

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 13, 2014

Port of San Francisco, Pier 1 Conference Center

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 at 10:06.

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: **Capt. Esam Amso** (M), Valero Marketing and Supply Co.; **Jim Anderson** (M), CA Dungeness Crab Task Force; **Ted Blanckenburg** (A); AMNAV Maritime; **Mary Brown**, (M), Horizon Lines; **Michelle Connolly** (A), Chevron Shipping Company; **MJR Adam Czekanski** (A), US Army Corps of Engineers; **Capt. Mike Day** (M), United States Coast Guard; **Capt. Tom Dougherty** (M), Blue and Gold Fleet; **Jason Flanders** (A), San Francisco Bay Keeper; **Aaron Golbus** (M), Port of San Francisco; **Capt. Bruce Horton** (M), San Francisco Bar Pilots; **Jim McGrath** (M), Bay Conservation and Development Commission; **Bill Needham** (A), National Boating Federation; **Jeff Robbins** (A), General Steamship Corp.; **Rich Smith** (M), Westar Marine Services; **Gerry Wheaton** (M), NOAA.

The meetings are always open to the public.

Approval of the Minutes-

A motion to accept the minutes of the January 9, 2013 meeting was made and seconded. The minutes were approved without dissent.

Comments by Chair- Capt. Lynn Korwatch

Welcomed the committee members and audience. Announced that she had recently testified before Congress regarding the removal of Aids to Navigation and thanked the committee for their support.

Coast Guard Report- Capt. Mike Day

- Thanked Capt. Korwatch for her congressional testimony.
- Advised that the January 29, 2014 LNG Forum in Seattle had focused on the creation of draft policies for LNG fuel transfers. Contact Cmdr. Tama for more information.

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- Advised of Marine Safety Alert 01-14 regarding offshore sailing, Marine Safety Alert 02-14 regarding tank sampling dangers and MSIB 01-14 regarding medicinal marijuana policies.
- Announced that the Coast Guard will be hosting Small Vessel Industry Day on February 27, 2014 at CGI.
- Lcdr. Wirts read from the January-14 Prevention/Response Report (attached).
- Capt. Korwatch asked if the vessel's engine manufacturer was notified in regards to the January 20th CO poisoning case. Capt. Day responded that other factors such as a space heater were involved in the incident. Cmdr. Tama advised that the USCG does not usually investigate recreational boating incidents and that local authorities have jurisdiction.
- Jim McGrath commented that the Berkeley Marina had recently acquired oil spill response gear as part of a grant and asked if it was used during the January 22nd incident. The Coast Guard responded that oil boom was deployed and that the Marina seemed to respond appropriately. The source of equipment used is unknown.
- Lcdr. Wirts advised that Mile Rocks and the SF Buoy are now being displayed on AIS as virtual Aids to Navigation. More virtual AIS ATONs will be coming online soon. Capt. Korwatch asked how the maritime community can provide feedback. Lcdr. Wirts advised that comments are welcome and should go through her. Contact information is provided in the Local Notice to Mariners issued for each new ATON. Lcdr. Wirts stressed that at this time, there is no intention to replace any buoy or physical structure with virtual ATONs. This program simply augments the existing system.

Army Corps of Engineers Report- MJR Adam Czekanski

- Advised that the FY14 Army Corps Work Plan should be released in the first week of March and that the FY15 budget should also be made available.
- Regarding debris removal, advised that the Dillard is back at work after repairs and that the Raccoon is out for maintenance for approximately two months.
- Rob Lawrence read from the US Army Corps of Engineers, San Francisco District Report (attached). Advised that debris removal was much less than average due to the lack of rain.
- Jim McGrath asked if the Richmond Harbor was dredged to a full 50 feet. Jessica Burton Evans advised that there was sufficient funding to fully maintain the channel this year. Additional funding for dredging projects won't be known until the release of the FY14 Plan.
- A comment was made that the Army Corps website and phone number for reporting debris were out of service recently. The Corps advised that they would look into the issue. VTS can relay debris reports to Corps vessels as well.

Clearing House Report- Alan Steinbrugge (report attached)

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OSPR Report- Jeff Cowan (report attached)

- Michelle Connolly asked if the report was available from the January workshop regarding the Sirius Voyager drill in Richmond. Jeff Cowan advised that he would look into the matter and get her the report.

NOAA Report- Gerry Wheaton

- Advised that NOAA has received over 270 comments regarding their new PDF charts and that most have been positive (statistical report attached). The addition of GIF software for app compatibility is being looked at.
- Advised that Logan Johnson, NOAA Meteorologist, had informed him that the recent rain is not the result of a major pattern change and drier than normal conditions will likely continue.
- Advised of the NWS Regular Buoy Status Report which provides functionality updates for offshore buoys in the Pacific region. Logan Johnson will provide this report to the HSC for distribution as some NOAA offshore buoys are currently out of service due to funding issues. Jim Anderson reported that he has sent several letters in regards to the Half Moon Bay buoy which has been out of service for some time. Gerry Wheaton advised that he would look into the matter as it was a safety issue. Capt. Korwatch suggested the HSC look into the matter as well. Aaron Golbus asked if the NOAA buoys are part of the tsunami warning system and as advised that they were not. A comment was made that NOAA buoys are critical tools used by tugs during offshore rescues.
- Jeff Robbins asked if the water level upriver had lowered due to the drought. Gerry Wheaton replied that water level depended on dam releases and he didn't know if the level had dropped.

State Lands Commission Report- David Stephens (report attached)

The Bay Lights Installation Extension- Executive Producer Amy Critchett

- Thanked the community for their support of the Bay Lights installation on the Bay Bridge designed by artist Leo Villareal. The installation has been so popular that the permit has been renewed for an additional ten years.
- The Bay Lights is privately funded. Approximately 8.7 million dollars have been raised to fund the installation with the goal to raise an additional 12 million dollars.
- It is estimated that the Bay Lights have added close to a billion dollars to the local economy. Bay front restaurants have reported up to 30% more business due to the installation. The piece has attracted attention and admiration throughout the world.

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- The relighting ceremony is on March 5, 2014 and anniversary parties are being planned for the “Keep ‘Em Lit through 2026” campaign. Many media events and promotions are planned.
- Twenty 6x1 foot scale models of the Bay Lights were created by Leo Villareal as he was designing the installation. These scale models are now available for sale for twenty thousand dollars each.
- MJR Czekanski asked how much maintenance and upkeep cost for the installation. Amy Critchett responded that 1/3 of the twenty-five thousand lights had to be replaced in the first year leading to an initial annual cost of three million dollars. Costs should now come down to the budgeted five hundred thousand dollars per year.
- Capt. Korwatch asked who issues the permit for the installation. Amy Critchett advised that CCSF submitted the permit to Caltrans for approval.
- Cmdr. Tama asked if the locations and angles of the lights were changing. Amy Critchett replied that slight changes might be made to preserve the view from the south side of the Bay Bridge.

Work Group Reports-

Tug Work Group- Ted Blanckenburg advised that the Tug Work Group has spent two years looking at issues involving ultra large container ship towing and conducting drills in order to determine if our region has enough tug assets for effective emergency towing. Our findings show that we do have enough assets. Recognition should go to Johnathan Mendes and Bob Gregory for leading our efforts.

The Tug Work Group met two weeks ago to discuss a CMA CGM towing drill scheduled for May 2014. The USCG, CMA CGM, Bar Pilots and tug companies are collaborating on the exercise which will take place in Anchorage 9 and involve three tugs towing a CMA CGM ship.

The next Tug Work Group meeting is on February 25, 2014 in Hercules.

Navigation Work Group- Capt. Bruce Horton advised that there was nothing to report. The Overseas Reymar report is not yet available.

Ferry Operations Work Group- Nothing to report.

Dredge Issues Work Group- Capt. Esam Amso advised that the Dredge Work Group is meeting on February 19, 2014 to discuss Pinole Shoal dredging.

- Jessica Burton Evans confirmed that Army Corps representatives will attend.
- Capt. Horton suggested representatives from the up-river ports attend as well as their input would be helpful.

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PORTS Work Group- Nothing to report

Prevention through People Work Group- Bill Needham advised that Margo Brown is recovering well and thanked Capt. Korwatch for her remarks on recreational boaters during her congressional testimony.

PORTS Report- Alan Steinbrugge

- Advised that the Bay Bridge air gap sensor could be online by the end of the month but delays are likely.
- Advised that the visibility sensors at AMORCO and Pier 17 are now online.

Public Comment-

- Jeff Cowan urged those needing to renew their mariners license to start the process early as it took him seven months.
- Capt. Korwatch announced that the Cal Maritime Leadership Symposium is being held in Sacramento on February 18-19, 2014. Cal Maritime is also hosting an e-Navigation Conference on April 3-4, 2014. The Coast Guard Foundation Dinner is on April 17, 2014.
- Capt. Korwatch advised that the next AMSC meeting is on Wednesday, April 9, 2014.
- Cmdr. Tama advised that he had attended the Bay Planning Coalition Meeting yesterday bringing together NOAA, the USCG and industry to discuss Ocean Planning on a regional level. He suggested the HSC might be interested in being involved.

Old Business- None

New Business-

- The SF Port Brick Campaign was announced. For \$150-\$300, inscribed bricks can be bought to be displayed as part of the new Pier 27/29 Cruise Ship Terminal and park.
www.sfportbricks.com
- Capt. Korwatch advised that the April HSC meeting will take place at the Army Corps Bay Model Visitors Center in Sausalito.

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Next Meeting-

1000-1200, March 13, 2014
Port of Oakland
530 Water Street, Exhibit Room (Street Level)
Oakland, California

Adjournment-

A motion to adjourn was made and seconded. The motion passed without dissent and the meeting adjourned at 11:18.

Respectfully submitted:



Lynn Korwath

Capt. Lynn Korwath

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

January-14

PORT SAFETY CATEGORIES*

	2014	2013	3yr Avg**
1. Total Number of Port State Control Detentions for period: SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)	0	1	0.56
2. Total Number of COTP Orders for the period: Navigation Safety (0), Port Safety & Security (7), ANOA (0)	7	6	5.03
3. Marine Casualties (reportable CG 2692) within SF Bay: Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0), Steering (1), Propulsion (6), Personnel (5), Other (4), Power (2)	18	7	11.39
4. Total Number of (routine) Navigation Safety issues/Letters of Deviation: Radar (0) Gyro (2), Steering (0), Echo sounder (1), AIS (0), AIS-835 (0), ARPA (0), SPD LOG (0), R.C. (0), Other (0)	3	3	4.97
5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay:	0	0	0.64
6. Significant Waterway events or Navigation related cases for the period:	0	1	0.36
7. Maritime Safety Information Bulletins (MSIBs):	0	1	0.39
Total Port Safety (PS) Cases opened for the period:	28	19	23.31

MARINE POLLUTION RESPONSE

Source Identification (Discharges):

VESSELS	2014	2013	3yr Avg**
U.S. Commercial Vessels	3	0	0.97
Foreign Freight Vessels	0	0	0.17
Public Vessels	0	2	0.89
Commercial Fishing Vessels	1	1	0.39
Recreational Vessels	8	6	3.06
FACILITIES			
Regulated Waterfront Facilities	0	0	0.31
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.17
Other Land Sources	1	1	1.36
Mystery Spills - Unknown Sources	3	3	4.14

Number of Oil/Hazmat Pollution Incidents within San Francisco Bay for Period

1. Spills < 10 gallons	9	8	6.11
2. Spills 10 - 100 gallons	4	3	0.89
3. Spills 100 - 1000 gallons	0	0	0.08
4. Spills > 1000 gallons	0	0	0.06
5. Spills - Unknown	3	2	1.06
Total:	16	13	10.97

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

1. Estimated spill amount from U.S. Commercial Vessels:	38	0	17.20
2. Estimated spill amount from Foreign Freight Vessels:	0	0	0.11
2. Estimated spill amount from Public Vessels:	0	2	5.86
3. Estimated spill amount from Commercial Fishing Vessels:	2	1	27.10
4. Estimated spill amount from Recreational Vessels:	60	36	9.05
5. Estimated spill amount from Regulated Waterfront Facilities:	0	0	5.38
6. Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer:	0	0	0.28
7. Estimated spill amount from Other Land Sources:	1	25	78.24
8. Estimated spill amount from Unknown sources:	3	0	5.79

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

Civil Penalty Cases for Period	0	0	0.06
Notice of Violations (TKs)	1	1	0.50
Letters of Warning	2	1	1.69
TOTAL PENALTY ACTIONS:	3	2	8.03

* 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.

**Initial incident occurred outside of HSC jurisdiction

SIGNIFICANT PORT SAFETY AND SECURITY CASES (January 2014)

MARINE CASUALTIES

Injury (03JAN): A crewmember on board a foreign flag bulk carrier was assisting w/ a mooring evolution in Redwood City when his chest was crushed b/w a mooring line and capstan. He was transported to the hospital. Case pends.

Loss of Propulsion (15JAN): A U.S. flag freight vessel experienced a loss of propulsion while conducting pre-arrival tests. The engine failed to respond to an astern bell due to misalignment of the engine control system direction safeguard indicator. The vessel was required to take a 2 tug escort from Mile Rock to berth in Oakland. An engine technician adjusted the direction safeguard. Class attended the vessel and witnessed proper operation of the main engine. LOP was not attributed to fuel switching. Case closed.

****Equipment Failure (17JAN):** A U.S. flag towing vessel was approximately 28 nm west of Pt. Arena, towing a barge with 75K barrels of oil, when the vessel experienced a crack in the port engine cooling water system. The crew shut down the port engine and repaired the line. The vessel was required to take a 1 tug escort from Main Ship Channel 1 & 2 to berth in Rodeo. Coast Guard attended the vessel and witnessed proper operation of the engines. Case pends.

Reduction of Propulsion (19JAN): A foreign flag cruise ship was outbound, entering the western traffic lane, when the vessel experienced a reduction in propulsion. The starboard propulsion system shut down due to low flow of cooling water to the stern tube bearing. The crew restored the water flow and the vessel continued outbound. Reduction of propulsion was not attributed to fuel switching. Case pends.

Loss of Propulsion (26JAN): A foreign flag bulk carrier experienced a loss of propulsion while the vessel was south of the Bay Bridge and inbound to Anchorage 9. The main engine failed to respond to commands due to an electrical issue with the actuator. The crew switched to local engine control and a tug assisted the vessel safely to Anchorage 9. The crew reset the engine control system and disconnected/reconnected lines in accordance with the manufacturer's instructions. Class and Coast Guard attended the vessel and witnessed proper operation of the main engine. LOP was not attributed to fuel switching. Case pends.

Loss of Power and Propulsion (31JAN): A foreign flag container vessel experienced a loss of power and propulsion while mooring in Oakland. The vessel's generators overloaded, tripped and caused the main engine to shut down. The vessel dropped anchor, then safely moored with tug assist. Class and Coast Guard attended the vessel and witnessed proper operation of the generators & main propulsion system. They determined that 3 of 4 generators were online at the time of the incident, and the bow thruster & large number of reefer containers exceeded that capacity. The crew was directed to rework their power management procedures. LOP was not attributed to fuel switching. Case pends.

Loss of Propulsion (31JAN): A foreign flag bulk freight vessel experienced a loss of propulsion while getting underway from Stockton. The main engine failed to respond due to an air leak between the start air manifold and the start air distributor. The crew tightened the leaking joint. Class attended the vessel and witnessed proper operation of the main engine. LOP was not attributed to fuel switching. Case pends.

VESSEL SAFETY CONDITIONS

Halt Cargo Operations (08JAN): The Coast Guard conducted an Explosive Handling inspection in Oakland and determined that the vessel did not have the required emergency towing wires (fire wires) onboard. The vessel chose not to load the container with the explosive cargo and departed. Case closed.

CO Poisoning (20JAN): The Coast Guard received a call from a boater on a 27 ft Sea Ray in the Sacramento River reporting that his wife was having convulsions. A Coast Guard small boat responded and when they arrived on scene they found that both people onboard were unconscious. The small boat crew immediately removed the two victims, secured the Sea Ray engines and anchored the vessel. The female victim regained consciousness on the Coast Guard boat. The male victim regained consciousness after paramedics administered oxygen. Both victims were taken to the hospital and the Coast Guard members were later evaluated for CO poisoning. Case pends.

Operational Control (30JAN): A U.S. flag towing vessel was inspected and found to have several conditions which posed a safety risk to the vessel, its crew and the marine environment. The vessel was missing fuel shut-off valves, a life ring, an engine room alarm, fire detection, fire extinguishers, a fire pump and fire hoses. The Coast Guard issued a COTP Order requiring the vessel to correct the conditions prior to operating. Case pends.

GENERAL SAFETY CASES

Nothing significant to report.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inop Depth Sounder (02 JAN): Vsl issued an inbound LOD.

**Initial incident occurred outside of HSC jurisdiction

Letter of Deviation (LOD), Inop Gyro Compass (23 JAN): Vsl issued an LOD to shift inport.

Letter of Deviation (LOD), Inop Gyro Compass & X-Band Radar (30 Jan): Vsl issued an inbound LOD.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

On 12 January, IMD received a notification that a 67 ft vessel had sunk in Dutch Slough. IMD dispatched a team to investigate. It was found that the vessel was discharging diesel and the owner was not taking appropriate action to mitigate the threat to the environment. IMD opened the Oil Spill Liability Trust Fund to mitigate the spill and impact to the sensitive sites in the area. 270 gallons of diesel were removed from the vessel. Enforcement is pending.

On 22 January, IMD received notification of a commercial vessel in Berkeley Marina discharging oil into the San Francisco Bay. Upon arrival, IMD found oil throughout the marina and marina personnel deploying boom and pads. An investigation was conducted and a Notice of Federal Interest was issued to the owner of the vessel. The harbor master completed cleanup of the spill. A 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 13, 2014**

1. CORPS O&M DREDGING PROGRAM

The following is this year's O & M dredging program for San Francisco Bay. The FY14 O&M dredging program is subject to change, pending the availability of funds.

- a. **FY13 Oakland O & M Dredging** – Dredging started on 21 October 2013 and was complete on 31 January 2014. Survey Posted.
- b. **FY14 Main Ship Channel** – Contract Hopper, planned start mid-May 2014 .
- c. **FY14 Richmond Inner Harbor** – Contract clamshell, planned start mid-September 2014.
- d. **FY14 Richmond Outer Harbor (and Richmond Long Wharf)** – Government Hopper, planned start late-June 2014.
- e. **FY14 Pinole Shoal** – Government Hopper, planned start early-July 2014.
- f. **FY14 Suisun Bay Channel (and New York Slough)** - Government Hopper, planned start early-August 2014.
- g. **FY14 Oakland O & M Dredging**- Contract clamshell, planned start early-August 2014.
- h. **FY14 Redwood City Harbor**- Contract clamshell, planned start early October 2014.

2. DEBRIS REMOVAL – Debris removal for January 2014 was 35 tons. (Raccoon: 0 tons (in shipyard); Dillard and Safe Boats: 35 tons). Average for January from 2004 to 2013 is 157 tons. (Range: 47 - 426 tons).

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	RACCOON	DILLARD	MISC	TOTAL
2013	TONS	TONS	TONS	TONS
JAN	0	35	0	35
FEB				
MAR				
APR				
MAY				
JUN				
JUL				
AUG				
SEP				
OCT				
NOV				
DEC				

YR TOTAL

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

None to report.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

No urgent dredging so far in 2014.

5. OTHER WORK

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

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

HYDROGRAPHIC SURVEY UPDATE

Address of Corps' web site for completed hydrographic surveys:

http://www.spn.usace.army.mil/Missions/Surveys_StudiesStrategy/HydroSurvey.aspx

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

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

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

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

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

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

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

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

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

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

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

Oakland Inner Harbor: Post-dredge survey completed Nov/Dec 2013 has been posted.

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

Oakland Outer Harbor: Post-dredge survey completed Jan 8-14 has been posted.

Pinole Shoal Channel: Condition survey of Jan 24-29 has been posted.

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

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

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

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

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

San Rafael Across-the-Flats and San Rafael Creek: Condition surveys completed May 9 and 10 are posted.

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

Disposal Site Condition Surveys:

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

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

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

SF-11 (Alcatraz): Condition survey conducted Feb 4 has been posted

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

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

O&M DREDGING PLAN FOR FY14*

Project	2013			2014									FY15			Volume	Placement Site
	OCT FY14	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC		
Humboldt Bar&Entrance									Contract Hopper							1mcy	HOODS
SF Main Ship Channel									Contract Hopper							350kcy	SF-17
Richmond Inner Harbor																350kcy	SFDODS
Richmond Outer Harbor									ESSAYONS							250kcy	SF-11
Pinole Shoal									ESSAYONS							150kcy	SF-10
Suisun Bay Channel										YAQUINA						175kcy	SF-16
Oakland Inner Harbor																400kcy	upland
Oakland Outer Harbor																400kcy	upland
Redwood City Harbor																350kcy	SF-11
																	
			Complete & Ongoing Contracts			Hopper			New Dredge Contract			Environmental Window					

* Plan based on FY14 President's Budget



Harbor Safety Committee of the
San Francisco Bay Region Clearing House
c/o Marine Exchange of the San Francisco Bay Region
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San Francisco, California 94133-1131
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San Francisco Clearinghouse Report

February 13, 2014

- ✎ 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 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 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 102 tank vessel arrivals; 4 Chemical Tankers, 20 Chemical/Oil Tankers, 29 Crude Oil Tankers, 2 Non Specific Tankers, 19 Product Tankers, and 28 Tugs with Barges.
- ✎ In January there were 299 total arrivals.

San Francisco Bay Clearinghouse Report For January 2013

San Francisco Bay Region Totals

	<u>2014</u>		<u>2013</u>	
Tanker arrivals to San Francisco Bay	74		66	
Barge arrivals to San Francisco Bay	28		30	
Total Tanker and Barge Arrivals	102		96	
Total tank ship & tank barge movements	346		333	
Tank ship movements	170	49.13%	218	65.47%
Escorted tank ship movements	115	33.24%	108	32.43%
Unescorted tank ship movements	55	15.90%	110	33.03%
Tank barge movements	176	50.87%	115	34.53%
Escorted tank barge movements	51	14.74%	48	14.41%
Unescorted tank barge movements	125	36.13%	67	20.12%

Percentages above are percent of total tank ship & tank 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	198		324		0		160		682	
Unescorted movements	88	44.44%	168	51.85%	0	0.00%	76	47.50%	332	48.68%
Tank ships	74	37.37%	123	37.96%	0	0.00%	47	29.38%	244	35.78%
Tank barges	14	7.07%	45	13.89%	0	0.00%	29	18.13%	88	12.90%
Escorted movements	110	55.56%	156	48.15%	0	0.00%	84	52.50%	350	51.32%
Tank ships	85	42.93%	112	34.57%	0	0.00%	51	31.88%	248	36.36%
Tank barges	25	12.63%	44	13.58%	0	0.00%	33	20.63%	102	14.96%

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.

OSPR Regulations/Legislative Report (As of February 7, 2014)

Drills and Exercises

Amendments include limiting scheduled drills to accommodate OSPR staff so they can attend and participate in more drills, and re-working the drill objectives so they are more performance-based. Simplified drill objectives have been developed for Small Marine Fueling Facilities, Mobile Transfer Units and Vessels Carrying Oil As Secondary Cargo. **The rulemaking was approved by the Office of Administrative Law and will go into effect on April 1, 2014.**

Shoreline Protection Tables

Amendments to the Shoreline Protection Tables incorporate changes from the Area Contingency Plans and make the tables more streamlined. .

The amended tables were approved by the Office of Administrative Law and became effective on December 19, 2013

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

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

Two Workshops were held in December (one in Los Alamitos; one in Hercules) to discuss possible regulatory changes to the rating system for OSRO's and the Sensitive Site Strategy Evaluation Program. Both workshops were well attended and productive. OSPR has reviewed all comments received and will have a new draft of possible regulatory changes for review and comment soon.

Workshops Discussing Potential Changes to the Contingency Plan Regulations Regarding Spill Management Teams

Beginning in January 2013, the Office of Spill Prevention and Response (OSPR) began conducting unannounced plan holder exercises specifically focusing on Spill Management Teams' (SMT) ability to staff an organizational structure of appropriate size for a Type III spill response. These Workshops will discuss the results of these drills, and potential changes to the Contingency Plan regulations regarding SMTs.

The Workshops will be held as follows:

Tuesday Feb. 11, 2014

Time **10:00 am-1:00 pm**

Location: Port of Oakland
Administration Bldg: Board Rm.
530 Water St
Oakland, CA 94607

Tuesday Feb 25, 2014

Time **11:00 am-1:00 pm**

DFW Los Alamitos Office
Fred Myers Conf. Room
4665 Lampson Ave, Ste. C
Los Alamitos, CA

WebEx Conferencing is available for both of these workshops, but no comments or discussions will be taken via WebEx. Please see contact below to sign-up for WebEx.

The draft proposed Spill Management Team regulations are posted on the [OSPR Legal and Regulations](http://www.dfg.ca.gov/ospr/Law/regs_under_review.asp) webpage:
http://www.dfg.ca.gov/ospr/Law/regs_under_review.asp.

Questions regarding these Workshops or the posted documents can be directed to Mark Neuburger: (916) 322-7562 or e-mail mark.neuburger@wildlife.ca.gov.

Attendees are asked to please RSVP Mr. Neuburger.

To be added to mailing list for updates on Workshops please contact Joy Lavin-Jones. Email: Joy.Lavin-Jones@wildlife.ca.gov Phone: 916-327-0910.

AB 881 (Chesbro):

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

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



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - JANUARY COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
JANUARY 1 - 31, 2013	230	86	37.93
JANUARY 1 - 31, 2014	254	101	39.76

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
JANUARY 1 - 31, 2013	8,477,000	0	15,932,428	6,890,386	22,822,814
JANUARY 1 - 31, 2014	12,198,761	725,000	16,457,582	10,413,757	26,871,339

OIL SPILL TOTAL

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

Nautical Charts in PDF Format – Voice of the Customer

On October 22, 2013 the Office of Coast Survey began offering digital nautical charts in PDF format for download. Immediately the public began submitting comments via NOAA’s online Nautical Inquiry and Comment System (IDMS). Additionally a Federal Register notice requested public comment on the nautical charts in PDF format through IDMS during the month of January 2014.

Since the release of the PDF nautical charts 270 comments have been received, as of February 4, 2014. Responses were received from individuals and groups, which represent both recreational and commercial users. There was an overwhelming consensus that the public supports the free for download of nautical charts in PDF format. None of the comments received were negative.

The overwhelming majority (197 of 270) of comments received were positive, see Figure 1. The responses indicated that the availability on line of free charts in PDF format was a great service with words such as: excellent, great service, a great idea and very convenient, absolutely love it, awesome, absolutely wonderful, thank you for making the PDF charts available, new PDF charts extremely helpful, etc. Over half the responders (140 of 270) did not provide a specific suggestion. The breakdown of all the suggestions for the downloading and usage of the nautical charts in PDF format is shown in Figure 2. Of those that did provide a suggestion, the most common (94 comments) was to continue providing nautical charts in PDF format.

Another popular suggestion (9 comments) was to produce the digital charts in geospatially referenced format. This change in file format would allow the chart to be loaded into GIS software and mobile apps. This would also allow the latitude and longitude of the cursor to be displayed. Initial comments included suggestions of how to make the download interface more user-friendly (9 comments). In response to these comments the download interface was made more user-friendly by adding chart title and a direct link to download the PDF file from the interactive chart catalog. The number of downloads from these modified links are shown in relation to the total downloads in Figure 3.

The total download statistics, shown in Figure 3, indicate that the charts in PDF format have been very popular with our customers. The light blue line shows the number of PDF format charts that have been downloaded each month since they were released to the public in October. The green line indicates the number of downloads from the direct link in the interactive chart catalog. The red line indicates the number of downloads from the current PDF chart index, which includes the chart title and chart scale. The dark blue line shows the downloads from the original PDF chart download page which is no longer available on the Coast Survey webpage but is accessible via outdated bookmarks.

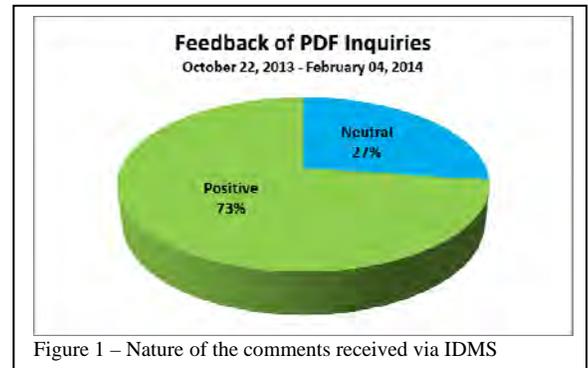


Figure 1 – Nature of the comments received via IDMS

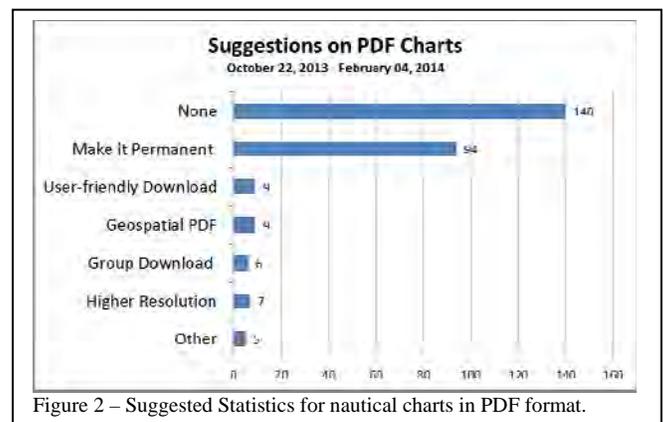


Figure 2 – Suggested Statistics for nautical charts in PDF format.

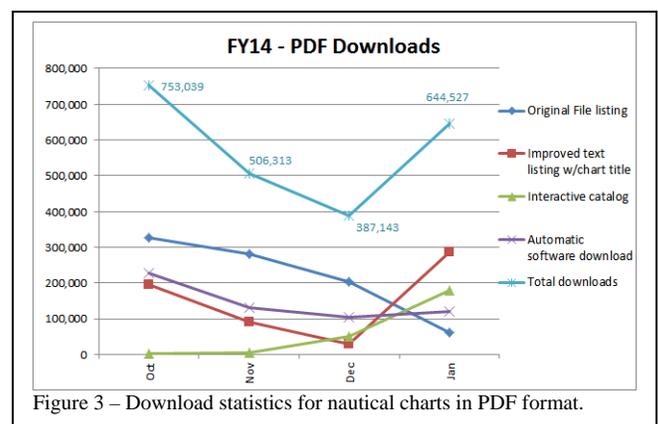


Figure 3 – Download statistics for nautical charts in PDF format.

A sampling of comments is on the reverse.

Sampling of Comments

- The new NOAA nautical charts online are fantastic. We are Boat US members & follow the activities of boat enthusiasts in eastern NC including the Brunswick Islands areas, the Outer Banks + the Atlantic ICW. Would love to see them stay free online & would also appreciate having a name/location title of each map, example Ocracoke to Oregon Inlet, etc & not a numbering only map location designation. The map quality is marvelous, even on my iPad tablet!!! Great work, great idea, great service, so please continue!!!! One of better uses seen with governmental funding I have witnessed in a very long time!!!!!!!!!! Thank you for allowing me to comment with these accolades!!
- AWESOME!!! AWESOME!!! AWESOME!!! This is the best thing you've ever done! Charts in PDF format makes planning from home possible. Planning routes and becoming completely familiar with the charts before setting out is so much safer. Thank-you!
- These charts are very useful to recreational fishermen planning fishing trips and are a cross reference (depth obstructions and contours) for the GPS chart plotters most of us use, which are not updated by us sometimes for years.
- ABSOLUTELY LOVE IT!!!!!!!!!!!!!! This is wonderful! Many of us water folk do not have room for the paper charts and the notebook size can be hard to read. PDFs are fantastic for zooming in!! AND you provided other file formats!! I just noticed that. I can't say it enough, how wonderful this is!!!!!!!!
- This is an outstanding service. Thank-you for all of this information. With the widespread use of tablets on recreational vessels, this gives us yet another opportunity to have high quality charts at our fingertips.
- As a professional mariner with an upper level USCG license I can find many uses for having all my charts in PDF: to verify corrections done by hand, to have the chart information backed up, for quick reference via mobile devices, to study for First Class Pilot licenses and state pilot exams, etc. Please maintain this service.
- Having charts available in pdf format is wonderful. A year ago I was printing charts for our fishery management office by importing bsb files into ArcGIS; it is exponentially simpler and more efficient for me to just download and print these pdfs. I very much hope this service continues.
- I would like to add my enthusiastic approval of the availability of nautical charts in PDF format. I'm involved in training for emergency response and these are perfect for training and pre-planning for responses. Please act to continue this service. Thanks again
- I really appreciate access to these charts. I own a small outdoor retail store and we run kayak tours in the summer. Being able to get accurate nautical charts of our local area helps us plan trips and explore new potential tour areas.
- Love the PDF Nautical Charts! PDF's of NOAA charts were looooong overdue. The most frequent request I got in regards to NOAA charts was, "How can I convert this RNC into a PDF." Thank you for solving this!