept 26..  
**Marinship Channel (Richardson Bay): Condition survey dated December 18; posted on Jan 24.**  
Mare Island Strait: Condition survey of October 2012 was posted on October 4.  
Islais Creek Channel – December 12-13, 2012 condition survey posted 12/19/12.  
Berkeley Marina (Entrance Channel): January 7, 2013 condition survey posted 1/9/13.

Disposal Site Condition Surveys:

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

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

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

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

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

## O&M DREDGING PLAN FOR FY13\*

Project	2012			2013									2014			Volume	Placement Site
	OCT FY13	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT FY14	NOV	DEC		
Humboldt Bar&Entrance				ESSAYONS 13 DAYS												500kcy	HOODS
Humboldt Channels																300kcy	HOODS
SF Main Ship Channel						Contract Hopper										350kcy	SF-17
Richmond Inner Harbor															400kcy	SFDODS	
Richmond Outer Harbor						Contract Hopper or ESSAYONS 13 DAYS									300kcy	SF-11	
Pinole Shoal						Contract Hopper or YAQUINA 10 DAYS									150kcy	SF-10	
Suisun Bay Channel									YAQUINA 30 DAYS						200kcy	SF-16	
Oakland Inner Harbor															300kcy	SFDODS	
Oakland Outer Harbor															300kcy	SFDODS	

Complete & Ongoing Contracts

Government Hopper

New Dredge Contract

Environmental Window

\* Based on FY13 President's Budget



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Harbor Safety Committee of the  
San Francisco Bay Region Clearing House  
c/o Marine Exchange of the San Francisco Bay Region  
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San Francisco, California 94133-1131  
415-441-6600 fax 415-441-3080 [hsc@sfmtx.org](mailto:hsc@sfmtx.org)

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## San Francisco Clearinghouse Report

February 14, 2013

- ✎ 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 has not contacted OSPR regarding any possible escort violations 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 in 2009; 4 times in 2008; 9 times in 2007; 9 times in 2006; 16 times in 2005; 24 times in 2004; twice in 2003; twice in 2002; 6 times in 2001; 5 times in 2000.
- ✎ In January there were 96 tank vessel arrivals; 4 Chemical Tankers, 17 Chemical/Oil Tankers, 18 Crude Oil Tankers, 1 LPG, 1 Non specific Tanker, 25 Product Tankers, and 30 Tugs with Barges.
- ✎ In January there were 290 total arrivals.

# San Francisco Bay Clearinghouse Report For January 2013

## San Francisco Bay Region Totals

	<u>2013</u>		<u>2012</u>	
Tanker arrivals to San Francisco Bay	66		54	
Barge arrivals to San Francisco Bay	30		28	
Total Tanker and Barge Arrivals	96		82	
Total tank ship & tank barge movements	333		312	
Tank ship movements	218	65.47%	172	55.13%
Escorted tank ship movements	108	32.43%	92	29.49%
Unescorted tank ship movements	110	33.03%	80	25.64%
Tank barge movements	115	34.53%	140	44.87%
Escorted tank barge movements	48	14.41%	45	14.42%
Unescorted tank barge movements	67	20.12%	95	30.45%

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	198		320		0		168		686	
Unescorted movements	99	50.00%	154	48.13%	0	0.00%	67	39.88%	320	46.65%
Tank ships	72	36.36%	106	33.13%	0	0.00%	44	26.19%	222	32.36%
Tank barges	27	13.64%	48	15.00%	0	0.00%	23	13.69%	98	14.29%
Escorted movements	99	50.00%	166	51.88%	0	0.00%	101	60.12%	366	53.35%
Tank ships	63	31.82%	109	34.06%	0	0.00%	54	32.14%	226	32.94%
Tank barges	36	18.18%	57	17.81%	0	0.00%	47	27.98%	140	20.41%

### 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	66		712	
Barge arrivals to San Francisco Bay	30		333	
Total Tanker and Barge Arrivals	96		1,045	
Tank ship movements & escorted barge movements	333		3,446	
Tank ship movements	218	65.47%	2,149	62.36%
Escorted tank ship movements	108	32.43%	1,166	33.84%
Unescorted tank ship movements	110	33.03%	983	28.53%
Tank barge movements	115	34.53%	1,297	37.64%
Escorted tank barge movements	48	14.41%	504	14.63%
Unescorted tank barge movements	67	20.12%	793	23.01%

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

Escorts reported to OSPR

	0	3
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<b>Movements by Zone</b>	<b>Zone 1</b>	<b>%</b>	<b>Zone 2</b>	<b>%</b>	<b>Zone 4</b>	<b>%</b>	<b>Zone 6</b>	<b>%</b>	<b>Total</b>	<b>%</b>
Total movements	198		320		0		168		686	
Unescorted movements	99	50.00%	154	48.13%	0	0.00%	67	39.88%	320	46.65%
Tank ships	72	36.36%	106	33.13%	0	0.00%	44	26.19%	222	32.36%
Tank barges	27	13.64%	48	15.00%	0	0.00%	23	13.69%	98	14.29%
Escorted movements	99	50.00%	166	51.88%	0	0.00%	101	60.12%	366	53.35%
Tank ships	63	31.82%	109	34.06%	0	0.00%	54	32.14%	226	32.94%
Tank barges	36	18.18%	57	17.81%	0	0.00%	47	27.98%	140	20.41%

### 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.

**OSPR REPORT  
(As of February 2013)**

**New Name**

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

**New Computer Network Migration**

New email address. Example: FirstName.SecondName@Wildlife.CA.GOV  
Old email continues to work.

**Spill Management Teams**

Unannounced drills called on a Plan Holder's SMT are ongoing now.

**OSPR/Chevron Oil Spill Response Technology Workshop**

February 26-28, San Ramon

**Environmental Response to Oil Spills (EROS) in California**

March 5-8, Benicia

**San Francisco Harbor Safety Committee Membership**

Term expiration for Tug Operators, Non-Profit Environmental Organization,  
Dry Cargo Operators.



**CALIFORNIA STATE LANDS COMMISSION**

**HARBOR SAFETY COMMITTEE MONTHLY REPORT - JANUARY COMPARISON**

**VESSEL TRANSFERS**

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
JANUARY 1 - 31, 2012	233	86	36.91
JANUARY 1 - 31, 2013	232	87	37.50

**CRUDE OIL / PRODUCT TOTALS**

	Crude Oil ( D )	Crude Oil ( L )	Overall Product ( D )	Overall Product ( L )	GRAND TOTAL
JANUARY 1 - 31, 2012	11,977,000	0	16,472,969	8,755,848	25,228,817
JANUARY 1 - 31, 2013	8,477,000	0	15,932,428	6,890,386	22,822,814

**OIL SPILL TOTAL**

	Terminal	Vessel	Facility	Total	Gallons Spilled Other, 1 Gallom
JANUARY 1 - 31, 2012	0	0	1	1	
JANUARY 1 - 31, 2013	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 FOR YEAR 2010

### VESSEL TRANSFERS

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

### CRUDE OIL / PRODUCT TOTALS

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

### OIL SPILL TOTAL

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

\*\*\* Disclaimer:

Please understand that the data is provided to the California State Lands Commission from a variety of sources; the Commission cannot guarantee the validity of the data provided to it.

## Navigation Work Group Report

From: Navigation Work Group  
Subject: Recommended Temporary Safety Guidelines for Navigating in Restricted Visibility  
Date: 11 February, 2013

### Background

Following the 07 January 2013 allision of the T/V OVERSEAS REYMAR with Pier E of the San Francisco-Oakland Bay Bridge, the Coast Guard Captain of the Port requested that the Harbor Safety Committee review existing navigation safety guidelines for operating in restricted visibility. In response, the Chair of the Harbor Safety Committee (HSC) tasked the Navigation Work Group to conduct a review of the current Harbor Safety Plan Guidelines for Navigating in Restricted Visibility and the associated Critical Maneuvering Areas (CMAs), which were established in 2008 following the 07 November 2007 allision of the M/V COSCO BUSAN with Pier D.

The Navigation Work Group met on 17 January, 25 January and 08 February to review the existing guidance and consider potential enhancements. Due to the ongoing investigations into the incident, the Navigation Work Group agreed to conduct the review of the current guidelines in two phases as follows:

1. Develop **Temporary Safety Guidelines** for immediate implementation while the Coast Guard, National Transportation Safety Board, and Board of Pilot Commissioners investigation/incident reviews proceed.
2. Conduct a comprehensive review of the Guidelines for Navigating in Reduced Visibility as currently published in the Harbor Safety Plan with final recommendations to be forwarded to the HSC. This review should be informed by the investigation/incident review findings.

### Recommendation

The Navigation Work Group recommends the HSC vote to adopt the below **Temporary Safety Guidelines** while the OVERSEAS REYMAR incident remains under investigation. These guidelines should remain in place until the Navigation Work Group's comprehensive review of HSC Guidelines for Navigating in Reduced Visibility is complete. Implementation of these guidelines should be monitored by the Coast Guard Vessel Traffic Service.

## **Temporary Safety Guidelines for Navigating in Reduced Visibility**

The following temporary guidelines apply to all vessels 1600 GT or greater, tugs with tows 1600 GT or greater, and all tugs with tows in petroleum service.

Nothing in this guidance should preclude vessel Masters, Pilots, and operators from taking proactive measures to ensure the safety of their vessel at all times.

1. Vessels should make visibility reports as part of their sailing plan report to the VTS and at any point in their transit when visibility conditions change substantially and navigation safety allows the report to be made.
2. Vessels transiting the San Francisco-Oakland Bay Bridge (West of Yerba Buena Island) in any condition of reduced visibility should generally do so via the A-B or D-E span unless vessel traffic, environmental or other safety factors dictate otherwise.
3. Outbound/northbound vessels should not transit the San-Francisco Oakland Bay Bridge (West of Yerba Buena Island) when visibility is less than 0.5 nautical mile.
4. Inbound vessels transiting the San Francisco-Oakland Bay Bridge in restricted visibility are advised to exercise extreme caution during their transit.



MARINE SAFETY AND SECURITY  
INFORMATION BULLETIN  
(MSIB) 13-01



January 22, 2013

U.S. Department of Homeland Security, Coast Guard Sector San Francisco

**Dead Ship Tow Guidelines**

This bulletin supersedes MSIB 11-02 and applies to dead ship tows within, or transiting through, the Sector San Francisco Regulated Navigation Area described in Title 33, Code of Federal Regulations (CFR), Part 165.1181.

The Captain of the Port (COTP) San Francisco has determined that the tow of a dead ship – a ship lacking means of self-steering or self-propulsion – is a hazardous condition requiring advance planning, additional towing resources and special attention to prevent vessel traffic accidents. To meet these additional safety requirements, the owner, operator, agent, master, or person in charge is encouraged to adhere to the San Francisco Bay Harbor Safety Committee's Dead Ship Tow Best Maritime Practice (DST BMP) enclosed in this bulletin.

The COTP San Francisco has evaluated the safety measures prescribed in the DST BMP and determined that dead ship tows conducted in accordance with the DST BMP have adequately mitigated associated safety risks. Conversely, a dead ship tow that has not employed the DST BMP has not adequately mitigated potential dangers and may require the issuance of a COTP Order halting, preventing or otherwise controlling the towing operation if there are demonstrated risks to safety of life, property and navigation. The COTP will consider all relevant available information to evaluate those risks, including information provided by vessel operators. If special circumstances prevent the vessel or towing personnel from adhering to the DST BMP, the vessel representative should contact Sector San Francisco Waterways Safety via (415) 399-7443 (or via (415) 556-2760 after business hours) no less than 48 hours prior to the dead ship tow to justify deviation(s).

In accordance with 33 CFR 161.18, the owner, operator, agent, master, or person in charge of a dead ship tow shall notify the COTP by reporting to Vessel Traffic Service (VTS) San Francisco via VHF Channel 14 prior to conducting operations within the VTS Area. Companies hired to move a dead ship maintain ultimate responsibility for conducting a safe tow. This policy statement does not supersede more stringent regulations from the Code of Federal Regulations, State law, or local authorities. For additional information, please contact the Waterways Safety Branch at (415) 399-7443 or visit our website <<http://homeport.uscg.mil>>.

A handwritten signature in blue ink, appearing to read 'C. L. Stowe'.

C. L. STOWE

Captain, U.S. Coast Guard  
Captain of the Port San Francisco

Enclosure: (1) HSC Best Practice for Dead Ship Tows in the San Francisco Bay Area



**MARINE SAFETY AND SECURITY  
INFORMATION BULLETIN  
(MSIB) 13-02**



**February 14, 2013**

U.S. Department of Homeland Security, Coast Guard Sector San Francisco

**Temporary Safety Guidelines for Navigating in Reduced Visibility**

This bulletin promulgates **Temporary Safety Guidelines for Navigating in Reduced Visibility** as adopted by the Harbor Safety Committee. These guidelines will be monitored and enforced by Vessel Traffic Service (VTS) San Francisco, and will remain in place pending a comprehensive review of all Critical Maneuvering Areas (CMAs) and associated guidelines as published in the Harbor Safety Plan. This bulletin supplements MSIB 09-01 which promulgated the 2009 Harbor Safety Committee Guidelines for Navigating in Reduced Visibility. All Harbor Safety Committee Guidelines and associated CMAs remain in effect.

The following **Temporary Safety Guidelines for Navigating in Reduced Visibility** apply to all vessels 1600 gross tons or greater, tugs with tows 1600 gross tons or greater, and all tugs with tows in petroleum service. Nothing in this guidance should preclude vessel Masters, Pilots, and operators from taking proactive measures to ensure the safety of their vessel at all times.

1. Vessels should make visibility reports as part of their sailing plan report to the VTS and at any point in their transit when visibility conditions change substantially and navigation safety allows the report to be made.
2. Vessels transiting the San Francisco-Oakland Bay Bridge (West of Yerba Buena Island) in any condition of reduced visibility should generally do so via the A-B or D-E span unless vessel traffic, environmental or other safety factors dictate otherwise.
3. Outbound/northbound vessels should not transit the San-Francisco Oakland Bay Bridge (West of Yerba Buena Island) when visibility is less than 0.5 nautical mile.
4. Inbound vessels transiting the San Francisco-Oakland Bay Bridge in restricted visibility are advised to exercise extreme caution during their transit.

Mariners are to comply at all times with the International Regulations for Avoiding Collisions at Sea (COLREGS) and all applicable VTS regulations (33 CFR 161). For additional information or guidance please contact the Sector San Francisco Chief of Waterways Management at (415) 399-7401.

A handwritten signature in blue ink, appearing to read 'C. L. Stowe'.

C. L. STOWE

Captain, U.S. Coast Guard  
Captain of the Port San Francisco



# MARINE SAFETY AND SECURITY INFORMATION BULLETIN (MSIB) 09-01



9 February 2009

Coast Guard Sector San Francisco  
Department of Homeland Security

## Guidelines for Navigating in Reduced Visibility

This Marine Information Safety Bulletin (MSIB) contains the guidelines for navigation in reduced visibility for vessels 1600 gross tons or greater. These guidelines acknowledge that **Large Vessels** are not as maneuverable as smaller vessels and therefore define **Large Vessels** as power driven vessels of 1600 gross tons or more, and tugs with barges of 1600 gross tons or more. These guidelines have been adopted by the Harbor Safety Committee as navigation best practices and will be enforced by the VTS. They are to be used by the mariner when planning, initiating or navigating a transit in the Bay during periods of reduced visibility. Mariners are at all times to comply with the requirement of the International Regulations for Avoiding Collisions at Sea, or COLREGS.

1. **Critical Maneuvering Areas (CMAs):** There are areas within the bay where additional standards of care are required due to the restrictive nature of the channel, proximity of hazards, or the prevalence of adverse currents. Large vessels should not transit through CMAs when visibility is less than 0.5 nautical miles. Locations within the Bay identified as Critical Maneuvering Areas are:

- a. Redwood Creek
- b. San Mateo-Hayward Bridge
- c. Oakland Bar Channel\*
- d. Islais Creek Channel
- e. Richmond Inner Harbor
- f. Richmond -San Rafael Bridge, East Span
- g. Union Pacific Bridge
- h. New York Slough, up-bound
- i. Rio Vista Lift Bridge

\*Note: the Oakland Bar Channel is identified due to cross currents and its proximity to the Bay Bridge and Yerba Buena Island.

2. **Vessels docked:** Large vessels at a dock within the Bay should not commence a movement if visibility is less than 0.5 nautical miles at the dock.

3. **Vessels proceeding to dock:** Large vessels proceeding to a dock should anchor if visibility at the dock is known to be less than 0.5 nautical miles, unless, under all circumstances, proceeding to the dock is the safest option. Note: Vessel pilots or operators should notify VTS upon determination that a scheduled movement will be delayed or cancelled. If underway, they shall make a sailing plan deviation report per VTS regulations.

For questions and guidance contact Mr. Sean Kelley at the Vessel Traffic Service at (415) 399-7402 or [Sean.E.Kelley@uscg.mil](mailto:Sean.E.Kelley@uscg.mil).

  
P.M. GUGG  
Captain, U.S. Coast Guard  
Captain of the Port



STATE OF CALIFORNIA  
THE NATURAL RESOURCES AGENCY

February 04, 2013



ANNOUNCEMENT FOR:

**San Francisco Bay Region Harbor Safety Committee Vacancy**

The Office of Spill Prevention and Response (OSPR), is accepting applications for an opening on the San Francisco Bay Region Harbor Safety Committee. Qualified individuals who reside in the San Francisco Bay Region area are encouraged to apply. The OSPR is seeking applicants for the following positions.

Dry Cargo Operators (1)  
Non-Profit Environmental Organizations  
Tug Operator

A Harbor Safety Committee application can be obtained at the following Internet site:

[www.nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=34046&inline=true](http://www.nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=34046&inline=true)

All applications must be post-marked no later than February 28, 2013. The OSPR intends to appoint the new members at the March 14, 2013, Harbor Safety Committee meeting. Please mail the application along with a current resume to:

Office of Spill Prevention and Response  
P.O. Box 944209  
Sacramento, California 94244-2090

If you have questions regarding the requirements for a position, or the application process, please contact CAPT Jeff Cowan at e-mail address [jcowan@ospr.dfg.ca.gov](mailto:jcowan@ospr.dfg.ca.gov), or by telephone at (916) 324-6450.

*Conserving California's Wildlife Since 1870*