

# 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 8, 2012 Exhibit Room, Port of Oakland, Oakland, California**

**Capt. Lynn Korwatch**, (M) Marine Exchange of the San Francisco Bay Region (Marine Exchange), Chair of **Alan Steinbrugge** (A), Marine Exchange, confirmed the presence of a quorum of the HSC.

Committee members (M) and alternates (A) in attendance with a vote: **Jim Anderson** (M), California Dungeness Crab Task Force; **John Berge** (M), Pacific Merchant Shipping Association (PMSA), **Margot Brown** (M), National Boating Federation; **Capt. Andy Cook** (M), Chevron Shipping; **Aaron Golbus** (M), Port of San Francisco; **Capt. Bruce Horton** (M); San Francisco Bar Pilots; **Maj. Shaun Martin** (A), US Army Corps of Engineers (USACE); **Jim McGrath** (M), Bay Conservation and Development Commission, (BCDC); **Capt. Jonathon Mendes** (M), Starlight Marine Services; **Capt. Pat Murphy** (M), Blue & Gold Fleet; **William Nickson** (A), Transmarine Navigation; **Deb Self** (M), San Francisco Bay Keeper; **R. Mike O'Brien** (A), Port of Oakland; **Capt. Ray Shipway** (A), International Organization of Masters, Mates, and Pilots; **Rich Smith** (M), Westar Marine Services; **Capt. Cynthia L. Stowe**, United States Coast Guard (USCG);

Alternates present, and those reporting to the HSC on agenda items: **Capt. Jeff Cowan**, California Office of Spill Prevention and Response (OSPR); **Capt. Noapose Fotu** (A), National Cargo Bureau; **Garret Huffman** (A), Chevron **Lt. Cmdr. Desarae Janzen**, USCG; **Carol Keiper** (A), Oikonos Ecosystem Knowledge; **Rob Lawrence**, USACE; **William Needham** (A), National Boating Federation; **Linda Scourtis** (A), **David Stevens**; BCDC.

The meetings are always open to the public.

### **Approval of the Minutes**

A motion to accept the minutes of the meeting of February 9, 2012 was made and seconded. It passed without discussion or dissent.

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

- **Capt. Korwatch** welcomed those present and thanked them for their attendance.

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

- Public comment meetings had begun for the Notice of Proposed Rule Makings for special regulations for America's Cup events in 2012 and 2013. The two meetings held had been lightly attended with not much concern expressed.
- **Adm. Robert J. Papp Jr.**, Commandant of the Coast Guard, had delivered his annual State of the Coast Guard speech at Coast Guard Island, Alameda. The weather was perfect and the three new national security cutters at the dock made a great back drop for the speech.
- **Michelle Obama** was scheduled to commission the *USCGC Stratton* (one of the three new cutters) in April.
- Change of command for the Pacific Area was scheduled for April 27. **Vice Adm. Manson K. Brown** will be replaced by **Vice Adm. Paul F. Zukunft**.
- Passenger Vessel Industry day was scheduled for March 21.

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- A whistle-blower had been awarded 1.5 million dollars for revealing that Horizon Lines had been falsifying record books.
- Cleanup of the tugs *Lion* and *Tiger* at the Port of Richmond was complete. The Oil Spill Trust Fund had been tapped for 3.7 million dollars.

**McGrath** asked what the market value of the tugs was. **Capt. Stowe** said that she could not offer a value. She said that the Port of Richmond was taking bids for their removal. Capt. Stowe added that the tugs had been de-fueled once before in the late 1990's and that derelict vessels were a huge problem. **McGrath** asked if there was a regulatory vacuum. **Capt. Stowe** said that the problem was that it was hard for government to determine when owners had walked away from their vessels. **Golbus** said that funding removal was also a problem. **Self** said that her organization was working with marinas and other stakeholders to identify vessels that might be abandoned.

- **Capt. Stowe** said that cleanup of the tugs *Lion* and *Tiger* at the Port of Richmond was complete. The Oil Spill Trust Fund had been tapped for 3.7 million dollars.
- The *MSC Fabiola* was scheduled to arrive later in the month. She will be the first ultra large container ship to visit the region. The increase in breadth will be large than the increase in length compared to other container ships already visiting the area.
- The Bay Bridge and Golden Gate Bridge will be celebrating their 75<sup>th</sup> anniversaries this year. The Golden Gate Bridge District is looking for a two hour closure of the bar on Memorial Day for a fireworks and light show. The Bay Bridge is planning on a two year light display that may be of interest to the maritime community.

**Capt. Murphy** said that he had already met with the Oakland committee organizing the lighting display. He said that the topic was of interest to the ferry operators and Bar Pilots, and requested a briefing for the April meeting. The organizations website is: <http://thebaylights.org/>.

- **Capt. Stowe** said that the Vessel Mutual Assistance Plan was now due for its regular review, and asked the Ferry Operations Work Group to take up the task. **Capt. Murphy** said that he would be at the Passenger Vessel Industry Day to spread the word.
- **Lt. Cmdr. Janzen** read from the Prevention/ Response report that is attached to these minutes.

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

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

**Capt. Korwatch** asked if America's Cup events could impact the disposal of dredge materials at the Alcatraz dump site. **Evans** said that it was possible. **Capt. Korwatch** asked if the USACE would like the Dredge Issues Work Group to look into the matter. **Evans** said that seemed like a good idea.

**Capt. Horton** asked if the fifty foot project for the Port of Oakland was complete, and whether it would ever really be fifty feet deep. **Evans** said that would have to post-dredge surveys posted as soon as possible. She said that the dredging contractor had a performance requirement in their contract to get to fifty feet.

**Capt. Shipway** asked about the schedule for new contracts. **Evans** said that Richmond would be posted in May with Oakland to follow in August or September.

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## Clearing House Report – Steinbrugge

- **Steinbrugge** read from a report that is attached to these minutes.
- **Capt. Korwatch** said that the Marine Exchange was now sending receipts for escort plans. Anyone with comments or questions was invited to get in touch.

## OSPR Report – Capt. Cowan

- **Bob Gregory**, Foss Maritime, was the new alternate representative for barge operators.
- There had been six loss of propulsion incident in the state since the last meeting; two were related to fuel-switching.
- Seventy personnel had received awards for their participation in the response to the blowout of the *Deepwater Horizon*. **Capt. Cowan** had received an innovation award for his paper on fuel-switching.
- The California State Auditor continues to audit OSPR. The California Department of Finance will begin their audit in June.
- OSPR is in the process of hiring six new people to monitor fuel transfers at Anchorage 9.
- The Clean Pacific Conference is scheduled for May 16 to 17 at Long Beach. The Prevention First Conference is scheduled for October 23 to 24 at Long Beach and the west coast summit of harbor safety committees will be scheduled around that event.

**Self** asked about the progress of risk assessment for the fuel transfer monitoring program. **Capt. Cowan** said that there was an extra ten thousand dollars in the budget to develop software to identify ships. Crew language and compliance with the Paris and/or Tokyo Memorandums of Understanding on Port State Control are some of the factors that will be considered.

## State Lands Report – Stevens

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

## National Oceanic and Atmospheric Administration (NOAA) Report –

- There was nothing to report.

## Tug Work Group – Capt. Mendes

- Read from the minutes of their March 6 meeting which is attached to these minutes.

There was a great deal of interest in the report on the increase of incidents with kayakers and paddle-boarders in close proximity to marine operations in the Oakland estuary. **O'Brien** suggested outreach to the kayak rental operation at Jack London Square. **Self** asked whether there were any published guidelines marking out danger spots. **Brown** said the *Where the Hell is Collinsville?* brochure had that information. **McGrath** said that Bay Access, The Bay Area Water Trails group, was looking at the issue. **Dennis Deisinger**, BAE Systems, said that he and the pilots are extremely concerned that the city will be installing a boat launch right next to their repair facility at Hunters Point where there is limited maneuvering space. They would like a separation scheme but do not know who to reach out to about regulations or buoys. **Capt. Korwatch** tasked the Prevention Through People Work Group with following up on the issue.

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## **Navigation Work Group – Capt. Horton**

- There was nothing to report.

## **Ferry Operation Work Group – Capt. Murphy**

- Review of VMAP is the agenda for their next meeting.

## **Dredge Issues Work Group – Capt. Amso**

- There was nothing to report.

## **Physical Oceanographic Real Time System (PORTS) Work Groups – O'Brian**

- There was nothing to report.
- **Capt. Korwatch** said that **Chris Peterson** (M), Port of Oakland would chair the work group.

## **Prevention through People Work Group – Brown**

- **Brown** said that she was excited to hear so much interest in participating on the outreach to the paddle sports community. She hoped to have a preliminary report by the April meeting of the HSC.
- **Brown** asked how the settlement funds from the *COSCO Busan* judgment would be apportioned. After some discussion, **Capt. Korwatch** said that she would ask NOAA to give a brief on the subject.

## **PORTS Report – Steinbrugge**

- A wind sensor Oakland 67 had been repaired.
- The Point Portrero suite was experiencing cellular network issues.
- The AMORCO tide station was scheduled for installation in September or October.

## **Public Comment**

There was none.

## **Old Business**

**Berge** said that **Mark DeSaulnier**, Chair of the California Senate's Transportation and Housing committee had sponsored a non-binding resolution in support of the equitable distribution of funds to California Ports from the Harbor Maintenance Trust Fund. A sample letter is posted on the Marine Exchange web site at the following tinyurl: <http://tinyurl.com/6qv47ma>

## **New Business**

There was none.

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## **Next Meeting**

**Capt. Korwatch** said that the next meeting of the HSC would commence at 1000, Thursday April 12, 2012 at the Harbormaster's Office, Port of Richmond.

## **Adjournment**

A motion to adjourn was made and seconded. It passed without discussion or dissent. **Capt. Korwatch** adjourned the meeting at 1109.

Respectfully submitted:

  
**Capt. Lynn Korwatch**

# PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

February-12

## PORT SAFETY CATEGORIES

	2012	3yr Avg
<b>1. Total Number of Port State Control Detentions for period:</b>	0	0.4
SOLAS (0), MARPOL (0), ISM (0), ISPS (0)		
<b>2. Total Number of COTP Orders for the period:</b>	7	1.7
Navigation Safety (6), Port Safety & Security (1), ANOA (0)		
<b>3. Marine Casualties (reportable CG 2692) within SF Bay:</b> Allision (0), Collision (0), Fire (0), Grounding (0), Sinking (0), Steering (0), Propulsion (7), Personnel (0), Other (0), Power (0)	7	7.1
<b>4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation:</b> Radar (3) Gyro (0), Steering (0), Echo sounder (1), AIS (1), AIS-835 (0), ARPA (0), SPD LOG (3), R.C. (0), Other (0)	8	4.8
<b>5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay:</b> None	0	0.4
<b>6. Significant Waterway events or Navigation related cases for the period:</b> None	0	0.1
<b>7. Maritime Safety Information Bulletins (MSIBs):</b> None	0	0.1
<b>Total Port Safety (PS) Cases opened for the period:</b>	22	14.4

## MARINE POLLUTION RESPONSE

\* Source Identification (Discharges):

VESSELS	2012	3yr Avg
U.S. Commercial Vessels	0	1.4
Foreign Freight Vessels	0	0.2
Public Vessels	0	0.6
Commercial Fishing Vessels	0	0.6
Recreational Vessels	1	3.7
FACILITIES		
Regulated Waterfront Facilities	0	0.7
Regulated Waterfront Facilities - Fuel Transfer	0	0.4
Other Land Sources	0	3.3
Mystery Spills - Unknown Sources	2	4.7
Number of Oil/Hazmat Pollution Incidents within San Francisco Bay for Period		
1. Spills < 10 gallons	1	8.4
2. Spills 10 - 100 gallons	0	1.4
3. Spills 100 - 1000 gallons	0	0.3
4. Spills > 1000 gallons	0	0.1
5. Spills - Unknown	2	7.4
<b>Total:</b>	3	18.3
TOTAL OIL DISCHARGE AND HAZARDOUS MATERIALS RELEASE VOLUMES BY SPILL SIZE CATEGORY:		
1. Estimated spill amount from U.S. Commercial Vessels:	0	29.6
2. Estimated spill amount from Foreign Freight Vessels:	0	0.1
2. Estimated spill amount from Public Vessels:	0	2.3
3. Estimated spill amount from Commercial Fishing Vessels:	0	33.2
4. Estimated spill amount from Recreational Vessels:	1	20.6
5. Estimated spill amount from Regulated Waterfront Facilities:	0	8.6
6. Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer:	0	0.7
7. Estimated spill amount from Other Land Sources:	0	106.9
8. Estimated spill amount from Unknown sources:	2	4.5
<b>TOTAL OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES (GALLONS):</b>	3	206.2
Civil Penalty Cases for Period	0	0.1
Notice of Violations (TKs)	0	0.8
Letters of Warning	0	2.0
<b>TOTAL PENALTY ACTIONS:</b>	0	2.8

## SIGNIFICANT PORT SAFETY AND SECURITY CASES (February 2012)

### MARINE CASUALTIES - PROPULSION/STEERING

**Reduction of propulsion, 07 February:** U.S. flag ro-ro Steam ship suffered a forced draft fan failure to one boiler. The other forced draft fan was cross-connected to allow the vessel to enter port where the faulty fan was repaired and tested SAT prior to departure. Reduction was not attributed to fuel switching. Case Pends

**Loss of propulsion, 11 February:** U.S. flag tank vsl experienced a loss of propulsion (LOP) while preparing for departure from Anchorage 8. The cause of the LOP was a seized air shuttle valve for the air distribution system; the vessel's crew lubricated the part and regained propulsion. LOP was not attributed to fuel switching. Case pends.

**Loss of propulsion, 16 February:** Foreign flag Container vsl failed to respond to an astern propulsion order while mooring at Port of Oakland. The pilot then ordered an ahead bell and an astern bell to which the engine immediately responded. Coast Guard Inspectors and the Classification surveyor were unable to determine the cause of the problem; satisfactory testing of the main engine (M/E) was witnessed prior to departure. Case pends.

**Loss of propulsion, 17 February:** While mooring at Port of Stockton, the foreign flag chemical tank vsl carrying molasses experienced a LOP due to improper valve settings on the fuel rack. This was the vsl's first time switching from HFO to MGO and the crew did not have accurate fuel changeover procedures. The Chief Engineer (C/E) adjusted the fuel rack settings and M/E was re-started with no further issues. Class and Coast Guard attended vsl and witnessed satisfactory engine testing. LOP was attributed to fuel switching. Case pends.

**Loss of propulsion, 18 February:** U.S. flag tank vsl reported that the vsl experienced an LOP due to overload on the generator system while transiting from Los Angeles to San Francisco. Classification surveyor attended the vsl, verified changes to the standard operating procedures ensuring proper operation of generators and provision for additional electrical load demands. LOP was not attributed to fuel switching. Case pends.

**Loss of propulsion, 19 February:** U.S. passenger ferry experienced a loss of propulsion due to a port engine failure during a Bay transit. The ferry moored at Pier 41 and safely disembarked all passengers. Cause of engine failure is still under investigation. Case pends.

**Loss of propulsion, 26 February:** U.S. flag container vsl experienced a temporary loss of power while transiting inbound to San Francisco Bay that resulted in a temporary LOP. The casualty to the generator was caused by an incorrectly installed linkage bolt that connects the governor to the fuel rack. Repairs and satisfactory testing of the generator under a load was witnessed by the Classification surveyor. LOP was not attributed to fuel switching. Case pends.

**Reduction of propulsion, 27 February:** Foreign bulk carrier experienced a momentary reduction of propulsion due to a CO2 release box switch being loose. Repair was immediately made and vsl continued on outbound transit with no further incident. Class surveyor attended vsl and attested to proper repair. LOP was not attributed to fuel switching. Case pends.

### VESSEL SAFETY CONDITIONS

**Inoperable Life Boat, 18 February:** Foreign tank vsl's rescue boat was found inoperable during a CG safety inspection. A technician attended the vsl, made repairs and tested the life boat to the satisfaction of Class.

### GENERAL SAFETY CASES

NONE

### NAVIGATIONAL SAFETY

**Letter of Deviation (LOD) AIS, Foreign Flag Container Ship (03 Feb):** Vsl issued an inbound LOD.

**Letter of Deviation (LOD) X-Band Radar, Foreign Flag General Cargo Ship (03 Feb):** Vsl issued an inbound/outbound LOD.

**Letter of Deviation (LOD) Echo Depth Sounder, Foreign Flag Oil Tanker (04 Feb):** Vsl issued an inbound and outbound LOD.

**Letter of Deviation (LOD) SPEED LOG, Foreign Flag Chemical Tanker (06 Feb):** Vsl issued an outbound LOD.

**Letter of Deviation (LOD) S-Band Radar, Foreign Flag Oil Tanker (07 Feb):** Vsl issued an inbound LOD.

**Letter of Deviation (LOD) S-Band Radar, Foreign Flag Chemical Tanker (10 Feb):** Vsl issued an outbound LOD.

**Letter of Deviation (LOD) Speed Log, Foreign Flag Container Ship (10 Feb):** Vsl issued an inbound and outbound LOD.

**Letter of Deviation (LOD) Speed Log, Foreign Flag Container Ship (20 Feb):** Vsl issued an inbound and outbound LOD.

### SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

**21 Feb 12-** Richmond, Ca. Tug TIGER was defueled and 80,092 gallons of oily water mixture were removed, with a total of 961 gallons of oil products quantified. The demobilization plan has been implemented and the incident command post stood down on 2 March. Case pends.

**24 Feb 12-** Jack London Square, Oakland. A 40-foot recreational vessel was stolen and crashed in Ballena Bay, Alameda. The vessel had a 280 gallon potential of gasoline. A minor amount of motor oil discharged on the rip rap. The owner hired contractors to remove the vessel. Case pends.

**FY12 O&M DREDGING PLAN**

Project	2011			2012									2013			Volume	Placement Site
	OCT FY12	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT FY13	NOV	DEC		
Humboldt Bar&Entrance				ESSAYONS 18.5 DAYS												1mcy	HOODS
Humboldt Channels																300kcy	HOODS
SF Main Ship Channel						ESSAYONS 13 DAYS										350kcy	SF-17
Richmond Inner Harbor			*													200kcy	SFDODS
Richmond Outer Harbor						ESSAYONS 13 DAYS		*								200kcy	SF-11
Pinole Shoal						ESSAYONS 10 DAYS										150kcy	SF-10
Suisun Bay Channel			*													175kcy	SF-16
Oakland Inner Harbor																200kcy	SFDODS
Oakland Outer Harbor																200kcy	SFDODS
Redwood City Harbor			*														
San Rafael					*												

  

				
Complete & Ongoing Contracts	Government Hopper	Knockdown	New Dredge Contract	Environmental Window

\* Requires resource agencies' approval of Environmental Window Extension

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

**Report of the  
U.S. Army Corps of Engineers, San Francisco District  
March 8, 2012**

**1. CORPS FY 2012 O&M DREDGING PROGRAM**

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

- a. **Main Ship Channel (55+2)** –Dredging work complete. (No change)
- b. **Richmond Outer Harbor (and Richmond Long Wharf)** – Dredging work is complete, survey posted. (No change)
- c. **Richmond Inner Harbor** – Completed December 9<sup>th</sup> to -36 MLLW. (No change)
- d. **Oakland O & M Dredging** – Dredging is still ongoing. Work is expected to continue until mid-April.
- e. **Suisun Bay Channel (and New York Slough)** – Bull’s Head reach knockdown completed December 16<sup>th</sup> (survey posted) (Jessie) -34 MLLW. (No change)
- f. **Pinole Shoal (35+2)** – Dredging work is complete, survey posted. (No change)
- g. **Redwood City/San Bruno Shoal** – Dredging of Redwood City Channel was completed on December 31. (No change)
- h. **San Rafael Across the Flats and Inner Canal Channels:** Clean-up dredging of the canal was completed January 31. Post-dredge surveys have been posted.

**DEBRIS REMOVAL** – Total debris removal for February 2012 was 64.4 tons (Raccoon: 36 tons; Dillard: 28.5 tons). Average for Feb. from 2002 to 2011 is 102.2 tons. (Range: 12-190 tons)

**BASEYARD DEBRIS COLLECTION TOTALS:**

<b>MONTH</b>	<b>GRIZZLY</b>	<b>RACCOON</b>	<b>DILLARD</b>	<b>MISC</b>	<b>TOTAL</b>
2012	TONS	TONS	TONS	TONS	TONS
JAN	-	51	54	20	125
FEB	-	36	28.5	-	64.5
MAR					
APR					
MAY					
JUN					
JUL					
AUG					
SEP					
OCT					
NOV					
DEC					

YR TOTAL
189.5

**3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS**

None to report.

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

No urgent dredging so far in 2012.

## 5. OTHER WORK

**San Francisco Bay to Stockton** - This project has received some funding. The Corp is conducting some environmental modeling, economic modeling and is looking into selecting a placement site.

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

### HYDROGRAPHIC SURVEY UPDATE

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

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

Main Ship Channel: Post-dredge survey completed August 1-2, 2011 has been posted.  
Pinole Shoal Channel: Condition survey of mid- to late Feb (16th-24th) were posted on Feb 28.  
Suisun Bay Channel: Post-dredge survey of mid-August 2011 has been posted.  
New York Slough: Post-dredge survey of August 11-12, 2011 has been posted.  
Bull's Head Channel: Condition survey of February 2, 2012 has been posted.  
Redwood City: Post-dredge survey of November-December, 2011 has been posted.  
San Bruno Shoal: Condition survey completed in June, 2011 has been posted.  
Oakland Entrance Channel: Surveys completed in August and September 2009 have been posted.  
Oakland Inner Harbor Turning Basin: Survey completed April 2010 has been posted.  
Oakland Inner and Outer Harbors – Condition surveys dated May 19-25, 2011 have 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: Post-dredge survey of Aug 31-Sept 2, 2011 has been posted.  
Richmond Inner Harbor: Post-dredge survey completed in Oct., Nov. and Dec. 2011 has been posted.  
Richmond Outer Harbor: Condition survey of Oct. 17, 2011 has been posted.  
Northship Channel: Condition survey of June 2011 has been posted.  
San Rafael Across-the-Flats and San Rafael Creek: Post-dredge surveys completed last Jan were posted on Feb 8.  
Alameda Naval Station Survey (Alameda Point Navigation Chanel): Survey completed in June 2011 has been posted.

#### Disposal Site Condition Surveys:

SF-08 (Main Ship Channel Disposal Site): Survey completed in April 2011 has been posted.  
SF-09 (Carquinez): Jan. 4, 2012;  
SF-10 (San Pablo Bay): Jan. 4, 2012 survey has been posted;  
SF-11 (Alcatraz): Condition survey of March 1, was posted on March 2.  
SF-17 (San Francisco Harbor or Ocean Beach Disposal Site): August 2011 survey has been posted.



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## San Francisco Clearinghouse Report

March 8, 2012

- ✎ 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 has not contacted OSPR in 2012 regarding any possible escort violations. The Clearinghouse called OSPR 3 times in 2011, 6 times in 2010, 8 times in 2009; 4 times in 2008; 9 times in 2007; 9 times in 2006; 16 times in 2005; 24 times in 2004; twice in 2003; twice in 2002; 6 times in 2001; 5 times in 2000.
- ✎ In February there were 100 tank vessel arrivals; 3 Chemical Tankers, 13 Chemical/Oil Tankers, 27 Crude Oil Tankers, 1 LPG, 18 Product Tankers, and 38 Tugs with Barges.
- ✎ In February there were 272 total arrivals.

# San Francisco Bay Clearinghouse Report For February 2012

## San Francisco Bay Region Totals

	<u>2012</u>		<u>2011</u>	
Tanker arrivals to San Francisco Bay	62		50	
Barge arrivals to San Francisco Bay	38		25	
Total Tanker and Barge Arrivals	100		75	
Tank ship movements & escorted barge movements	321		228	
Tank ship movements	189	58.88%	141	61.84%
Escorted tank ship movements	94	29.28%	81	35.53%
Unescorted tank ship movements	95	29.60%	60	26.32%
Tank barge movements	132	41.12%	87	38.16%
Escorted tank barge movements	40	12.46%	26	11.40%
Unescorted tank barge movements	92	28.66%	61	26.75%

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	197		300		0		154		651	
Unescorted movements	125	63.45%	187	62.33%	0	0.00%	73	47.40%	385	59.14%
Tank ships	71	36.04%	93	31.00%	0	0.00%	43	27.92%	207	31.80%
Tank barges	54	27.41%	94	31.33%	0	0.00%	30	19.48%	178	27.34%
Escorted movements	72	36.55%	113	37.67%	0	0.00%	81	52.60%	266	40.86%
Tank ships	19	9.64%	35	11.67%	0	0.00%	24	15.58%	78	11.98%
Tank barges	53	26.90%	78	26.00%	0	0.00%	57	37.01%	188	28.88%

### Notes:

- Information is only noted for zones where escorts are required.
- All percentages are percent of total movements for the zone.
- Every movement is counted in each zone transited during the movement.
- Total movements is the total of all unescorted movements and all escorted movements.

# San Francisco Bay Clearinghouse Report For 2012

## San Francisco Bay Region Totals

	<u>2012</u>		<u>2011</u>	
Tanker arrivals to San Francisco Bay	116		706	
Barge arrivals to San Francisco Bay	66		306	
Total Tanker and Barge Arrivals	182		1,012	
Tank ship movements & escorted barge movements	633		3,275	
Tank ship movements	361	57.03%	2,100	64.12%
Escorted tank ship movements	186	29.38%	1,053	32.15%
Unescorted tank ship movements	175	27.65%	1,047	31.97%
Tank barge movements	272	42.97%	1,175	35.88%
Escorted tank barge movements	85	13.43%	463	14.14%
Unescorted tank barge movements	187	29.54%	712	21.74%

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

Escorts reported to OSPR 0 3

<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	370		587		0		279		1,236	
Unescorted movements	236	63.78%	355	60.48%	0	0.00%	126	45.16%	717	58.01%
Tank ships	135	36.49%	181	30.83%	0	0.00%	70	25.09%	386	31.23%
Tank barges	101	27.30%	174	29.64%	0	0.00%	56	20.07%	331	26.78%
Escorted movements	134	36.22%	232	39.52%	0	0.00%	153	54.84%	519	41.99%
Tank ships	41	11.08%	115	19.59%	0	0.00%	49	17.56%	205	16.59%
Tank barges	93	25.14%	117	19.93%	0	0.00%	104	37.28%	314	25.40%

### 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, 2011	189	71	37.57
FEBRUARY 1 - 29, 2011	222	96	43.24

#### **CRUDE OIL / PRODUCT TOTALS**

	Crude Oil ( D )	Crude Oil ( L )	Overall Product ( D )	Overall Product ( L )	GRAND TOTAL
FEBRUARY 1 - 28, 2011	9,347,000	0	13,202,114	5,009,942	18,212,056
FEBRUARY 1 - 29, 2011	12,116,000	0	15,941,742	8,907,979	24,849,721

#### **OIL SPILL TOTAL**

	Terminal	Vessel	Facility	Total	Gallons Spilled
FEBRUARY 1 - 28, 2011	1	0	0	1	5 GALLONS/DIESEL
FEBRUARY 1 - 29, 2011	0	0	0	0	

\*\*\* Disclaimer:

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

## Tug Workgroup Meeting Notes

March 6, 2012

1000 hrs

USCG First Deck Conference Room; IOC

Yerba Buena Island

San Francisco, Ca

### Meeting Notes:

Attendees: Jeff Cowan OSPR, Mary Fricke OSPR, Ray Shipway MMP, Jerry Bynum USCG, Linda Scourtis BCDC, Alan Steinbrugge SFMX, Robert Gregory Foss, DesaRae Jansen USCG, Lynn Korwatch SFMX, Ted Blanckenburg AMNAV, Richard Smith Westar, DeCarol A. Davis USCG, Jason Tama USCG, Pete Bonebakker Conoco, Garrett S. Huffman Chevron, Fakhrul Rozi Chevron Shipping, Jonathan Mendes Harley Marine

1. Dead ship Tow Guidelines
  - a. Discuss USCG Needs and Workgroup's Involvement. The workgroup has agreed to work on the development of a Best Maritime Practice for Dead-Ship Tows on San Francisco Bay. The workgroup will meet at a TBD date in April to review the first Draft of the document.
  - b. Review Minimum Tug Requirements: The workgroup agreed that the minimum requirements for the Best Maritime Practice submitted to the group from Westar are acceptable for vessels from 0-750'. 750' and above will be drafted and discussed at the next workgroup meeting.
2. USCG to discuss America's Cup and regulated areas that may affect the Towing Industry. USCG Commander Tama addressed the group to discuss and brief the towing community on the regulated areas for America's Cup. This was a refresher of what was presented at the last full Harbor Safety Meeting in February. One highlight was the fact that the 2012 dates are tentative at this time. There will be certain race area restrictions in place that will affect vessels over 100 Gross Tons. When these restrictions are in place, VTS may be contacted for approval which will be managed on a case by case basis.
3. Bunkering BMP Revision Process: Workgroup discussed a grammatical revision which will be applied to the BMP.
4. Oakland Estuary (Turning Basin) Small Vessel, Kayak and Paddleboard Safety Concerns. Chair discussed some recent near misses involving kayaks and paddle boarders not exercising caution while navigating Oakland Estuary. There have been too many close calls in the Oakland Inner Harbor Turning Basin.
5. Old Business
6. New Business
7. Public Comment
8. Meeting Adjourned at 1150 hrs