

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 11, 2010
Pier 1 Conference Room, Port of San Francisco, California

Joan Lundstrom, Chair of the Harbor Safety Committee of the San Francisco Bay Region (HSC), (M) San Francisco Bay Conservation and Development Commission (BCDC); called the meeting to order at 1005. **Alan Steinbrugge**, Marine Exchange of the San Francisco Bay Region (Marine Exchange), confirmed the presence of a quorum of the HSC.

Committee members (M) and alternates (A) in attendance with a vote: **Capt. Peter Belden** (A), Baylink Ferry; **John Berge** (M), Pacific Merchant Shipping Association (PMSA); Margot Brown (M), National Boating Federation; **Ron Chamberlain** (M), Port of Benicia; **LTC Laurence Farrell**, United States Army Corps of Engineers (USACE); **Aaron Golbus** (M), Port of San Francisco; **Capt. Paul Gugg**, United States Coast Guard (USCG); **Capt. Bruce Horton** (M), San Francisco Bar Pilots (Bar Pilots); **Capt. Jonathan Mendes** (M), Starlight Marine Services; **William Nickson** (A), Transmarine Navigation; **Capt. Eric Osen**, (M), Chevron Shipping Company; **Chris Peterson** (M), Port of Oakland; **Deb Self** (A), San Francisco Bay Keeper; **Capt. Ray Shipway** (A), International Organization of Masters, Mates, and Pilots, **Gerry Wheaton**, National Oceanic and Atmospheric Administration (NOAA).

Alternates present, and those reporting to the HSC on agenda items: **Robert Chedsey**, California State Lands Commission (State Lands); **Capt. Jack Going** (A), Baydelta Maritime; Lt. **Cmdr. DesaRae Janzen**, USCG; **Capt. Lynn Korwatch**, Marine Exchange; **Rob Lawrence**, USACE; **Dave Reynolds**, National Weather Service; **Linda Scourtis** (A), BCDC; **Peggy Taricco**, California Air Resources Board (ARB); **Capt. Gary Toledo**, California Office of Spill Prevention and Response (OSPR). **Mike Mierzwa**, California Department of Water Resources.

The meetings are always open to the public.

Approval of the Minutes

A motion to approve the Feb. 11 minutes as written passed without discussion or dissent.

Comments by the Chair – Lundstrom

- A copy of the letter sent to the California Department of Transportation as a result of a vote by the HSC, and a copy of **LTC Farrell's** response to a letter on channel realignment voted on by the HSC were attached to the minutes of the last meeting.
- Thirty million dollars of Federal funding had recently become available for development of marine highway barge system to carry containers from the Port of Oakland to Sacramento. **Lundstrom** said that she would try to line up a briefing for the HSC on the program.
- ARB's meeting of their Maritime Air Quality Technical Working Group had been rescheduled to the day before the April 28th meeting of the Society of Naval Architects and Marine Engineers scheduled to convene in San Francisco to discuss the operation of ships within emission control areas.

Coast Guard Report – Capt. Gugg

- Spring is always the beginning of a busy time of year due to increased recreational activity after Opening Day and off-shore sailboat races.

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- There were editorial issues with the written Coast Guard report that was attached to the minutes which will be corrected and distributed.

Lt. Cmdr Janzen read from a corrected version of the report described by **Capt. Gugg**.

Capt. Horton asked how ships with recurring propulsion problems could get off the Coast Guard's "red flag" list. **Cmdr. Drew Wood**, USCG, said that the vessels could find and repair the problems previously reported as causes for their loss of propulsion. He said that the Coast Guard actively monitors the movements of vessels in California waters that have a history of problems.

US Army Corp of Engineers Report – LTC Farrell

- **LTC Farrell** said that USACE's report on realigning the North Bay Ship channel was due May 1. There would be a ninety day period for comment subsequent to their report. A report on historic bathymetry measures in the North Bay Ship Channel would be prepared for review by the Dredge Issues Work Group (DIG) of the HSC. Few environmental objections were expected if channel realignment could lead to reduced need for dredging. One cause of concern was the Coast Guard's budget and schedule for realigning aids to navigation. A final rule was expected by August or September.
- **Col Farrell's** replacement was scheduled for a meet-and-greet session at the USACE Bay Model in Sausalito on April 16 between 1130 and 1300.

Sean Kelley, USCG Vessel Traffic Service (VTS), said that they would be interested in the impact of channel realignment on current ferry routing protocols.

Wheaton said that there were many favorable comments made about the work of the San Francisco USACE district at a recent meeting of NOAA managers. One specific compliment was the speed with which post-dredge survey were being posted. He thanked **LTC Farrell** for his work.

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

Clearing House Report – Steinbrugge

Steinbrugge read a report that is attached to these minutes.

Lundstrom requested that date ranges be attached to the reported traffic totals on the printed report for the sake of clarity. **Steinbrugge** agreed.

OSPR Report – Capt. Toledo

- **Berge** was reappointed as one of the primary representatives for dry cargo interests. **Self** was appointed as an alternate representative for non-profit environmental interests. Their oaths of office would be administered after the meeting. **Don Massey** (A), Foss Towing had resigned his appointment; OSPR is seeking an alternate representative for the barge industry. Since a number of representative terms were already scheduled to expire in June, OSPR would not seek interim replacements for those alternate seats.
- OSPR's office of public affairs had found the master copy of *the Share the Bay* video and twenty hours of time was budgeted to update it.
- OSPR's Best Achievable Technology focus group was scheduled to meet on April 5.
- OSPR continues to collect data on propulsion losses. The number of incidents was down from previous month, but so was the level of ship movements.

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- OSPR remains interested in collecting information on modified operations procedures created by industry to deal with the loss of propulsion issue. These suggestions are not considered to be “Best Practices.”

ARB Report – Taricco

Taricco read from a report that is attached to these minutes.

NOAA Report – Wheaton

- **David Kennedy**, the Acting Administrator of the National Ocean Service (NOS), and **Capt. John Lowell**, the new director of the Office of Coast Survey (OCS) are scheduling visits to the HSC’s of the Bay Area and Los Angeles/Long Beach as well as to the local pilot groups and Marine Exchanges. Wheaton asked that Kennedy be given time on the agenda of the Bay Area HSC when his schedule was confirmed.
- Shoal soundings were not being correctly displayed on ENC and ECDIS displays in all cases. Mariners are requested to use the full display option until the problem is corrected.
- NOAA had received an email report from Capt. Robert Weeks, ChevronTexaco that one of their vessels in Long Beach had lost one and a half meters of under keel clearance as a result of the tsunami following the earthquake in Chile. Another vessel reported being raised eighty inches. **Wheaton** introduced **Reynolds** to speak further on the topic of the recent tsunami. Reynolds said that while NOAA felt it had a good handle on modeling the speed and elevation of the progress on tsunamis along coastal areas, there was still much work to be done on modeling and predicting their effects within harbors.
- **Wheaton** said NOAA was evaluating “Best Practices” created by the state HSC’s for inclusion in the *Coast Pilot*. NOAA thought that not all could be included. The main problem was the lack of consistent language describing common best practices from region to region. Consistency of language was an important factor for inclusion in the *Coast Pilot*. Wheaton asked the Bay Area HSC to take an active lead in the standardization effort.

Lundstrom said that tsunamis would be on the agenda for future meetings of the HSC.

Capt. Pete Bonebakker, ConocoPhillips, said that he thought the existing warning system had worked well.

State Lands Report – Chedsey

- **Chedsey** read from a report that is attached to these minutes.
- The question of how to spread tsunami alerts would be on the agenda of their next customer service meeting scheduled for May 12 at the Shell Club House in Martinez.
- Their Prevention First Symposium was scheduled for October 19 and 20 in Long Beach.
- The California Maritime Leadership Symposium’s tenth conference was scheduled for May 5 and 6 in Sacramento.

Briefing: Forecast for Potential Winter Storm Runoff and High River effects on San Francisco Bay Region Channels and Levees Adjacent to Navigable Waterways: NWS – Reynolds, California Department of Water Resources – Mierzwa

Lundstrom said that the briefing had been scheduled by request of **Capt. Gugg**. She thanked Reynolds and Mierzwa for attending and noted that this was the first time the HSC had received a joint briefing on this topic of yearly concern to the local maritime community.

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Reynolds, National Weather Service, reported:

- Precipitation was near normal or slightly above. The numbers were slightly skewed by the major rain event in October 2009 that was followed by a prolonged period of dry conditions.
- Snow pack at higher elevations was close to normal, or slightly under, while it was well above normal at lower elevations. The low elevation could melt quickly if there was an early and prolonged warming spell.
- Precipitation numbers were affected by a moderate to strong *El Niño* pattern, however, the *El Niño* effect was not as strong as previous events because the Pacific Decadal Oscillation pattern was in a cooler stage than the last *El Niño* event in 1998. Thus the ocean warming created by this year's *El Niño* had not progressed very far east of the international date line.
- *El Niño*'s typically delay the onset of March transition weather patterns, but that was not expected this year because of the colder influence of the changing Pacific Decadal Oscillation. Rain was expected for the day after the meeting, but a dry period would follow that event, and it was still possible that seasonal precipitation would end up below normal.
- No significant runoff problems were foreseen, even if a spell of warm weather led to an early melt of low elevation snow pack.
- NOAA's climate products and research can be followed at a new website: www.climate.gov.
- The tsunami cause by the quake in Chile had resulted in a tsunami advisory for the Bay Area. Changes in water levels greater than a meter typically meet the category of tsunami warning while those of less than a meter are categorized as watches or advisories.

Kelley asked for an explanation of the ranking system. **Reynolds** said that the order of notice was advisory at the lowest level, followed by watch, then warning.

Mierzwa, California Department of Water Resources reported:

- The main purpose of the Division of Flood Management (Flood Center) of the California Department of Water resources is facilitate communications regarding the flow of water in areas potentially threatened by rising waters. They cannot legally close waterways. They work with NOAA's California Nevada River Forecast Center (CNFRC) to predict water flows based on real-time and astronomical observations. Websites of interest are <http://www.water.ca.gov/floodmgmt/> and http://www.cnfrc.noaa.gov/water_supply.php. Greater current velocities might be of greater interest to the maritime community than higher water levels.
- The Department conducts snow surveys in February, March, April, and May. Snow levels were above normal in the first melt zone, while higher levels were less than normal. The highest amount of flow from melt is expected in April. Due to previous years of drought, there is plenty of capacity in California reservoirs to absorb runoff for this year and next.
- The Flood Center maintains two twenty-four hour numbers for updates. They are 916.574.2619 and 800.952.5530. They know that mariners on the water are the best source of information on local conditions and always appreciate communication on local conditions.
- **Mierzwa** said that they were surprised that it was over twenty-four hours before their office was notified of the vessel that breached the levee at Bradford Island.

Mierzwa said that the California Data Exchange site was the best website for tracking current information at: <http://cdec.water.ca.gov/>

Kelley said that VTS would like to work with the Flood Center on a better notification system.

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Cmdr. Wood said that the Coast Guard had immediately notified the California Department of Emergency Services as soon as it learned of the incident at Bradford Island. **Mierzwa** said that the consolidation of a number of offices into the California Emergency Management Agency was a difficult transition.

Capt. Tom Miller, Bar Pilots, and River Pilot reported:

- He is a dedicated river pilot with over twenty years of experience. He said that out of sixty pilots in the organization, eleven were tasked with transits to Stockton and eight handled transits to Sacramento, so they were a small group, and easy to notify of changing conditions. **Capt. Miller** then described their operational procedures:
 - They always keep an eye on river conditions, despite the fact that they don't change overnight. Their months of greatest concern are typically February, March, and April. The river pilots keep in close contact with each other about conditions at all times.
 - During periods of increased flows, there is typically twelve extra inches of water under keel even at low tide, so their main concern was levees and the speed of the current.
 - In **Capt. Miller's** experience, the California Department of Water Resources had always been good about notifying the Bar Pilots when the water level approached flood at Sacramento.
 - As adverse current conditions were observed, the river pilots modified operations in three steps. The first step was to restrict operation to daylight only transits above New York Point. The next step was to time transits two hour windows around predicted low tides at Rio Vista Point and Prisoner's Point. The final step was to cease river transits altogether. There had been two such closures during Capt. Miller's time as a river pilot. The last closure was in 1997 when river operations ceased for two weeks due to six knot currents observed at Cache Slough.
 - As water levels fall, and current speeds decrease, the river pilots work their procedure backwards from closure today light transits, and finally to unrestricted transits.
 - **Capt. Miller** said that it was his observation that levees along the channel appeared to be in good condition.

Capt. Miller said that, in his memory, there were maybe six cancellations of ship transits due to current conditions. In each case transits were cancelled in advance due to known conditions..

Capt. Miller said that they always allow an extra three feet for bridge clearance and lines to allow for air draft concerns.

Capt. Osen asked what the best practice was when a ship penetrated a levee, such as in the Bradford Island incident. Was it better to pull the ship off quickly, or leave it in place pending analysis? **LTC Farrell** said it was an extremely complex issue, and that he could bring in one his experts from staff to consult on the question.

Lundstrom said that she was pleased with **Capt. Miller's** report, and suggested that the procedures he described should be discussed for capturing as Best Practices for upriver transits. This is currently missing from the *Harbor Safety Plan*.

Tug Work Group – Capt. Mendes

- Their meeting with the Western States Petroleum Association (WSPA) about bitt strength on tankers had gone very well. The topic was moving up the chain to the Oil Companies International Marine Forum (OCIMF). Measures to mitigate the issue would be discussed at the next meeting scheduled for March 30.

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Navigation Work Group – Capt. Horton: Nothing to report.

Ferry Operation Work Group – Capt. Belden: Nothing to report.

Golbus said that the Port of San Francisco was applying for Port Security Grant funding to help with the second stage of ferry routing protocols, which was to improve communications.

Dredge Issues Work Group – Nothing to report.

Prevention through People Work Group

- Their last meeting had been devoted to improvements to the *Share the Bay* video. Due to the limited funds, they had decided to concentrate on increased information to kayakers to reflect their large numbers, and to improve the credits on the video so that people would know who had helped produce the video, and how they might be reached for further information. Website information would be added to the credits to increase the opportunity for people to gather more information. They hoped to have the new version out by Memorial Day to coincide with National Safe Boating Week.

PORTS Work Group – Nothing to report.

PORTS Report – Steinbrugge

- The Richmond current sensor had been lifted for repair, and was expected to be back in the water by the end of April.
- Draft plans for expansion of the network were expected to be out to landlords in the third week of March.

Public Comment

Capt. Korwatch said the Marine Exchange's annual May Day party would be held May 13 after the HSC meeting. The first joint conference of the nation's HSC's and Area Maritime Security Committees was scheduled for June 8-10 in Jersey City, New Jersey.

Veronica Boe, California Maritime Academy, announced the final planning session for their oil spill exercise was scheduled to be held on April 1. Maritime Industry Day was scheduled for May 26.

Reynolds said that the San Francisco bar channel buoy was scheduled to be back in service on March 12.

Old Business

There was none.

New Business

There was none.

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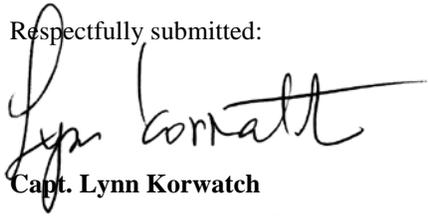
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Next Meeting

Lundstrom said that the next meeting of the HSC would convene at 1000, April 8, 2010 at the Harbormaster's Office, Port of Richmond, Richmond, California.

Lundstrom adjourned the meeting at a time not recorded.

Respectfully submitted:



Capt. Lynn Korwatch

USCG SECTOR SAN FRANCISCO	
PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS	
February-10	
PORT SAFETY CATEGORIES	
Total Port Safety (PS) Cases opened for the period:	12
1. Total Number of Port State Control Detentions for period:	0
SOLAS (0), MARPOL (0), ISM (0), ISPS (0)	
2. Total Number of COTP Orders for the period:	0
Navigation Safety (0), Port Safety & Security (0), ANOA (0)	
3. Marine Casualties (reportable CG 2692) within SF Bay: Allision (2), Collision (0), Fire (1), Grounding (0), Sinking (0), Steering (1), Propulsion (2), Personnel (0), Other (0)	6
4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation:	6
Radar (2), Steering (1), Gyro (1), Echo sounder (0), AIS (0), AIS-835 (0), ARPA (0), SPD LOG (1), R.C. (1)	
5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay:	0
6. Significant Waterway events or Navigation related cases for the period:	0
7. Maritime Safety Information Bulletins (MSIBs):	0
MARINE POLLUTION RESPONSE	
Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period	20
* Source Identification (Discharges):	
TOTAL VESSELS	
U.S. Commercial Vessels	3
Foreign Freight Vessels	0
Public Vessels (Military)	1
Commercial Fishing Vessels	0
Recreational Vessels	3
TOTAL FACILITIES	
Regulated Waterfront Facilities	0
Regulated Waterfront Facilities - Fuel Transfer	0
Other Land Sources	4
OTHER SOURCES	
Mystery Spills - Unknown Sources	5
Pollution Cases Requiring Clean-up	4
Federally Funded Cases	0
TOTAL OIL DISCHARGE AND HAZARDOUS MATERIALS RELEASE VOLUMES BY SPILL SIZE CATEGORY:	16
1. Spills < 10 gallons	7
2. Spills 10 - 100 gallons	2
3. Spills 100 - 1000 gallons	0
4. Spills > 1000 gallons	0
5. Spills - Unknown	7
TOTAL OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES (GALLONS):	45.6
1. Estimated spill amount from U.S. Commercial Vessels:	15
2. Estimated spill amount from Foreign Frieght Vessels:	0
2. Estimated spill amount from Public Vessels:	0
3. Estimated spill amount from Commercial Fishing Vessels:	0
4. Estimated spill amount from Recreational Vessels:	2
5. Estimated spill amount from Regulated Waterfront Facilities:	0
5. Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer:	0
6. Estimated spill amount from Other Land Sources: (* 200 gallons of Sewage)	28
7. Estimated spill amount from Unknown sources:	0.6
TOTAL PENALTY ACTIONS:	5
Civil Penalty Cases for Period	0
Notice of Violations (TKs)	3
Letters of Warning	2

SIGNIFICANT PORT SAFETY AND SECURITY CASES

MARINE CASUALTIES - PROPULSION/STEERING

Marine Casualty- Allision, Ferry HARBOR EMPEROR (10 February): While mooring at Pier 39, the vsl allided with the pier. No injuries were reported, damage to the vsl and pier were estimated near \$72,000. Master admitted that allision was caused by loss of situational awareness. Case Closed.

Marine Casualty- Loss of Steering, F/V SEA FOX (10 February): The vsl was transiting into SF bay when its steering bracket broke. Station Golden Gate safely towed the vsl to Pier 45. The bracket was replaced, and no injuries or pollution were reported. Case Closed.

Marine Casualty- Loss of Propulsion, T/V CHINOOK MAIDEN (13 February): The vsl was leaving the pier at Berth 3 in Rodeo, CA when it experienced a loss of propulsion. The vsl did not experience a total loss of propulsion, but could not operate above 20 RPM in the dead slow ahead direction. Two tugs were onscene, but the vsl master dropped anchor as a precautionary measure. The vsl transited to Anchorage 9 where it was discovered that the motor control switch for the main engine auxiliary blower failed. The vsl's class society attended the vsl and concurred with the findings. The switch was replaced, and the vsl transited out of SF bay that same day. Case Closed.

Marine Casualty- Allision, Ferry PISCES (17 February): While backing out of its slip at Pier 48, the vsl allided with the breakwall McCovey Cove ivo Pier 42. The vsl was making about 2 kts astern, and damage to the vsl was localized to its port quarter and estimated at \$15,000. There was limited visibility due to fog, and there were 3 personnel onboard. The crew immediately checked for flooding and found none. While at the pier, the bilge alarm in the Lazarette sounded, and the crew immediately started the bilge pump to dewater the space. The vsl then transited to Alameda Bay Ship and Yacht for repairs. Case Pends.

Marine Casualty- Loss of Propulsion, M/V NASSAU PRIDE (24 February): The vsl was mooring at Redwood City Pier #3 in San Francisco, when it experienced a loss of propulsion. The vsl lost propulsion while traveling in the astern direction, and the anchor was dropped to stop the ship's momentum. The vsl moored safely with assistance from its tugs and a COTP order was issued. The vsl's class society attended the ship and found that the main engine turning starting blocking valve failed to operate. The valve was dismantled, two o-rings were replaced, and tested satisfactory. The COTP order was lifted on the 26th of February. Case Closed.

VESSEL SAFETY CONDITIONS

NONE TO REPORT

GENERAL SAFETY/SECURITY CASES

COTP Order- Safety Deficiencies, M/V NEW FORTUNE (16 February): COTP order issued due to unsatisfactory inspection findings. Port State Control inspection detected possible false piping around Oily Water Separators. Case pends.

NAVIGATIONAL SAFETY

Navigation Safety- LOD SECONDARY STEERING MOTOR, M/V APL SWEDEN (4 February): Vsl was issued an inbound LOD for an inoperable secondary steering motor, requiring a one tug escort while in San Francisco Bay. Tech report received, stating the motor was replaced on February 10. Vsl departed SF Bay same day. Case Closed.

Navigation Safety - LOD GYROCOMPASS, M/V ZEN HUA 18 (4 February): Vsl was issued an inbound LOD for a malfunctioning gyrocompass. Tech report received, stating that the gyrocompass was overhauled on February 11. Vsl departed SF Bay same day. Case Closed.

Navigation Safety - LOD 10CM RADAR, T/V KODIAK (7 February): Vsl was issued an inbound LOD for a malfunctioning 10CM radar. Tech report received, stating one control card for the radar was replaced. Case closed.

Navigation Safety - LOD 3CM RADAR, ATB SKIP JACK (13 February): Vsl was issued an inbound LOD for a malfunctioning 3CM radar. Technician attended ship and stated that the AC power PCB was faulty, replaced PCB but unit was still not functioning. Outbound LOD issued, vsl's next port call is LA. Case Closed.

Navigation Safety - LOD SPEED LOG, M/V MSC VOYAGER (13 February): Vsl was issued an inbound LOD for a malfunctioning speed log. Vsl agent stated the vsl's speed log would be fixed during its next drydock (August 2010). Case Closed.

Navigation Safety - LOD REMOTE ENGINE CONTROL, M/V ZIM SAVANNAH (22 February): Vsl was issued an inbound LOD for an inoperable remote engine operating station. Technician attended vsl and replaced several fuses and switches. Bridge control was restored, and the vsl sailed out of SF bay on 24 February without incident. Case Closed

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Notice of Violation- Matson- M/V LIHUE (16 February): M/V LIHUE was being repaired when a small sheen was noticed around the vessel. Matson hired a diver to assess where the sheen came from. It was determined that approximately 05 gallons of lube oil was discharged from the shaft seal.

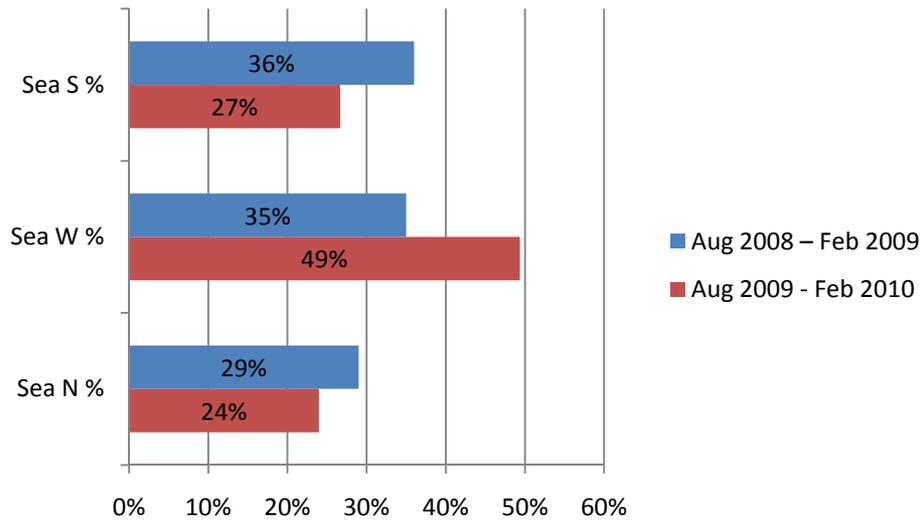
Notice of Violation- Dutra Group- CRANE BARGE 1 (16 February): CRANE BARGE 1 sank overnight and discharged approximately 10 gallons of diesel into the Sacramento River. Dutra Group hired NRC for cleanup as well as stinging the tanks on the barge.

Letter of Warning- Blue and Gold Fleet GOLDEN BEAR (17 February): Vsl was fueling and due to a faulty gauge the tank was overfilled and approximately 02 gallons of diesel entered the San Francisco Bay.

Letter of Warning- P/C MISS EMILY (23 February): Due to heavy rain the vessel's bilge pump turned on and discharged residual fuel that was within the bilge. The fuel discharged was estimated to be half a quart.

Notice of Violation- TUG ALIX (23 February): A generator onboard the TUG ALIX had a leaking fuel line. Approximately 3 gallons of diesel was discharged from the line with approximately 1 gallon entering the water.

VTS San Francisco Offshore Lane Transit Comparison Data



Raw Data:

	Tot. Vessels	Sea N	Sea W	Sea S
Aug 2008 - Feb 2009	3083	907	1076	1100
Aug 2009 - Feb 2010	1947	467	961	519

Comparative Percentage Data:

	Sea N %	Sea W %	Sea S %
Aug 2008 - Feb 2009	29%	35%	36%
Aug 2009 - Feb 2010	24%	49%	27%



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San Francisco Clearinghouse Report

March 11, 2010

- ✎ In February the clearinghouse did not call OSPR regarding any possible escort violations.
- ✎ In February the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ✎ The Clearinghouse has not contacted OSPR in 2010 regarding any possible escort violations. The Clearinghouse called OSPR 8 times in 2009; 8 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 February there were 91 tank vessel arrivals; 8 Chemical Tankers, 12 Chemical/Oil Tankers, 24 Crude Oil Tankers, 1 LPG, 17 Product Tankers, and 29 tugs with barges.
- ✎ In February there were 251 total arrivals.

San Francisco Bay Clearinghouse Report For February 2010

San Francisco Bay Region Totals

			<u>2009</u>	
Tanker arrivals to San Francisco Bay	62		62	
Barge arrivals to San Francisco Bay	29		50	
Total Tanker and Barge Arrivals	91		112	
Tank ship movements & escorted barge movements	290		326	
Tank ship movements	162	55.86%	176	53.99%
Escorted tank ship movements	79	27.24%	82	25.15%
Unescorted tank ship movements	83	28.62%	94	28.83%
Tank barge movements	128	44.14%	150	46.01%
Escorted tank barge movements	63	21.72%	69	21.17%
Unescorted tank barge movements	65	22.41%	81	24.85%

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

Escorts reported to OSPR 0 0

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	173		278		0		116		567	
Unescorted movements	107	61.85%	161	57.91%	0	0.00%	58	50.00%	326	57.50%
Tank ships	53	30.64%	78	28.06%	0	0.00%	31	26.72%	162	28.57%
Tank barges	54	31.21%	83	29.86%	0	0.00%	27	23.28%	164	28.92%
Escorted movements	66	38.15%	117	42.09%	0	0.00%	58	50.00%	241	42.50%
Tank ships	39	22.54%	58	20.86%	0	0.00%	29	25.00%	126	22.22%
Tank barges	27	15.61%	59	21.22%	0	0.00%	29	25.00%	115	20.28%

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 2010

San Francisco Bay Region Totals

			<u>2009</u>	
Tanker arrivals to San Francisco Bay	115		758	
Barge arrivals to San Francisco Bay	63		455	
Total Tanker and Barge Arrivals	178		1,213	
Tank ship movements & escorted barge movements	580		4,076	
Tank ship movements	324	55.86%	2,314	56.77%
Escorted tank ship movements	158	27.24%	1,069	26.23%
Unescorted tank ship movements	166	28.62%	1,245	30.54%
Tank barge movements	256	44.14%	1,762	43.23%
Escorted tank barge movements	126	21.72%	778	19.09%
Unescorted tank barge movements	130	22.41%	984	24.14%

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

Escorts reported to OSPR 0 8

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	346		556		0		232		1,134	
Unescorted movements	214	61.85%	322	57.91%	0	0.00%	116	50.00%	652	57.50%
Tank ships	106	30.64%	156	28.06%	0	0.00%	62	26.72%	324	28.57%
Tank barges	108	31.21%	166	29.86%	0	0.00%	54	23.28%	328	28.92%
Escorted movements	132	38.15%	234	42.09%	0	0.00%	116	50.00%	482	42.50%
Tank ships	78	22.54%	116	20.86%	0	0.00%	58	25.00%	252	22.22%
Tank barges	54	15.61%	118	21.22%	0	0.00%	58	25.00%	230	20.28%

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 11, 2010**

1. CORPS FY 2010 O&M DREDGING PROGRAM

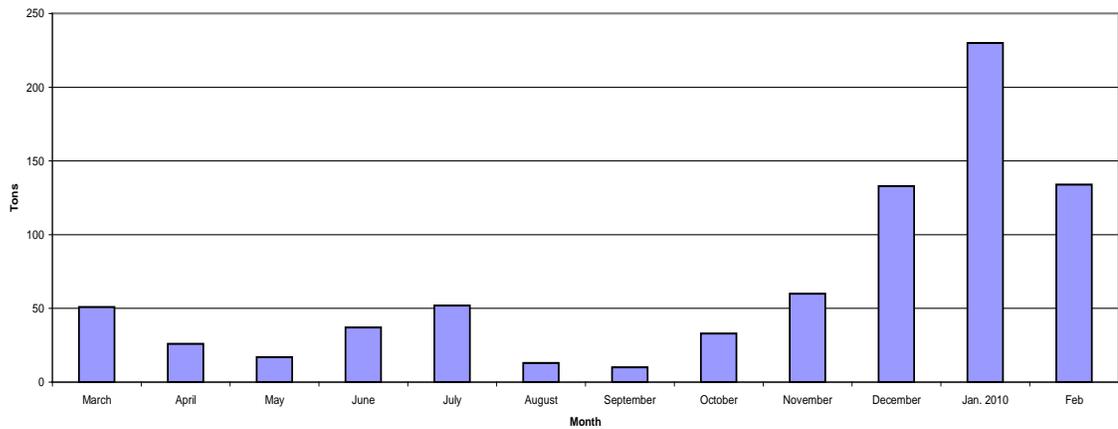
The following is this years O & M dredging program for San Francisco Bay.

- a. **Main Ship Channel** – Surveyed at the end of July and posted. **No Change.**
- b. **Richmond Outer Harbor (and Richmond Long Wharf)** – Dredging is complete to -35 feet MLLW. **No Change.**
- c. **Richmond Inner Harbor** – Has been dredged to -38 feet MLLW. Post-dredge survey has not yet been scheduled. **No Change.**
- d. **Oakland O & M Dredging** – Dredging of the Outer Harbor is complete. **No Change.**
- e. **Suisun Bay Channel** – Dredging is completed. Post-dredge survey posted for New York Slough. **No Change.**
- f. **Pinole Shoal** –Advanced maintenance dredging completed (-37+2 in selected locations). Post dredge surveys are completed now. **No Change.**
- g. **Redwood City/San Bruno Shoal** – Dredging is complete. No major dredging for at least a year (mid 2011). **No Change.**
- h. **San Leandro Marina Channel** – Dredging completed. **No Change.**

2. DEBRIS REMOVAL – **The debris total for February 2010 is 134 tons:**

**Raccoon - 112 tons in two weeks (1/2 month the other 2 weeks other duties as assigned);
Grizzly - 17 tons;
SafeBoat I - 5 tons.**

Debris Removal
2009/2010



3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

None to report.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

There has no emergency dredging in FY 2010.

5. OTHER WORK

a. **San Francisco Bay to Stockton** No additional money appropriated for 2010. This project is moving forward on carry-over money. **No change.**

b. **Sacramento River Deep Water Ship Channel Deepening** The \$2,000,000 was appropriate. The non-federal sponsor will be providing its portion of the cost of a quarterly basis. The Corps is scheduled to complete all studies by late 2011. **No Change.**

6. HYDROGRAPHIC SURVEY UPDATE

Address of Corps' web site for completed hydrographic surveys:

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

Main Ship Channel: Survey completed in July 2009 has been posted.

Pinole Shoal: **Condition survey of February 16-19 has been posted.**

Suisun Bay Channel: **Condition survey of February 11-13 has been posted.**

New York Slough: **Condition survey of February 14 has been posted.**

Bull's Head Channel: December 4 post-dredge survey has been posted.

Redwood City: Post-dredge survey completed November 2009 has been posted.

San Bruno Shoal: Surveys completed in May 2009 have been posted.

Oakland Entrance Channel: Surveys completed in August and September 2009 have been posted.

Oakland Inner Harbor Turning Basin: **Condition survey of February 24 has been posted.**

Oakland Inner Harbor - **Condition survey of February 5-7 has been posted.**

Oakland Outer Harbor: **Condition survey of February 6 has been posted.**

Southampton Shoal and Richmond Long Wharf: Surveys completed in July 2009 have been posted.

Richmond Inner Harbor: Surveys completed in Sept. 2009 have been posted.

North Ship Channel: Surveys completed April 2009 have been posted.

San Leandro Marina: Surveys completed in November and December 2009 have been posted.

San Rafael Creek and San Rafael Across-the-Flats: Surveys completed April and May 2009 have been posted.

Larkspur Ferry Terminal: Survey completed 17-18 September, 2009 has been posted.

Mare Island Strait Channel: Surveys completed in August 2008 have been posted.

Alameda Naval Station Survey (Alameda Point Navigation Channel): Survey completed in May 2009 has been posted.

Disposal Site Condition Surveys:

SF-09 (Carquinez) October 2009 and SF-10 (San Pablo Bay) February 3, 2010 survey has been posted.

SF-11 (Alcatraz): The March 2010 survey has been posted. (-35.0)



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - FEBRUARY COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
FEBUARY 1 - 28, 2009	203	87	42.86
FEBUARY 1 - 28, 2010	187	84	44.92

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
FEBUARY 1 - 28, 2009	10,621,500		15,331,000	11,208,888	26,539,888
FEBUARY 1 - 28, 2010	11,432,000		17,735,100	10,130,571	27,865,671

OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
FEBUARY 1 - 28, 2009	0	0	0	0	
FEBUARY 1 - 28, 2010	0	0	2	2	Diesel / 6 gallons

*** 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.

Harbor Safety Committee-San Francisco Bay Region
ARB OGV Clean Fuel Rule Update



Port of San Francisco
March 11, 2010

California Environmental Protection Agency



Air Resources Board

ARB OGV Clean Fuel Rule
Essential Modifications Exemption
Applications Summary*

Total number of applications received: 442 vessels
Number of applications pending: 32 vessels
Total number of applications completed: 410 vessels
Number of completed applications approved: 356
Number of completed applications
with partial approvals: 54 vessels**

*Summary from July 1, 2009 to March 5, 2010.

**Includes denial of 54 main engine requests and 3 auxiliary engine requests and approval of all accompanying auxiliary boiler requests.

ARB OGV Clean Fuel Rule

Summary of Safety Exemptions & Noncompliance Fees *

Safety Exemptions (per month)	
July 2009	1
August 2009	2
September 2009	1
October 2009	1
November 2009	2
December 2009	4
January 2010	5
February 2010	2
Noncompliance Fees	
From July 1, 2009 to March 5, 2010	2

*Summary from July 1, 2009 to March 5, 2010

3

ARB OGV Clean Fuel Rule Status of On-going Efforts to Investigate Operational Issues

- **Contract with California Maritime Academy to investigate root causes of operational issues**
 - Root cause analysis underway
 - CMA meeting with engine manufacturers, USCG, class societies and owner/operators
 - Reviewing survey data, pilot reports and USCG incident data
- **Maritime Technical Working Group meeting scheduled for April 28, 2010 (Elihu Harris Bldg in Oakland- scheduled date to coordinate with SNAME meeting April 28 (dinner) and 29)**

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ARB OGV Clean Fuel Rule Contact Information

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<http://www.arb.ca.gov/marine>

5

Harbor Safety Committee

of the San Francisco Bay Region

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

Lt. Col Laurence M. Farrell, P.E.
Commander and District Engineer
San Francisco District, U.S. Army Corps of Engineers
San Francisco District (SPN)
USACE-SPN-DE
1455 Market Street, #1673
San Francisco, CA 94103-1398

Feb. 11, 2010

Re: Study of Realignment of San Pablo Bay and North Ship Channels

Dear Lt. Colonel Farrell,

On behalf of the Harbor Safety Committee of the San Francisco Bay Region, I am writing to request that the U.S. Army Corp of Engineers work with the U.S. Coast Guard, the San Francisco Harbor Safety Committee's, Navigation and Dredge Work Groups, and NOAA to study, design, and implement realignment of the following channels in San Francisco and San Pablo Bay.

1. Pinole Shoal Channel east of buoys 7 and 8 towards the North side of the "E" buoy.
2. North Ship Channel from the San Rafael Bridge South to Pt. Chauncey and create a 600' wide federally maintained channel.

The purpose of realignment is to take advantage of naturally occurring deep water, straighten the shipping channels, and reduce the amount of dredging needed each budget cycle to maintain the width, slope and project depth. Realignment of the channels will reduce the dredge imprint on the bay and provide long term economic and health benefits to Ports and Terminals, the Environment and the surrounding communities. Users of the waterways will be able to count on channels being maintained at proper depth and width throughout the year, which in turn will allow voyage planners to maximize the cargo carrying capacity of their ships and use fewer vessels to move the same amount of cargo. Increased vessel efficiency will reduce vessel transits resulting in cleaner air for California and reduce the possibility of groundings from silting channels.

Sincerely,

Joan Lundstrom, Chair
Harbor Safety Committee of the
San Francisco Bay Region

Harbor Safety Committee c/o Marine Exchange of the San Francisco Bay Region

505 Beach Street, Suite 300, San Francisco, California 94133-1131

(415) 441-6600 – hsc@sfmtx.org



DEPARTMENT OF THE ARMY
SAN FRANCISCO DISTRICT, U.S. ARMY CORPS OF ENGINEERS
1455 MARKET STREET
SAN FRANCISCO, CALIFORNIA 94103-1398

REPLY TO ATTENTION OF: Executive Office

February 24, 2010

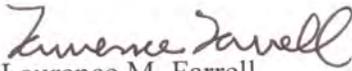
Ms. Joan Lundstrom
Chair, Harbor Safety Commission
San Francisco Bay Region
505 Beach Street, Suite 300
San Francisco, California 94133-1131

Dear Ms. Lundstrom:

Providing safe and efficient navigation channels for San Francisco Bay has always been one of the most important missions of U.S. Army Corps of Engineers, San Francisco District. I have encouraged my staff to work closely with the maritime community and our sister agencies to provide better and more-timely bathymetric survey results, to make the most effective use of the District's Navigation Operations and Maintenance (dredging) budget, and to be responsive to marine safety needs and environmental stewardship. I am pleased with the progress made in these areas and I will continue to seek further improvements.

The Pinole Shoal Channel and the North Ship Channel, which you refer to as potential candidates for realignment have been under study by the District for several years and I agree it is time to institute actions to accomplish this realignment. The actual accomplishment of any realignment will require close coordination and concurrence with the U.S. Coast Guard, NOAA and SF Bar Pilots. I have tasked my staff to prepare a recommended plan of action for realigning the Pinole Shoal Channel and the North Ship Channel by May 1, 2010.

The San Francisco District will continue to participate with the Harbor Safety Committee to foster safe navigation in San Francisco Bay. Together, I am assured that we shall continue to improve navigation throughout San Francisco Bay. I hope this answers your concerns, and if you have any further questions, do not hesitate to contact me.


Laurence M. Farrell
Lieutenant Colonel, U.S. Army
Commanding

Harbor
Safety
Committee
of the San Francisco Bay Region

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

February 11, 2010

Captain Paul Gugg, Commander
Sector San Francisco
U.S. Coast Guard
1 Yerba Buena Island
San Francisco, CA 94130-9309

Subject: Safety Plans for Dead Ship Tows in San Francisco Bay Region

Dear Captain Gugg:

The San Francisco Harbor Safety Committee recently became aware that MARAD is starting to contract out for the removal of ships from the Suisun Bay Reserve Fleet. The Navigation Work Group discussed the issue, expressing their concern that, in particular, a dead ship tow going under the Union Pacific Railroad Bridge requires extreme caution to not damage the bridge structure in the strong currents at the Carquinez Strait. The UP Railroad Bridge is a vital artery for the movement of cargo in the Bay Area, as well as carrying passengers on Amtrak.

The Committee agreed this was also a concern for other bridges in the Bay Area that a safe passage plan be prepared for Coast Guard review. The Harbor Safety Committee voted at its February 11, 2010 regular meeting that we request you, as Captain of the Port “that safety plans be submitted (to the Coast Guard) for all dead ship tows that sail under bridges.”

Thank you for your consideration.

Sincerely,

Joan Lundstrom, Chair
Harbor Safety Committee
of the San Francisco Bay Region

Harbor Safety Committee c/o Marine Exchange of the San Francisco Bay Region
505 Beach Street, Suite 300, San Francisco, California 94133-1131
(415) 441-6600 – hsc@sfmtx.org