

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 13, 2014

Port of Oakland, 530 Water Street, Exhibit Room, 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 at 10:04.

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; **John Berge** (M), Pacific Maritime Shipping Association; **Margot Brown** (M), National Boating Federation; **Mary Brown**, (M), Horizon Lines; **Michelle Connolly** (A), Chevron Shipping Company; **MJR Adam Czekanski** (A), US Army Corps of Engineers; **Bob Gregory** (A), Foss Maritime Company; **Capt. George Livingstone** (A), San Francisco Bar Pilots; **Jim McGrath** (M), Bay Conservation and Development Commission; **Capt. Jonathan Mendes** (M), Starlight Marine Services; **Chris Peterson** (M), Port of Oakland; **Capt. Ray Shipway** (M), International Organization of Masters, Mates & Pilots; **CMDR Jason Tama** (A), United States Coast Guard; **Gerry Wheaton** (M), NOAA.

The meetings are always open to the public.

Approval of the Minutes-

A motion to accept the minutes of the February 13, 2014 meeting was made and seconded. The minutes were approved without dissent.

Comments by Chair- Capt. Lynn Korwatch

Welcomed the committee members and audience.

Coast Guard Report- Cmdr. Jason Tama

- Advised that the Coast Guard attended the recent Maritime Leadership Symposium in Sacramento. Discussions focused on the direction of California's maritime industry.
- Advised that the recent USCG Small Passenger Vessel Industry Day went well with great turnout and discussions with ferry industry representatives.
- Announced that Sector S.F.'s Hanna Reeves was named this year's Excellence in Marine Inspection Award winner.
- Advised that the Coast Guard had recently met with BART to discuss the recent incident in which a container ship experienced a LOP and dropped anchor near the BART tube causing train delays. Safety issues and procedures were discussed.
- Advised that the Bay Area is being used as a prototype laboratory for testing virtual AIS ATON's. New e-ATON's are now being displayed on AIS for Harding Rock and to mark the TSS. Feedback

Harbor Safety Committee

of the San Francisco Bay Region

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

from the maritime community is welcome and should be directed to Lcdr. Wirts. The Bay Bridge towers will soon have e-ATON's as well. No physical Aids to Navigation are being removed.

- Advised that the Coast Guard met with representatives of America's Cup 35. It is not known if the event will return to San Francisco and other venues are being considered.
- Advised that the Oakland Estuary Cleanup is progressing and that the old tug Respect has been removed successfully.
- Announced that the USCG is hosting 2014 Facility Safety and Security Day on April 3, 2014 at CGI. Issues relating the Coast Guard's mandate to oversee maritime cyber security will be discussed among other topics.
- Announced that an e-Navigation Conference will be held on April 3, 2014 at Cal. Maritime.
- Announced that Admiral Paul Zukunft has been nominated by the President for USCG Commandant.
- Lcdr. Wirts read from the February-14 Prevention/Response Report (attached).
- Gerry Wheaton asked if the February 7th grounding was related to charting issues. Lcdr. Wirts advised that it was not.
- Jim McGrath asked if penalties will be given to the party responsible for the February 10th oil spill in Richmond. The Coast Guard advised that there will be severe civil penalties.
- Pete Bonebakker asked about the USCG's notification procedures in regards to vessels with propulsion issues. He advised that it would be very helpful if oil terminals could be notified when disabled ships arrive for their docks. Oil terminals have strict safety standards and vessel propulsion issues factor into their decision making. The Coast Guard advised that comprehensive LOP risk assessments are performed and handled on a case by case basis but that oil terminals are currently not usually notified by the USCG. Cmdr. Tama advised that due to the higher risk presented by oil tankers, the Coast Guard will consider notifications to oil terminals. Disabled vessels are required to notify the oil terminals of their condition directly.
- In regards to the February 21st equipment failure case, Jim Berge asked if notification to the USCG is required for vessels with inactive bow thrusters. The Coast Guard advised that bow thrusters are not required by their regulations and thus not controlled but failures should still be reported to the USCG for informational purposes.
- Capt. Korwatch thanked the Coast Guard for their diligence in handling all the recent LOP cases. Cmdr. Tama thanked the Bar Pilots and towing industry for their cooperation.

Ocean Planning Update- Cmdr. Jason Tama gave a presentation to the HSC overviewing Ocean Planning and highlighting issues discussed at the recent Bay Planning Coalition Workshop (presentation slides attached).

Harbor Safety Committee

of the San Francisco Bay Region

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

By federal executive order 13547, under existing law, the National Ocean Council was established to bring together government agencies to advance National Ocean Policy and implement Coastal and Marine Spatial Planning (CMSP).

The Implementation Plan calls for the creation of Regional Planning Bodies with three co-leads from federal, state and tribal jurisdictions. Work Groups will be added as needed. The federal lead for our West Coast region is John Stein with NOAA NW Fisheries Science Center.

CMSP focuses on shipping, the energy sector such as wind projects, recreation and environmental issues from a regional perspective. CARB regulations provide a good example of the secondary, unanticipated impacts laws can have and CMSP is designed to help de-conflict complex maritime issues.

The SF HSC's work helping to develop the America's Cup Plan and the recent TSS changes are examples of the type of Ocean Planning this new body will focus on at a regional level. West Coast challenges include vessel routing, emissions, energy transport, shipping consolidation, emergency preparedness and climate change.

It is still early in the implementation process and many of the details regarding how our Regional Planning Body will operate are unknown.

- Margot Brown, speaking on behalf of the National Boating Federation, advised that not all interested parties are being represented and appealed for the National Boating Federation to be included in the Regional Planning Body to represent recreational boaters. Cmdr. Tama advised the National Boating Federation to contact John Stein with their appeal.
- Jim Haussener with CMANC advised that the National Ocean Council has so far been focusing primarily on the East Coast and that funding is an issue.

Army Corps of Engineers Report- MJR Adam Czekanski

- Advised that the FY14 Army Corps Work Plan was released last week. Funding is greater than expected with a 40% increase for navigation programs. Extra funding for dredging at the Port of Redwood City and the Port of Richmond is included in the Plan as well as funding for debris removal. The initial 2015 budget was also released.
- Advised that the Army Corps is looking forward to hosting the next SF HSC meeting at the Bay Model Visitor Center.
- Capt. Amso asked if there is any extra funding for Pinole Shoal channel dredging. Jessica Burton Evans advised that no extra funding was required for Pinole Shoal and dredging will occur as scheduled.
- Jessica Burton Evans read from the US Army Corps of Engineers, San Francisco District Report (attached).
- Capt. Korwatch asked if the Pinole Shoal dredging contract was based on dredging hours or depth achieved. Jessica Burton Evans advised that the goal is to reach project depth but time is

Harbor Safety Committee

of the San Francisco Bay Region

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

limiting. Other dredge contracts are by depth or volume. This year the Pinole Shoal will require less dredging than other channels to maintain depth. The dredge Essayons supports the entire West Coast and has limited availability.

- The Army Corps advised that built up debris will eventually be dislodged during heavy rains and need to be removed from the bay. The increased FY14 funding received will be beneficial.

Clearing House Report- Alan Steinbrugge (report attached)

OSPR Report- Mike Coyne (report attached)

- Advised that he was attending in place of Jeff Cowan who is on vacation.
- Advised that OSPR will be participating in the e-Navigation Conference on April 3-4, 2014 in Vallejo.
- Capt. Tom Cullen, OSPR Administrator, advised that OSPR has been working with Governor Jerry Brown's office and various committees regarding their role in protecting California waters. Currently, OSPR's regulatory focus is restricted to coastal marine waters. In light of the recent and projected increase in oil train transport in California, OSPR needs the ability to protect all waters, coastal and inland. There are over 7000 rail crossings over waterways in California. These inland waters require the same protections as coastal waters. A proposal to expand funding and enact regulations relating to inland oil spill prevention and response has been included in the Governors FY 2014-15 Budget. Maritime will still be OSPR's core focus but threats such as oil spills and wildfires presented by the increase use of oil trains needs to be addressed. New regulations effective July 1, 2014 will remove barrel restrictions in regards to OSPR oil spill response and safeguard the Oil Spill Response Trust Fund. OSPR's first priority is Response Plan development.
- John Berge suggested that increased oil transport by rail may decrease ship tanker traffic.
- A question was asked whether there are currently any oil spill contingency plans in place regarding Bakken oil rail shipments from North Dakota. Capt. Cullen replied that some contingency plans for rail transport are in place and that this is an issue actively being addressed in government hearings. Reporter Curtis Tate has been providing hearing updates on Twitter (<https://twitter.com/tatecurtis>). It was suggested that hearing dates be published by the Marine Exchange and Capt. Korwatch agreed.

NOAA Report- Gerry Wheaton

- Advised that NOAA will continue to provide PDF versions of their nautical charts for free. Contact Gerry Wheaton for official printing permission if required. Printing charts can be expensive.
- Advised that tables will be updated to reflect that the Oakland Harbor is now at 50 feet.
- Advised of a co-op involving HR Radar and PORTS to provide surface current information. This data will not be validated by NOAA. Informational webinars are scheduled for April 1 and April 9, 2014. This data could be of use to the small boating community among others.

Harbor Safety Committee

of the San Francisco Bay Region

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

- Advised that Logan Johnson, NWS meteorologist, has provided information on topics that may be of interest to the HSC (attached).
- Capt. Mendes asked if there was any progress regarding Anchorage 22 surveying. Gerry Wheaton advised that he had put in the request.

State Lands Commission Report- Chris Beckwith (report attached)

Work Group Reports-

Tug Work Group- Capt. Johnathan Mendes advised that the Tug Work Group met on Tuesday, March 11, 2014. Best practices for emergency ship towing are being finalized. Fourteen additional revisions have been approved. The document is eleven pages long and represents a lot of hard work by all involved since this process began in January, 2013. The document's language requires yearly exercises and live ship exercises every three years. A towing exercise in Anchorage 9 is planned for May 19-20, 2014.

The official vote will take place at the April meeting.

Capt. Mendes regrettably announced that will be stepping down as chair of the Tug Work Group after the April meeting due to time constraints. Capt. Korwatch thanked Capt. Mendes for all his work. Committee and audience members rose for a standing ovation.

Navigation Work Group- Capt. George Livingston advised that there was nothing to report. He asked Capt. Korwatch if any other HSC's in the country are conducting towing drills and creating rescue towing plans like the SF HSC is doing. Capt. Korwatch answered that to the best of her knowledge, no and suggested that our Committee be nominated for HSC of the year. The bi-annual national HSC meeting will be held in Philadelphia this August.

Ferry Operations Work Group- Nothing to report.

Dredge Issues Work Group- Capt. Esam Amso advised that the Dredge Work Group met on February 19, 2014 and provided a synopsis (minutes attached).

PORTS Work Group- Chris Peterson advised that there was nothing to report.

Prevention through People Work Group- Margo Brown advised that there was nothing to report.

PORTS Report- Alan Steinbrugge

- Advised that the Bay Bridge air gap sensor installation is scheduled to begin on March 24, 2014.
- Advised that the visibility sensor data from AMORCO and Pier 17 is fully online as of yesterday.
- Advised that two buoy mounted current sensors are experiencing problems and maintenance is scheduled for next week. Sea Lions might be to blame.

Harbor Safety Committee

of the San Francisco Bay Region

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

- Capt. Korwatch asked if Bay Bridge clearance had become a problem for larger ships. Capt. Livingston advised that 198 foot air draft vessels are the largest so far but that bigger ships will be arriving in the future.
- Lcdr. Wirts advised that data pushing via AIS will be reactivated in the older format. Capt. Korwatch asked if software upgrades are needed to view the data and Lcdr. Wirts responded that they likely are.
- Catherine Hooper asked if the Bay Bridge air gap sensor will display data in real time. Alan Steinbrugge responded that the six minute average will be displayed.
- Brian Hooker with Congressman Garamendi's office asked if the addition of a pedestrian walkway to the western span of the Bay Bridge could increase deflection and affect clearance. Dave Sulouff with the Coast Guard Bridge Office advised that anything which changes the navigational clearance of the bridge would require a permitting process.

Public Comment-

- Amy Trainer, Executive Director of the Environmental Action Committee of West Marin, addressed the Committee on behalf of her organization. She thanked the Committee for their work to ensure SF Bay has the best preparedness and advised that her organization was focused on state and federal waters that include National Marine Sanctuaries and areas of extreme biological richness. She advised that her organization was interested in the recent implementation of low sulfur fuel requirements, their relation to Loss of Propulsion incidents and what mitigating changes are being implemented. She also suggested that an independent Vessel Traffic Risk Assessment be initiated as it has been 15 years since the last one and in that time, the number and types of tankers calling our ports has changed dramatically, requiring updated towing and escort procedures be put into place. She advised that her organization wanted to be involved in the dialog regarding these issues. Capt. Korwatch thanked Amy Trainer for her comments and advised that all HSC Work Groups are open to the public and participation is welcome.
- Matt Bliven with Patriot commented that findings released after a bridge clip accident in Jacksonville, Florida demonstrate the importance of air gap sensors as published air drafts can often be inaccurate and shouldn't be relied on.
- Jim Haussener with CMANC advised that he was the program chair for the California Maritime Leadership Symposium and thanked everyone who participated. All presentations can be found at maritimesymposium.com. E-mail any suggestions for next year's Symposium to jim@cmanc.com.

Old Business- None

New Business-

Harbor Safety Committee

of the San Francisco Bay Region

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

- Ray Shipway thanked Capt. Mendes for his work and suggested towing vessel manning levels be considered by the HSC and included in the best practices. Capt. Korwatch advised that manning level evaluation is not in the purview of the HSC but commenting about the issue is valuable. Capt. Mendes advised that language concerning manning levels could be added to the best practices document in future revisions.

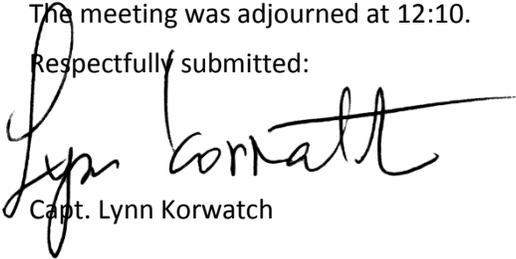
Next Meeting-

1000-1200, April 10, 2014
U.S. Army Corps of Engineers
Bay Model Visitor Center
2100 Bridgeway
Sausalito, CA

Adjournment-

The meeting was adjourned at 12:10.

Respectfully submitted:



Capt. Lynn Korwatch

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

February-14

PORT SAFETY CATEGORIES*

	2014	2013	3yr Avg**
1. Total Number of Port State Control Detentions for period:	1	0	0.58
SOLAS (1), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
2. Total Number of COTP Orders for the period:	10	9	5.14
Navigation Safety (10), Port Safety & Security (0), ANOA (0)			
3. Marine Casualties (reportable CG 2692) within SF Bay:	15	15	11.69
Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (1), Sinking (0), Steering (1), Propulsion (10), Personnel (1), Other (2), Power (0)			
4. Total Number of (routine) Navigation Safety issues/Letters of Deviation:	5	2	4.89
Radar (3) Gyro (1), Steering (0), Echo sounder (0), AIS (0), AIS-835 (0), ARPA (0), SPD LOG (1), R.C. (0), Other (0)			
5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay:	0	1	0.64
6. Significant Waterway events or Navigation related cases for the period:	0	1	0.36
7. Maritime Safety Information Bulletins (MSIBs):	0	1	0.33
Total Port Safety (PS) Cases opened for the period:	31	29	23.64

MARINE POLLUTION RESPONSE

Source Identification (Discharges):

VESSELS	2014	2013	3yr Avg**
U.S. Commercial Vessels	0	1	0.94
Foreign Freight Vessels	0	0	0.17
Public Vessels	1	1	0.92
Commercial Fishing Vessels	0	0	0.39
Recreational Vessels	4	8	3.11
FACILITIES			
Regulated Waterfront Facilities	0	0	0.31
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.14
Other Land Sources	3	0	1.44
Mystery Spills - Unknown Sources	3	3	4.14
Number of Oil/Hazmat Pollution Incidents within San Francisco Bay for Period			
1. Spills < 10 gallons	6	10	6.17
2. Spills 10 - 100 gallons	0	1	0.89
3. Spills 100 - 1000 gallons (2 spills over 42 gallons: 656 gallons, 400 gallons)	2	0	0.14
4. Spills > 1000 gallons	0	0	0.06
5. Spills - Unknown	3	2	4.06
Total:	11	13	11.08

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

1. Estimated spill amount from U.S. Commercial Vessels:	0	1	17.17
2. Estimated spill amount from Foreign Freight Vessels:	0	0	0.11
2. Estimated spill amount from Public Vessels:	1	1	5.89
3. Estimated spill amount from Commercial Fishing Vessels:	0	0	27.10
4. Estimated spill amount from Recreational Vessels:	8	17	9.19
5. Estimated spill amount from Regulated Waterfront Facilities:	0	0	5.38
6. Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer:	0	0	0.14
7. Estimated spill amount from Other Land Sources:	1058	0	107.63
8. Estimated spill amount from Unknown sources:	3	5	5.88

TOTAL OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES (GALLONS):

Total:	1070	24	178.49
Civil Penalty Cases for Period	1	0	0.08
Notice of Violations (TKs)	0	1	0.47
Letters of Warning	1	6	1.69
TOTAL PENALTY ACTIONS:	2	7	10.14

* 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 (February 2014)

MARINE CASUALTIES

Reduction in Propulsion (02FEB):** A foreign flag cruise ship experienced two reductions in propulsion while located west of Point Conception. One reduction was attributed to a faulty cooling water sensor on the shaft bearings, and the other reduction may have been due to a faulty safety shut down relay. A COTP order was issued requiring a two tug escort into San Francisco. Class and Coast Guard attended the vessel and witnessed satisfactory operation of the propulsion. Since a cause for the second reduction was not positively identified, the COTP order was amended to require a two tug escort outbound. LOP was not attributed to fuel switching. Case pends.

Reduction in Propulsion (03FEB): A foreign flag container vessel was transiting outbound when it experienced a reduction in propulsion west of Harding Rock. Due to proximity to the Golden Gate, the vessel was allowed to continue outbound. The incident was due to burned contacts which shut down the main engine blower. The vessel went 20 NMs offshore, replaced the contacts and continued to Tacoma. LOP was not attributed to fuel switching. Case pends.

Equipment Failure (06FEB):** A foreign flag bulk freight vessel notified the Coast Guard that they took the main propulsion system offline to conduct repairs while located 40 NM west of Bodega Bay. The vessel drifted for approximately 11.5 hours while the crew replaced a faulty fuel injector and oil filter. The Coast Guard issued a COTP order requiring a two tug escort from the Main Ship Channel to berth. Class and Coast Guard attended the vessel and witnessed satisfactory operation of propulsion system. LOP was attributed to fuel switching. Case pends.

Grounding (07FEB): A U.S. flag passenger ferry ran aground in San Pablo Bay with 38 passengers and 5 crew members onboard. There was no pollution and no injuries. The vessel lost the use of both engines due to the grounding, and was towed to the dock. The hull was surveyed, with no damage found, and maintenance personnel repaired the engines. Coast Guard attended the vessel and witnessed proper operation of the engines. Case Pends.

Loss of Steering (09FEB): A foreign flag bulk freight vessel experienced a loss of steering in the Stockton turning basin. The rudder was ordered hard to port and became stuck in that position. The crew was able to jar the rudder free and the vessel moored safely. Class and a technician attended the vessel, but were unable to identify a cause. The vessel was issued a COTP order requiring a 1 tug escort while outbound from Blind Point to Mile Rock. Case pends.

Reduction in Propulsion (12FEB): A foreign flag container vessel experienced a reduction in propulsion while outbound. The COTP ordered the vessel to turn around and proceed back to Anchorage 7. The engine would not run faster than half ahead, and alarms indicated there was an issue with the #4 cylinder. Class and Coast Guard attended the vessel, but could not identify the cause. The crew cleaned the #4 fuel injectors and exhaust valve sensor. Class and Coast Guard witnessed satisfactory operation of the main engines. A deficiency was issued requiring the engine manufacturer to investigate the cause of the incident. Since a cause for the reduction was not positively identified, the COTP order was amended to require a two tug escort outbound. Case pends.

Loss of Propulsion (13FEB): A foreign flag container vessel experienced a loss of propulsion 1.5 NM west of the Main Ship Channel. The engine did not respond to an astern bell due to a failed gasket on the starting air manifold. The vessel anchored and a COTP order was issued requiring 2 tugs on scene until repairs were complete. The crew replaced the gasket and the vessel transited to Anchorage 9 with a 2 tug escort. Class and Coast Guard attended the vessel and witnessed proper operation of the main engine. LOP was not attributed to fuel switching. Case pends.

Reduction in Propulsion (16FEB):** A foreign flag tank vessel experienced a reduction in propulsion 26 NM west of Moss Beach. The incident was due to a leak in a high pressure fuel piping connection. The vessel proceeded offshore and the crew replaced the piping. A COTP order was issued requiring a 2 tug escort to berth. Class and Coast Guard attended and witnessed proper operation of the main engine. LOP was not attributed to fuel switching. Case pends.

Equipment Failure (21FEB): A foreign flag container vessel entered San Francisco with an inoperable X-Band Radar and an inoperable Bow Thruster Controller, which were not reported to the Coast Guard prior to arrival. A technician repaired the radar and provided a report attesting to proper operation. The Coast Guard issued a Letter of Warning to the operating company. Case closed.

Reduction in Propulsion (23FEB)** A U.S flag container vessel experienced 4 reductions in propulsion from full sea speed to full ahead while transiting off the California coast. The incidents were due to a failed main engine pressure switch. A COTP order was issued requiring a 1 tug escort from Mile Rock to berth. Class and Coast Guard attended and witnessed repairs and proper operation of the main engine. LOP was not attributed to fuel switching. Case pends.

VESSEL SAFETY CONDITIONS

Vessel Detention (04FEB): A foreign flag bulk freight vessel was inspected in Stockton and detained due to a hull fracture and an inoperable Emergency Diesel Generator secondary starting mechanism. The crew conducted repairs.

**Initial incident occurred outside of HSC jurisdiction

Class and Coast Guard witnessed repairs and proper operation of the generator. Detention was lifted. Case Closed.

Loss of Anchor (14FEB): A foreign flag bulk freight vessel notified the Coast Guard that they had lost their port anchor. The Coast Guard issued a COTP order requiring the vessel to have a one tug escort on its inbound and outbound transit from Mile rock to Redwood City, CA. Case closed.

Voyage Termination (20FEB): The Coast Guard received a report of a 32' sailboat which was operating erratically in the vicinity of Jack London Square. A Coast Guard small boat arrived on scene and the operator reported he had no rudder. The Coast Guard towed the sailboat to the dock, conducted a boarding and found violations (missing life ring buoy, inability to secure the MSD & missing sound device). The voyage was terminated. Case closed.

Chemical Spill (27FEB): A foreign flag container vessel reported a spill of Potassium Hydroxide when two 20-foot containers were dropped into a cargo hold during unloading. A COTP order was issued requiring a report from the vessel's Qualified Individual attesting to successful remediation of the spill, and a report from the vessel's class surveyor attesting to the structural integrity of the affected cargo hold. Coast Guard and Class attended the vessel, verified structural integrity and spill remediation. Case pends.

GENERAL SAFETY CASES

None

NAVIGATIONAL SAFETY

Letter of Deviation, Inop Speed Log (06FEB): Vsl issued an inbound LOD.

Letter of Deviation, Inop S-Band Radar (06FEB): Vsl issued an inbound LOD.

Letter of Deviation, Inop Gyro Compass Repeaters (07FEB): Vsl issued an inbound/outbound LOD

Letter of Deviation, Inop X-Band Radar (11FEB): Vsl issued an inbound LOD

Letter of Deviation, Inop X-Band Radar (11FEB): Vsl issued an inbound LOD

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

On 06 February 2014, Sector San Francisco received a notification of a discharge from a mobile transfer unit in Redwood City. Incident Management Division (IMD) dispatched a team to monitor mitigation efforts by the responsible party. 400 gallons of engine oil were recovered. Due to the responsible party having a no prior offenses, amount actually discharged into a navigable waterway, and taking proper and prudent action, a Letter of Warning was issued.

On 10 February 2014, Sector San Francisco received a notification of an unknown sheen from an unknown source in the Richmond Inner Harbor. Incident Management Division (IMD) dispatched a team who took samples of the spill and hired a contractor to mitigate the threat to the environment. 656 gallons of motor oil were recovered. A responsible party was identified from the oil samples. A Civil Penalty is being processed.

Ocean Planning Overview

Challenges & Opportunities



CDR Jason Tama
Prevention Department
USCG Sector San Francisco



Executive Order 13547

- Established Nation's first National Policy for stewardship of the ocean
- Created an interagency National Ocean Council to advance the National Policy
- Prioritized action categories to address the most pressing challenges facing our oceans



Key Points of the National Ocean Policy

- Implemented under existing law
- Implemented with stakeholder and public input
- Does not impose any new regulations or alter any existing Federal authorities
- Lays out a science-based approach for Federal, tribal, State, and local partners to achieve sustainable ocean resources



NATIONAL OCEAN COUNCIL



**26 Federal Departments,
Agencies, and Offices**

**Responsible for Ocean
Activities**



National Priority Objectives

- Ecosystem-based management
- ***Coastal and marine spatial planning***
- Inform decisions and improve understanding
- Coordinate and support
- Resiliency/adaptation to climate change and ocean acidification
- Regional ecosystem protection and restoration
- Water quality and sustainable practices on land
- Changing conditions in the Arctic
- Ocean, coastal, and Great Lakes observations and infrastructure

Implementation Plan

DRAFT NATIONAL OCEAN POLICY IMPLEMENTATION PLAN

National Ocean Council



An America whose stewardship ensures that the ocean, our coasts, and the Great Lakes are healthy and resilient, safe and productive, and understood and treasured so as to promote the well-being, prosperity, and security of present and future generations.





CMSP Definition

What it is:

A regionally-based planning process for analyzing current and anticipated ocean uses

What it does:

Identifies areas most suitable for various types of activities in order to facilitate compatible uses, and preserve ecosystems to meet Nation's economic, environmental, security, and social goals



Why Coastal and Marine Spatial Planning?



How is CMSP Different?

- **Comprehensive and Integrated**
 - All interested parties at the table from the beginning
 - Long range planning independent of specific activity
 - Focused on region, not a specific location
 - Multi-sector focus



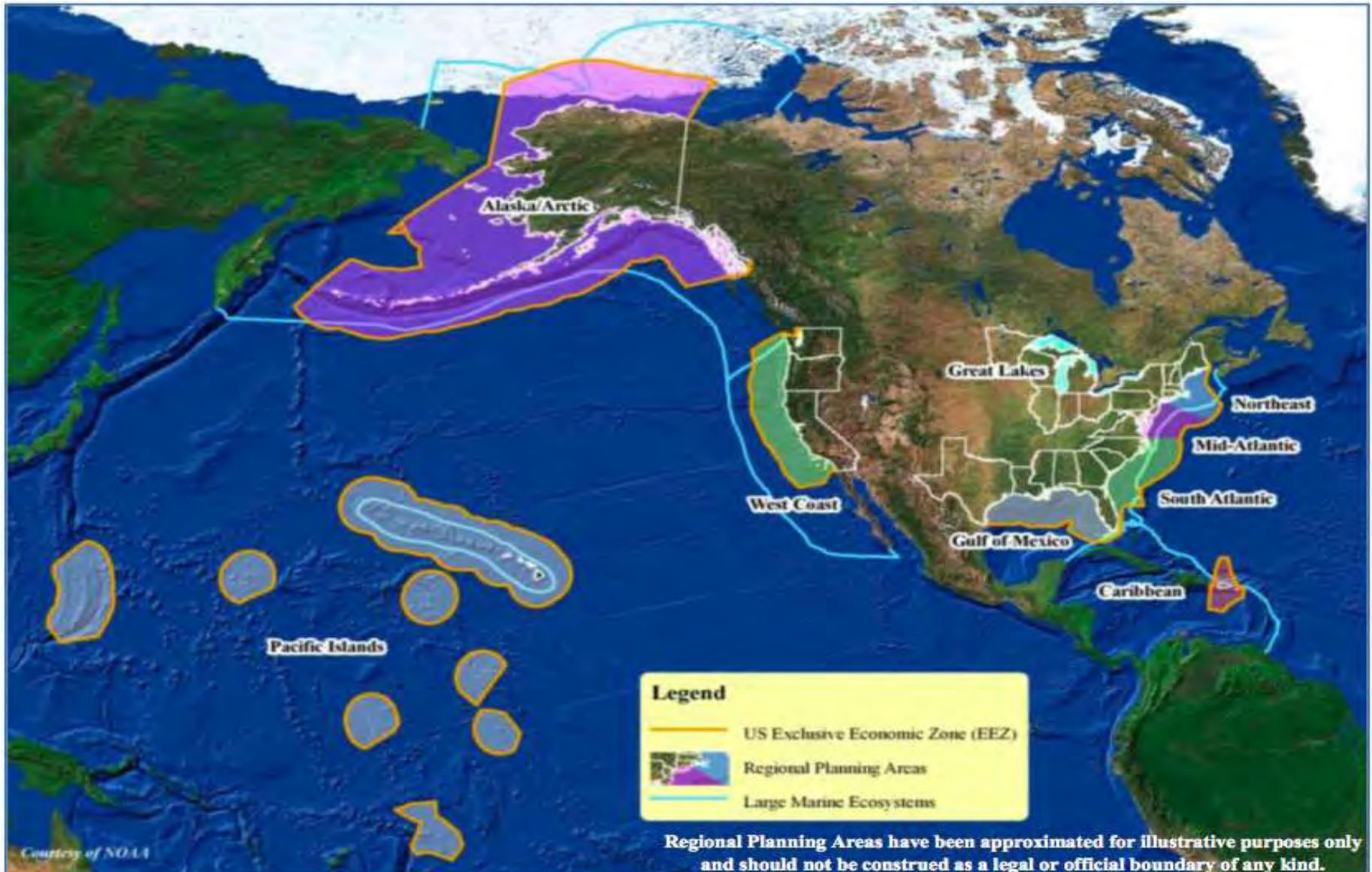
Benefits of CMSP

- **Improve decision-making and planning across multiple levels of government**
- **Facilitate compatible uses**
- **Reduce conflicts among uses**
- **Increase predictability and certainty**
- **Improve ecosystem health by planning human uses in concert with conservation**
- **Strengthen local planning objectives through integration with regional and national planning efforts**



CMSP Framework: A Regional Planning Process

Large Marine Ecosystems and Regional Planning Areas



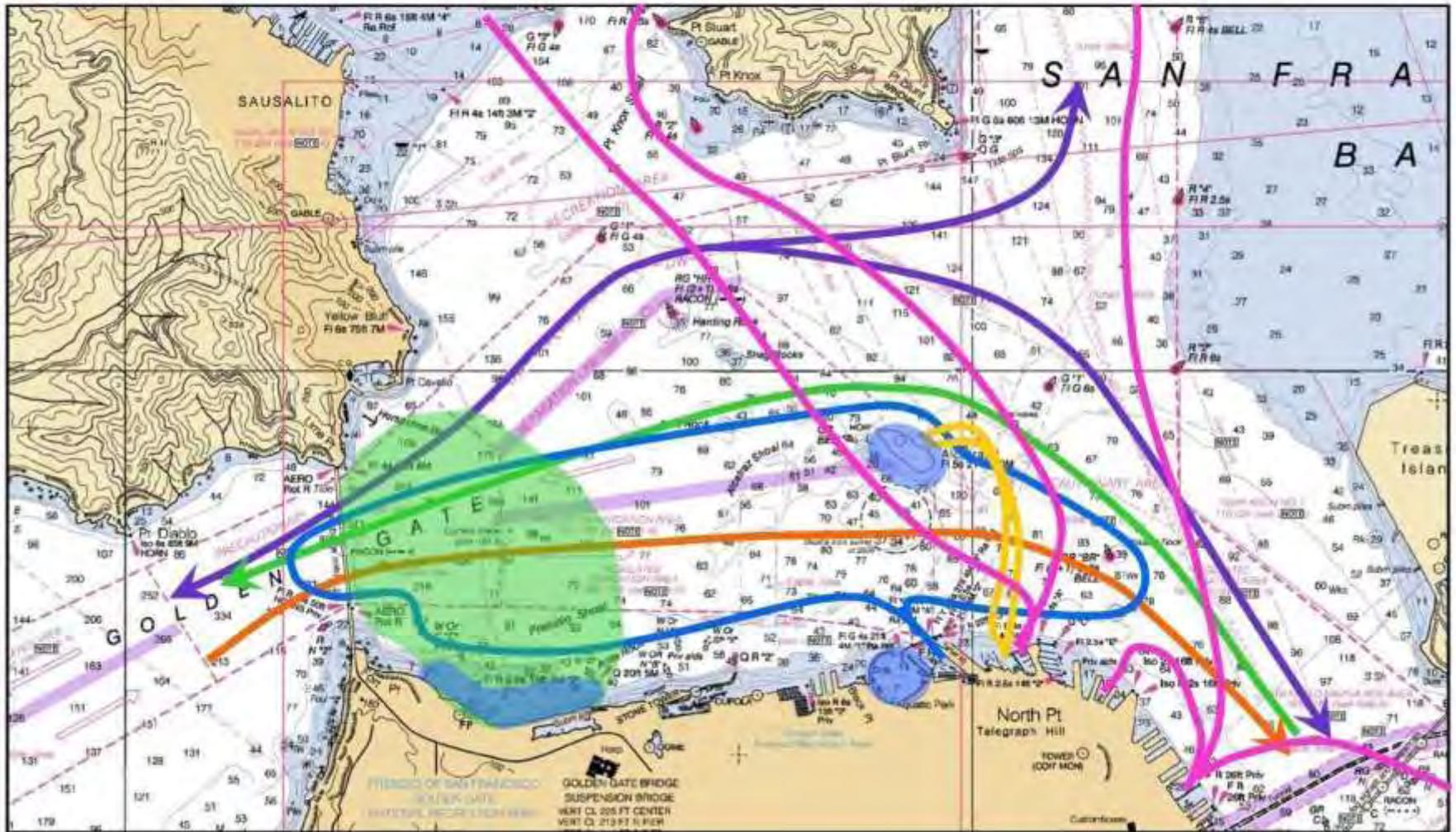
Regional Planning Body

- Three “Co-Leads”: Federal, Tribal, State
- RPB made up of appropriate Federal, Tribal, State government representatives
- Work groups added as needed
- Primary task is to develop a “coast-wide” or perhaps multiple “sub-regional” marine plans that address regional planning priorities



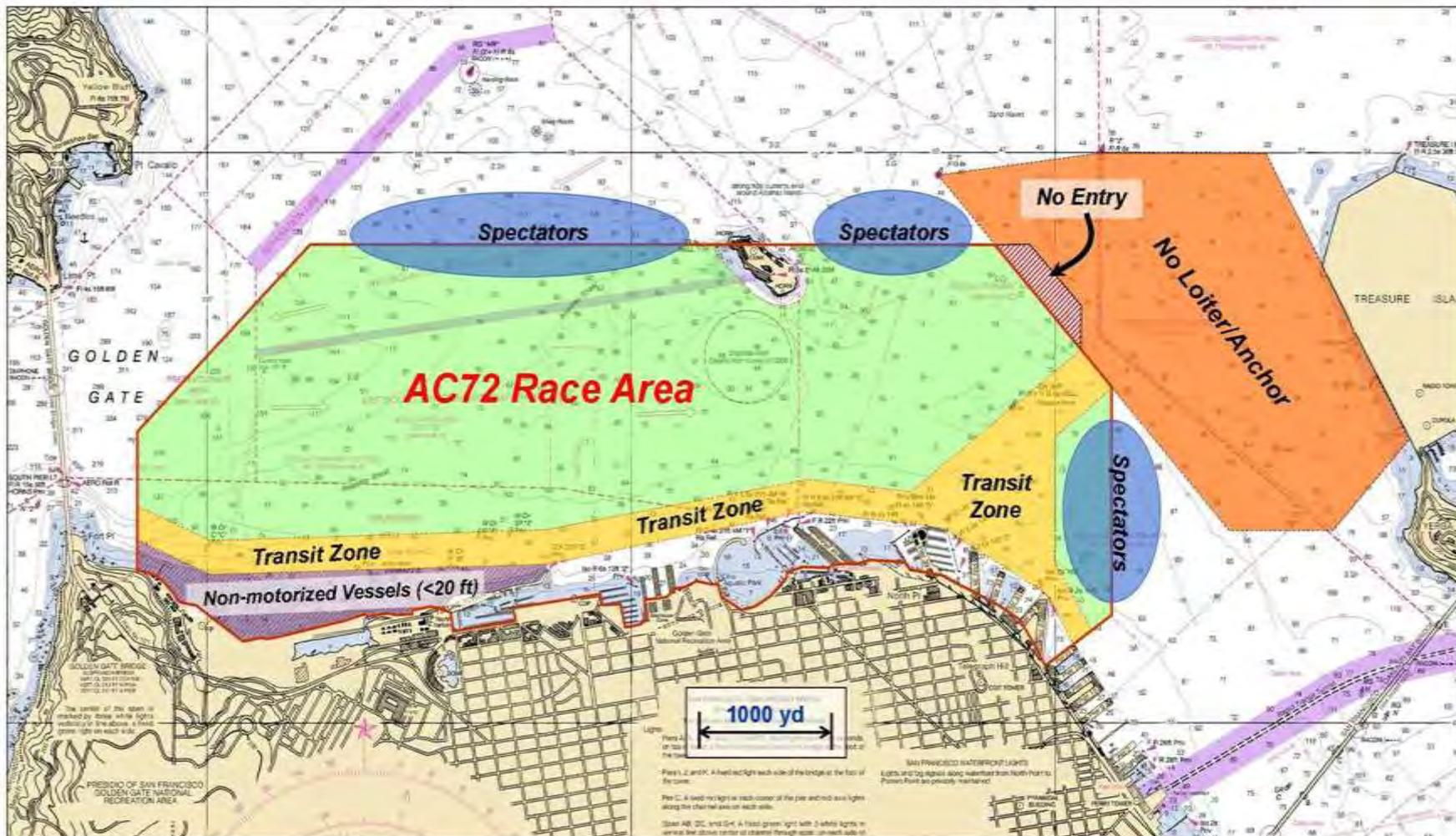


Coast Guard Planning Considerations on San Francisco Bay

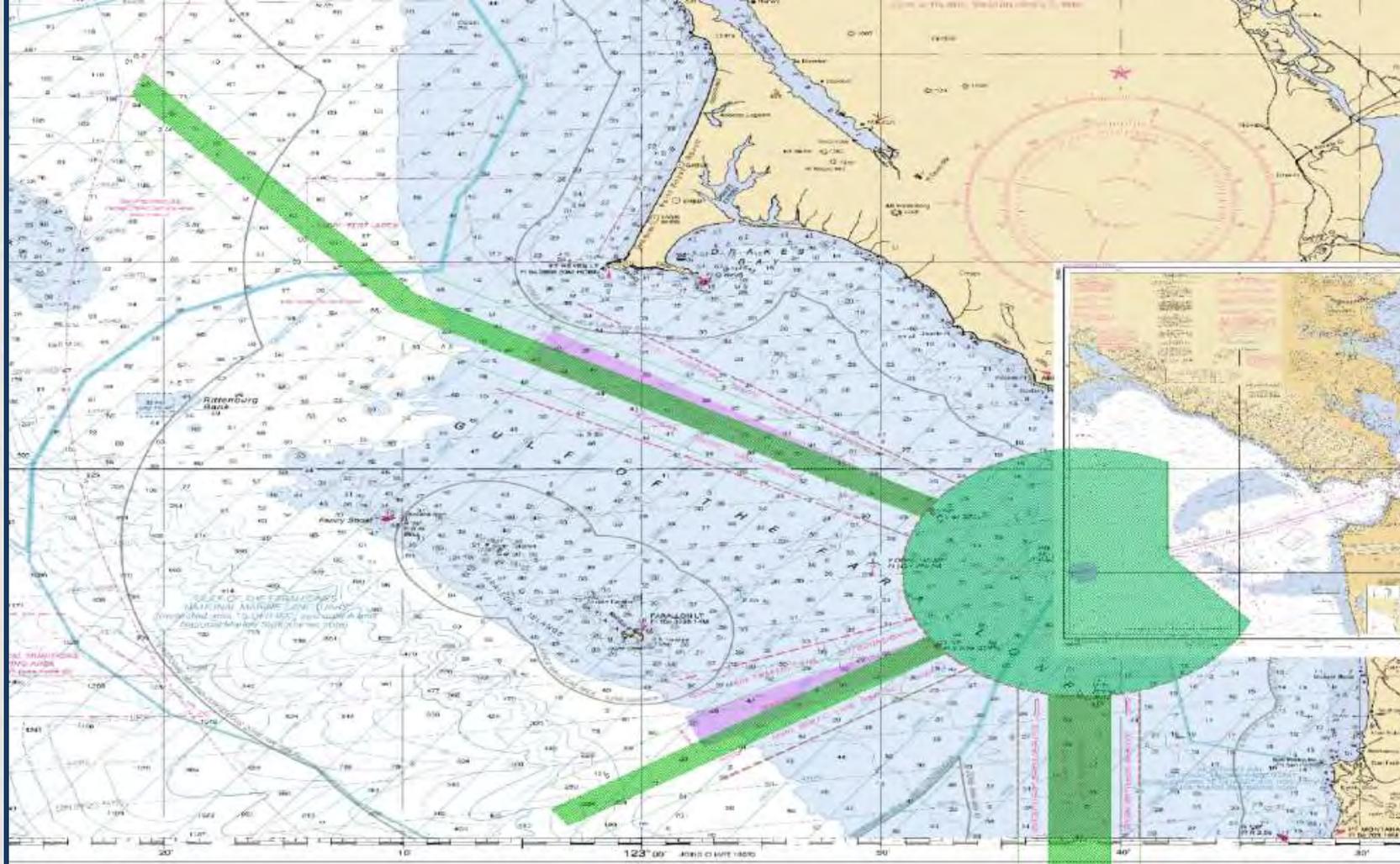




USCG Traffic Plan for 2013 America's Cup







San Francisco, CA
 DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEANIC SERVICE
 NOAA Chart 16134

PRINT ON DEMAND CHARTS
 NOAA and its partners, including the U.S. Coast Guard, offer NOAA charts on demand in electronic and printed formats. Our new online chart service gives you the ability to print charts from our website. Visit www.noaa.gov/chart for more information. For more information, visit www.noaa.gov/chart or call 1-877-542-6787. ©2014 NOAA. All rights reserved.

San Francisco, CA
 DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEANIC SERVICE
 NOAA Chart 16134

Legend
 Magenta: Current Traffic Separation Schemes
 Green: New Traffic Separation Schemes



The Case for Regional Planning



West Coast Challenges & Opportunities

- TSS/ Vessel Routing
- Emission Control Measures
- Rapidly Evolving Energy Sector
- Shipping Industry Consolidation
- Emergency Response / Preparedness
- Climate Change/sea-level rise
- Others?



Thank You!

Marine Planning Handbook:

http://www.whitehouse.gov/sites/default/files/final_marine_planning_handbook.pdf

West Coast Regional Planning Body Federal Lead:

John Stein, NOAA NW Fisheries Science Center

John.E.Stein@noaa.gov

CDR Jason Tama, USCG

Jason.p.tama@uscg.mil



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

**Report of the
U.S. Army Corps of Engineers, San Francisco District
March 13, 2014**

1. CORPS O&M DREDGING PROGRAM

The following is this year's O & M dredging program for San Francisco Bay. The FY14 O&M dredging program is subject to change, pending the availability of funds.

- a. FY14 Main Ship Channel** – Contract Hopper, planned start mid-May 2014 .
- b. FY14 Richmond Inner Harbor** – Contract clamshell, planned start early-October 2014.
- c. FY14 Richmond Outer Harbor (and Richmond Long Wharf)** – Government Hopper, planned start late-June 2014.
- d. FY14 Pinole Shoal** – Government Hopper, planned start early-July 2014.
- e. FY14 Suisun Bay Channel (and New York Slough)** - Government Hopper, planned start early-August 2014.
- f. FY14 Oakland O & M Dredging-** Contract clamshell, planned start early-August 2014.
- g. FY14 Redwood City Harbor-** Contract clamshell, planned start early October 2014.

2. DEBRIS REMOVAL – Debris removal for February 2014 was 31 tons. (Raccoon: 0 tons (in shipyard); Dillard: 6 tons; and Safe Boats: 25 tons). Average for February from 2004 to 2013 is 92 tons. (Range: 12 - 190 tons). Additionally, the tug Respect was removed from the Oakland Inner Channel. That vessel is not included in the debris tonnage.

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	RACCOON	DILLARD	MISC	TOTAL
2013	TONS	TONS	TONS	TONS
JAN	0	35	0	35
FEB	0	6	25	31
MAR				
APR				
MAY				
JUN				
JUL				
AUG				
SEP				
OCT				
NOV				
DEC				

YR TOTAL
66

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

None to report.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

No urgent dredging so far in 2014.

5. OTHER WORK

San Francisco Bay to Stockton - This project received \$800,000 in the FY 14 work plan.

Sacramento River Deep Water Ship Channel Deepening – The project received no funding in the FY 14 work plan. The study is on hold.

HYDROGRAPHIC SURVEY UPDATE

Address of Corps' web site for completed hydrographic surveys:

<http://www.spn.usace.army.mil/Missions/Surveys,StudiesStrategy/HydroSurvey.aspx>

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

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

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

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

Main Ship Channel: **Condition survey of February 24 was posted.**

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

Marinship Channel (Richardson Bay): Condition survey of Dec.18; posted on Jan 24, 2012.

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

New York Slough: Post-dredge survey of August 21-22, 2013 is posted.

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

Oakland Entrance Channel: Post-dredge surveys of Feb-Mar 2013 have been posted.

Oakland Inner Harbor: Post-dredge survey completed Nov/Dec 2013 has been posted.

Oakland Inner Harbor Turning Basin: Post-dredge surveys of Feb-Mar 2013 have been posted.

Oakland Outer Harbor: Post-dredge survey completed Jan 8-14 has been posted.

Pinole Shoal Channel: Condition survey of Jan 24-29 has been posted.

Redwood City Harbor: Condition survey of late November has been posted.

Richmond Inner Harbor: **Condition survey of 18-19 February was posted.**

Richmond Outer Harbor (Longwharf): **Condition survey of February19 was posted.**

Richmond Outer Harbor (Southampton Shoal): **Condition survey of March 3 was posted.**

San Bruno Shoal: Condition survey completed in June, 2011 has been posted.

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: Condition surveys completed May 9 and 10 are posted.

Suisun Bay Channel: Post-dredge survey of August 21-27, 2013 is posted.

Disposal Site Condition Surveys:

SF-08 (Main Ship Channel Disposal Site): Survey of March 2013 has been posted.

SF-09 (Carquinez): Sept 9, condition survey has posted (Sept 9, 2013).

SF-10 (San Pablo Bay): Sept 9, condition survey has been posted (Sept 9, 2013).

SF-11 (Alcatraz): **Condition survey of March 3 was posted.**

SF-16 (Suisun Bay Channel Disposal Site): Condition survey of May 17, 2012 was posted on May 25, 2012.

SF-17 (Ocean Beach Disposal Site): March 2013 survey has been posted.

O&M DREDGING PLAN FOR FY14

Project	2013			2014									FY15			Volume	Placement Site
	OCT FY14	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC		
Humboldt Bar&Entrance								Contract Hopper	█							1mcy	HOODS
SF Main Ship Channel								Contract Hopper	█							350kcy	SF-17
Richmond Inner Harbor	█	█								█	█	█	█	█	█	250kcy	SFDODS
Richmond Outer Harbor	█	█						ESSAYONS	█							250kcy	SF-11
Pinole Shoal	█	█						ESSAYONS	█							150kcy	SF-10
Suisun Bay Channel	█	█								YAQUINA	█					175kcy	SF-16
Oakland Inner Harbor	█	█	█	█	█	█						█	█	█	█	400kcy	upland
Oakland Outer Harbor	█	█	█	█	█	█						█	█	█	█	400kcy	upland
Redwood City Harbor	█	█								█	█	█	█	█	█	350kcy 200kcy*	SF-11 upland*
<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <p>Complete & Ongoing Contracts</p> </div> <div style="text-align: center;"> <p>Hopper</p> </div> <div style="text-align: center;"> <p>New Dredge Contract</p> </div> <div style="text-align: center;"> <p>Environmental Window</p> </div> </div>																	

* Pending Availability of Funds



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 13, 2014

- ✎ 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 2014. The Clearinghouse called OSPR 1 time 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 78 tank vessel arrivals; 8 Chemical Tankers, 6 Chemical/Oil Tankers, 20 Crude Oil Tankers, 2 LPG's, 17 Product Tankers, and 25 Tugs with Barges.
- ✎ In February there were 270 total arrivals.

San Francisco Bay Clearinghouse Report For February 2014

San Francisco Bay Region Totals

	<u>2014</u>		<u>2013</u>	
Tanker arrivals to San Francisco Bay	53		46	
Barge arrivals to San Francisco Bay	25		28	
Total Tanker and Barge Arrivals	78		74	
Tank ship movements & escorted barge movements	277		258	
Tank ship movements	135	48.74%	155	60.08%
Escorted tank ship movements	94	33.94%	83	32.17%
Unescorted tank ship movements	41	14.80%	72	27.91%
Tank barge movements	142	51.26%	103	39.92%
Escorted tank barge movements	39	14.08%	42	16.28%
Unescorted tank barge movements	103	37.18%	61	23.64%

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	156		267		0		123		546	
Unescorted movements	65	41.67%	137	51.31%	0	0.00%	59	47.97%	261	47.80%
Tank ships	51	32.69%	100	37.45%	0	0.00%	46	37.40%	197	36.08%
Tank barges	14	8.97%	37	13.86%	0	0.00%	13	10.57%	64	11.72%
Escorted movements	91	58.33%	130	48.69%	0	0.00%	64	52.03%	285	52.20%
Tank ships	66	42.31%	94	35.21%	0	0.00%	42	34.15%	202	37.00%
Tank barges	25	16.03%	36	13.48%	0	0.00%	22	17.89%	83	15.20%

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 2014

San Francisco Bay Region Totals

	<u>2013</u>		<u>2012</u>	
Tanker arrivals to San Francisco Bay	127		728	
Barge arrivals to San Francisco Bay	53		320	
Total Tanker and Barge Arrivals	180		1,048	
Tank ship movements & escorted barge movements	623		3,544	
Tank ship movements	305	48.96%	1,995	56.29%
Escorted tank ship movements	209	33.55%	1,160	32.73%
Unescorted tank ship movements	96	15.41%	835	23.56%
Tank barge movements	318	51.04%	1,549	43.71%
Escorted tank barge movements	90	14.45%	544	15.35%
Unescorted tank barge movements	228	36.60%	1,005	28.36%

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

Escorts reported to OSPR

	0	1
--	---	---

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	354		591		0		283		1,228	
Unescorted movements	153	43.22%	305	51.61%	0	0.00%	135	47.70%	593	48.29%
Tank ships	125	35.31%	223	37.73%	0	0.00%	93	32.86%	441	35.91%
Tank barges	28	7.91%	82	13.87%	0	0.00%	42	14.84%	152	12.38%
Escorted movements	201	56.78%	286	48.39%	0	0.00%	148	52.30%	635	51.71%
Tank ships	151	42.66%	206	34.86%	0	0.00%	93	32.86%	450	36.64%
Tank barges	50	14.12%	80	13.54%	0	0.00%	55	19.43%	185	15.07%

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.



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - FEBRUARY COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
FEBRUARY 1 - 28, 2013	180	63	35.00
FEBRUARY 1 - 28, 2014	199	85	42.71

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
FEBRUARY 1 - 28, 2013	4,968,108	0	11,668,533	5,801,748	17,470,281
FEBRUARY 1 - 28, 2014	12,213,280	0	15,966,024	6,899,159	22,865,183

OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
FEBRUARY 1 - 28, 2013	0	0	0	0	0
FEBRUARY 1 - 28, 2014	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.

OSPR Regulations/Legislative Report
(As of March 7, 2014)

REGULATIONS:

Workshops Discussing Potential Changes to the Oil Spill Response Organization Rating Regulations

Two Workshops were held in December (one in Los Alamitos; one in Hercules) to discuss possible regulatory changes to the rating system for OSRO's and the Sensitive Site Strategy Evaluation Program. Both workshops were well attended and productive. OSPR has reviewed all comments received and will have a new draft of possible regulatory changes for review and comment soon.

Workshops Discussing Potential Changes to the Contingency Plan Regulations Regarding Spill Management Teams

Beginning in January 2013, the Office of Spill Prevention and Response (OSPR) began conducting unannounced plan holder exercises specifically focusing on Spill Management Teams' (SMT) ability to staff an organizational structure of appropriate size for a Type III spill response. Two Workshops were held to discuss the results of these drills, and potential changes to the Contingency Plan regulations regarding SMTs. OSPR has reviewed all comments received and will have a new draft of possible regulatory changes for review and comment soon.

To be added to mailing list for updates on Workshops please contact Joy Lavin-Jones. Email: Joy.Lavin-Jones@wildlife.ca.gov Phone: 916-327-0910.

LEGISLATION:

AB 881 (Chesbro):

Existing law imposes an Oil Spill Prevention and Administration Fee in an amount not to exceed \$0.065 per barrel of crude oil or petroleum products, until January 1, 2015. This bill would, instead, on and after January 1, 2015, increase the maximum annual assessment to \$0.07 per barrel of crude oil or petroleum products. The bill would also allow the assessment to cover the annual costs incurred by the Oiled Wildlife Care Network.

The bill was moved to the "inactive file" at the end of this legislative session. Since this is the first year of the 2-year legislative cycle, the legislature actually has until the end of the next legislative year (9/14) to act on this bill.

SB 987 (Monning):

Existing law establishes the California Sea Otter Fund and allows taxpayers to designate on their tax returns that a specified amount in excess of their tax liability be transferred to the fund. Existing law requires a specified portion of money in that fund, be allocated to the Department of Fish and Wildlife for the purposes of increased investigation, prevention, and enforcement actions. This bill would authorize the department to use money from the fund take to encourage taxpayers to make contributions on their tax returns to the California Sea Otter Fund and to disseminate information to the public about the status of California sea otters.

AB 2678 (Ridley-Thomas):

Existing law establishes the Oil Spill Technical Advisory Committee to provide public input and independent judgment of the actions of the administrator for oil spill response. The committee is composed of 10 members and the Governor is required to appoint as one of these members a person who has worked in state government.

This bill would instead require the Governor to appoint a member who is a faculty member of the Karen C. Drayer Wildlife Health Center at UC Davis or the Director of the Oiled Wildlife Care Network.

SB 1319 (Pavley):

The Administrator for OSPR is required to prepare the California Oil Spill Contingency Plan which contains specified elements, including an environmentally and ecologically sensitive areas element.

This bill would add an additional element that considers the variability in physical and chemical properties of oil transported within and to the state and its waters to the marine oil spill contingency planning section of the California oil spill contingency plan.

AB 2677 (Rodriguez):

Existing law establishes the Oil Spill Response Trust Fund in the State Treasury. Moneys in the fund are continuously appropriated to the administrator generally for the purposes of covering costs of response, containment, and cleanup of oil spills into marine waters.

This bill would prohibit the use of moneys in the fund for any purpose other than the oil spill response and cleanup activities authorized by the administrator pursuant to these provisions.

OSPR is tracking all of these bills, and has no position on the bills.

Governor's Budget Summary – 2014-15:

The following proposal was included in the Governors FY 2014-15 Budget, which will expand the existing oil spill program to address the increased risk of inland oil spills by supporting prevention, emergency response preparedness, cleanup, and enforcement measures:

“Oil Spill Response Program — \$6.7 million Oil Spill Prevention and Administration Fund and 38 positions to enhance the Department's inland oil spill prevention, preparedness, and response capabilities. Rail shipments of oil, including North Dakota Bakken oil, are expected to significantly increase from 3 million barrels to approximately 150 million barrels per year by 2016. This type of oil is extremely flammable and its transport increases the risk of serious accidents, similar to the rail incident in Lac-Megantic, Quebec in July 2013. This proposal will expand the existing oil spill program to address the increased risk of inland oil spills by supporting prevention, emergency response preparedness, cleanup, and enforcement measures. The proposal also includes increased funding for the Oil Wildlife Care Network, which protects wildlife affected by marine oil spills. This additional funding will be supported by expanding the existing 6.5 cent per barrel fee, which is currently collected at marine ports, to all crude oil sent to refineries. This proposal is part of the Administration's ongoing efforts to improve the safety of the extraction, transportation, processing, and use of fossil fuels in California.”

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

**February 19, 2014.
At 1000 hours**

Attendees

Matthew Peake	Phillips 66
Michelle Connolly	Chevron
Charles Humphreys	Chevron
Tony Coppo	SF Bar Pilots
David Doak	USACOE
Alan Steinbrugge	SF Marine Exchange
David Stephens	SLC. CA.
Gerry Wheaton	NOAA
Scott Pease	Transmarine
Peter Bonebakker	Phillips 66
LCDR Amy Wirts	USCG
Duncan McFarlane	Shell
Griffin Patrick	Tesoro
Esam Amso	Valero

AGENDA & MOM

I checked the depths that show less than 35 feet, based on Pinole Shoals Condition Survey 24-29, January 2014.

These are the areas that need to be going over and/OR others as required by the SF Bar Pilots to ensure safe navigation at the next dredge attempt, all be it a very short period:-

<i>Sheet #2:-</i>	<i><u>From marker #</u></i>	<i><u>To marker #</u></i>	<i><u>Channel Area</u></i>
	170	223	South
	206	209	North
<i>Sheet #3</i>	215	287	South near Mid Channel
<i>Sheet #4</i>	325	400	North
	347	384	South
	418	431	North near Mid Channel

*1- Hoping that the ACOE shares these problematic areas **and the Pilots comments** with dredging company contracted to do the dredge.*

2- An urgent need to find a way to increase the federal funding for this area and Bulls Head.

- 3- *Continue condition surveys every 3 months for both these two areas.*
- 4- Other items suggested by the group.

Highlights of items discussed

- 1- Hopper dredger "Essayons" expected to start about June 1st. 2014
- 2- Funding for the project should be finalized by March 1st. 2014
- 3- ACOE has about \$750,000 assigned for Pinole Shoals & Bulls Head condition and after dredge soundings.
- 4- Chevron and ACOE agreed to meet prior to dredge plans being finalized and contracts awarded, they also agreed to better coordination of projects in the future to improve effectiveness of future dredging episodes.
- 5- DIG Committee requests SF HSC to issue a letter to Congressman Mike Thompson (Napa) and local oil companies to approach their Lobbyists to increase funding for Pinole Shoals and Bulls Head areas to achieve the required depths in these areas.
- 6- Stockton Channel deepening project is under discussion between the ACOE and Port of Stockton to initially deepen the Western/Eastern section to 38 feet.
- 7- Requested ACOE to continue to provide condition surveys for Pinole and Bulls Head every 3 months to SF Bar Pilots and others.
- 8- NOAA requested the local Oil Terminals to provide them with dock soundings after every dredge cycle to enable NOAA to update charts. NOAA also announced that the current survey that was conducted in the San Francisco Bay was complete, a member of the committee asked about the status of the survey, the info received back from Paul Fanelli of (Co-Ops) was "All equipment was recovered last September, NOAA analyzed the data and are in the process of putting together a special prediction publication highlighting updated predictions throughout San Francisco Bay based on data collected in 2012 and 2013. This publication should be ready in the May-June time frame. In the mean time, if anyone is interested in viewing the raw current data from these surveys, you can do so on our website at <http://www.tidesandcurrents.noaa.gov/cdata/StationList?type=Current+Data&filter=historic&keyword=SFB>. "

- 9- SF Bar Pilots said the controlling depth for Oakland is 50 feet.
- 10- Bar Pilots continue to update sending out the controlling depth changes to relevant docks.

- 11- Bar Pilots voiced some concern to the ACOE about the Suisun Bay dumping ground (opposite Tesoro's docks).
- 12- ACOE with Pilots will discuss with the dredge contactor problematic areas as shown on page one above.

Next meeting to be decided after dredging and soundings are completed.

Dredge Issues Work Group

Esam Amso
Chair

NOAA HSC Topics from Logan Johnson

1) **Weather-Ready Nation Ambassador program**: This is a new NOAA initiative designed to encourage all parts of our nation - private sector, media, government, etc. to participate in helping us to build a Weather-Ready Nation. Groups and agencies can be officially recognized for working with NOAA on this initiative and it's easy to sign up for with no complicated forms or site visits. I would say everyone in the HSC and at the meetings would be a part of a group that could become a Weather-Ready Nation

Ambassador. <http://www.nws.noaa.gov/com/weatherreadynation/ambassadors.html>

2) **Addition of a routine daily Marine Discussion**. This will be included in our Area Forecast Discussion product -- <http://www.nws.noaa.gov/data/MTR/AFDMTR> Currently the Marine Discussion section is "event-driven". This change will mean there will be a discussion in there every day for marine interests. It will typically be a general weather synopsis, unless there are things like Gale Warnings, High Surf Advisories or Beach Hazard Statements, then it will be more detailed with information on those products.

3) **Tsunami WEA**. There is a change to Tsunami Wireless Emergency Alerts (the alerts we receive on our cell phones). Previously Tsunami WEA messages were not sent, but now they will be in certain circumstances when Tsunami Warnings are issued. I have lots of documentation and info on this change to the system.

4) **Tsunami Preparedness Week** is coming <http://nthmp.tsunami.gov/tpw/tsunami-preparedness-week.html> and we will be doing activities locally and posting tsunami information on our social media sites daily. We would invite members and partners through the HSC to share and participate in the week!