

# 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, March 10<sup>th</sup>, 2005

**Joan Lundstrom**, Chair, San Francisco Bay Conservation and Development Commission (BCDC); called the meeting to order at 1009. **Alan Steinbrugge**, Marine Exchange of the San Bay Region (Marine Exchange), confirmed a quorum of the committee.

The following committee members and alternates were in attendance: **Capt. Marc Bayer**, Tesoro Maritime Company; **Capt. Michael L. Beatie**, Ferry Operator; **Ted Blanckenburg**, AMNAV Maritime Services; **Capt. Pete Bonnebaker**, ConocoPhillips; **Margot Brown**, National Boating Federation; **Sue Cauthen**, San Francisco Tomorrow; **Ron Chamberlain**, Port of Benicia; **Norman Chan**, Port of Richmond; **Cmdr. Pauline Cook**, United States Coast Guard Vessel Traffic Service, (USCG VTS); **David Dwinell**, Army Corps of Engineers (COE); **Capt. Gary Fleeger**, Matson Navigation; **Capt. Fred Henning**, BayDelta Maritime; **Capt. Robert Pinder**, San Francisco Bar Pilots; **Capt. Ern Russell**, Foss Maritime Company; **Linda Scourtis**, BCDC; **Marina V. Secchitano**, Inland Boatmen's Union; **Capt. Gerald Swanson**, USCG Marine Safety Office (MSO); **Capt. Steve Thompson**, National Oceanic and Atmospheric Administration (NOAA).

Also present and reporting to the Harbor Safety Committee of the San Francisco Bay Region (HSC) were **LTJG. John Bannon**, USCG MSO; **Cmdr. Danny LeBlanc**, USCG MSO; and **Ken Leverich**, California State Lands Commission; **Barbara Foster**, California Office of Spill Prevention and Response, (OSPR); **Capt. Rick Holly**, OSPR; **Capt. Lynn Korwatch**, Marine Exchange; **Alan Steinbrugge**, Marine Exchange;

The meeting was open to the public.

### **Approval of the Minutes**

A motion was made and seconded to accept the minutes without corrections. The motion passed without dissent.

### **Comments by the Chair**

**Lundstrom** said that the HSC would be nominated to be chosen as "Harbor Safety Committee of the Year at the meeting of National Harbor Safety Committees in Long Beach, California in April, 2005. She thanked **Brown**, and Capt. **Swanson** for their help in drafting the nomination.

**Lundstrom** said that **Len Cardoza**, Port of Oakland, had been appointed to the Technical Advisory Committee of the Water Transit Authority. She commended **Cardoza**, a member of the HSC, as very well qualified.

**Lundstrom** said that the proposal to eliminate the State Board of Pilot Commissioners, and 87 other state boards, had been canceled.

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**Lundstrom** said that she had received an email from **Fran Black**, San Francisco Bar Pilots, that said that her duties prevented her from attending a meeting of the HSC to accept certificate of recognition from OSPR and the HSC for “her tireless efforts in keeping the official record of the Harbor Safety Committee of the San Francisco Bay Region - from its inaugural meeting, held on September 18, 1991, through December 9, 2004.”

Capt. **Pinder** accepted the certificate on **Black's** behalf. Capt. **Pinder** said that **Black** told him she would forever cherish her fond memories and lasting friendships from her time serving the HSC.

**Lundstrom** welcomed **Edward Dangler**, visiting from the San Diego Harbor Safety Committee.

## Coast Guard Report

Capt. **Swanson** announced that July 15<sup>th</sup>, 2005 would be the date for his change of command, and for the implementation of a new command organization. Capt. **William Uberti** will replace Capt. **Swanson** as the new commander for Sector San Francisco. The reorganization plan will merge all the currently separate units, such as MSO and VTS under one commander. **Swanson** said the reorganization will be implemented nationwide. It was in the works before USCG became part of the Department of Homeland Security (DHS).

Cmdr. **LeBlanc** read from a report which is attached to these minutes.

Cmdr. **LeBlanc** said that the MSO had made 109 phone calls to local marine facilities and agencies to test their system of notification for changes in Maritime Security (MARSEC) levels. Only three of the phone numbers were bad.

Cmdr. **LeBlanc** said that a random search had been conducted on the ferry *Del Norte* by a new bomb-sniffing canine unit. The dog detected what later turned out to be cleaning supplies.

Cmdr. **LeBlanc** answered questions about the random inspection. The inspection was conducted while the *Del Norte* was in service and it had delayed her scheduled run. Cmdr. **LeBlanc** said that a new policy would be implemented to restrict random searches to vessels out of service or about to go into service.

Cmdr. **LeBlanc** answered questions about a lash barge, towed by the fishing vessel *Arabelle*, which collided with the Union Pacific Railroad Bridge on February 24<sup>th</sup>, 2005. Cmdr. **LeBlanc** said that the barge belonged to a private individual who had contracted with the *Arabelle* to move it. He said that there was a continuing investigation of the incident.

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Cmdr. **Cook** said that compliance with Automated Information System (AIS) requirements is now at 90%. That makes it possible to track about 80% of all moves. Cmdr. **Cook** said that the grace period for compliance would end on March 31<sup>st</sup>. After that the USCG will use a “firmer hand.”

Cmdr. **Cook** said that AIS is not required on public vessels. She said that NOAA will put AIS in place and said that the Military Sealift Command already has. USCG will have AIS on all their vessels in 2006. They will include AIS in all vessels building and on new builds. The United States Navy is looking at creating a policy to govern AIS. Currently it is left to the vessel commander's discretion whether or not to use AIS.

Cmdr. **Cook** said that the new dock name system would be used in VTS radio traffic by the end of March. Capt. **Swanson** said that a press release and a Marine Safety Information Bulletin (MSIB) would be issued. Cmdr. Cook said that the new codes are available on the web at <http://www.uscg.mil/D11/vtssf/>.

Cmdr. **Cook** answered questions. She said that vhf radio communication was still necessary, even with AIS. She said that AIS only covered 80% of traffic because not all vessels tracked are required to have AIS. Capt. **Swanson** said that compliance for commercial deep draft vessels is nearly 100%. Cmdr. Cook said that it had taken some effort to tweak the AIS display for VTS. She said it would be a challenge for commercial vendors.

Capt. **Swanson** commended Cmdr. **Cook** and the HSC for their efforts to bring AIS on line so quickly. He said it was a remarkable achievement to bring the system up in such a complex port system.

## **Clearinghouse Report**

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

## **OSPR Report**

**Foster** said that for 2004 through January 2005 there had been 25 reported escort incidents. OSPR is preparing a report on the incidents. Foster said that three of the incidents turned out not to be violations. Administrative civil complaints had been issued for seven of the incidents. Four incidents are still pending enforcement action. Eleven incidents are still pending.

**Foster** said that regulations for bollard pull testing of escort tugs is being reviewed because Los Angeles and Long Beach have lost their test site. Any proposed changes should cover the possibility of other areas losing their test sites. She said that proposed changes will be available in May 2005.

**Foster** presented certificates of appreciation to **Lundstrom**, and **Scourtis** “For [their] dedicated effort and contributions to the continual improvement of navigational safety and prevention of marine oil spills.”

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**Chan** was sworn in as the Port of Richmond alternate to the HSC by **Foster**.

**Lundstrom** requested a copy of the report on escort incidents when it is completed.

## **NOAA Report**

**Capt. Thompson** introduced **Gerry Wheaton**, NOAA, navigation manager for the West Coast and Pacific Islands. Capt. Thompson said that Wheaton would eventually replace him on the HSC.

Capt. **Thompson** said that he is the temporary head of NOAA's Office of Prevention and Response. The office provides support to the USCG and Environmental Protection Agency (EPA) in case of spills.

Capt. **Thompson** said that chart 18650 is in print.

Capt. **Thompson** said that a new edition of the *Coast Pilot* had been released. The publication covers the U.S. West Coast and Pacific Islands. Capt. **Thompson** said that NOAA is seeking input from users on how to reorganize the book into smaller publications for future editions. He said the book has grown very thick over the years.

Capt. **Thompson** said that the National Weather service predicted good weather till March 15<sup>th</sup>, followed by two weeks of rain. The region is still influenced by a minor El Niño.

## **COE Report**

**Dwinell** read from a report which is attached to these minutes.

**Dwinell** responded to questions. He said that it was still too early to know what the COE's final budget would look like, so it would be hard to predict an impact on future debris boat service. **Dwinell** said that it was also possible to reprogram funds. **Dwinell** also said that it is too early to say that the new debris boat has been scrapped. He said a better description would be that it is on hold.

**Lundstrom** said that the HSC would continue to monitor the budget process with interest

## **State Lands Commission Report**

**Leverich** said that the Commission had monitored 256 transfers for the month and that 29 million barrels of oil had been moved, with eleven million loaded and eighteen million unloaded. One spill of a gallon had been reported.

**Leverich** said that the commission would be holding public hearings in May on ballast water regulations.

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**Leverich** said that Assembly Bill 895 had been introduced on February 18<sup>th</sup>. The bill would consolidate the Marine Facilities Division of the State Lands Commission as well as OSPR, and other agencies, under the California Environmental Protection Agency.

## **Prevention Through People Workgroup**

**Brown** said that the next meeting of the workgroup would be March 18<sup>th</sup>. The agenda would cover PORTS and recent meetings with the paddle sport community. She said that in the near future the committee would begin to revise the *Collinsville* brochure to account for the new dock name system.

**Brown** described the workgroup's meeting with Kayakers at Fort Mason. She said that there were many tour operators and kayak sellers and renters there. The video *Sharing the Bay* was shown at the meeting. **Brown** said it was a real eye opener to the kayakers present. She said that the VTS played a recording of a ferry boat captain nearly running over some kayakers while backing out of the berth. **Brown** said that all the kayakers present were unaware of channels 13 and 14, but asked many questions after learning about them.

**Lundstrom** said that the kayakers present asked lots of questions concerning shipping lanes, radio channels and ferry routes. She said that BCDC hopes to have maps of boat launch sites, shipping, ferry lanes and security areas out by this fall.

**Brown** said that the tour operators and vendors were very appreciative of the outreach and were eager to continue communications with the HSC.

## **Plan Update Workgroup**

**Lundstrom** read from a memo of *Proposed Changes to Harbor Safety Plan Recommendations*, which is attached to these minutes. She said that the memo could be moved for acceptance as changes to the Harbor Safety Plan, or held over for consideration till the next meeting of the HSC. A motion was made and seconded to incorporate the proposed changes into the Harbor Safety Plan. There was no discussion. The motion passed without dissent.

**Lundstrom** said that the workgroup continues to whack away at the update. The next meeting would be March 22<sup>nd</sup>.

## **Tug Escort Workgroup**

**Capt. Henning** described proposed changes to the regulations controlling bollard pull testing which are attached to these minutes. **Capt. Henning** said the proposed changes were borrowed from the Los Angeles/Long Beach Area which had recently lost its bollard pull testing site. He said that the workgroup felt it appropriate to have similar regulations in place in case our area might ever find itself without a testing site.

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**Foster** asked that the HSC hold off voting on the current proposal till she could make sure that Los Angeles/Long Beach had finalized the language of their proposal.

**Lundstrom** said that the proposed changes would be on the April agenda of the HSC.

**Capt. Henning** said that the next meeting of the workgroup would be March 18<sup>th</sup>.

## **Navigation Workgroup**

**Capt. Pinder** said that the workgroup was hard at work going over the Harbor Safety Plan. He said their goal was to correct errors, make the document concise, and have it reflect current practice. **Capt. Pinder** thanked **Cdr. Cook** and **Scourtis** for their help.

**Lundstrom** thanked the workgroup for their efforts.

## **Ferry Operations Workgroup**

**Beatie** said the next meeting would be March 30<sup>th</sup>.

## **PORTS Report**

**Steinbrugge** said that the Benicia sensor was scheduled to be operational in April. He said that Foss was helping with the repair of the Richmond current meter. The Oakland sensor was also scheduled for repair.

## **Public Comment**

**Capt. Korwatch** said that PORTS would have to shut down in June unless money could be found to fund the program. She said that NOAA recommended a budget of about \$150,000 dollars per year for maintenance and certification of the sensors. She said that NOAA was eager for this system to stay online since it was one of the first and because it gets more use than any other. **Capt. Korwatch** said that once the system was shut down it would be difficult to restart.

**Lundstrom** asked for a written report for the April meeting that would break down the costs of the program, a history of past sources of revenue, and a description of benefits the system delivers.

**Terry Joslin**, from Bluewater Associates, said that there was a brochure available for those at the meeting that describes their services. He said that Bluewater Associates would be at California Maritime April 18<sup>th</sup> for a workshop on designing maritime security exercises.

**Lundstrom** said that on May 9<sup>th</sup> the State Lands Commission would hold a workshop on invasive species with NOAA's Sea Grant program.

## **Old Business**

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There was no old business

## **New Business**

**Capt. Korwatch** announced a number of upcoming events of interest to those in the room.

The next meeting of the Area Maritime Security Committee will be at 1000, April 12<sup>th</sup> at the Port of Oakland. The National Harbor Safety Committee meeting is April 17<sup>th</sup> -- 20<sup>th</sup> at the Hyatt Regency Long Beach. Maritime Month in California will be celebrated May 4<sup>th</sup> and 5<sup>th</sup> in Sacramento. There is no schedule of events yet. The Coast Guard Foundation dinner will be May 12<sup>th</sup>. The Marine Exchange's annual Mayday party will be held May 12<sup>th</sup> at 1700 on the S.S. *Jeremiah O'Brien*.

**Capt. Swanson** said that active local participation in America's Waterway Watch had made the national program very effective in this region.

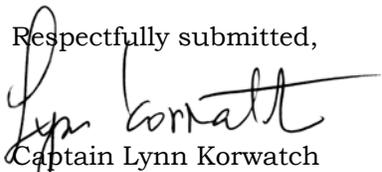
## **Next Meeting**

Lundstrom said the next meeting of the HSC would be at 1000, April 14<sup>th</sup> at the Port of Richmond.

## **Adjournment**

At 1202 a motion to adjourn was made and seconded. There was no discussion. The motion passed without dissent.

Respectfully submitted,



Captain Lynn Korwatch  
Executive Secretary

## **2004 Harbor Safety Committee of the Year Nomination Form**

**Harbor Safety Committee Name:** Harbor Safety Committee of the San Francisco Bay Region

### **2004 Accomplishments/Reasons for Nomination:**

The Harbor Safety Committee (HSC) of the San Francisco Bay Region was created fourteen years ago by the California Legislature to prevent vessel accidents. Because of the size and complexity of the Bay Region, the HSC is the largest in California, including four Port Authorities, two tanker operators, two dry cargo representatives, and one representative each for pilots, recreational boaters, labor, barges, ferries, the San Francisco Bay Conservation and Development Commission, the U.S. Coast Guard and the Army Corps of Engineers (ACOE).

Meeting monthly, the Committee has consistently high attendance and active maritime participation and dialogue, regardless of the topic. In 2004, HSC Work Groups addressed the following initiatives:

- Produced the professional video “Sharing the Bay” and accompanying brochure, “Rules 9 and 5 – Laws to Live By” to educate recreational boaters about safe interaction with ships, barges and ferries. Outcome: A grant from the Department of Boating and Waterways funded over 200 copies of the video distributed nationwide, shown at the Coast Guard Boating Safety Advisory and Navigation Safety Councils, USCGA and USPS National Conventions, and to other HSCs in Seattle, Tampa and Houston. More than 90 videos distributed to Coast Guard Auxiliaries, Power Squadrons, boating and yacht clubs, many of whom now incorporate the video and brochure in their boating safety lesson plans.
- Successfully served as a model for the federally mandated Area Maritime Security (AMS) Committee. Locally, this brought together a diverse group of senior port stakeholders including the FBI, CBP, ICE, TSA, California State Office of Homeland Security, County and City governments, industry and recreational boaters. Through common representation, a unique synergy effectively tackled issues including: personnel access on facilities and vessels; improving port stakeholder communications; identifying areas needing security zones; and drafting plans to evacuate and re-open the port. They subsequently produced the first approved AMS Plan in the Pacific Area.

- Created a new systematized, permanent dock numbering scheme for all 275 active berths in the San Francisco Bay Area at the request of the COTP/Vessel Traffic Service. In conjunction with the new AIS requirements, this project significantly enhances safety and security of the entire region while solving the problem of changing dock names when ownership changes. A consistent reference for all waterway users reduces the potential for errors as vessels transit to their final destinations and enables swift response by emergency responders. An added benefit will be to the recreational boating community to better understand final ship destinations and stay clear.
- Made an exhaustive study of proposed state legislation to require tug escorts for chemical product carriers in San Francisco Bay and presented findings to the state.
- Identified and addressed issues needing swift collaborative response: malfunction of a railroad bridge opening and support of ACOE debris removal program.
- Issued joint HSC/COTP press release emphasizing Rule 9 violation and possible civil penalty in response to marine casualty when a deep draft vessel hit a major bridge to avoid a sailboat.
- Intervened on behalf of the Port of Redwood City to request ACOE maintain deep draft channel to accommodate increasing cargoes of imported vital construction materials.

**Contact Name for More Information:** Joan Lundstrom

**Name of Person from HSC Attending the Conference:** Joan Lundstrom, Chair  
HSC

# USCG MARINE SAFETY OFFICE SAN FRANCISCO BAY

## PORT OPERATIONS - (HSC) STATISTICS

**February-05**

### PORT SAFETY CATEGORIES

**TOTAL**

<b>1. Total Number of Port State Control Detentions for period:</b>	<b>2</b>
SOLAS (1-M/V LINA), MARPOL (0), ISM (1-M/V XIBOE)	*****
<b>2. Total Number of COTP Orders for the period:</b>	<b>8</b>
<b>3. Marine Casualties w/in SF Bay:</b> Allison/Collision (2), Grounding/Sinking (0), Fire (0)	<b>8</b>
Steering (1), Propulsion (3), Personnel (2)	*****
<b>4. Total Number of routine Navigation Safety related issues / Letters of Deviation</b>	<b>10</b>
Radar (3), Steering (0), Gyro (1), Echo sounder (0), AIS (6)	*****
5. Reported Rule 9 Violations (or other Navigational Rule Violations) within SF Bay	<b>2</b>
6. Significant Waterway cases or Hazards to Navigation related cases:	<b>3</b>
7. Marine Safety Information Broadcasts (MSIBs):	<b>4</b>
8. Total number of Port Ops Marine Safety Harbor Patrols / Critical Infrastructure sites visited:	<b>377/142</b>
<b>Total Port Safety (PS) Cases opened for the period:</b>	<b>32</b>

### MARINE POLLUTION RESPONSE

**TOTAL**

<b>Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period</b>	<b>17</b>
<b>Total number of Marine Environmental Response (MER) Harbor Marina visits within SF Bay</b>	<b>7</b>
<b>* Source Identification</b> (Discharges and potential Discharges):	*****
Deep Draft Commercial Vessels	<b>0</b>
Facilities (includes all non-vessel discharges)	<b>1</b>
Military/Public Vessels	<b>0</b>
Commercial Fishing Vessels	<b>0</b>
Other Commercial Vessels	<b>0</b>
Non-Commercial Vessels (e.g. recreational vessels)	<b>5</b>
Unknown Source (as of end of the period)	<b>10</b>
Storm Drain Runoff / Vehicle (vehicle accident)	<b>1</b>
<b>*Spill Information</b>	*****
Unconfirmed	<b>00</b>
No Spill (Potential Needing Possible USCG Action)	<b>11</b>
Pollution Cases Requiring Clean-up	<b>4</b>
Federally Funded Clean-up Cases (OSLTF-2 / CERCLA-0)	<b>2</b>
<b>Total Oil Discharge and Hazardous Materials Release Volumes:</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>1</b>
<b>Total Oil Discharge and/or Hazardous Material release volumes (And by vessel type):</b>	<b>2219 gal</b>
1. Estimated spill amount from deep draft vessels:	<b>0</b>
2. Estimated spill amount from commercial vessels:	<b>0</b>
2. Estimated spill amount from recreational vessels:	<b>1717 gal</b>
3. Estimated spill amount from facilities / shoreside point discharge:	<b>500 gal</b>
3. Estimated spill amount from unknown sources:	<b>2 gal</b>
<b>PENALTY ACTION:</b>	
Marine Violation (MV) Cases for Period	<b>1</b>
Notice of Violations (TKs)	<b>0</b>
Letters of Warning	<b>1</b>

## SIGNIFICANT PORT SAFETY & SECURITY (PSS) CASES:

1. **Marine Casualty - Injured Personnel, T/V S/R HICHINBROOK (02FEB05):** a 52 year old U.S. male crewmember was injured while transiting a ship ladder during an outbound transit of the U.S. tank vessel from San Francisco Bay. The injury was pre-existing however the member did need medical attention greater than first aid. The vessel returned to Anchorage to safely return the member to shore. Mandatory drug testing and a CG 269 Report of a Marine Casualty was required. The member was the cook, and not part of the safe manning requirement. Case Closed.

2. **COTP Order 05-007, Marine Casualty - Propulsion, M/V GENERAL DELGADO (08FEB05):** Inbound Cypress flagged vessel suffered an engine casualty in the Sacramento Deep Water Channel while enroute Sacramento. The vessel anchored and was issued COTP Order 05-007 to remain anchored until the cause of the casualty could be identified and corrected. Class Society (DNV) surveyor attended to the vessel and attributed the engine failure to water contamination in the fuel system. Satisfactory tests were completed and the COTP order was rescinded. Case closed.

3. **COTP Order 05-008, SOLAS deficiency, M/V LINA, (09FEB05):** The St. Vincent/ Grenadines vessel was detained after a Port State Control boarding at Crockett, CA. 29 material and Safety Management deficiencies were noted resulting in the COTP Order 05-008 being issued and the vessel detained as a substandard vessel under IMO convention. An ISM audit was completed prior to departure, and all major non-conformities were down graded to non conformities and the Class Society issued a condition for follow-up audit to be completed and all non-conformities to be resolved NLT 16MAR05 U.S port call. The COTP Order was rescinded and the vessel departed. Case closed.

4. **Marine Casualty - Steering, TUG AMERICAN EAGLE (12FEB05):** The U.S. Tug AMERICAN EAGLE suffered a momentary steering casualty in the vicinity of Collinsville. The cause of the casualty was determined to be from a faulty steering relay. The Tug completed repairs, satisfactory steering tests, and was cleared to continue the transit. A CG 2692 to be completed and sent to the MSO. Case Closed.

5. **COTP Order 05-009, General Incident, FERRY DEL NORTE (11FEB05):** Coast Guard MSST security inspection team detected trace amounts of explosives onboard the Ferry Vessel DEL NORTE in the Larkspur Ferry Terminal. COTP Order 05-009 was issued to keep the ferry vessel inport while further examinations were completed. Trace amounts were discovered onboard that showed on an Ion Scan, but not enough to conclusively determine if there were explosives onboard. A security inspection was completed, and the vessel was rendered safe for operations. Source of the trace amounts remains unknown. COTP Order 05-009 was rescinded.

6. **General Incident - Reported Sunken Ordinances within San Francisco Bay (14FEB05):** Recreational divers initially reported to the Coast Guard on 12FEB that 2 possible Navy Torpedoes were located off of the northeast end of Angel Island. Navy EOD divers from Fallon, NV assisted with the Coast Guard search. A search of the are was completed and the objects were not Navy Torpedoes but rather discarded pilings. Case closed.

7. **COTP Order 05-010, Marine Casualty - Propulsion, M/V MAERSK BILBAO (15FEB05):** The Greek vessel suffered two minor engine casualties during the inbound San Francisco Bay transit from LA/LB. The initial casualty was reported 100 nm offshore and was able to be repaired. COTP Order 05-010 was issued after a second incident occurred in the vicinity of the S.F. Sea Buoy and required tug assistance for the conclusion of their transit to Oakland as well as Class Society (Lloyds) verification of repairs prior to departure. Repairs were completed to the main engine camshaft coupling and the vessel was cleared to depart. CG 2692 was required. Case closed.

8. **COTP Order 05-011A\*, Marine Casualty - Personnel, M/V XIBOHE (15FEB05):** The Panamanian vessel suffered an injury to the Chief Mate that required immediate hospitalization. A COTP Order was issued to keep the vessel inport until safe manning requirements of the Safe Manning Certificate were met. MSO SF Bay received a Letter of Dispensation from the vessel's Flag State (Panama) allowing the vessel to sail without the Chief Mate, or a replacement. The COTP Order was rescinded. Case Closed.

**9. Reported Rule 9 Violations (2):** (16FEB05) MSO SF Bay received notification that the S/V SHENANIGANS was reported to have possibly impeded the safe transit of the TUG KEEGAN FOSS and barge in the vicinity of Richmond Harbor. The S/V was reported to have come within 20 feet of the tug and tow and did not respond to repeated attempts to reach communications. Investigations will continue and determine if case is verifiable as a Rule 9 violation.

(17FEB05): A second Rule 9 Violation was reported by an outbound tug in the vicinity of the Redwood City Channel. The tug and tow was reportedly hindered in their ability to maneuver in a restricted channel by a small crew row boat.

**10. Marine Casualty - Steering/Equipment, TUG APOLLO and TUG SOLANA (17FEB05):** Two tugs were moving a large derrick barge in the vicinity of Mare Island Strait. One of the tugs tow cables were severed and the barge drifted into Mare Island Light "1". No further damage was reported. CG 2692 and drug testing were scheduled. Investigations Dept. to follow up with case.

**10. COTP Order 05-011B\*, Navigation Safety - M/V CHANG FU STAR, (19FEB05):** COTP Order was issued to a Panamanian flagged vessel for failing to report inoperable radar prior to arrival to a U.S. Port. The vessel violated the required notification of all inoperable navigation equipment. The COTP Order required the vessel to provide a LOU or surety bond in the amount of \$32,500 and repair the radar prior to departure. Repairs were completed and the COTP Order was rescinded. Investigation and possible civil penalty pending.

**11. Marine Casualty - Propulsion, M/V POLYNESIA, (20FEB05):** The Antigua and Bermuda flagged vessel was transiting offshore (28 nm) when it went dead in the water due to engine malfunctions attributed to a bad fuel pump injectors. Repairs were completed within a short time and the vessel was allowed to continue to the next port of call: Tahiti. CG 2692 completed and Case closed.

**12. COTP Order 05-012, Marine Casualty - Propulsion, T/V SMT CHEMICAL EXPLORER (23FEB05):** The U.S. T/V experienced a marine casualty to the starboard engine while enroute to the Chevron Richmond Longwharf (RLW). The Port Engine remained fully operational. The vessel was in ballast and in the vicinity of Angel Island at the time of the casualty. The COTP Order required sufficient tug bollard assistance to safely ensure the vessel can maneuver into the RLW. A CG 2692 was completed and the Investigations Department will continue with case follow-up. Repairs were also completed and verified by the Classification Society, and the COTP Order was rescinded. Case closed

**13. COTP Order 05-013, Marine Casualty - Allision, F/V ARABELLA (23FEB05):** The U.S. fishing vessel while towing a LASH barge struck both the Benicia Martinez Bridge and the U.P. Railroad Bridge. The lash barge was the same barge that last month the TUG CALIFORNIA was attempting to tow and had problems with. The F/V did not have the proper licensing to conduct a tow, was having problems maneuvering with the lash barge and had additional safety violations. The COTP Order was issued to terminate the voyage for safety concerns. The tow lightly grazed both bridge footings and did not cause any damage to either of the bridges. The F/V and tow safely made it to a pier. The COTP Order was rescinded with specific conditions pertaining to a proper towing vessel and licensed operator to complete the voyage. Investigations will continue with case follow-up and possible civil penalties.

## SIGNIFICANT MARINE ENVIRONMENTAL RESPONSE (MER) CASES:

**1. OIL SPILL - Oakland - Kinder Morgan Pipeline (04FEB05):** MER Branch Pollution Investigators completed response to a leaking pipeline oil spill in the Oakland Inner Harbor in the vicinity of Jack London Square. The source was not determined initially, but was later determined to come from a Port of Oakland storm drain. The OSLTF was accessed for \$500,000 and NRC Environmental was contracted for clean-up. The storm drain was boomed off and a Incident Command System (ICS) was established for the substantial threat. The source of the spill was attributed to a leak in a Kinder Morgan fuel pipeline, and Kinder Morgan assumed the role as Responsible Party. 500 gallons of oil are estimated to have been released. EPA relieved CG as FOSC.

**2. OIL SPILL, SINKING, F/V ANNE M (Monterey Bay), 19Feb05:** MER Branch responded to a sunken commercial fishing vessel off of Point Pinos, near Pacific Grove, CA. Two persons onboard were rescued, and the vessel sank within the Monterey Bay National Marine Sanctuary with approximately 100 gallons of diesel onboard.

## SIGNIFICANT PORT SAFETY INFORMATION or EXERCISES

**1. Marine Safety/Security Information Bulletin 05-03 (16FEB05): "MTSA/ISPS HELPDESK MODIFICATIONS".** The MSIB was issued to clarify new procedures to follow in order to access the MTSA/ISPS Helpdesk. The helpdesk has been modified to offer a phone tree that will directly route customer questions to appropriate subject matter experts within Coast Guard Headquarters through a toll free number. The Helpdesk will no longer be separately staffed due to the drop in the number of phone calls and e-mails. The website remains available.

**2. Marine Safety/Security Information Bulletin 05-04 (03FEB05): "OAKLAND DEEPENING PROJECT".** The MSIB was issued to notify mariners and stakeholders of the Oakland Deepening Project conducted by the Great Lakes Dredge and Dock Company in the vicinity of the Oakland Outer and Inner Harbors. Operations will be conducted 24 hours per day, 7 days per week until July 2005. Mariners are advised to use caution when transiting the area.

**3. Marine Safety/Security Information Bulletin 05-05 (07FEB05): "COMBINING MARITIME INDUSTRY DATA SUBMISSION REQUIREMENTS".** The MSIB was issued to notify the maritime public of a new process for the maritime industry to notify Coast Guard and U.S. Customs and Border Protection of a new Electronic Advanced Notice of Arrival (eNOA/D). The new format enhances previous information submission requirements for owners, masters, or agents of U.S. or foreign vessels of greater than 300 gross tons.

**4. Marine Safety/Security Information Bulletin 05-06 (15FEB05): "NATIONAL RESPONSE PLAN".** The MSIB was issued to announce that the National Response Plan has been signed and will be implemented. The National Response Plan establishes a unified and standardized approach within the U.S. for protecting our citizens and managing incidents involving oil and hazardous material responses. It also standardized Federal and State incident response activities through the use of the National Incident Management System.

### \* ADDITIONAL SAFETY RELATED CASES AND/OR CASE FOLLOW-UP \*

**1. Hazard to Navigation, capsized SB-20 Gravel Barge (10JAN05): The capsized barge remains moored at Hunter's Point.** the Foss Maritime Gravel Barge SB-20 capsized in the southern portion of Anchorage 9 and 3200 short tons of gravel and subsequent deck equipment were lost. The area remains marked by buoys. FOSS would like to recover the aggregate and complete the survey of the area and leveling any high spots. Operations continue.

**2. OIL SPILL, P/C ALBION (Monterey Bay, 31JAN05):** 52' yacht ALBION, Monterey Bay: Owner Al Carpenter is engaging various salvage companies to remove fuel from vessel. Lawyer indicated that they are working diligently to the insurance company to okay the hiring of a salvage company. Due to lack of action to amend situation, MER plans to issue an Admin Order tomorrow to require plan to mitigate environmental threat by either removing oil or removing the vessel (provided that removal plan delineates specific precautions to ensure minimal risk for release of material during operation). Plan due by 09MAR with execution of plan by 25MAR (pending favorable wx & current conditions). The Marine Sanctuary will issue a demand letter to the owner requiring him to remove the vessel. 03 MAR: Admin Order submitted for Command review instructing owner to conduct assessment to determine amount of fuel onboard vessel and then either remove the fuel or remove the vessel from the Sanctuary. MER issued POLREP 3.

**3. MARINE CASUALTY (LOSS OF VESSEL), F/V RELENTLESS (June 2004):** NOAA, R/V HI'IALAKAI, conducted a search of the possible wreckage location of the lost uninspected fishing vessel that lost the vessel and 2 people for unknown reasons in a position southwest of the Farrallon Islands. The R/V used sonar to survey an area within a 2-mile square. During the 5 hours of surveying, 15-20 contact were identified, however results were inconclusive. No further searches are expected to locate the missing vessel.

### \* RECENT PORT SAFETY CASES SINCE END OF MONTHLY STATS PERIOD \*

**1. M/V ZHEN HUA 1 (05Mar05):** The St. Vincent/Grenadines flagged vessel arrived safely. The vessel initially anchored off of Drakes Bay in order to safely lower the height of the two 241-foot 1500 ton cranes to fit under both the Golden Gate Bridge and the Oakland-San Francisco Bay Bridge. The vessel transited safely on March 6th and cleared the Bay Bridge by roughly 5 feet. The cranes will be utilized by the Port of Oakland.



**MARITIME SAFETY/SECURITY**  
**INFORMATION BULLETIN**  
**(MSIB) 05-09**



March 11, 2005

Coast Guard Marine Safety Office San Francisco Bay  
Department of Homeland Security

**SAN FRANCISCO BAY AREA REVISED DOCK ADDRESS SYSTEM**

On March 31, 2005 Vessel Traffic Service San Francisco (VTS) will implement a new system of dock addresses to refer to dock locations throughout the San Francisco Bay Region. This new system was developed by the Navigation Working Group of the San Francisco Bay Region Harbor Safety Committee with representation from all facets of the Maritime Industry, and addresses the problem of frequently changing dock names due to changes in ownership. Because San Francisco, Oakland and Redwood City all have intuitive and easy to use dock naming conventions, they were used as the pattern for this new system.

Implementation of this system will significantly enhance the safety of vessels operating on San Francisco Bay by reducing confusion regarding each vessel's destination. In addition, this new system offers benefits to maritime security, including the increased ability for emergency responders to quickly identify exact dock locations during a critical maritime incident.

This new system identifies each dock with a permanent name and number; it also provides a succinct destination code for each vessel's Automatic Identification System (AIS), enhancing VTS's use of the new system over the radio. For example, the Amorco pier will now be referred to as "Martinez 5", and Oakland Berth 57 will be referred to as "Oakland 57"; and the AIS Destination Field will read as, ">US MRZ5" and ">US OAK 57", respectively.

For a graphic representation of the new system and a complete list of the new system names and codes, go to the VTS website, [www.uscg.mil/D11/vtssf/](http://www.uscg.mil/D11/vtssf/), and click on "Automatic Information System" or "New AIS Destination Codes". Additional questions may be directed to the SF Marine Exchange at (415) 411-6600 or the Vessel Traffic Service at (415) 556-2760.

Please join me, the San Francisco Marine Exchange, the SF Bar Pilots, and the San Francisco Bay Region Harbor Safety Committee in supporting the use of this new system.

Sincerely,

GERALD M. SWANSON  
Captain, U.S. Coast Guard

Captain of the Port / Federal Maritime Security Coordinator

# San Francisco Bay Clearinghouse Report For February 2005

## San Francisco Bay Region Totals

			<u>2004</u>
Tanker arrivals to San Francisco Bay	52		103
Tank ship movements & escorted barge movements	292		296
Tank ship movements	171	58.56%	154
Escorted tank ship movements	84	28.77%	82
Unescorted tank ship movements	87	29.79%	72
Tank barge movements	121	41.44%	142
Escorted tank barge movements	65	22.26%	80
Unescorted tank barge movements	56	19.18%	62
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	2		3

<u>Movements by Zone</u>	<u>Zone 1</u>	<u>%</u>	<u>Zone 2</u>	<u>%</u>	<u>Zone 4</u>	<u>%</u>	<u>Zone 6</u>	<u>%</u>	<u>Total</u>	<u>%</u>
Total movements	173		265		0		138		576	
Unescorted movements	74	42.77%	130	49.06%	0	0.00%	63	45.65%	267	46.35%
Tank ships	50	28.90%	87	32.83%	0	0.00%	35	25.36%	172	29.86%
Tank barges	24	13.87%	43	16.23%	0	0.00%	28	20.29%	95	16.49%
Escorted movements	99	57.23%	135	50.94%	0	0.00%	75	54.35%	309	53.65%
Tank ships	52	30.06%	78	29.43%	0	0.00%	38	27.54%	168	29.17%
Tank barges	47	27.17%	57	21.51%	0	0.00%	37	26.81%	141	24.48%

### 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 2005

## San Francisco Bay Region Totals

			<u>2003</u>
Tanker arrivals to San Francisco Bay	113		690
Tank ship movements & escorted barge movements	660		3,229
Tank ship movements	361	54.70%	1,869
Escorted tank ship movements	172	26.06%	917
Unescorted tank ship movements	189	28.64%	952
Tank barge movements	299	45.30%	1,360
Escorted tank barge movements	155	23.48%	703
Unescorted tank barge movements	144	21.82%	657
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	4		24

<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	380		600		0		339		1,319	
Unescorted movements	172	45.26%	302	50.33%	0	0.00%	168	49.56%	642	48.67%
Tank ships	111	29.21%	186	31.00%	0	0.00%	92	27.14%	389	29.49%
Tank barges	61	16.05%	116	19.33%	0	0.00%	76	22.42%	253	19.18%
Escorted movements	208	54.74%	298	49.67%	0	0.00%	171	50.44%	677	51.33%
Tank ships	107	28.16%	157	26.17%	0	0.00%	79	23.30%	343	26.00%
Tank barges	101	26.58%	141	23.50%	0	0.00%	92	27.14%	334	25.32%

### 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**

**March 10, 2005**

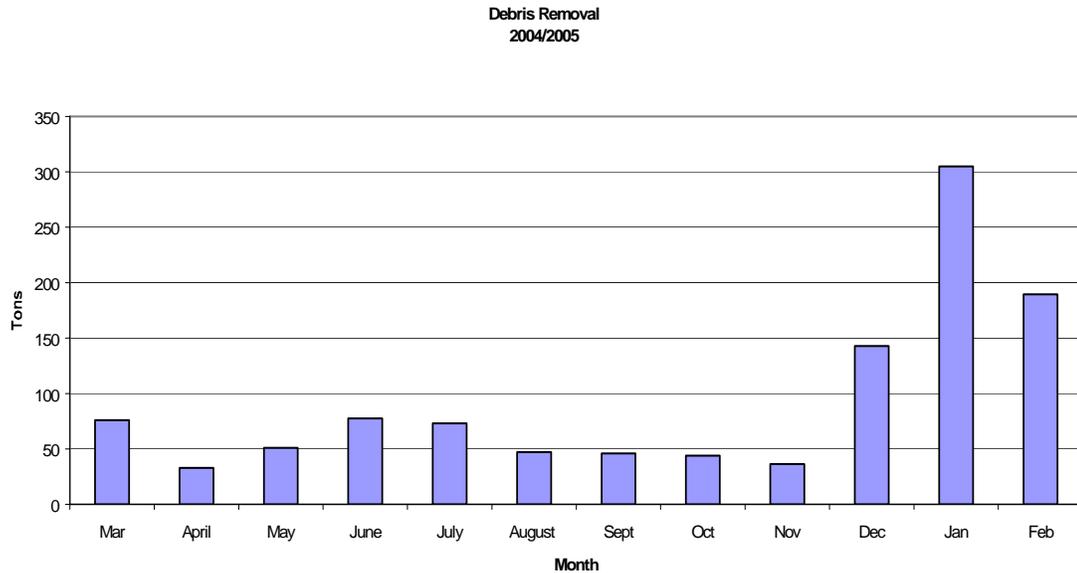
**1. CORPS 2005 O&M DREDGING PROGRAM**

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

- a. **Main Ship Channel** – Project is scheduled to be accomplished by the Government Dredge “Essayons”. Dredged material disposal will be at SF-8. Anticipated start date is end of May. The Corps is investigating disposing of the material closer to Ocean Beach in order to reduce beach erosion. No testing required this year.
- b. **Richmond Outer Harbor and Southampton Shoal** – Project is scheduled to be accomplished by the Government Dredge “Essayons”. Dredge material disposal is scheduled for in bay at the Alcatraz Dredged Material Disposal Site (SF-11). Work is anticipated to start the first part of June. No testing required this year.
- c. **Richmond Inner Harbor** – Corps has contract in place with Great Lakes Dredging with an option that the Corps could exercise to do this years dredging. Anticipate that the dredged material will be disposed of at the ocean disposal site. Dredging window opens June 1, 2005.
- d. **Oakland Outer and Inner Harbor** – Corps has contract in place with Great Lakes Dredging with an option that the Corps could exercise to do this years dredging. Anticipate that the dredged material will be disposed of at the ocean disposal site. Dredging window opens August 1, 2005.
- e. **Suisun Bay Channel** – Need to advertise for a new dredging contract this year. Dredging window opens June 1, 2005. No testing required this year.
- f. **Pinole Shoal** – Requires a new dredging contract. Dredging window is from June 1 to 30 November. No testing required this year.
- g. **Redwood City** – UNFUNDED – Corps plans to perform full testing on this material this year – Do to funding limitations and the fact that this project is unfunded this year the material may have to be disposed of in bay if any funding is found. If Bair Island becomes available, it may be more economical to take the material to Bair Island. Dredging window is from June 1 to November 30.

## 2. DEBRIS REMOVAL

The total tonnage of debris collected on the San Francisco Bay for February 2005 was 190 tons. This is 115 tons less than the 305 tons collected in the month of January 2004.



## 3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

### a. Oakland 50-ft –

The project goals are to get the Outer Harbor down to 46 feet first, then to get the Inner Harbor down to 46 feet. After the 46 foot depth is achieved, then we will take the project down to the 50-foot depth. By phasing the project in this way the project sponsor will get a greater utilization until the 50-foot depth is achieved. The Corps will receive approximately 24.75 million dollars in this year's budget less savings and slippage. The Corps has three contracts underway. The first contract is for the containment structure for middle harbor. The driving of sheet piling for the middle harbor containment structure is well under way and this contract is scheduled to complete shortly. The second one was the dredging contract. It combined the dredging of the Outer Harbor to an interim depth of 46 feet and the Inner Harbor to an interim depth of 46 feet. We have dredged approximately 900,000 cubic yards or more under this contract. The third contract is a marine construction contract for the last phase on the Inner Harbor Turning Basin. The actual physical work on this contract has not started. We are in the process of evaluating an alternative proposal for the bulkhead design. One issue with these contracts is that the Corps does not have sufficient Federal funds to support them. The Port of Oakland, the project sponsor, will fund these contracts. Congress has approved the sponsor funding these contracts and therefore we have amended the Project Cooperation Agreement (PCA) between the Port and the Corps and it has been signed.

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

There was no emergency dredging in FY 2004 and the Corps is working hard in its dredging program to try to eliminate the need for emergency dredging. For example, in FY 2004 we continued to perform advanced maintenance in the Suisun Channel at Bull's Head Reach.

#### **5. OTHER WORK**

##### **San Francisco Bay to Stockton – Status Unchanged**

##### **Project continues to move forward**

The San Francisco District is looking at a General Re-evaluation Report (GRR) to deepen the John F. Baldwin Ship and Stockton Deep Water Ship Channels. This would be only 1 or 2 feet. Division has given ok to proceed with study. The year the Corps has received approximately \$250,000 for this project and we are attempting to reprogram additional fund. The Corps has finalized the scope for the full General Re-evaluation Report (GRR) and we have completed the Project Management Plan. The Project Management Plan and the Design Agreement were approved by the Port of Stockton's Board on April 5, 2004. Contra Costa County has existing agreement in place with the Port of Stockton that they can utilize for this project. The goal is to complete the GRR by 2007. The San Francisco District has brought in the Corps Engineer Research and Development Center (**ERDC**) to address the issue of no return water from a dredge material disposal site that is being required by the Central Valley Regional Water Quality Control Board. The hydrographic survey has been completed and a salinity model is being run. We are in the process of performing an orthophotos (corrected photo map) of the project while the vegetation is at a minimum this time of year.

##### **Sacramento River Deep Water Ship Channel Deepening**

##### **Status unchanged – Project work is continuing.**

The San Francisco District has taken over the Sacramento River Deep Water Ship Channel Deepening Project from the Sacramento District. This project is looking to continue the authorized deepening project of the channel from 30 feet to 35 feet. The Corps has received approximately \$350,000 for this year. The Corps developed a Project Management Plan (PMP) and the Port concurred to initiate the study in July 2002. We are doing a Limited Re-evaluation Report (LRR) that focuses on economics and updating the environmental documentation. The studies should take approximately 24 months. We are continuing to work on this project. We have awarded the contract for the salinity model and have received the draft report. The initial estimate is we will need capacity to dispose of approximately 6.5 million cubic yards of material. In reviewing the project we have had to reestablish the channel location and the review shows that some portions of the channel were never built to the required specifications. The San Francisco District has brought in the Corps Engineer Research and Development Center (**ERDC**) to address the issue of no return water from a dredge material disposal site that is being required by the Central Valley Regional Water Quality Control Board. We have developed a sampling and analysis plan (SAP) for sediment testing and it has been submitted to the Central

Valley Regional Water Quality Control Board for review and approval. We are in the process of performing an orthophotos (corrected photo map) of the project while the vegetation is at a minimum this time of year.

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

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

DATE: 2.25.05  
TO: Harbor Safety Committee  
FROM: Harbor Safety Plan Work Group  
Joan Lundstrom, Chair  
SUBJECT: Proposed Changes to Harbor Safety Plan Recommendations

Background:

In the fall of 2004, the Harbor Safety Plan Work Group was formed to review, revise and update all sections of the Harbor Safety Plan. The original Harbor Safety Plan was adopted August 13, 1992, with subsequent annual reports by various subcommittees and work groups. However, Harbor Safety Plan Recommendations made to the OSPR Administrator, as part of Harbor Safety Plans, have not been reviewed for a number of years.

The Plan Work Group reexamined “Recommendations Yet to be Implemented” (pages xii to xv in the current Harbor Safety Plan) and proposes the following changes. Note: many changes simply reflect existing committee policies and practices, and incorporate the wording of previously adopted recommendations.

**I. Geographical Boundaries** No current recommendation.

**II. General Weather, Tides and Currents**

1. The Harbor Safety Committee supports efforts to adequately fund NOAA maritime functions. The Committee recommends that NOAA update tide and current data using the latest technology available and publish the water level and current atlases on an expeditious basis.
2. The Harbor Safety Committee urges that the OSPR Administrator support PORTS as a high priority and that OSPR continue to seek and allocate funds to maintain the system. The Committee recommends that the Marine Exchange of the San Francisco Bay Region continue to operate, maintain and ~~market~~ support the uses of the PORTS program.

**III. Aids to Navigation** No current recommendation.

**IV. Anchorages** No current recommendation.

**V. Harbor Depths, Channel Design, and Dredging**

1. The Committee continues to support the spirit of cooperation of the Corps of Engineers (COE) in providing timely up-to-date surveys of deep-water navigation channels, with highest priority on areas where shoaling has taken place, and timely dissemination of that information to the ~~VTS~~ the United States Coast Guard (USCG), pilots and ~~masters~~ the maritime community.
2. The Committee continues to support NOAA’s timely updating of charts to reflect survey information from NOAA, COE and independent sources, frequently publishing data on channel depths in areas heavily trafficked by deep draft vessels, oil tankers and barges, and quickly alerting ~~VTS~~ the USCG, pilots and ~~masters~~ the maritime community.

**Move** the following from “Recommendations Yet to be Implemented” to “Recommendations Implemented or Addressed”:

1. The recommendation to “establish a new two-way Traffic Separation Scheme north of Alcatraz to allow safer navigation of deeply laden tankers” has been implemented, and is now referred to as the “Deep Water Traffic Lane.” (Date established: 1992)
2. The recommendation requesting the Corps of Engineers to further evaluate the lowering of Harding, Arch, Shag and Blossom Rocks has been implemented. The COE determined that there was not a Federal interest in pursuing a structural alternative (physically lowering some or all of the rocks) as a result of the Feasibility Study for the proposed project. No further action. (See Ch. V, section on Navigational Issues Associated with Channel Design and Dredging.)
3. The recommendation to eliminate the dogleg at buoy “C” of the San Rafael main ship channel to maintain proper two-way traffic separation” has been addressed implemented. This action was evaluated and found cost prohibitive. (Date addressed: 1993)

## **VI. Contingency Routing**

1. The Committee continues to support the high degree of cooperation and consultation between pilots, the Coast Guard, the COE, port authorities and all other appropriate agencies and contractors, from the project planning stage through the construction stage of projects that may impact safe navigation in the Bay. The planning stage should include an evaluation of various alternatives to ensure harbor safety.
2. The Committee continues to request that Caltrans, railroads, etc., provide notice of work that would temporarily or permanently reduce bridge clearances as far in advance as possible through the Local Notice to Mariners, at a minimum, to assure that vessels are alerted to these hazards.

## **VII. Vessel Traffic Patterns**      **Add** the following recommendations:

1. As larger and deeper draft vessels enter San Francisco Bay en route the Port of Oakland due to the 50 foot deepening project, it is recommended that the Navigation Work Group of the Harbor Safety Committee (HSC) examine the current traffic scheme in the Bay and make recommendations to the Coast Guard for any changes in the current traffic schemes.
2. It is recommended that the Navigation Work Group (or a special group formed for this purpose) examine the MSO’s marine casualty statistics and their monthly reports of Significant Port Safety and Security cases to determine if there are trends or issues that should be brought to the HSC’s attention for further consideration or action. A summary shall be included in the Annual Report to the Harbor Safety Committee.

**Move** the following from “Recommendations Yet to be Implemented” to “Recommendations Implemented or Addressed”:

1. The Committee adopted a definition of a reportable ‘Near Miss’ situation to standardize reporting along the California Coast. However, after consulting with the other California Harbor Safety Committees, the idea to establish a systematic reporting of a ‘near miss’ was abandoned because of the issue of potential liability by the reporting party. ~~No further action.~~ The USCG considered a program to address non-reportable near casualties on a national and international level, but put the program on hold in November 2002, because of lack of funding.  
(Date addressed: 2002 )

**VIII. Communication** No current recommendation.

**IX. Bridges**

1. The Harbor Safety Committee continues to recommend that Caltrans, the Golden Gate Bridge and other owners and bridge operators install energy-absorbing fendering, instead of wooden or plastic fendering as bridges are repaired, retrofitted or in new construction.

**X. Small Vessels**

1. Representatives of the Harbor Safety Committee should meet with representatives of the San Francisco Boardsailing Association, kayak, outrigger and canoe groups to promote safer navigation in the Bay by discussing such issues as race schedules and locations (if applicable); Rule 9 requirements; characteristics of large vessels, fast ferries, and tug/barge operations, and possible education efforts such as posting signs at areas frequented by large numbers of boardsailors or paddlesports enthusiasts to warn of vessel traffic dangers.

Other possible efforts include:

- Cooperate with the Coast Guard Auxiliary, U.S. Power Squadrons and other educational organizations to emphasize boater safety education and to disseminate boater safety materials to recreational boaters.
- Target boat rental establishments for education as inexperienced boaters are a continuous source of problems.
- Target marinas and boat ramps for education outreach.

**XI. Vessel Traffic Service** No current recommendation.

**XII. Tug Escort/Assist for Tank Vessels** No current recommendation.

**XIII. Pilotage** *Note: This section is being evaluated by the Navigation Work Group.*

1. Amend the California Harbor and Navigation Code to require that shipping company employees eligible to pilot vessels in the Bay area must hold a Master's license with pilotage endorsement and have made at least 20 trips as pilot trainee or observer on vessels over the routes to be piloted within a one-year period.
2. Amend Coast Guard regulations for pilotage to adjust the limit to 10,000 gross tons for tank barges carrying oil or other petroleum products as cargo to 5,000 gross tons.

**XIV. Underkeel Clearance and Reduced Visibility**

**Move** the following from "Recommendations Yet to be Implemented" to "Recommendations Implemented or Addressed":

1. The recommendation that "~~guidelines for underkeel clearances of tank all deep-draft vessels carrying oil or petroleum products as cargo~~" be established has been implemented by establishing the following minimum clearances:
  - Vessels west of the Golden Gate Bridge: Ten percent (10%) of the vessel's draft.
  - Vessels under way east of the Golden Gate Bridge: Two (2) feet.
  - Vessels at final approach to berth and at berth: Always afloat.

These clearances are incorporated into the Bar Pilots' Operational Guidelines, which are updated regularly:

**XV. Economic and Environmental Impacts** No current recommendation.

**XVI. Plan Enforcement** No current recommendation.

**XVII. Other: Substandard Vessel Inspection Program** No current recommendation.

## TUG ESCORT WORK GROUP

From: Fred Henning, Work Group Chair

Subject: Meeting results from Feb. 24th

Date: March 10, 2005

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The Tug Escort Workgroup met on Feb. 24 at 1000 at State Lands to discuss the following two issues:

1. Escorts for chemical ships: SB 403 requiring escorts for ships carrying anhydrous ammonia and ammonium nitrate in bulk has been proposed in Sacramento. It has been referred to committee for now. Our committee is gathering data from the Marine Exchange and the Coast Guard to more closely examine the potential hazards. We are inviting the Port of Stockton and the Bluewater Network to our next meeting to hear their opinions. I will provide the full committee with the results of that next meeting.
2. Bollard Pull testing for Escort tugs: Following the lead of the HSC of LA/LB we are working with OSPR legal to draft language into our escort regulations that will allow for an exemption from Bollard pull testing should the testing site or testing equipment become unavailable suddenly. This is not expected at the present time but the sub-committee felt that it was prudent to be prepared with exemption language should the need come up. We have the language prepared and recommend to the full committee that the following be added to the escort regulations. ( see proposed language)

Our next meeting is scheduled for Friday March 18, 2005 at State Lands in Hercules at 1000.

Respectfully,

Fred Henning

TITLE 14, CALIFORNIA CODE OF REGULATIONS  
SUBDIVISION 4. OFFICE OF SPILL PREVENTION AND RESPONSE  
CHAPTER 4. VESSEL REQUIREMENTS  
SUBCHAPTER 1. TANK VESSEL ESCORT REGULATIONS  
FOR THE SAN FRANCISCO BAY REGION  
SECTIONS 851.1 through 851.10.1  
Amended February 24, 2005

Section 851.1 through 851.7, No change.

851.8 Requirements for Escort Tugs; Braking Force Measurement, Crew and Training Standards, Equipment and Stationing Criteria.

(a) Braking force measurement:

- (1) any escort tug used to comply with the requirements of this subchapter must have its braking force verified and registered with the Clearing House, as follows;
  - (A) for tractor tugs escorting in an ahead position the braking force is measured as the ahead bollard pull;
  - (B) for tractor tugs escorting in an astern position the braking force is measured as the astern bollard pull;
  - (C) for conventional tugs the braking force is measured as the astern bollard pull.
- (2) the braking force of each escort tug must be re-measured at least once every 3 years from the date of the initial measurement, or sooner if the operating capability or braking force of the tug has been degraded by 10% or more. The new measurements must be verified and registered with the Clearing House.

(A) Requests for Extension of Bollard Pull Re-test.

1. Tug escort companies may submit a written request to the Administrator for an extension to the bollard pull re-test date for good cause, for up to one year from the date the bollard pull certificate expires. Requests must be submitted at least sixty (60) business days prior to the date the bollard pull certificate expires. Prior to granting or denying the extension, the Administrator shall make an on-site inspection of the escort tug and review all pertinent maintenance records.

2. The request must contain the basis for requesting the extension including, but not limited to, documentation of prior bollard-pull test results; documentation of tug maintenance; documentation of due diligence in attempting to find a location to conduct the bollard pull test; etc.
  3. Within fifteen (15) business days from the date the request for extension is received, OSPR will schedule and conduct an on-site inspection. Within 30 days of the inspection OSPR will advise the tug escort company in writing of the Administrator's decision whether or not the extension will be granted.
- (3) The Clearing House shall publish procedures and standards to be followed when conducting braking force measurement. These procedures, entitled ASan Francisco Bay Region Clearing House, Rules for Bollard Pull Tests@, dated May 19, 2000, are incorporated by reference. These procedures and standards shall be made available upon request to the Clearing House.

Section 851.8(b) through 851.10.1, No change.

Note: Authority: Sections 8670.17.2~~(a)~~ and 8670.23.1~~(d)~~, Government Code.  
Reference: Sections 8670.17.2 and 8670.23.1(e)(1), Government Code, ~~and~~  
~~46 CFR Sections 173.090, 173.095 and 174.145.~~