

# 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, 2011

Exhibit Room, Port of Oakland, Oakland, California

**Joan Lundstrom**, Chair of the Harbor Safety Committee of the San Francisco Bay Region (HSC), San Francisco Bay Conservation and Development Commission (BCDC); called the meeting to order at 1002. **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 **John Berge** (M), Pacific Merchant Shipping Association; **Margot Brown** (M), National Boating Federation; **Ron Chamberlain** (M), Port of Benicia; **Aaron Golbus** (M); Port of San Francisco; **Carol Keiper** (M), Oikonos Ecosystem Knowledge; **Capt. George Livingstone** (M), San Francisco Bar Pilots (Bar Pilots); **Capt. Jonathon Mendes**, Starlight Marine Services; **William Nickson** (A), Transmarine Navigation; **Capt. Eric Osen** (M), Chevron Shipping Company; **Walt Partika** (A), Foss Maritime; **Chris Peterson** (M), Port of Oakland; **Capt. John Schneider** (M), Tesoro Refining & Marketing; **Capt. Cynthia L. Stowe**, United States Coast Guard (USCG); **Maj. Samuel L. Volkman**, United States Army Corps of Engineers (USACE); **Gerry Wheaton**, National Oceanographic and Atmospheric Administration (NOAA);

Alternates present, and those reporting to the HSC on agenda items: **Capt. Esam Amso** (A), Valero Marketing and Supply Company; **Steven R. Bassett**, NOAA; **Bob Chedsey**, California State Lands Commission (State Lands); **Martha Cohen**, San Francisco City Event Coordinator; **Capt. Jeff Cowan**, California Office of Spill Prevention and Response (OSPR), **Lt. Cmdr. DesaRae Janzen**, **Capt. Jack Going** (A); Baydelta Maritime; **Karl Kammerer**, NOAA; **Sean Kelley**, USCG Vessel Traffic Service (VTS); **Paul Milkey**, California Air Resources Board (ARB); **Rob Lawrence**, USACE; **Capt. Ray Ridenes**, Bar Pilots; **Linda Scourtis** (A), BCDC, **Deb Self** (A), San Francisco Bay Keeper.

The meetings are always open to the public.

### Approval of the Minutes

A motion to accept the minutes as written was made and seconded. It passed without discussion or dissent.

### Comments by the Chair – Lundstrom

- **Berge** will be the new vice-chair of the HSC. **Lundstrom** thanked **Rich Smith** (A), Westar Marine Services, for his years of service in that role.
- The USCG's next joint conference of HSC's/Area Maritime Security Committees (AMSC) will be held in Houston, Texas, June 6 through 9.

# Harbor Safety Committee

## of the San Francisco Bay Region

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

- The Tug Workgroup had been assigned the task of devising best practices for bunker operations at anchorages. This is a high priority issue. The HSC will collaborate with the HSC of Los Angeles/Long Beach. OSPR will provide data from their study of incidents over a five year period.

### Coast Guard Report – Capt. Stowe

- **Capt. Stowe** had signed a new rule to increase the security zone around moving vessels to five hundred yards from one hundred yards to increase the amount of reaction time available. No new security zones were established at berths or anchorages where the security zones will remain at one hundred yards.
- Planning meetings with for the America's Cup events were continuing with the event authority, race management, and other stake-holders. There last meetings had discussed spectator areas and local regulations. A marine event permit had not yet been applied for.
- **Capt. Stowe** asked the HSC to consider the impact of making mandatory regulations from current best practices. Among factors to consider would be the lack existing sensors to track fog or funding for same. There was nothing set on where the process was headed. **Lundstrom** asked the Navigation Workgroup to take up **Capt. Stowe's** request.

A man from the public asked where the best practices would come from. **Capt. Stowe** said that they were already in the local Harbor Safety Plan created by the HSC.

- **Lt. Cmdr. Janzen** read from the usual report on prevention and response statistics that is attached to these minutes. She also described the new *Marine Event Newsletter*, published by the Waterways Management Division, USCG. The first issue had articles on safety, Rule 9, and dead ship tows. She also had fact sheets available for those interested in the new inter-agency operations center at Yerba Buena Island.

**Capt. Amso** asked if the company taking out ships from the mothball fleet was following the process described in the newsletter. **Lt. Cmdr. Janzen** said that they were. **Ted Blanckenburg**, AMNAV Maritime Services, asked if it was necessary to go through the permit process for tows within a facility. **Capt. Stowe** said it was not. **Capt. Going** asked who the contact was. **Lt. Cmdr. Janzen** said that it was **Lt. Simone Mausz**.

### Anchorage 9 Berth Proposal – Kelley, Capt. Ridenes

- **Kelley** gave a power point presentation on a proposal to create designated anchoring slots in Anchorage 9; it is attached to these minutes. **Kelley** said that the idea had come up during discussions with the bar pilots six to eight months previously.

**Capt. Osen** asked if VTS was going to assign the anchor slots. **Kelley** said that picking the slot would be left to the pilot. A man in the audience asked if VTS would take reservations for slots. **Kelley** said that it would be first-come first-serve. The same man asked what would happen if they ran out of slots. **Kelley**

# Harbor Safety Committee

## of the San Francisco Bay Region

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

said that they could always use Anchorage 8, but that he had never seen more than twenty-four ships in Anchorage 9.

**Capt. Amso** asked how many shackles would be required. **Capt. Ridenes** said that it would typically be six in the water with six on deck. **Capt. Marc Bayer**, Tesoro Refining and Marketing, asked whether more chain would be needed in heavy weather. **Kelley** said that was already accounted for in the size of the new slots.

**Capt. Ridenes** said there were no major changes to the way things had traditionally been done. With the new procedure there will be more room between ships and it would be easier to keep track of where they could go.

**Keiper** asked whether other areas had a similar scheme. **Kelley** said some did. **Kelley** said that the local anchorages had been managed more actively when there was a large Navy presence in the Bay Area. **Lundstrom** thanked **Kelley** for his presentation and asked him to prepare the proposal for inclusion in the Harbor Safety Plan.

### US Army Corp of Engineers Report – Maj. Volkman

- On March 21 there would be a public hearing in Sacramento to discuss the environmental impact state for the channel deepening project to the Port of West Sacramento.
- **Lawrence** read from a report that is attached to these minutes.

**Capt. Schneider** asked what the schedule was for dredging the Pinole and Suisun channels. **Lawrence** said he couldn't give a specific date. **Capt. Amso** asked what process determined the schedule. **Maj. Volkman** said the process was determined by environmental regulatory windows and the application and contracting process. He said they were seeking to dredge Pinole Shoals first.

### Clearing House Report – Steinbrugge

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

### OSPR Report – Capt. Cowan

- Due to budgetary constraints OSPR was evaluating their need for cell phones and automobiles. They are also under a hiring freeze.
- Assembly bill 1112 seeks to increase observation of bunkering operations at anchorage to ten percent of transfers and would increase the OSPR fee to eight cents per barrel to pay for it. OSPR had no position on the legislation.

**Capt. Bayer** asked if the fee increase would go to more personnel. **Capt. Cowan** said that OSPR typically had a two man crew on the boat while two more boarded the barge and tug respectively. **Self** said that

# Harbor Safety Committee

## of the San Francisco Bay Region

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

the Baykeeper's boat was available. **Capt. Bonebakker** suggested they look at the price of commercial launch services. **Capt. Cowan** said that OSPR was looking at all alternatives.

### NOAA Report – Wheaton

- Introduced **Tom Evans**, National Weather service, to report on the weather for the second and third week of March.
- Introduced **Kammerer** and **Bassett**.

### Current Survey of San Francisco Bay Region by the Center for Operational Oceanographic Products and Services (Co\_Ops) 2011-2014 – Kammerer, Bassett.

- **Kammerer** gave a power point presentation that is attached to these minutes.

**Wheaton** offered to coordinate the efforts of **Kammerer** and **Bassett** with the HSC and proper workgroups. He asked if the data they collected would be available to the public. **Kammerer** said that it would be.

**Capt. Bonebakker** asked whether they could enhance the prediction of changes during high run-off. **Kammerer** said that they weren't looking at that, but that others might be able to use their data for that purpose.

**Keiper** asked whether their funding was safe. **Bassett** said that funding the project was a high priority for NOAA and was likely to remain so into the future.

### State Lands Report – Chedsey

- **Chedsey** read from a report that is attached to these minutes.
- In order to save money, State Lands is trying to move from surface mail to electronic mail. They can provide support to help people adjust their spam filters to allow emails from State Lands.

### Air Resources Board (ARB) Report – Milkey

- **Milkey** read from a report that is attached to these minutes. In addition to the usual report was information on proposed rule changes that would affect the zone boundary in Southern California, non-compliance fees, and timeline change to align more closely with North American Emission Control Areas. There will be public hearings on the proposed changes were to be scheduled in May and/or June.

**Lundstrom** asked if ARB planned to send representatives to the USCG workshop on propulsion failures. **Milkey** said that they would be represented.

# Harbor Safety Committee

## of the San Francisco Bay Region

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

### Physical Oceanographic Real Time System (PORTS) Work Group – Capt. Amso

- **Capt. Amso** said that there was no prior meeting to report on. **Wheaton** said that the next scheduled meeting for March 18 would discuss one-stop-shopping products for the America's Cup events. Their representatives had been invited.

### Tug Work Group – Capt. Mendes

- Their next meeting was scheduled for March 28. The agenda included best practices for bunker operations at anchorages, bitt strength, and marine firefighting capabilities.

**Berge** asked whether OSPR staff would be involved in the scheduled meeting. **Capt. Mendes** said that they were, and had been working to bring all stakeholders together.

### Navigation Work Group – Capt. Livingstone

- There was nothing to report. They would schedule a meeting to address **Capt. Stowe's** request described above in the Coast Guard report.

### Ferry Operation Work Group – Lundstrom

- There was nothing to report.

### Dredge Issues Work Group – Capt. Schneider

- There was nothing to report.

### Prevention through People Work Group – Brown

- Brown thanked Lt. Cmdr. Janzen for her fine effort putting together the *Marine Events Newsletter*. She said she would be happy to get copies to the paddle sport community, the Pacific Inter-Coastal yacht Association, and National Boating Federation.

**Lundstrom** asked about the schedule for Opening Day on the Bay. **Brown** said that it was scheduled for May 1 so as not to conflict with the Easter Holiday.

### PORTS Report – Steinbrugge

- Weather sensors had been installed at Point Potrero, the ConocoPhillips facility at Davis Point, Oakland Berth 34, and the Pittsburg Marina breakwater. San Francisco Pier 1 was scheduled for late May while Pier 27 was up in the air due to the America's Cup facility to be located there.

# Harbor Safety Committee

## of the San Francisco Bay Region

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

- The problem with the sensor at the Union Pacific Railroad Drawbridge had been identified as a blown charge. It was scheduled for repair the third week in March.

**Wheaton** asked how the budget was shaping up for the next fiscal year. **Capt. Korwatch** said that the Marine Exchange had been working with **Capt. Cowan** and that there did not appear to be any holdups.

**Capt. Bonnebakker**, ConocoPhillips, said that he had enjoyed watching the installation at their facility and complimented all involved on a job well done.

### Public Comment

**Catherine Hooper**, Fleet Week Association, said that they had met with representatives of the US Navy's Third Fleet and Marine Corps and they were looking forward to the 2011 event based on the success of 2010. They supported the idea of building on the theme of humanitarian and disaster response featured during the 2010 event. The association also looked forward to working with the America's Cup Race Management to see if any synergy could be built.

**Jim Haussner**, Marine Affairs and Navigation Conference, said that the future of dredging in the Bay Area was approaching a critical juncture due to the trend of decreased funding. He said that it could soon get to a point where the approaches to Richmond and Oakland could only be dredged every other years, and noted that maintenance dredging at Oakland was only going down to forty-five feet despite their recent project to increase draft to fifty feet. Haussner said that those interested should find a way to support US House Bill 104 and US Senate Bill 412 that would require that money collected for the Harbor Maintenance Trust Fund be spent on harbor maintenance.

**Lundstrom** asked **Haussner** to give his contact information to **Capt. Schneider**, chair, of the Dredge Issues Workgroup. **Berge** asked whether a presentation on the bill could be put on the agenda for a future meeting. **Lundstrom** said that the presentation would have to be tied to safety, and recommended that the Dredge Issues Workgroup and others look at the proposed bill along those lines.

Capt. Korwatch said that the next meeting of the AMSC was scheduled for 1000 April 13 at San Francisco Pier 35.

### Old Business

There was none.

### New Business

**Lundstrom** announced that the meeting marked **Maj. Volkman's** last as he was due for transfer to Germany and then to Afghanistan. She presented a certificate of appreciation for his service to the HSC and added that he had been an admirable representative of the USACE and a pleasure to work with. **Maj.**

# Harbor Safety Committee

**of the San Francisco Bay Region**

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

**Volkman** thanked **Lundstrom** and the HSC for the recognition and compliments and said it has been his pleasure to work with the HSC.

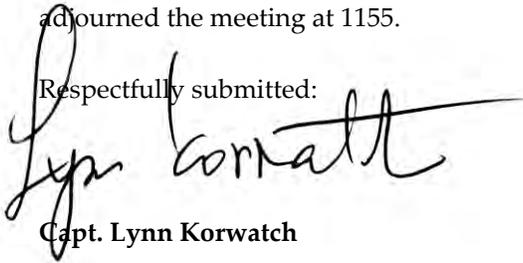
## **Next Meeting**

**Lundstrom** said that the next meeting of the HSC would commence at 1000, April 14, at the Port of Richmond's harbor Master's Office.

## **Adjournment**

A motion for adjournment was made and seconded. It passed without discussion or dissent. **Lundstrom** adjourned the meeting at 1155.

Respectfully submitted:



**Capt. Lynn Korwatch**

# PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

February-11

## PORT SAFETY CATEGORIES

<b>1. Total Number of Port State Control Detentions for period:</b>	<b>0</b>
SOLAS (0), MARPOL (0), ISM (0), ISPS (0)	
<b>2. Total Number of COTP Orders for the period:</b>	<b>6</b>
Navigation Safety (2), Port Safety & Security (4), ANOA (0)	
<b>3. Marine Casualties (reportable CG 2692) within SF Bay:</b> Allision (1), Collision (0), Fire (0), Grounding (1), Sinking (0), Steering (1), Propulsion (1), Personnel (0), Other (0), Power (0)	<b>4</b>
<b>4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation:</b> Radar (4), Gyro (0), Steering (0), Echo sounder (1), AIS (2), AIS-835 (0), ARPA (0), SPD LOG (1), R.C. (0), Other (0)	<b>8</b>
<b>5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay:</b> None	<b>0</b>
<b>6. Significant Waterway events or Navigation related cases for the period:</b> None	<b>0</b>
<b>7. Maritime Safety Information Bulletins (MSIBs):</b> 11-02 Dead Ship Tow Policy	<b>1</b>
<b>Total Port Safety (PS) Cases opened for the period:</b>	<b>19</b>

## MARINE POLLUTION RESPONSE

### \* Source Identification (Discharges):

<b>TOTAL VESSELS</b>	<b>3</b>
U.S. Commercial Vessels	1
Foreign Freight Vessels	0
Public Vessels	0
Commercial Fishing Vessels	0
Recreational Vessels	2
<b>TOTAL FACILITIES</b>	<b>1</b>
Regulated Waterfront Facilities	0
Regulated Waterfront Facilities - Fuel Transfer	1
Other Land Sources	0
<b>Mystery Spills - Unknown Sources</b>	<b>3</b>
<b>Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period</b>	<b>7</b>
1. Spills < 10 gallons	4
2. Spills 10 - 100 gallons	0
3. Spills 100 - 1000 gallons	0
4. Spills > 1000 gallons	0
5. Spills - Unknown	3
<b>TOTAL OIL DISCHARGE AND HAZARDOUS MATERIALS RELEASE VOLUMES BY SPILL SIZE CATEGORY:</b>	<b>7</b>
1. Estimated spill amount from U.S. Commercial Vessels:	1
2. Estimated spill amount from Foreign Freight Vessels:	0
3. Estimated spill amount from Public Vessels:	0
4. Estimated spill amount from Commercial Fishing Vessels:	0
5. Estimated spill amount from Recreational Vessels:	3
6. Estimated spill amount from Regulated Waterfront Facilities:	0
7. Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer:	5
8. Estimated spill amount from Other Land Sources:	0
9. Estimated spill amount from Unknown sources:	0
<b>TOTAL OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES (GALLONS):</b>	<b>9</b>
Civil Penalty Cases for Period	0
Notice of Violations (TKs)	1
Letters of Warning	1
<b>TOTAL PENALTY ACTIONS:</b>	<b>2</b>

## SIGNIFICANT PORT SAFETY AND SECURITY CASES (February 2011)

### MARINE CASUALTIES - PROPULSION/STEERING

**Loss of steering, Tug SAN JOAQUIN RIVER (11 Feb):** The tug was operating near Harding Rock when its #1 generator shut down. The captain of the tug shifted over to the #2 generator immediately and the tug's steering was restored. Casualty likely caused by loose or broken electronic fuel control wire. Wire replaced and engine tested sat. Case pends.

**Loss of propulsion, M/V ZHEN HUA 18 (14 Feb):** During a docking evolution at Oakland Berth 7, the vessel lost propulsion and failed to start. The casualty was due to start air system fault and was not a result of fuel switching. Case

**Grounding, Tug SAN JOAQUIN RIVER and Barge TS&G 230 (15 Feb):** The tug and barge intentionally grounded near the entrance to the St. Francis Yacht Club when the dredge barge started taking on water. The forward engine compartment experienced down-flooding through 2 access holes that were cut out for maintenance. Case pends.

**Allision, Tug NARRAGANSET (25 Feb):** While towing the X-TRIPOLI inbound to San Francisco in heavy weather, the tug snagged #8 buoy within the tow line dragging it for a mile before it came loose. No damage to tug or tow. Case

### VESSEL SAFETY CONDITIONS

**Invalid Vessel Response Plan (VRP), M/V NEW YORKER, (13 Feb):** COTP issued holding vessel offshore until proof that a valid VRP was obtained. Vessel allowed in on 14 Feb after VRP requirements were met.

### GENERAL SAFETY CASES

None

### NAVIGATIONAL SAFETY

**Letter of Deviation (LOD) Echo Depth Sounder, M/V GENCO PICARDY (04 Feb):** Vsl issued an inbound and outbound LOD.

**Letter of Deviation (LOD) Automatic Identification System (AIS), M/V APL QATAR (09 Feb):** Vsl issued inbound and outbound LOD.

**Letter of Deviation (LOD) Radar, M/V DONG QING HAI (11 Feb):** Vsl issued an inbound LOD.

**Letter of Deviation (LOD) Automatic Identification System (AIS), M/V ZIM PIRAEUS (12 Feb):** Vsl issued inbound and outbound LOD.

**Letter of Deviation (LOD) Radar, T/V OREGON VOYAGER (13 Feb.):** Vsl issued an outbound LOD.

**Letter of Deviation (LOD) Radar, T/V OVERSEAS JADEMAR (15 Feb):** Vsl issued an inbound LOD.

**Letter of Deviation (LOD) Speed Log, M/V GLOBAL PIONEER (17 Feb):** Vsl issued an inbound LOD.

**Letter of Deviation (LOD) Radar, M/V YM NORTH (26 Feb):** Vsl issued an inbound and outbound LOD.

### SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

**15 FEB: TS&G 230:** Dredging Barge was grounded when it was taking on water. The barge discharged an estimated 1 gallon of oil from the engine room vents when the engine room was submerged. Notice of Violation issued.

**16 FEB: Plains All American:** A blanked off hose fitting was not properly tightened and when the pipeline was charged for a valve cycling, an estimated 50 gallons of diesel discharged onto the pier and an estimated 5 gallons made it to the waterway. The operation was shutdown and the affected area was immediately boomed off. Letter of Warning issued.



# VPIC VTS-Pilots Issues Committee

## Anchorage 9 Berth Proposal

# Background

- 1995: VPIC established the “750 Yard Rule”

Vessels must ensure at least .375 NM (750 yards) between adjacent vessels to ensure sufficient room to swing with the current and time to react in the event of anchor dragging

- Vessel can anchor anywhere provided there is at least .375 NM distance from nearest vessel
- VTS Radar is default sensor to verify distance...
- VTS will direct vessel to reanchor if too close

# Anchorage 9 – February 1, 2010

NO ALERTS
B : All Sectors
251547:45Z JAN 10

Sector
Chart
Radar
Alarms
Vessel Info
Supervisor
Misc
Reports
Monitors
Help

System
Map Options
Tracks
Slides
Advisories

Edit Advisory

Type: GENERIC

Name: ANCHORAGES

Position: 374427.7N 1221516.4W

Scheduled Start Time: 041215 JUN 2009    Scheduled Stop Time:

Remarks:

-----		
A8:		
SOUND RELIANCE	09 JAN	TBD
SKIPJACK	08 JAN	TBD
PACIFIC GRACE	24 JAN	251400
-----		
A9:		
AZOV SEA	15 JAN	TBD
GULF RELIANCE	16 JAN	16 FEBRUARY
BAO WEALTH	16 JAN	251100
BLUE BAIE	23 JAN	28TH
KODIAK	24 JAN	251800
CHRISTINA SCAN	24 JAN	262200
-----		
A10:		
NONE		
-----		

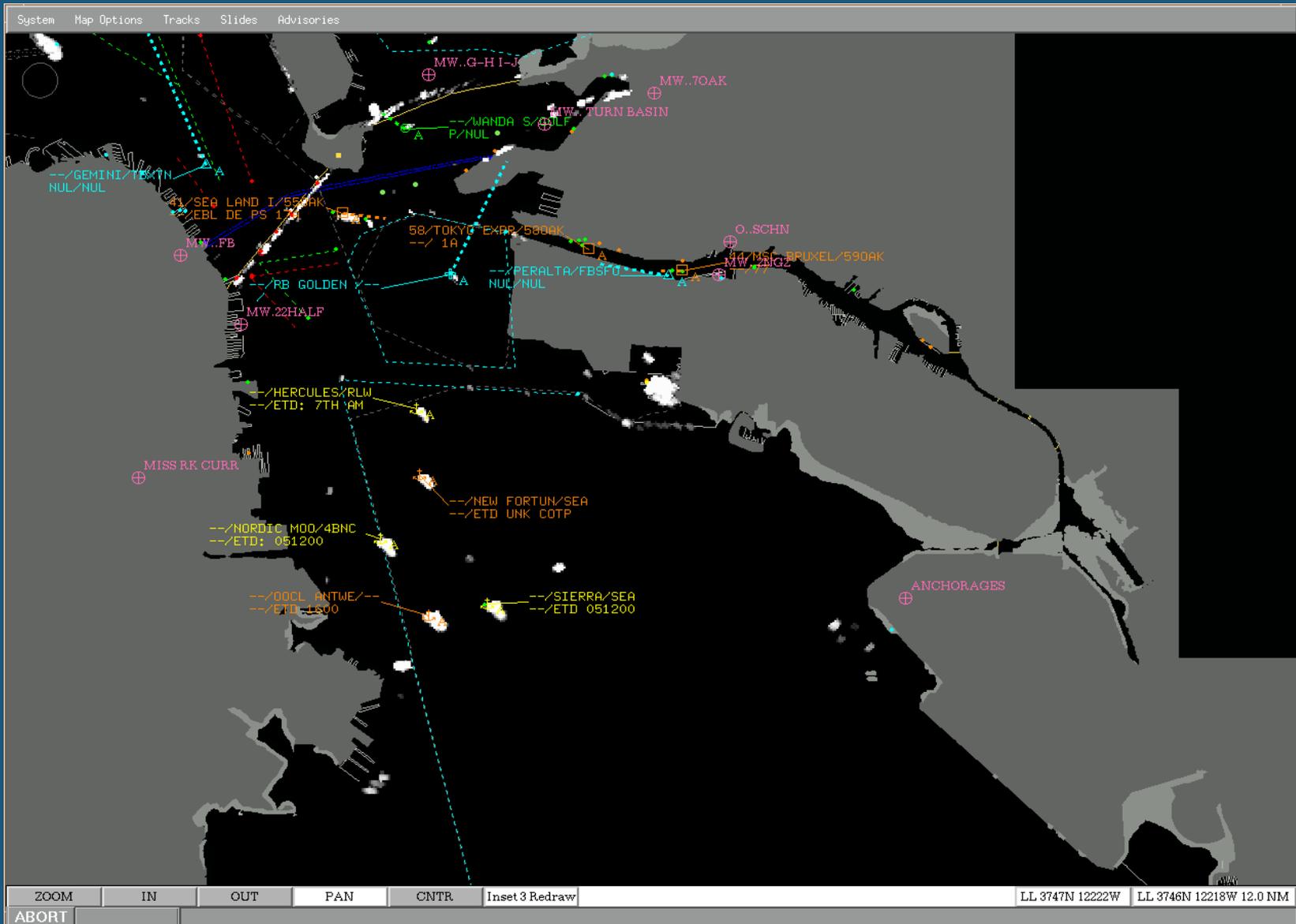
Activate

Apply
Exit

ZOOM
IN
OUT
PAN
CNTR
Inset 3 Redraw
LL 37:46:51N 122:16:21W
LL 37:45:21N 122:18:15W 12.0 NM

ABORT

# Anchorage 9 – February 24, 2010



# Anchorage 9 – March 12, 2010

NO ALERTS B : All Sectors 22:39:20 23 FEB 10

Sector Chart Radar Alarms Vessel Info Supervisor Misc Reports Monitors Help

System Map Options Tracks Slides Advisories

Map details:  
MW..G-HI-J  
SOUND R...  
KODIAK/SEA  
ETD:241200 13 14  
2218 25 30 SSE  
MISS RK CURR  
OVERSEAS L/9RCH  
ETC 240515 13 14

**Edit Advisory**

Type: ATON  
Name: MISS RK CURR  
Position: 374534.6N 1222417.8W  
Scheduled Start Time:  Scheduled Stop Time:   
LLNR:   
Remarks:  
1337 SLACK  
1603 1.1 FLOOD  
2003 SLACK  
2234 0.6 EBB  
2356 SLACK  
24 0334 1.9 FLOOD  
0659 SLACK  
1034 2.0 EBB  
1448 SLACK  
1718 1.4 FLOOD  
2126 SLACK  
2335 0.6 EBB  
 Activate  
Apply Exit

ZOOM IN OUT PAN CNTR Inset3 Redraw LL 37:47:15N 122:14:32W LL 37:45:33N 122:18:15W 12.0 NM  
ABORT

# New Anchorage 9 Berth Proposal

- Provide more efficient and organized use of available anchorage space
- Leverage AIS technology to manage the anchoring of vessels
- Berth naming convention will streamline communications associated with the anchoring of vessels
  - Berth names will be added to AIS Destination codes

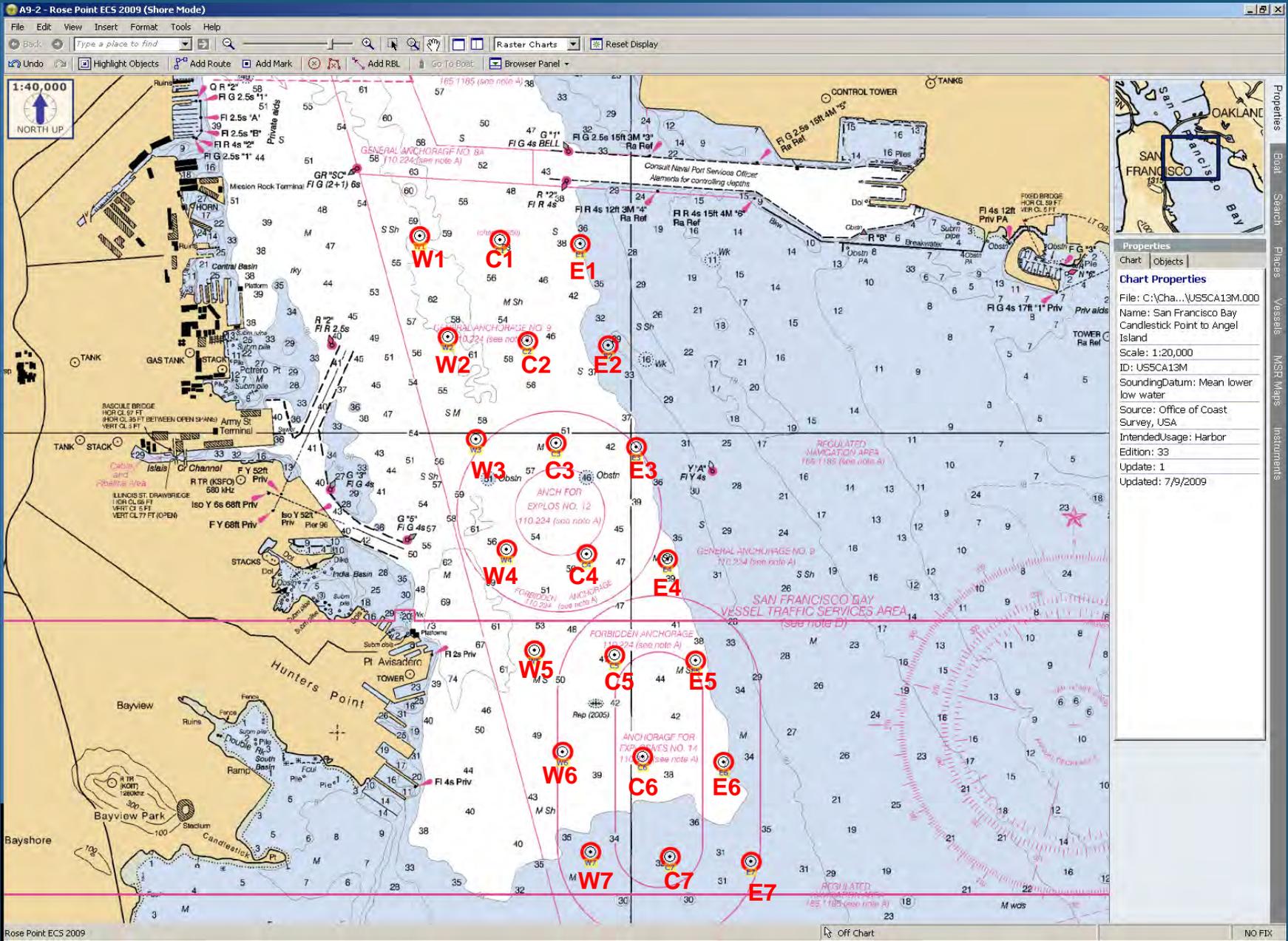
# New Anchorage 9 Berth Proposal Layout

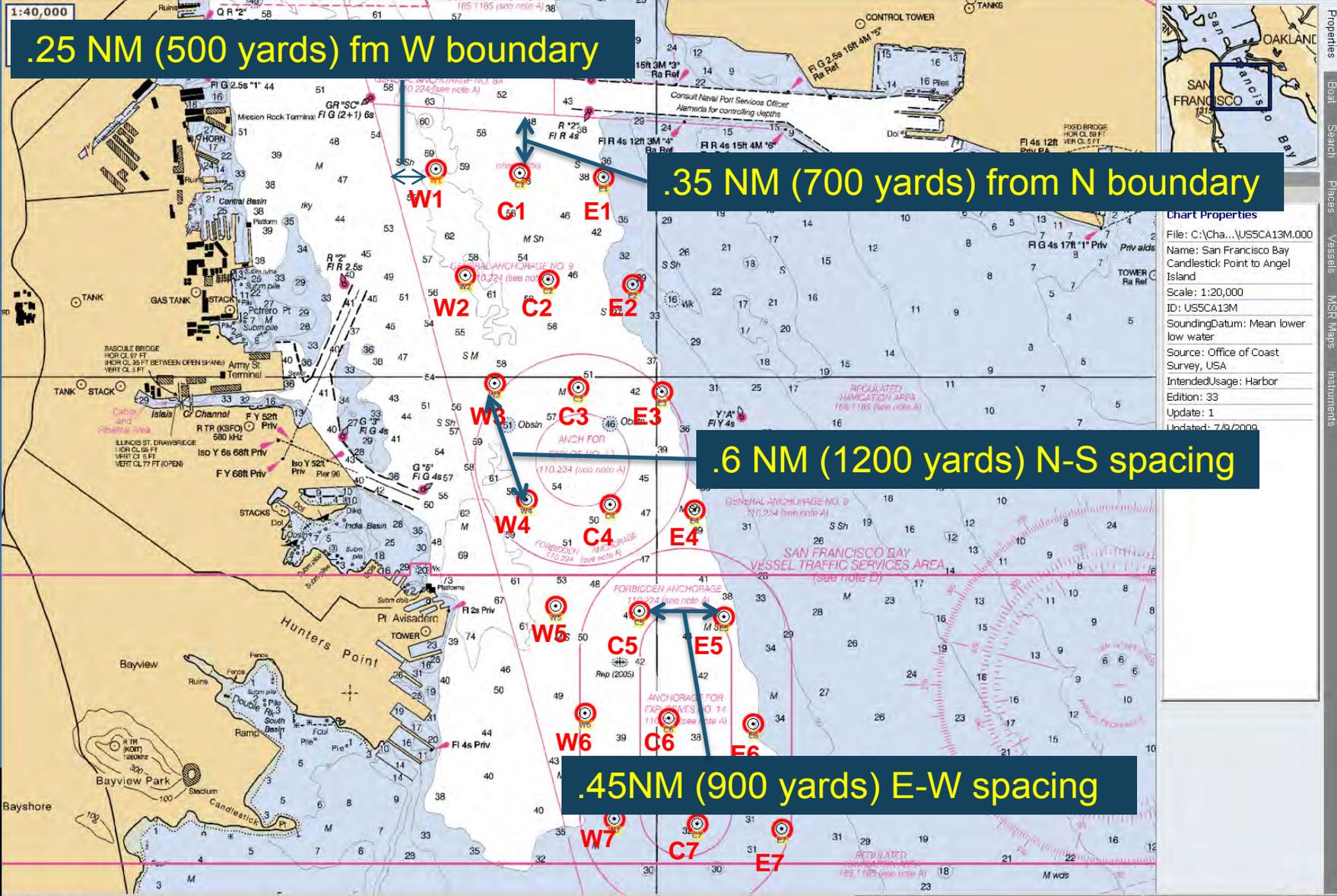
- Twenty-four .1NM (200 yard ) Drop Buckets
- Arranged in three North-South Columns and  
and Eight East/West Rows
- Western-most column is .25 NM (500 yards)  
from western boundary
- Northern-most row is .35 NM (700 yards) from  
the northern boundary
  - Accommodates twenty-four vessels

# New Anchorage 9 Berth Proposal

- Spacing between “Drop Buckets”:
  - .6 NM (1200 yards) spacing North to South
  - .45 (900 yards) spacing East to West
- Naming Convention
  - Columns: W-west, C-center, E-east
  - Rows: 1 thru 8  
e.g.– NW berth: W1, SE berth: E8

# Here's what it looks like:





**Chart Properties**

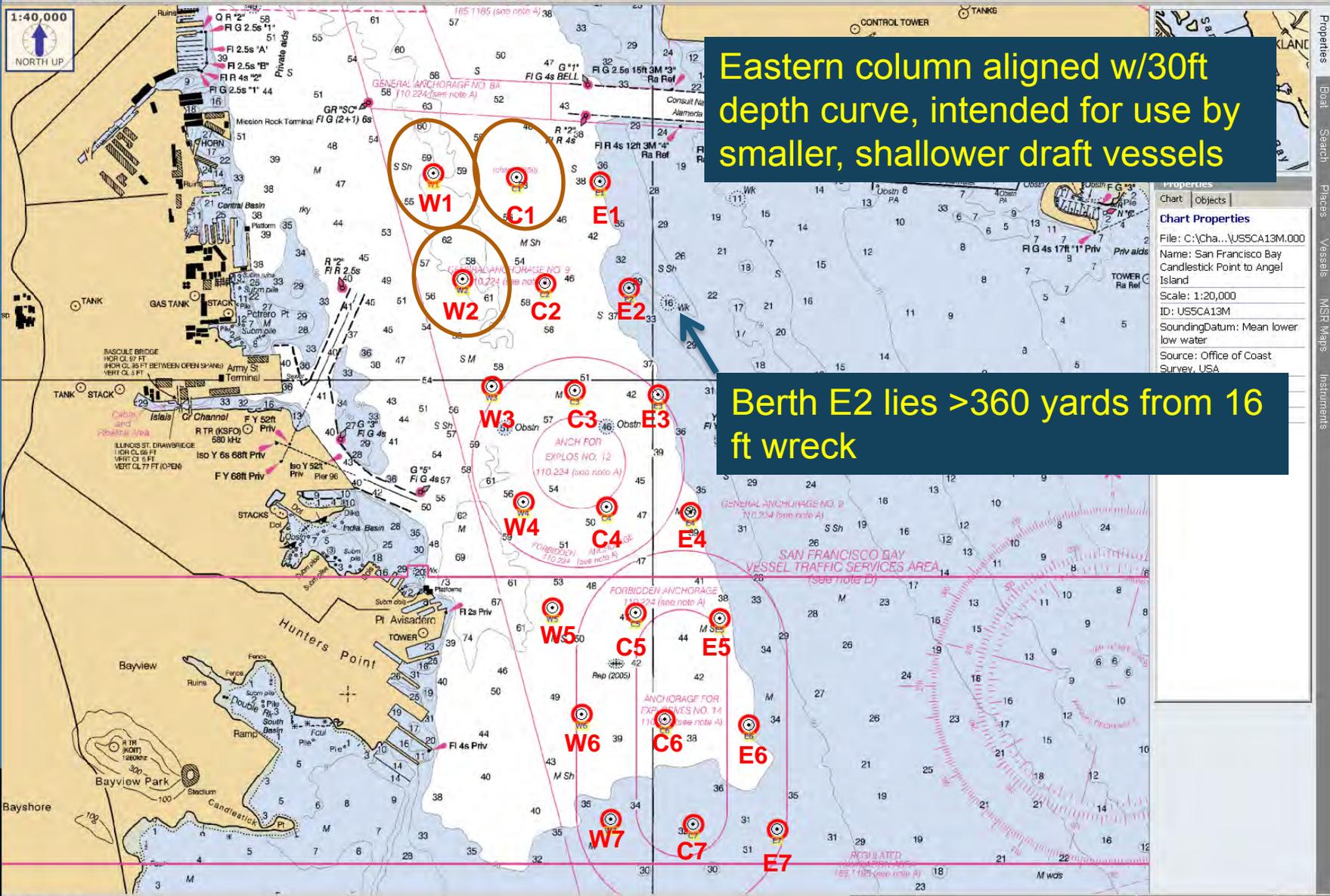
File: C:\Cha...\USSCA13M.000  
 Name: San Francisco Bay  
 Candlestick Point to Angel Island  
 Scale: 1:20,000  
 ID: USSCA13M  
 SoundingDatum: Mean lower low water  
 Source: Office of Coast Survey, USA  
 IntendedUsage: Harbor  
 Edition: 33  
 Update: 1  
 Updated: 7/9/2009

.25 NM (500 yards) fm W boundary

.35 NM (700 yards) from N boundary

.6 NM (1200 yards) N-S spacing

.45NM (900 yards) E-W spacing



Eastern column aligned w/30ft depth curve, intended for use by smaller, shallower draft vessels

Berth E2 lies >360 yards from 16 ft wreck

Properties

Chart Objects

**Chart Properties**

File: C:\Cha...\USCA13M.000

Name: San Francisco Bay Candlestick Point to Angel Island

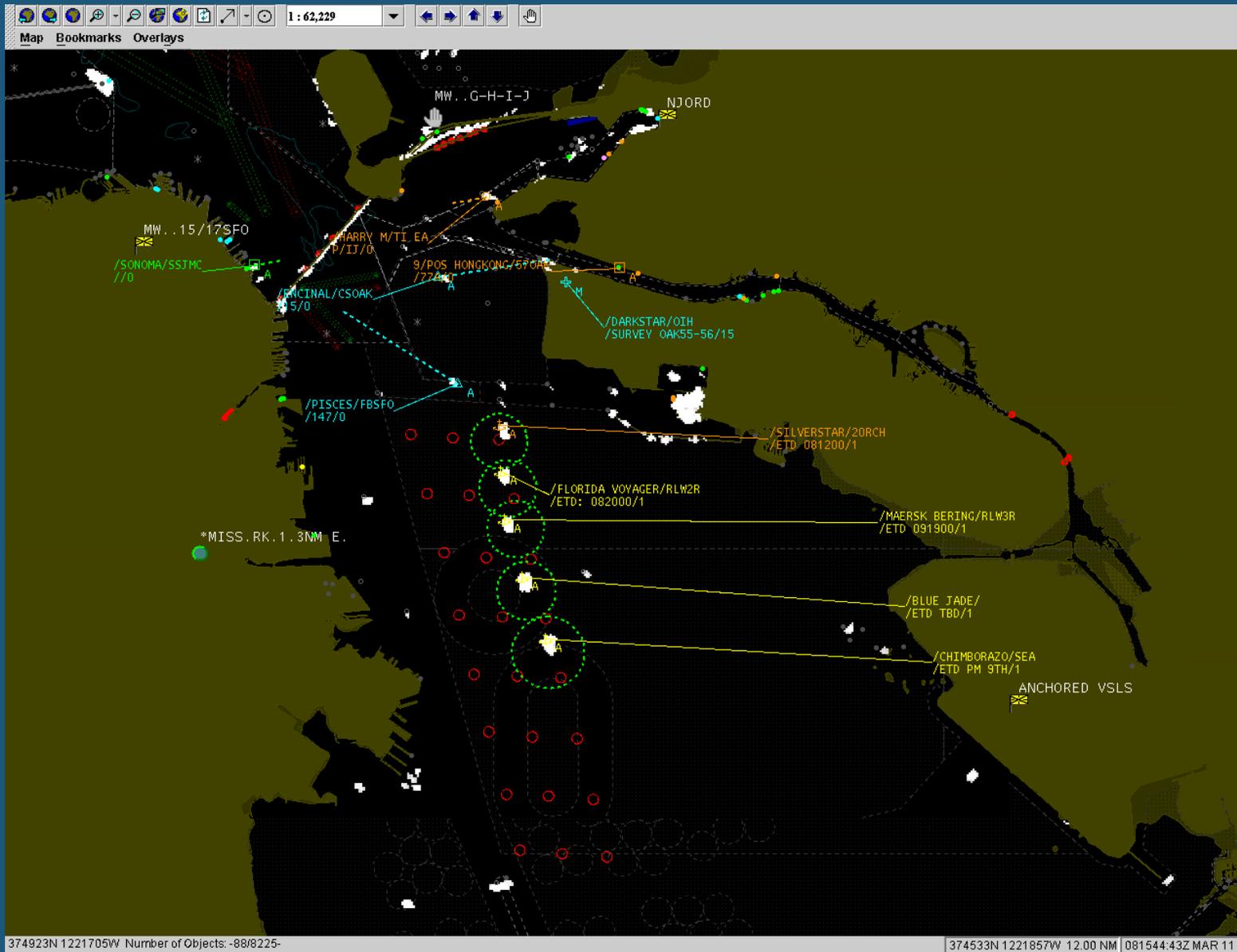
Scale: 1:20,000

ID: USCA13M

Sounding Datum: Mean lower low water

Source: Office of Coast Survey, USA

# Anchorage 9 – March 8, 2010



# New Anchorage 9 Berth Proposal: Next Steps

- 90 day trial
  - Pilots/vessel operators to refine anchoring maneuvers/procedures
  - VTS to refine anchorage management and communications procedures
  - Notification/education of anchorage users
    - LNM – will include website information berth proposal, layout and coordinates
- Following successful trial:
  - Coordinates will be provided to NOAA for inclusion on Nautical Charts
  - Amended language in Coast Pilot



# VPIC

## VTS-Pilots Issues Committee

### Questions/Comments?

For additional information contact:

Sean Kelley: 415-399-7402

[sean.e.kelley@uscg.mil](mailto:sean.e.kelley@uscg.mil)

Captain Raymond Ridens: [R.ridens@sfbarpilots.com](mailto:R.ridens@sfbarpilots.com)

VTS Operations Center: 415-556-2760

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

**Report of the  
U.S. Army Corps of Engineers, San Francisco District  
March 10, 2011**

**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 (55+2)** – A condition survey is schedule to be completed in March 2011.
- b. **Richmond Outer Harbor (and Richmond Long Wharf)** – Dredging Richmond Outer Harbor will not be done until this summer – due to funding issues.
- c. **Richmond Inner Harbor** – Dredging of the Inner Harbor is complete.
- d. **Oakland O & M Dredging** – Dredge equipment is de-mobilizing right now. A QC survey has been completed to verify the project at -48 feet. This survey will be posted as soon as it has been reviewed by the Corps (contracting).
- e. **Suisun Bay Channel** – Dredging is complete to the design depth of -35 (+2). No change.
- f. **Pinole Shoal (35+2)** – Dredging completed July 2. No Change.
- g. **Redwood City/San Bruno Shoal** – Dredging of Redwood City is scheduled for this summer. San Bruno Shoal requires a condition survey; that survey has yet to be scheduled.complete.

**2. DEBRIS REMOVAL** – The debris total for February 2011 was 99.5 tons: Raccoon - 55 tons; Grizzly - 11 tons; Dillard – 33.5 tons.

Feb	17	112	5	134					
March		56.00	16.50	73					
April		40	9	49					
May	7	15		22					
June	5	65		70					
July	9	10		19					
August	7	18		25					
September	9	27	8	44					
October		28	13	41					
Nov/Dec	22	65	5	92					
Jan. 2011	21	59	8	88					
Feb	11	55	33.5	100					
Totals	108.00	322.00	96.00	527					

### 3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

None to report.

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

The emergency dredging in Bullshead reach was completed on July 3, 2010.

### 5. OTHER WORK

a. **San Francisco Bay to Stockton** This project is on hold waiting for new funding..

b. **Sacramento River Deep Water Ship Channel Deepening** \$12,500,000 in the FY 2011 budget for this project. The Corps is scheduled to start construction by late FY 2011. This project is included in the FY 11 President's Budget and is essential to our FY 11 execution. **The Draft Supplemental Environmental Impact Statement/Report is now available. Comment period is open until April 11, 2011.**

### 6. HYDROGRAPHIC SURVEY UPDATE

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

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

Main Ship Channel: **Scheduled for survey during March 2011.**

Pinole Shoal: The post-dredge survey of July 8-10, 2010 has been posted.

Suisun Bay Channel: Post-dredge survey of January 2011 has been posted.

New York Slough: Post-dredge survey of January 2011 has been posted.

Bull's Head Channel: December 4, 2010 post-dredge survey has been posted.

Redwood City: Condition survey completed July 22-23, 2010 has been posted.

San Bruno Shoal: Surveys completed in June 22, 2010 have been posted.

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

Oakland Inner Harbor Turning Basin: A multi-beam survey of April 21, 2010 has been posted.

Oakland Inner Harbor – A “QC Survey” of Jan 24, 2011 has been posted. “Post-dredge” surveys are being done now and will be posted sometime next week.

Oakland Outer Harbor: A “QC Survey” of Jan 27, 2011 has been posted.

Oakland Outer-Outer Harbor: The special Delta-Echo survey of May 5, 2010 has been posted.

Oakland Inner Harbor - South Brooklyn Basin: November/December 2010 survey posted.

Southampton Shoal and Richmond Long Wharf: Surveys of May 10-13, 2010 have been posted.

Richmond Inner Harbor: A preliminary post-dredge survey completed in Dec 2010 and Jan 2011 has been posted.

North Ship Channel: Condition survey of June 2010 has been posted.

San Rafael Creek and San Rafael Across-the-Flats: Surveys completed March 2010 have been posted.

Alameda Naval Station Survey (Alameda Point Navigation Channel): Survey completed in April 2010 has been posted.

Disposal Site Condition Surveys:

SF-08 (Main Ship Channel Disposal Site) Scheduled for survey during March 2011.

SF-09 (Carquinez) October 5, 2010;

SF-10 (San Pablo Bay) July 2010 survey has been posted;

SF-11 (Alcatraz): Survey of March 9, 2011 has been posted.

DEPARTMENT OF THE ARMY  
CORPS OF ENGINEERS  
1455 MARKET STREET, 15th FLOOR  
SAN FRANCISCO, CA 94103

---

OFFICIAL BUSINESS  
SAN FRANCISCO DISTRICT PLANNING BRANCH

**NOTICE OF AVAILABILITY OF DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT/SUBSEQUENT ENVIRONMENTAL IMPACT REPORT (SEIS/SEIR): SACRAMENTO RIVER DEEP WATER SHIP CHANNEL (SRDWSC)**

Pursuant to the requirements of the National Environmental Policy Act and California Environmental Quality Act, the Draft SRDWSC SEIS/SEIR is available and can be viewed at: <http://www.sacramentoshipchannel.org>. Printed copies also are available at the following local public libraries in the Bay and Delta area: Rio Vista Library – 44 South Second Street, Rio Vista, CA 94571; Isleton Library – 415 Union Street, Isleton, CA 95641; Arthur F. Turner Community Library – 1212 Merkle Avenue, West Sacramento, CA 95691; Sacramento's Central Library – 828 I Street, Sacramento, CA 95814; Peter J. Shields Library – 100 Northwest Quad, Davis, CA 95616; and San Francisco's Main Library – 101 Larkin Street, San Francisco, CA 94102.

**PROJECT TITLE:** Sacramento River Deep Water Ship Channel Deepening  
**PROJECT LOCATION:** Contra Costa, Solano, Sacramento, and Yolo Counties  
**COMMENT PERIOD:** February 25, 2011 – April 11, 2011

If you would like to receive a digital copy on DVD, please contact Bill Brostoff at the San Francisco District Environmental Planning Section; phone: (415) 977-6867 or e-mail: [spnetpa@usace.army.mil](mailto:spnetpa@usace.army.mil).

Comments must be mailed or e-mailed to the address above prior to the close of the comment period.



---

Harbor Safety Committee of the  
San Francisco Bay Region Clearing House  
c/o Marine Exchange of the San Francisco Bay Region  
505 Beach Street, Suite 300  
San Francisco, California 94133-1131  
415-441-6600 fax 415-441-3080 [hsc@sfmx.org](mailto:hsc@sfmx.org)

---

## San Francisco Clearinghouse Report

March 10, 2011

- ✎ In February the clearinghouse did not contact 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 contacted OSPR 2 time in 2011 regarding possible escort violations. The Clearinghouse called OSPR 6 time in 2010, 8 time 2009; 4 times 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 75 tank vessels arrivals; 6 Chemical Tankers, 9 Chemical/Oil Tankers, 19 Crude Oil Tankers, 1 LPG, 15 Product Tankers, and 25 Tugs with Barges.
- ✎ In February there were 283 total arrivals.

# San Francisco Bay Clearinghouse Report For February 2011

## San Francisco Bay Region Totals

	<u>2011</u>		<u>2010</u>	
Tanker arrivals to San Francisco Bay	50		62	
Barge arrivals to San Francisco Bay	25		29	
Total Tanker and Barge Arrivals	75		91	
Tank ship movements & escorted barge movements	228		290	
Tank ship movements	141	61.84%	162	55.86%
Escorted tank ship movements	81	35.53%	79	27.24%
Unescorted tank ship movements	60	26.32%	83	28.62%
Tank barge movements	87	38.16%	128	44.14%
Escorted tank barge movements	26	11.40%	63	21.72%
Unescorted tank barge movements	61	26.75%	65	22.41%

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

Escorts reported to OSPR 0 0

<b>Movements by Zone</b>	<b>Zone 1</b>	<b>%</b>	<b>Zone 2</b>	<b>%</b>	<b>Zone 4</b>	<b>%</b>	<b>Zone 6</b>	<b>%</b>	<b>Total</b>	<b>%</b>
Total movements	143		222		0		90		455	
Unescorted movements	95	66.43%	137	61.71%	0	0.00%	54	60.00%	286	62.86%
Tank ships	58	40.56%	78	35.14%	0	0.00%	33	36.67%	169	37.14%
Tank barges	37	25.87%	59	26.58%	0	0.00%	21	23.33%	117	25.71%
Escorted movements	48	33.57%	85	38.29%	0	0.00%	36	40.00%	169	37.14%
Tank ships	17	11.89%	25	11.26%	0	0.00%	15	16.67%	57	12.53%
Tank barges	31	21.68%	60	27.03%	0	0.00%	21	23.33%	112	24.62%

### 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.





## CALIFORNIA STATE LANDS COMMISSION

### HARBOR SAFETY COMMITTEE MONTHLY REPORT - FEBRUARY COMPARISON

#### VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
FEBRUARY 1 - 28, 2010	187	84	44.92
FEBRUARY 1 - 28, 2011	189	71	37.57

#### CRUDE OIL / PRODUCT TOTALS

	Crude Oil ( D )	Crude Oil ( L )	Overall Product ( D )	Overall Product ( L )	GRAND TOTAL
FEBRUARY 1 - 28, 2010	11,432,000	0	16,406,900	6,829,658	23,236,558
FEBRUARY 1 - 28, 2011	9,217,000	45 0	13,202,114	4,991,942	18,194,056

#### OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
FEBRUARY 1 - 28, 2010		1	1		Diesel / 1 gallon Diesel / 5 gallons
FEBRUARY 1 - 28, 2011	1			1	Diesel / 5 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.



# CALIFORNIA STATE LANDS COMMISSION

## HARBOR SAFETY COMMITTEE MONTHLY REPORT FOR YEAR 2010

### VESSEL TRANSFERS

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

### CRUDE OIL / PRODUCT TOTALS

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

### OIL SPILL TOTAL

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

**\*\*\* 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



**Oakland, California**  
**March 10, 2011**

**California Environmental Protection Agency**

---



**Air Resources Board**

# ARB OGV Clean Fuel Rule Essential Modifications Exemption Applications Summary\*

<b>Vessel Applications</b>	<b>No. of Vessels</b>
Total Applications	474
Applications Completed	439
Approved	380
Partially Approved	58**
No Longer Active***	33
Pending/Under Review	2

\* Summary from July 1, 2009 to February 28, 2011.

\*\* Includes denial of 58 main engine requests and 8 auxiliary engine requests and approval of all accompanying auxiliary boiler requests.

\*\*\* ARB is awaiting further information or applicant is no longer pursuing exemption.

# ARB OGV Clean Fuel Rule Use of Safety Exemptions\*

Use of the Safety Exemption	
July – December 2009	11
Jan – December 2010	29
January 2011	1
February 2011	2
Use of the Noncompliance Fee Provision	
Total July 2009 – February 28, 2011	4

\*Summary from July 1, 2009 to February 28, 2011

# ARB OGV Clean Fuel Rule Update

- Two workshops held – in Long Beach and Sacramento
  - See <http://www.arb.ca.gov/ports/marinevess/marinevess.htm>
- Hearing on proposed amendments expected in May/June
- Propose extending the clean fuel zone in So. Calif. and other minor amendments
  - Considering extending Phase 2 fuel implementation date to more closely align with the ECA

# ARB OGV Clean Fuel Rule Contact Information

---

**Bonnie Soriano**  
(Lead Staff)  
(916) 327-6888  
bsoriano@arb.ca.gov

**Peggy Taricco**  
(Manager)  
(916) 323-4882  
ptaricco@arb.ca.gov

**Paul Milkey**  
(Staff)  
(916) 327-2957  
pmilkey@arb.ca.gov

**Dan Donohoue**  
(Branch Chief)  
(916) 322-6023  
ddonohou@arb.ca.gov

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

NOAA - NOS - CO-OPS  
**Current Observation Project  
for San Francisco Bay and Vicinity**



The Center for Operational Oceanographic Products and Services (CO-OPS), an office of the National Oceanic and Atmospheric Administration's (NOAA) National Ocean Service (NOS), intends to conduct an oceanographic observation project to update tidal current predictions in the waters of San Francisco Bay and vicinity in support of a new hydrodynamic model. The project specifications are as follows:

**Geographic Scope:** From about Point Bonita inland to Antioch including San Francisco, San Pablo, Grizzly, Honker and Suisun Bays.

**Number of Stations:** 45

**Timeline:**

Summer 2011 – Reconnaissance

TBD 2012 - 25 Stations occupied

TBD 2013 - 20 stations occupied

2013 - Predictions available on 2012 stations

2014 - Remaining new predictions available.

**Duration:** Each station will be deployed for a minimum of 35 calendar days. Reference stations will be deployed for a minimum of 70 days.



**Method:** Self-contained acoustic Doppler current profilers (ADCP) will be housed in bottom mounted or subsurface taut-line moorings. Bottom mounts stand less than a meter high, and sub-surface taut-line moorings will normally be less than ten meters high. There will be no surface presence while deployed. Data will be collected every six minutes and will profile most of the water column.

**Data:** In addition to currents, the ADCP collects water temperature and pressure readings. At deployment and recovery, a conductivity (salinity) temperature and depth (CTD) cast will be made at each location.

**Project Lead (point of contact):**

Carl Kammerer, Oceanographer, NOAA

e-mail: [carl.kammerer@noaa.gov](mailto:carl.kammerer@noaa.gov), office: 603-862-3285, cell: 301-908-1545



# NOAA/NOS/CO-OPS

Maritime Services

## Current Observation Project San Francisco Bay and Vicinity

Carl Kammerer (Project Lead) &

Steve Bassett (Field Lead)



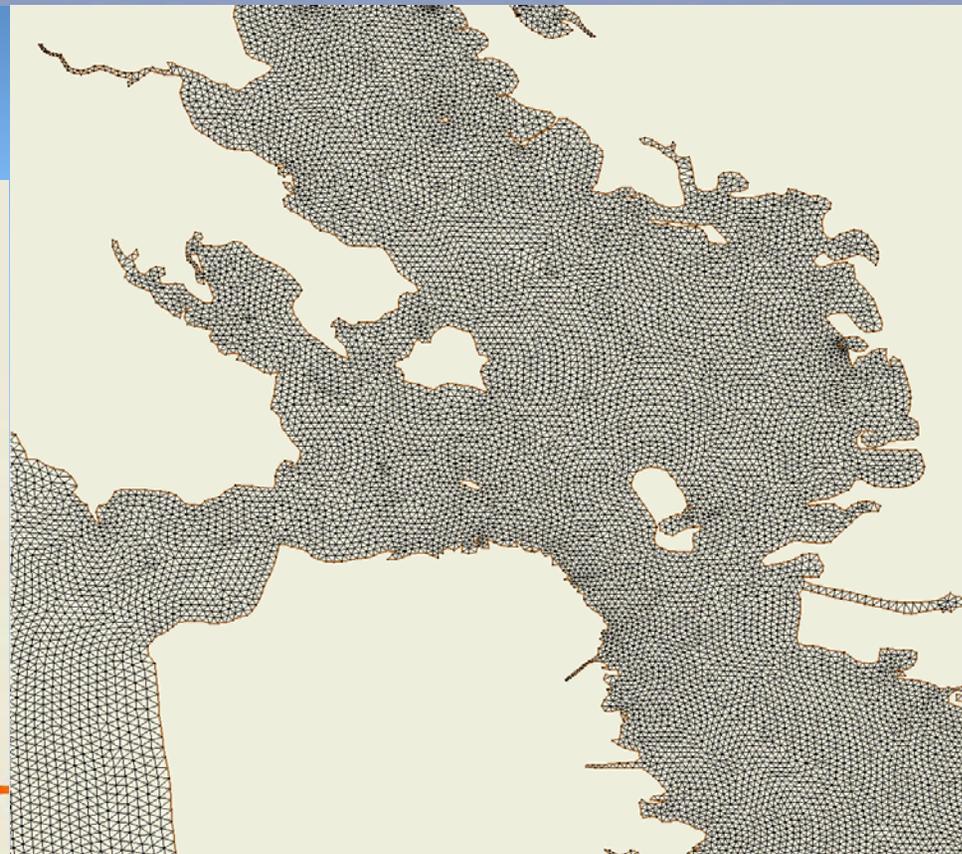
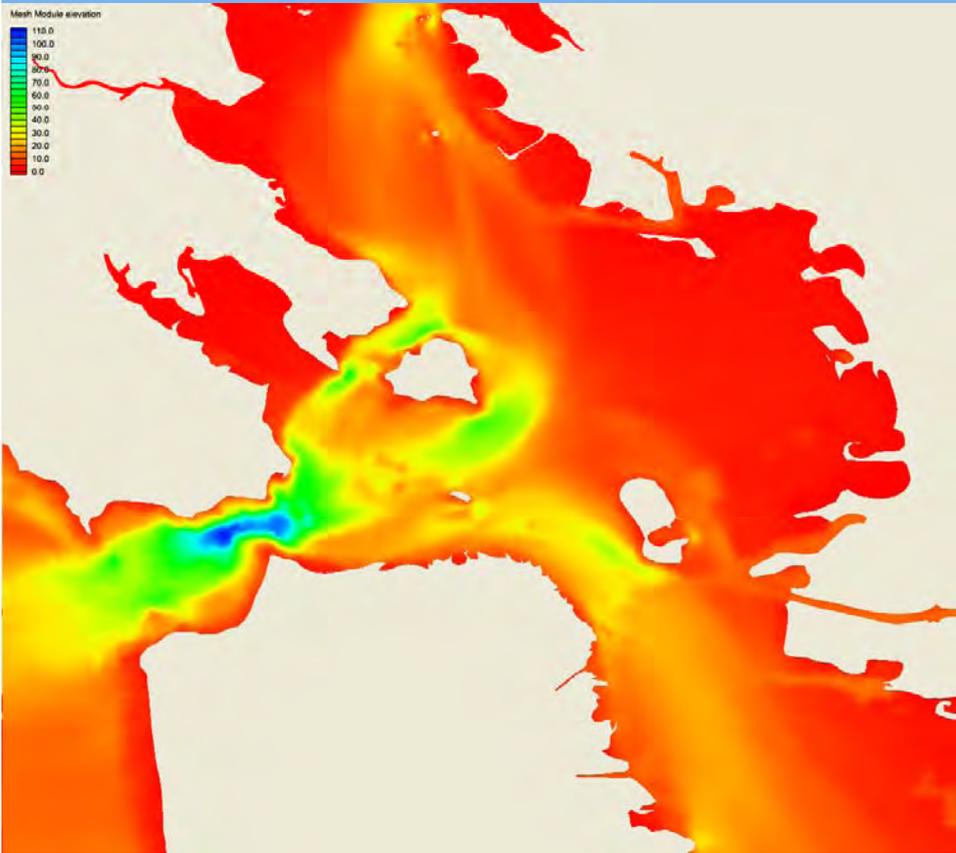


# Background

- NOAA is in the process of developing a hydrodynamic model of San Francisco Bay (outside the Gate to Antioch/Rio Vista).
- CO-OPS will be surveying currents in support of this model effort.
- Whenever possible, we want to leverage the model needs with end-user needs (YOU) .



## Example of the Model Grid and Bathymetry

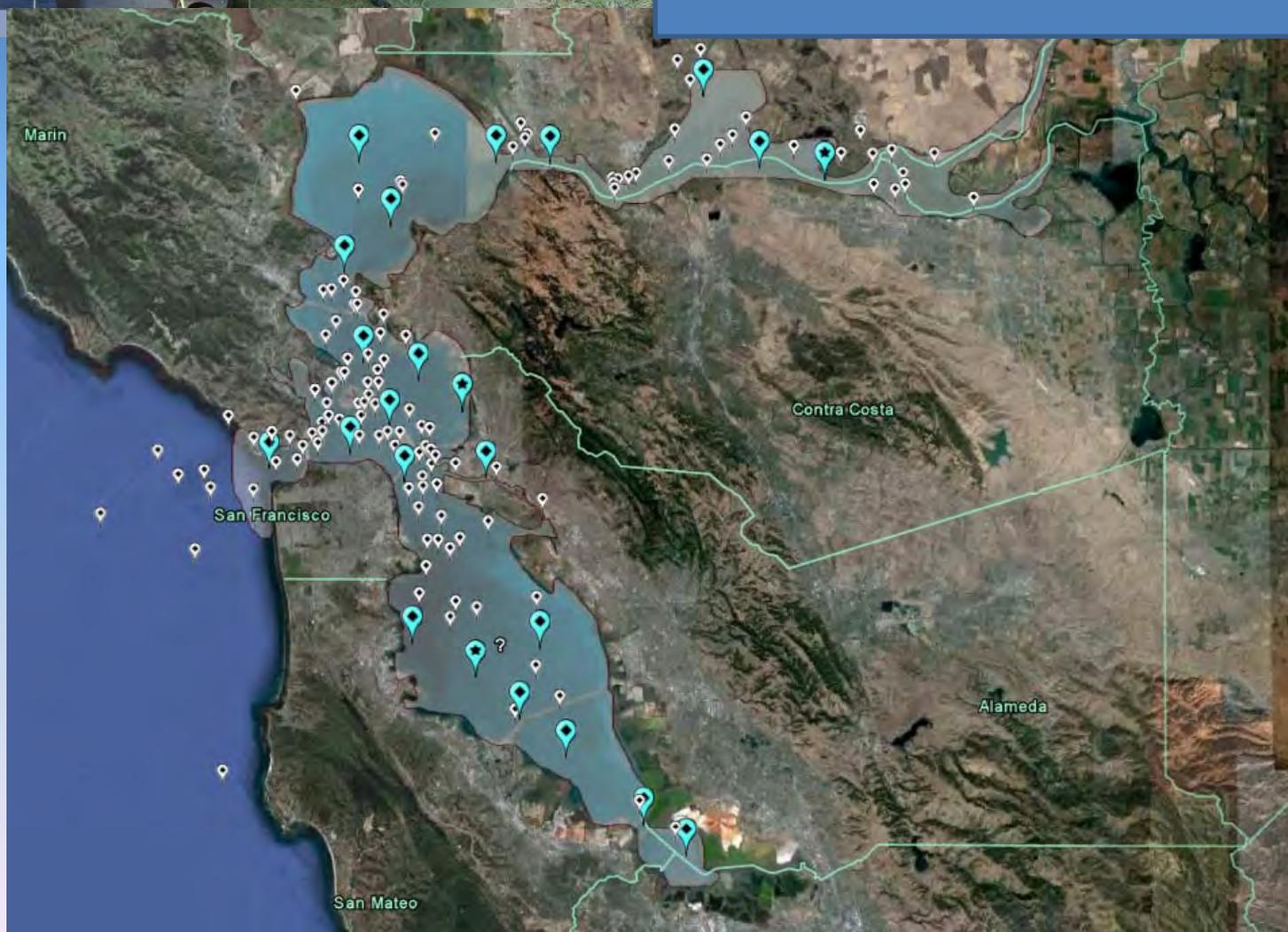




# Tentative Plans

- This Summer we will be conducting a reconnaissance.
  - Bottom Type
  - Depth
  - Salinity
  - Traffic/Usage
- 2012 and 2013 we plan on observing currents.
  - Analyzed after recovery of instruments
  - New/updated predictions will follow a year behind.
    - Special predictions can be made available sooner if needed.

# Model-Driven Locations





# Additional Locations

- Based on user requests from
  - Professional Mariners
  - Other Maritime Organizations
  - General Public
- Oceanographic Significance
- Historic Locations
- International Hydrographic Organization (IHO) recommended criteria.



# Method

- We will use the same acoustic Doppler current profiler (ADCP) technology as PORTS, except:
  - They are self contained (not real-time).
  - They will be upward looking.
  - There will be no cabling or infrastructure requirements.



# Platforms

- There are 2 basic types of platforms that will be used for this survey:
  - Bottom Mounted
    - Shallower water ( <100 feet )
    - Where trawling is present
  - Taut-Line
    - Deeper Water
    - No Trawling or other impacts
- There will be no surface presence.



# Bottom mount rigged to deploy CGC ABBIE BURGESS Penboscot Maine





# SUBS rigged to deploy

AK 2004

