

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 14, 2013

Port of Oakland, 530 Water Street, Oakland, CA

Capt. Lynn Korwatch (M), Marine Exchange of the San Francisco Bay Region (Marine Exchange), Chair of the Harbor Safety Committee (HSC); called the meeting to order 1003.

Alan Steinbrugge (A), Marine Exchange, confirmed the presence of a quorum of the HSC.

Committee members (M) and alternates(A) in attendance with a vote: : **Capt.**

Esam Amso (M) Valero Marketing and Supply Co.; **Jim Anderson**(M), CA Dungeness Crab Task Force; **Capt. Dougherty** (M), Blue and Gold Fleet; **Margot Brown** (M), National Boating Federation; **Ron Chamberlain** (M), Port of Benicia; **Capt. Garrett Huffman**(A), Chevron Shipping Company ; **Aaron Golbus** (M),Port of San Francisco; **Capt. Bruce Horton** (M), San Francisco Bar Pilots; **Capt. Jonathan Mendes** (M), Starlight Marine Services; **Jim McGrath** (M), Bay Conservation and Development Commission, (BCDC); **William Nickson** (A), Transmarine Navigation Corporation; **Chris Peterson** (M), Port of Oakland; **Deb Self** (M),San Francisco Bay Keeper; **Capt. Ray Shipway** (A),Int'l Org. of Masters Mates and Pilots; **Rich Smith** (M), Westar Marine Services; **Capt. Cyndi Stowe** (M), United States Coast Guard (USCG); **Gerry Wheaton** (M), National Oceanic and Atmospheric Administration (NOAA). **Lt. Col. David Kaulfers** (M), US Army Corps of Engineers.

The meetings are always open to the public.

Approval of the minutes

A motion to accept the minutes of the meeting of February 14, 2013, was made and seconded. The minutes passed without discussion or dissent.

Comments by Chair – Capt. Korwatch - Welcomed the committee members and audience. Acknowledged that this was Capt. Stowe's last HSC meeting. She

Harbor Safety Committee

of the San Francisco Bay Region

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

thanked her for her leadership, friendship and commitment to the committee over the last few years.

Coast Guard Report – Capt. Stowe: Capt. Stowed acknowledged that it has been an honor to have been selected to the assignment in San Francisco. At the last meeting, the Temporary Safety Guidelines for the Bay Bridge and restricted visibility were adopted. Since that time there were three occasions where the guideline was implemented. Because of the temporary nature, the Coast Guard continues to request feedback on how the guidelines are working.

In March the decorative lighting project on the Bay Bridge began. Coast Guard has received a request to keep the lights on until dawn instead of the 0200hrs and is looking for public comment.

The fog sensor contract is at a point of agreement and installation will hopefully be in April.

At the request of Margot Brown, Capt. Stowe advised the outcome of the collision of the sailing vessel vs. tug and barge was that the sailing vessel did not know a barge was attached to the tug and sailed in harm's way.

Capt. Stowe said there was a case offshore involving a loaded tank vessel filled with fertilizer that was seven miles out to the south and was disabled for twelve hours. Coordination among the towing industry and the agent to get resources out quickly was exceptional.

In the recent press was the loss of life near San Clemente Island. The sailboat's rudder failed and at that time they had declined assistance. The boat entered the surf line and was broken apart by the waves.

On April 3rd a Fishing Vessel Industry meeting is being held in the Presidio.

The Coast Guard has met with America's Cup race organizers and they have made significant enhancements on how these races are organized. Capt. Blevin advised

Harbor Safety Committee

of the San Francisco Bay Region

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

the race schedule is set with opening ceremonies beginning July 1. April 1 the permit should be received. The special local regulation is on the books. Coast Guard will go out to make sure all the different industry and recreational users on the bay understand what their role may be. Coast Guard has prepared a Boaters Informational guide. An updated economic study was done for America's Cup and as a result it was determined that there will be fewer visitors than projected. Two teams have arrived so far. Other teams are schedule to arrive in April. An update will be provided every month at the Harbor Safety Committee meeting. Emphasis is on America's Cup to manage itself. McGrath asked if the regattas are going to have the same kind of closures with the 45's. Blevin advised it will be similar to the box that was used last year. Anderson said last year there were a few complaints. He asked if a discussion could take place on lessons learned. Blevin requested that a small time slot be put on the HSC agenda for discussion. Capt. Stowe commented that there is a significant size difference on chase boats. Blevin advised that the teams understand and they have a vested interest in staying away from commercial traffic. Their practices usually occur mid day during the week. So far they've done a good job communicating with VTS.

The LCDR Wirts read from the February Prevention/Response reports attached to minutes.

Jim McGrath commented that he noticed the construction seems to have stopped near Bay Bridge. Capt. Stowe advised the safety zone is still in place and work has not stopped. The work is scheduled to go through August.

Capt. Korwatch commented on the incident with the sailing vessel Charm Blow and asked if the Harbor Safety Committee could assist with spreading the word about false Mayday calls. Margot Brown commented that a few years ago the Coast Guard had distributed flyers. Capt. Korwatch said the Marine Exchange would check the HSC archive to see if we could locate a copy. Capt. Stowe said the Coast Guard will assist towards putting out information.

Harbor Safety Committee

of the San Francisco Bay Region

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

Deb Self asked if the fuel switching incident was a tank vessel that had not been here in the last six months. LCDR Phillips did not recall. Jeff Cowan commented on how the accumulation of calcium causes issues. Deb Self commented that there are three foreign flag vessels and all have inoperative valves. She questioned as to whether there was a possibility that valve failure is related. CDR Tama commented that they have seen an increase in the maintenance requirement for certain valves and o-rings. He noted that it depends on the situation. The Coast Guard typically tries to identify these cases. Joseph Brook with the Marine Engineers commented that fuel pumps receive fuel at high temperatures. The temperature grading difference on the fuels that are being used wreaks havoc on the o-ring seals on the fuel systems.

Capt. Stowe announced the invitations to the change of command went out. It will be at Coast Guard, Yuerba Buena Island. She extended the invitation to all to attend. Capt. Jewess will also be retiring from the Coast Guard May 17, 2013.

US Army Corps of Engineers Report – Lt.Col. David Kaulfers - It is too early to fully understand what impact sequestration it will have on the civil works budget. The Corps is looking at furlough for civilian employees. It is possible they may have to take 22 days of furlough from end of April to the beginning of the fiscal year. There is no final decision yet. They will try to minimize the impact on navigation.

Rob Lawrence read from report attached to minutes. Capt. Amso asked when contracts were expected to be awarded for Pinole Shoal. Rob Lawrence said he was not sure. Capt. Korwatch asked if the lack of rain has had an impact on dredging. Rob Lawrence said he was not sure because other factors such as snow melt are considered. Wheaton said he would contact the weather service and will bring a report to the next HSC meeting.

Clearing House Report – Alan Steinbrugge read from report attached to minutes. Jim McGrath commented that it appears that traffic is down in February. Capt. Korwatch advised that these statistics are tank vessels. Container traffic is

Harbor Safety Committee

of the San Francisco Bay Region

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

starting to come back. Huffman commented that they had a 20% drop in vessel traffic from last month at the Richmond Long Wharf.

OSPR Report – Captain Jeff Cowan - read from report attached to minutes. Deb Self said San Francisco Bay Keeper is sponsoring assembly bill AB 881 (Chesbro). This bill would increase the oil spill prevention and administration fee per barrel of crude oil or petroleum products. A sunset provision on a previous fee increase would also be removed. This bill would allow the nontank vessel fee to be raised. The nontank vessel fee increase and a portion of the per barrel fee increase would be collected to help fund the Oiled Wildlife Care Network. AB 881 will also help in resolving an authority conflict between the OSPR Administrator and the Director of Fish and Wildlife in the instance of an oil spill. Currently there are two pieces of statutes with each authorizing the administrator and director the control of personnel during a spill. AB 881 may include a resolution of this statutory conflict.

NOAA – Gerry Wheaton - read the weather forecast. The Coast Pilot can now be printed on demand. It is also available on the Web and it is up to date to within five days. Ian Colvert gave a presentation which showed how the Coast Pilot can integrate with nautical charts. NOAA is looking for comments/suggestions on this technology. Beta test, ais, thumb drive and availability on the home port were some comments that were made.

CA State Lands Commission Report – Capt. Rolando Caabay - read from report attached to minutes.

TUG Work Group – Capt. Mendes – The work group discussed preparing for emergency off shore towing. A vessel was disabled off of Pacifica. A tug was underway within an hour after initial activation. A 2nd tug also responded quickly. The ship was brought back safely under escort. They had a discussion of the worst case events and the potential for drawing up a matrix to prepare for worst

Harbor Safety Committee

of the San Francisco Bay Region

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

case scenario of a disabled off shore vessel. They created a very rough draft of an idea which will be worked on. They are working on putting together a workshop based on a real time event based on existing traffic patterns on any given day. Capt. Also Capt. Livingstone recommended the events be reviewed from the New Carissa incident at Coos Bay. The Coast Guard agreed to put together a presentation for the next Tug work group meeting. Next tug work group will be April 17 at YBI. The date for the workshop meeting will be May 22. Both meetings will be at YBI.

They also had a discussion on a community rescue tow package box.

Also Tesoro has announced that no lay berthing at their Pittsburg facility is allowed.

Navigation Work Group – Capt. Bruce Horton thanked Capt. Stowe and Capt. Jewess for their dedication, hard work, support and input throughout the years for the Navigation Work Group. Capt. Korwatch asked about the lights on the bridge. Capt. Horton said they are not disruptive.

Ferry Operations Work Group – Capt. Dougherty advised that safety and security at the ballpark was discussed. One of the topics discussed was creating a safety zone coordinated with SFPD and US Coast Guard to define what is a no anchor or transit in the zone during game days.

Dredge Issues Work Group – Capt. Esam Amso advised they discussed a few location they asked the Corps to look at for shoaling; specifically at Pinole Shoal and Bulls Head. Condition soundings of Pinole Shoals were recommended every 3-4 months. Next dredging period will start after contracts are signed.

PORTS Work Group – Chris Peterson said Bay Bridge air gap sensor was discussed. They are waiting to hear from Caltrans. They also discussed funding and the maintenance issue.

Harbor Safety Committee

of the San Francisco Bay Region

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

Prevention through People Work Group – Margot Brown said they were asked to look into fatigue and other issues within the fishing community. They did extensive research on the problem six or eight years ago and asked if a copy of the records could be located. She would like to notify the members of the Prevention through People work group to attend the next Fishing Industry meeting on April 3.

PORTS report – Alan Steinbrugge. Next week the buoy mounted current sensors will be serviced. They are currently offline because the batteries prematurely went out. The new tide station at the Amorco Wharf is still an ongoing program. NOAA had some personnel scheduling issues and had to delay installation until later this spring. They advised they hope to have it done by May. Sequestration may possibly have an effect on this date.

Public Comment: none

Old Business: none

New business: LCDR Wirts advised the Waterways Analysis Management System survey is going to begin. They will also try to have an on-line survey. Please keep a lookout for it. If the aids to navigation in the central bay are important to you, they need to know this.

John Craig from America's Cup said the AC 72's are coming in. The design is more aggressive than they originally thought. They move 35 to 40 knots around the bay. They could have up to six racing vessels on the water at one time. They will try train during the week and limit training on the weekend.

Capt. Korwatch advised the next Area Maritime Security Committee meeting will be next Tuesday, April 9.

Next meeting:

Capt. Korwatch said the next regularly scheduled meeting of the HSC is scheduled at the Port of Richmond, 10:00, Thursday, April 11, 2013.

Harbor Safety Committee

of the San Francisco Bay Region

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

Adjournment:

A Motion to adjourn was made and seconded. It passed without discussion or dissent. The meeting adjourned at 1139.

Respectfully submitted:



Capt. Lynn Korwatch

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

February-13

PORT SAFETY CATEGORIES*

	2013	2012	3yr Avg**
1. Total Number of Port State Control Detentions for period:	0	0	0.5
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
2. Total Number of COTP Orders for the period:	9	7	3.8
Navigation Safety (0), Port Safety & Security (9), ANOA (0)			
3. Marine Casualties (reportable CG 2692) within SF Bay: Allision (1), Collision (1), Fire (0), Capsize (0), Grounding (0), Sinking (0), Steering (0), Propulsion (10), Personnel (2), Other (0), Power (1)	15	7	8.4
4. Total Number of (routine) Navigation Safety issues/Letters of Deviation: Radar (1) Gyro (0), Steering (0), Echo sounder (0), AIS (1), AIS-835 (0), ARPA (0), SPD LOG (0), R.C. (0), Other (0)	2	8	5.2
5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay:	1	0	0.4
6. Significant Waterway events or Navigation related cases for the period: Scaffolding and crane damage on new span of the Oakland bay Bridge	1	0	0.2
7. Maritime Safety Information Bulletins (MSIBs): Temporary Safety Guidelines for Navigating in Reduced Visibility	1	0	0.2
Total Port Safety (PS) Cases opened for the period:	29	22	18.7

MARINE POLLUTION RESPONSE

Source Identification (Discharges):

VESSELS	2013	2012	3yr Avg**
U.S. Commercial Vessels	1	0	1.1
Foreign Freight Vessels	0	0	0.2
Public Vessels	1	0	0.8
Commercial Fishing Vessels	0	0	0.4
Recreational Vessels	8	1	2.3
FACILITIES			
Regulated Waterfront Facilities	0	0	0.4
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.2
Other Land Sources	0	0	1.6
Mystery Spills - Unknown Sources	3	2	4.9
Number of Oil/Hazmat Pollution Incidents within San Francisco Bay for Period			
1. Spills < 10 gallons	10	1	6.0
2. Spills 10 - 100 gallons	1	0	0.9
3. Spills 100 - 1000 gallons	0	0	0.1
4. Spills > 1000 gallons	0	0	0.1
5. Spills - Unknown	2	2	4.5
Total:	13	3	11.9

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

1. Estimated spill amount from U.S. Commercial Vessels:	1	0	13.3
2. Estimated spill amount from Foreign Freight Vessels:	0	0	0.1
2. Estimated spill amount from Public Vessels:	1	0	6.4
3. Estimated spill amount from Commercial Fishing Vessels:	0	0	23.2
4. Estimated spill amount from Recreational Vessels:	17	1	6.9
5. Estimated spill amount from Regulated Waterfront Facilities:	0	0	3.4
6. Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer:	0	0	0.6
7. Estimated spill amount from Other Land Sources:	0	0	81.2
8. Estimated spill amount from Unknown sources:	5	2	4.5
TOTAL OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES (GALLONS):	24	3	125.0
Civil Penalty Cases for Period	0	0	0.1
Notice of Violations (TKs)	1	0	0.4
Letters of Warning	6	0	1.6
TOTAL PENALTY ACTIONS:	7	0	2.2

* NOTE: Values represent all cases within the HSC jurisdiction during the period. Significant cases are detailed in the narrative.

** NOTE: Values represent an average month over a 36 month period for the specified category of information.

SIGNIFICANT PORT SAFETY AND SECURITY CASES (FEB 2013)

MARINE CASUALTIES

Loss of propulsion (06FEB): A foreign flag tank vessel experienced a loss of propulsion while mooring in Richmond. The engine failed to answer astern bells 3 times due to improper engine settings for Marine Gas Oil. The crew changed the engine settings. Class and Coast Guard attended the vessel and witnessed satisfactory operation of the engine. LOP was attributed to fuel switching. Case closed.

Loss of propulsion (06FEB): A U.S. flag small passenger vessel experienced a loss of propulsion while transiting in the Oakland Estuary. The vessel was safely towed to the dock, and divers found the vessel had lost its propeller. Case pends.

Reduction of propulsion (08FEB): A foreign flag tank vessel experienced a reduction in propulsion while getting underway from Anchorage 9. The engine failed to reach the desired speed because of a seized valve on one of the fuel pumps. The crew replaced the valve. Class and Coast Guard attended the vessel and witnessed satisfactory operation of the engine. LOP was not attributed to fuel switching. Case closed.

Injury (12FEB): A U.S. flag ferry vessel reported that a crewmember fell in the water and injured his arm while the vessel was mooring in San Francisco. The crewmember was recovered and transported to the hospital. Case pends.

Loss of propulsion (16FEB): A foreign flag chemical carrier experienced a loss of propulsion while anchoring in Anchorage 9. The engine failed to answer an astern bell due to an improperly positioned limit switch on the start air system. The crew adjusted the position of the limit switch. Class and Coast Guard attended the vessel and witnessed satisfactory operation of the engine. LOP was not attributed to fuel switching. Case closed.

Collision (16FEB): A U.S. flag ferry vessel and a recreational vessel collided in the vicinity of Raccoon Strait. Two people on board the recreational vessel were seriously injured, and one of them later passed away. Case pends.

Allision (21FEB): A U.S. flag towing vessel allided with a private research buoy south of the Main Ship Channel while towing a loaded tank barge inbound to San Francisco. The buoy became entangled with the tow line, and was dragged to Anchorage 9. The buoy was removed & returned. There was no damage to the vessel. Case closed.

Loss of propulsion (23FEB): A foreign flag bulk carrier experienced a loss of propulsion while transiting from Redwood City to Anchorage 9. The chief engineer shut down the engine due to a low lube oil alarm caused by an inoperative valve. The crew manually actuated the valve, inspected it, and returned it to service. Class and Coast Guard attended the vessel and witnessed satisfactory engine testing. LOP was not attributed to fuel switching. Case pends.

Loss of propulsion (26FEB): A foreign flag chemical carrier was preparing to get underway from Richmond when the boom adjacent to the vessel fouled the prop. Divers removed the fouled boom and inspected the propeller, shaft and shaft seal. No damage was found. LOP was not attributed to fuel switching. Case pends.

Loss of propulsion (28FEB): A foreign flag chemical carrier experienced a loss of propulsion in the vicinity of the Pilot Station. The crew shut down the engine due to a cooling water leak caused by a faulty valve. The COTP ordered an immediate tug assist, and the vessel was taken under tow to prevent it from drifting closer to shore. The vessel was without propulsion for over 12-hours. The crew replaced the valve and the vessel safely transited to Anchorage 9 under COTP-required tug escort. Class and Coast Guard attended the vessel and witnessed satisfactory engine testing. LOP was not attributed to fuel switching. Case pends.

VESSEL SAFETY CONDITIONS

Vessel Operational Control (05FEB): COTP Orders were issued to two Uninspected Towing Vessels prohibiting movement until the vessels corrected safety hazards which were discovered during towing vessel examinations. The hazards were corrected and the COTP orders were lifted. Case closed.

Notice of Arrival Waiver (22FEB): A foreign flag bulk carrier requested to make an unscheduled entry to San Francisco Bay to reinforce their cargo lashings in preparation for heavy weather north of Point Arena. The Notice of Arrival requirements were waived, and the vessel secured their cargo at Anchorage 9. Case closed.

GENERAL SAFETY CASES

Rule 9 Violation (12FEB): A foreign flag bulk carrier was forced to alter course while outbound from Richmond due to a fishing vessel with gear deployed in the channel.

Crane collapse (21FEB): A crane was removing temporary steel support structure from the Oakland Bay Bridge, when the crane collapsed onto three uninspected barges below the bridge. There were no injuries, but the steel support structure holed the deck and the bottom of one barge. The damaged barge was safely towed

to a dock in Oakland. An Army Corps of Engineers vessel removed debris from the water. Case pends.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inop X-band Radar (01FEB): Vsl issued an inbound LOD.

Letter of Deviation (LOD), Inop AIS (28FEB): Vsl issued an inbound LOD.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Notice of Violation (NOV) (21Feb13): A vessel in Moss Landing had a pinhole leak in a pontoon fuel tank. 10 gallons of diesel was discharged into Elk Horn Slough; the vessel had over 900 gals of diesel in the tanks. The harbor master hired a local contractor to raise and remove the vessel from the water. IMD is researching the possible owner of the vessel.

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

**Report of the
U.S. Army Corps of Engineers, San Francisco District
March 14, 2013**

1. CORPS FY 2013 O&M DREDGING PROGRAM

The following is this year's O & M dredging program for San Francisco Bay.

- a. **Main Ship Channel (55+2)** –Dredging is scheduled to start in mid-May 2013, pending contract award. **No change.**
- b. **Richmond Outer Harbor (and Richmond Long Wharf)** – Dredging is scheduled to start in June 2013, pending contract award. **No change.**
- c. **Richmond Inner Harbor** – **Dredging is complete**
- d. **Oakland O & M Dredging** – Dredging in continuing. Expected completion is **May 15, 2013.**
- e. **Suisun Bay Channel (and New York Slough)** Dredging is scheduled to start in Aug 2013, pending availability of funds. **No change.**
- f. **Pinole Shoal (35+2)** – Dredging is scheduled to start in June 2013, pending contract award. **No change.**

2. DEBRIS REMOVAL – Total debris removal for February 2013 was 62.5 tons. (Raccoon: 5 tons; Dillard: 42.5 tons; misc: 15 tons). Average for February from 2003 to 2012 is 99.4 tons. (Range: 12 - 190 tons).

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	GRIZZLY	RACCOON	DILLARD	MISC	TOTAL
2013	TONS	TONS	TONS	TONS	TONS
JAN	-	2	48	5	55
FEB	-	5	42.5	15	62.5
MAR	-				
APR	-				
MAY	-				
JUN	-				
JUL	-				
AUG	-				
SEP					
OCT					
NOV					
DEC					

YR TOTAL
117.5

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

None to report.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

No urgent dredging so far in 2013.

5. OTHER WORK

San Francisco Bay to Stockton - This project has received no funding for FY 13. A planning meeting was held from Jan. 23-25. The study plan is being revised to comply with Corps Smart Planning guidelines. **No change.**

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 15, was posted August 20.

Pinole Shoal Channel: Condition survey of February 2013 was posted on Feb. 21, 2013.

Suisun Bay Channel: Post-dredge survey of August 17-23 was posted on August 29.

New York Slough: Post-dredge survey of September 2012 was posted on Sept. 28.

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

Redwood City Harbor: Post-dredge survey of September 2012 was posted on Sept 14.

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 Outer Harbor: Condition survey dated August 13-14 was posted August 20.

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

Oakland Inner Harbor - Condition survey dated July 25-August 13 was posted on August 20.

: November 9, 2012 condition survey posted 11/15/12.

Richmond Inner Harbor: Post-dredge survey Feb. 2013 was posted Feb. 27, 2013. Outer, Inner Harbor October-November 2012 pre-dredge survey posted 11/20/12. Inner, Inner Harbor January 4, 2013 condition survey posted 1/8/13.

Richmond Outer Harbor (Longwharf & Southampton Shoal): Condition survey of Feb. 2013 was posted on Feb. 21, 2013.

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

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

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

San Rafael Across-the-Flats and San Rafael Creek: Post-dredge surveys completed last Jan were posted on Feb 8.

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

Marinship Channel (Richardson Bay): Condition survey dated December 18; posted on Jan 24.

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

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

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

Disposal Site Condition Surveys:

SF-08 (Main Ship Channel Disposal Site): Survey of April 2011 has been posted.

SF-09 (Carquinez): March 8, 2013 condition survey posted March 12, 2013.

SF-10 (San Pablo Bay): March 8, 2013 condition survey posted March 12, 2013.

SF-11 (Alcatraz): March 4 survey was posted March 5, 2013.

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

SF-17 (Ocean Beach Disposal Site): April 2012 survey has been posted (date unknown).

O&M DREDGING PLAN FOR FY13*

Project	2012			2013									2014			Volume	Placement Site
	OCT FY13	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT FY14	NOV	DEC		
Humboldt Bar&Entrance				ESSAYONS 13 DAYS												500kcy	HOODS
Humboldt Channels																300kcy	HOODS
SF Main Ship Channel						Contract Hopper										350kcy	SF-17
Richmond Inner Harbor																400kcy	SFDODS
Richmond Outer Harbor						Contract Hopper or ESSAYONS 13 DAYS										300kcy	SF-11
Pinole Shoal						Contract Hopper or YAQUINA 10 DAYS										150kcy	SF-10
Suisun Bay Channel									YAQUINA 30 DAYS							200kcy	SF-16
Oakland Inner Harbor																300kcy	SFDODS
Oakland Outer Harbor																300kcy	SFDODS



Complete & Ongoing Contracts



Government Hopper



New Dredge Contract



Environmental Window

* Based on FY13 President's Budget

San Francisco Bay Clearinghouse Report For February 2013

San Francisco Bay Region Totals

	<u>2013</u>		<u>2012</u>	
Tanker arrivals to San Francisco Bay	46		62	
Barge arrivals to San Francisco Bay	28		38	
Total Tanker and Barge Arrivals	74		100	
Tank ship movements & escorted barge movements	258		321	
Tank ship movements	155	60.08%	189	58.88%
Escorted tank ship movements	83	32.17%	94	29.28%
Unescorted tank ship movements	72	27.91%	95	29.60%
Tank barge movements	103	39.92%	132	41.12%
Escorted tank barge movements	42	16.28%	40	12.46%
Unescorted tank barge movements	61	23.64%	92	28.66%

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	148		236		0		133		517	
Unescorted movements	82	55.41%	119	50.42%	0	0.00%	61	45.86%	262	50.68%
Tank ships	54	36.49%	82	34.75%	0	0.00%	34	25.56%	170	32.88%
Tank barges	28	18.92%	37	15.68%	0	0.00%	27	20.30%	92	17.79%
Escorted movements	66	44.59%	117	49.58%	0	0.00%	72	54.14%	255	49.32%
Tank ships	39	26.35%	71	30.08%	0	0.00%	29	21.80%	139	26.89%
Tank barges	27	18.24%	46	19.49%	0	0.00%	43	32.33%	116	22.44%

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 2013

San Francisco Bay Region Totals

	<u>2013</u>		<u>2012</u>	
Tanker arrivals to San Francisco Bay	112		712	
Barge arrivals to San Francisco Bay	58		333	
Total Tanker and Barge Arrivals	170		1,045	
Tank ship movements & escorted barge movements	591		3,446	
Tank ship movements	373	63.11%	2,149	62.36%
Escorted tank ship movements	191	32.32%	1,166	33.84%
Unescorted tank ship movements	182	30.80%	983	28.53%
Tank barge movements	218	36.89%	1,297	37.64%
Escorted tank barge movements	90	15.23%	504	14.63%
Unescorted tank barge movements	128	21.66%	793	23.01%

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

Escorts reported to OSPR 0 3

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	346		556		0		301		1,203	
Unescorted movements	181	52.31%	273	49.10%	0	0.00%	128	42.52%	582	48.38%
Tank ships	126	36.42%	188	33.81%	0	0.00%	78	25.91%	392	32.59%
Tank barges	55	15.90%	85	15.29%	0	0.00%	50	16.61%	190	15.79%
Escorted movements	165	47.69%	283	50.90%	0	0.00%	173	57.48%	621	51.62%
Tank ships	102	29.48%	180	32.37%	0	0.00%	83	27.57%	365	30.34%
Tank barges	63	18.21%	103	18.53%	0	0.00%	90	29.90%	256	21.28%

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 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@sfmtx.org

San Francisco Clearinghouse Report

March 14, 2013

- ✎ 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 regarding any possible escort violations in 2013. The Clearinghouse called OSPR 3 times in 2012 regarding any possible escort violations, 3 times in 2011, 6 times in 2010, 8 times in 2009; 4 times in 2008; 9 times in 2007; 9 times in 2006; 16 times in 2005; 24 times in 2004; twice in 2003; twice in 2002; 6 times in 2001; 5 times in 2000.
- ✎ In February there were 74 tank vessel arrivals; 3 Chemical Tankers, 10 Chemical/Oil tankers, 16 Crude Oil Tankers, 1 LPG, 1 Non Specific Tanker, 15 Product Tankers, and 28 Tugs with Barges.
- ✎ In February there were 263 total arrivals.

**San Francisco Bay Region Harbor Safety Committee
OSPR Report
(As of March 2013)**

Drills and Exercises

Amendments will ensure scheduled drills are spread out through the year to accommodate OSPR staff so they can attend and participate in more drills, and re-working the drill objectives so they are more performance-based. Simplified drill objectives are being developed for Small Marine Fueling Facilities, Mobile Transfer Units and Vessels Carrying Oil As Secondary Cargo Amended language was sent out for an informal written comment, which expired March 4, 2013. Comments are being reviewed in-house. It is anticipated that the formal rulemaking process will begin in early April.

Spill Management Teams

Unannounced Plan Holder Spill Management Team (SMT) drills have begun. Two SMT's have been tested, one in the north and one in the south. Both were held in conjunction with the US Coast Guard. OSPR plans on conducting 1-2 drill per month until the end of the year.

Side note: O'Brien's in SF and ECM in LA.

Oil Spill Clean-up Agents

Updating the documents referenced in these regulations is anticipated, along with clean-up changes. The Notice may go out early in the Spring.

Shoreline Protection Tables

Amendments are planned to the Shoreline Protection Tables, to incorporate changes to the Area Contingency Plans and to do some streamlining/simplification of the tables. Workshops are planned late spring/early summer.

Bunker Video

Bunker video has been released and is free to download at the following link:
<http://www.oilspilltaskforce.org/bunker/index.htm>

2013 LEGISLATION OSPR IS TRACKING
March, 2013

AB 881 (Chesbro): This bill would increase the maximum oil spill prevention and administration fee on tank vessels from \$0.065 to \$0.08 per barrel of crude oil or petroleum products; the maximum annual fee could be further adjusted based on the percentage increase in the California Consumer Price Index. A sunset provision on a previous fee increase would also be removed. This bill would also allow the nontank vessel fee to be raised to a maximum of \$3,500 to be paid every two years, and also includes adjustments based on the Consumer Price Index. The nontank vessel fee increase and a portion of the per barrel fee increase would be collected to fund the Oiled Wildlife Care Network. The bill has been referred to the Assembly Natural Resources Committee, and the Assembly Water, Parks and Wildlife Committee. It may be heard in committee after March 26.



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - FEBRUARY COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
FEBRUARY 1 - 29, 2012	220	94	42.73
FEBRUARY 1 - 28, 2013	180	63	35.00

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
FEBRUARY 1 - 29, 2012	12,116,000	0	15,941,742	8,907,979	24,849,721
FEBRUARY 1 - 28, 2013	4,968,108	0	11,668,533	5,801,748	17,470,281

OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
FEBRUARY 1 - 29, 2012	0	0	0	0	0
FEBRUARY 1 - 28, 2013	0	0	0	0	0

*** Disclaimer:

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



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	*** PLEASE SEE ATTACHED. ***				

*** 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.

**Dredging Issues Work Group
CA State Lands Commission**

**March 4, 2013.
At 1300 hours**

Attendees

Tony Coppo	SF Bar Pilots
John Schneider	Tesoro
Ron Chamberlain	Benicia AM Ports
Rob McCaughey	Tesoro
Bruce Horton	SF Bar Pilots
David Stephens	CSLC
Alan Steinbrugge	Marine Exchange
Jeff Cowan	OSPR
Jessica Burton-Evans	USCOE
Esam Amso	Valero

AGENDA & MOM

- 1- Update current channel condition surveys and latest surveys for both Bulls Head and Pinole Shoals... Jessica Burton-Evans, USACE.

Clarifications on Pinole Soundings February 6th, 2013:-

Line 222 North side	34.6'
Lines 217 to 290 South side	less than 35'
307 to 332 North side	less than 35'
344 to 348 South side	patch of 34.3'
360 to 366 South side	less than 35'
372 to 382 South side	less than 35'
422 to 424 North side	less than 35'

All the above will be incorporated and dealt with during the next Pinole Shoals dredge program to start during June 2013.

Condition soundings of Pinole Shoals recommended every 3-4 months.

*Other depth concerns as raised by the Pilots extending the condition soundings of Bulls head eastward up to the 80 marker.
SF Bar Pilots also requested to do Bulls Head condition surveys every 2-3 months to monitor the depths.*

2- Update – FY13 Dredging program. Jessica Burton-Evans, USACE.

USCOE presented the O&M Dredging plan for FY13.

3- Comments/suggestions from attendees.

All present thanked Jessica for the presentation and the Corps for their great efforts in understanding the maritime industries navigational concerns to achieve safe marine passages.

Dredge Issues Work Group

Esam Amso
Chair