

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, April 14, 2011

Harbormaster's Office, Port of Richmond, Richmond, California

Joan Lundstrom, Chair of the Harbor Safety Committee of the San Francisco Bay Region (HSC), San Francisco Bay Conservation and Development Commission (BCDC); called the meeting to order at 1001. **Alan Steinbrugge**, Marine Exchange of the San Francisco Bay Region (Marine Exchange), confirmed the presence of a quorum of the HSC.

Committee members (M) and alternates (A) in attendance with a vote **John Berge** (M), Pacific Merchant Shipping Association; **Margot Brown** (M), National Boating Federation; **Ron Chamberlain** (M), Port of Benicia; **Capt. John Cronin** (M), Matson Navigation; **Lt. Col. Torrey DeCiro**, United States Army Corps of Engineers (USACE); **Capt. Noapose Fotu** (A), National Cargo Bureau; **Aaron Golbus** (M); Port of San Francisco; **Capt. Jonathon Mendes**, Starlight Marine Services; **R. Mike O'Brien** (A), Port of Oakland; **Walt Partika** (A), Foss Maritime; **Capt. John Schneider** (M), Tesoro Refining & Marketing; **Deb Self** (A), San Francisco Bay Keeper; **Capt. Cynthia L. Stowe**, United States Coast Guard (USCG); **Capt. Ray Shipway** (A), International Organization of Masters, Mates, and Pilots; **Gerry Wheaton**, National Oceanographic and Atmospheric Administration (NOAA); **Michael Williams** (M), Port of Richmond.

Alternates present, and those reporting to the HSC on agenda items: **Capt. Esam Amso** (A), Valero Marketing and Supply Company; **Bob Chedsey**, California State Lands Commission (State Lands); **Capt. Jeff Cowan**, California Office of Spill Prevention and Response (OSPR), **Mike Dillabough**, USACE; **Lt. Cmdr. Desarae Janzen**, **William Needham** (A), National Boating Federation; **Rob Lawrence**, USACE; **William Nickson** (A), Transmarine Navigation; **Laura Pagano**, NOAA; **Linda Scourtis** (A), BCDC. The meetings are always open to the public.

Approval of the Minutes

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

Comments by the Chair – Lundstrom

- **Lundstrom** congratulated **Capt. Cronin** for his appointment to the State Board of Pilot Commissioners.
- An article about the HSC, by **Lundstrom**, has been published in the spring edition of *The Coast Guard Proceedings*. The article is available on line here: <http://www.uscg.mil/proceedings/>. The sub-heading of the article describes how "communication and collaboration fuel success." **Lundstrom** thanked **Capt. Paul Gugg**, USCG (Ret.) and other for their help with the article.
- The Physical Oceanographic and Real Time System (PORTS) work group and the Dredge Issues Work Group (DIG) have been merged. **Capt. Schneider** is the chair. The primary task of the merged work

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groups will be the America's Cup race events. **Lundstrom** thanked **Capt. Amso** for all his work as chair of the PORTS work group.

- With the consensus of the committee there will be no meetings of the HSC scheduled for August and December of 2011.

Coast Guard Report – Capt. Stowe

- They had had a busy month with response to, and cleanup from the tsunami. There was also the screening of vessels and cargos from Japan for radiation, planning for the America's Cup, and a loss of propulsion workshop that had been well attended.

- **Lt. Cmdr Janzen** read from a report that is attached to these minutes.

Lundstrom asked about the discrepancy in reported loss of propulsion cases between the report submitted by USCG District 11 (attached to these minutes) and the Prevention/Response report read by **Lt. Cmdr. Janzen**. **Lt. Cmdr. Ken KostECKi** said that the reports were prepared on different dates but could be better collated in the future.

Capt. Shipway asked if there was any preliminary report on the capsizing of the tug Richardson Bay off Ocean Beach April 9. **Capt. Stowe** said there was not.

Capt Cowan asked if minutes from the loss of propulsion workshop would be published. **Lt. Cmdr. KostECKi** said that they would be out soon. **Lundstrom** asked that they be published on the Marine Exchange web site.

US Army Corp of Engineers Report – Lt. Col. DeCiro

- **Lt. Col. DeCiro** asked that anyone concerned about the delayed release of a hydrographic survey contact him directly. .
- **Lawrence** read from the usual dredging and debris removal report that is attached to these minutes.
- **Dillabough** read from a report on the President's proposed budget for fiscal year 2012. that is attached to these minutes. **Dillabough** said that if there were no changes there would be serious impact on debris removal and dredging. There would not be enough money to fully fund debris removal unless the money was taken from dredging which was cut substantially. He said that without some sort of solution there could be an estimated four thousand tons of extra debris in the Bay by the time of the America's Cup race in 2013. The extra debris would pose a hazard to all types of vessels on the Bay.
- **Lt. Col. DeCiro** said that it was often the case that local funds for dredging and debris removal were supplemented by earmark legislation, but that possibility did not look likely for the 2012 budget. He said that there was a chance that USACE headquarters could hold back an additional five to ten percent of funding for emergency operations, as it has done in the past.
- **Lt. Col DeCiro** said that in addition to budget problems there were developing problems on what to do with dredge materials under the Long Term Management Strategy (LTMS) since the Hamilton Bay re-

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use project is nearly complete. The last page of the attached report shows the hypothetical effect of the budget cuts and LTMS changes.

Lundstrom asked for more detail on the timeline. **Dillabough** said that the fiscal year started on October 1, 2011. They have a choice to start making choices now or to wait until the budget is in place. Congress typically takes up the new budget in August, so if the HSC were to take action it would be better to do so before then.

John Hummer, MARAD, asked what the budget would look like if the USACE got the full allotment from the Harbor Maintenance Trust Fund. **Lt. Col. DeCiro** said that they could only plan based on the numbers they had, but that any extra money would certainly help.

Self asked for an example of increased risk from lack of dredging. **Capt. Amso**, and others, said that it would result in more trips by large vessels, thus increasing traffic. **Capt. Marc Bayer**, Tesoro Refining and Marketing, and others; cited the risk of more groundings.

Lundstrom noted the risk of debris in the water to high speed ferries. **Dillabough** said that increased debris in the water would be especially hazardous for the jet-drive tug boats typically used to escort laden tank vessels.

Lundstrom tasked the Ferry Operations work group with following up on the debris removal issue.

Notification of Recent Tsunami Warning to San Francisco Bay Region Maritime Community – Capt. Stowe

- The tsunami warning originated with NOAA and was then replicated through the USCG alert system to all users registered with their Homeport web portal.
- The first difficulty that they ran into in planning how to use the warning was that they did not have much detail on what kind of surge the various facilities could handle, so they decided to err on the side of caution regardless of the facility or how the tsunami might affect different parts of the Bay Area. USCG would like to see follow up in this area and they have gotten a lot of support from State Lands.
- Cleanup in Santa Cruz had been completed. Crescent City clean up was concluded the day of the HSC meeting.

Robin Blanchfield, California Coastal Commission, said that one problem with the alert system was getting accurate information to labor. She said that the California Emergency Management Agency (EMA) was already working on evacuation planning as well as identifying safe places of refuge for vessels off shore. **Kevin Miller**, EMA, said that they wanted to identify where the waves stopped churning at any point off the shore line. He said that it was important to plan harbor infrastructure with knowledge of the currents in mind. **Hummer** asked if they had acquired any bench marks from the event. Miller said that they were working on modeling with the California Geological Survey who had collected data from one hundred sixty locations.

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Capt. Pete Bonebakker, ConnocoPhillips, said that there had been a big improvement in communications over the Chilean tsunami. He said that the USCG had sent staff to look over their facility and talk to their people which was very good pro-active behavior. He said that for evacuation planning there was probably a lot that could be learned from those areas that have to prepare for hurricanes so that they did not have to reinvent the wheel.

Lundstrom asked **Miller** if EMA could do a briefing for the HSC in the near future. Miller said that he would follow up.

Presentation on the Efforts of NRT 6 and NRT 3 in response to the recent Tsunami – Pagano.

Pagano's presentation is attached to these minutes.

Clearing House Report – Steinbrugge

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

OSPR Report – Capt. Cowan

- There would be a hearing on Assembly Bill 1112 the following Monday, April 18.
- OSPR workers in Capt. Cowan's category were no longer taking mandated furloughs.

NOAA Report – Wheaton

- The print edition of Coast Pilot 7 is now over eight pounds and they are soliciting suggestions on how to divide it.
- The President's proposed budget would eliminate NOAA's NRT 6 response boat and team. That would leave one response boat to cover the West Coast and Alaska.

State Lands Report – Chedsey

- **Chedsey** read from a report that is attached to these minutes.
- They had had good cooperation from their stakeholder base in the response to the recent tsunami. Many had already suspended operations before they were called.
- California is one of the few entities in the world that requires a tsunami response plan of its oil transfer terminals. State Lands supervises compliance with the Marine Oil Terminal Engineering and Maintenance Standards (MOTEMS) that are part of the state building code.

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Draft HSC letter in support of House Bill 104 and Senate Bill 412, Harbor Maintenance Trust Fund – Lundstrom – Possible Vote.

- **Lundstrom** explained that the purpose of the letters was to support Congressional action that would ensure that taxes collected by the Harbor Maintenance Trust Fund be fully spent on actual harbor maintenance.

Capt. Mendes asked that in the third sentence of the second paragraph that the word *tub* be changed to *tug*.

Since there was no further discussion, **Lundstrom** called for a motion in support of sending the letters in support of HB 104 and SB 412 to Representative **Nancy Pelosi**, Senator **Diane Feinstein**, and Senator **Barbara Boxer** since proper dredging and debris removal are critical to safe operations on the Bay. If passed, and signed, the bills would ensure that money collected for the Harbor Maintenance Trust Fund be spent on harbor maintenance. A motion was made and seconded. It passed unanimously.

Air Resources Board (ARB) Report –

- Their report is attached to these minutes.

Tug Work Group – Capt. Mendes

- The minutes of the meeting described by **Capt. Mendes** is attached to these minutes.

A man from the public asked about bends in transfer hoses. **Capt. Mendes** said that they trained their people to bring proper coupling devices or to go get one if needed.

Lundstrom said that the goal of the work group was to define best maritime practices for bunker fuel transfer in the Bay Area so that they could be included in the *Harbor Safety Plan*.

Self said that she had been talking to staff for State Assembly Member Jared Huffman, sponsor of Assembly Bill 1112 that seeks to regulate bunkering operations at anchorage. She wants them to be educated about the stuff that works.

Navigation Work Group –

- There was no report. **Lundstrom** tasked them with cooperating with the Tug Operations work group on best practices for bunkering operations and to provide feedback to NOAA on the division of *Coast Pilot 7*.

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Ferry Operation Work Group –

- There was nothing to report. **Lundstrom** tasked them with taking up the issue of debris removal.

DIG and PORTS workgroups – Capt. Schneider

- Their reports are attached to these minutes. There was no discussion.

Prevention through People Work Group – Brown

- At the last meeting of the National Boating Federation a representative had raised the issue of mandatory education standards for boaters as well as mandatory safety gear for personal water craft for vessels of a certain size – such as kayaks. These moves have been discussed for years but now look more likely than in the past.

Plan Update Work Group – Scourtis

- Yearly updates are required by the May meeting. If your work group is currently meeting on best practices the deadline is June.

PORTS Report – Steinbrugge

- Sensors had been installed at Oakland, Rodeo, and Pittsburg. They were expected to be online in May after they were vetted by NOAA.
- Sensors for AMORCO and Avon are scheduled for autumn.
- The new sensor location for San Francisco is still being discussed.
- The sensor at the Union Pacific Railroad Drawbridge continued to be problematic.

Public Comment

Capt. Bayer invited everyone to attend the annual membership meeting of the Marine Exchange, also known as the Mayday Party, on May 12 from 1630 to 1930 at McCormick and Kuleto's Restaurant, Ghirardelli Square, San Francisco.

Catherine Hooper, Fleet Week Association, said that they had met with representatives of the US Navy's Third Fleet and Marine Corps and they were looking forward to the 2011 event based on the success of 2010. They supported the idea of building on the theme of humanitarian and disaster response featured during the 2010 event. They had also met with Vice Admiral Manson Brown, USCG, who had encouraged a more visible role for the Coast Guard given their long dedication to the humanitarian and disaster response mission. Visiting ships and Marine units will depend on deployments at that time. The parade of ships is scheduled for October 8. Air shows will be provided by the US Navy Blue Angels and

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Canadian Forces Snowbirds. A fund raiser for the non-profit Fleet Week Association was scheduled for May 2.

Old Business

There was none.

New Business

There was none.

Next Meeting

Lundstrom said that the next meeting of the HSC would commence at 1000, May 12, at the Port of San Francisco's Port Commission Room.

Adjournment

Lundstrom adjourned the meeting at 1211.

Respectfully submitted:



Capn. Lynn Korwatch

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

March-11

PORT SAFETY CATEGORIES

1. Total Number of Port State Control Detentions for period:	0
SOLAS (0), MARPOL (0), ISM (0), ISPS (0)	
2. Total Number of COTP Orders for the period:	0
Navigation Safety (0), Port Safety & Security (0), ANOA (0)	
3. Marine Casualties (reportable CG 2692) within SF Bay: Allision (0), Collision (0), Fire (0), Grounding (0), Sinking (0), Steering (1), Propulsion (7), Personnel (0), Other (1), Power (0)	9
4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation: Radar (2) Gyro (0), Steering (0), Echo sounder (1), AIS (1), AIS-835 (0), ARPA (0), SPD LOG (1), Other (1)	6
5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay:	1
6. Significant Waterway events or Navigation related cases for the period: None	0
7. Maritime Safety Information Bulletins (MSIBs): None	0
Total Port Safety (PS) Cases opened for the period:	16

MARINE POLLUTION RESPONSE

* Source Identification (Discharges):

TOTAL VESSELS	3
U.S. Commercial Vessels	1
Foreign Freight Vessels	0
Public Vessels	0
Commercial Fishing Vessels	0
Recreational Vessels	2
TOTAL FACILITIES	1
Regulated Waterfront Facilities	0
Regulated Waterfront Facilities - Fuel Transfer	1
Other Land Sources	0
Mystery Spills - Unknown Sources	3
Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period	7
1. Spills < 10 gallons	0
2. Spills 10 - 100 gallons	2
3. Spills 100 - 1000 gallons	0
4. Spills > 1000 gallons	0
5. Spills - Unknown	5
TOTAL OIL DISCHARGE AND HAZARDOUS MATERIALS RELEASE VOLUMES BY SPILL SIZE CATEGORY:	
1. Estimated spill amount from U.S. Commercial Vessels:	0
2. Estimated spill amount from Foreign Freight Vessels:	0
2. Estimated spill amount from Public Vessels:	0
3. Estimated spill amount from Commercial Fishing Vessels:	0
4. Estimated spill amount from Recreational Vessels:	0
5. Estimated spill amount from Regulated Waterfront Facilities:	20
6. Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer:	0
7. Estimated spill amount from Other Land Sources:	11
8. Estimated spill amount from Unknown sources:	0
TOTAL OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES (GALLONS):	31
Civil Penalty Cases for Period	0
Notice of Violations (TKs)	0
Letters of Warning	1
TOTAL PENALTY ACTIONS:	1

SIGNIFICANT PORT SAFETY AND SECURITY CASES (March 2011)

MARINE CASUALTIES - PROPULSION/STEERING

Loss of propulsion (LOP), T/V CHAMPION TRUST (01 Mar): The vessel lost propulsion while approaching SF Bay. Casualty due to piston ring failures causing excessive engine cylinder temperatures. Fuel switching considered a causal factor. Case pends.

Loss of propulsion (LOP), Ferry REAL MCCOY II (01 Mar): A hydraulic propulsion control line burst while the vessel was transiting from Rio Vista to Ryer Island. Line replaced and system tested SAT. Case pends.

Loss of propulsion (LOP), M/V SILVERSTAR (03 Mar): The vessel had an astern bell failure during maneuvering operations in Anchorage 9. Fuel switching contributed to loss of propulsion. Fuel rack was not adjusted to compensate for diesel fuel. Change over procedures amended to include fuel rack adjustments. Fuel switching was a causal factor. Case pends.

Loss of steering, T/V CHAMPION TRUST (04 Mar): The vessel experienced a loss of steering while outbound from Stockton to sea. Steering loss result of electrical control malfunction. System repaired and tested SAT. Case pends.

Flooding & Loss of propulsion (LOP), M/V SOLANO (07 Mar): While at pier, a salt water cooling line failed partially flooding the port engine room and submerging an electronic propulsion control junction box. Cooling line was repaired and system inspected and tested SAT. Case pends.

Loss of Propulsion, (LOP) Ferry SAN FRANCISCO (26 Mar): Ferry lost clutch control and has been taken out of service until cause is identified and repairs are made. Case pends.

Loss of Propulsion (LOP), Ferry J-MACK (29 Mar): Ferry propulsion control cable jammed within a pulley sheave. System has been repaired and tested SAT. Case Pends.

Loss of Propulsion (LOP), T/V OVERSEAS VISAYAS (30 Mar): The main engine failed to start on dead slow astern. Engine controls made several attempts to start depleting available start air. System tested SAT and failure could not be recreated. Fuel Switching was a causal factor. Case pends

VESSEL SAFETY CONDITIONS

None

GENERAL SAFETY CASES

Rule 9 Violation (30 Mar): Tug FATCAT was cut off by a 27 ft Catalina sail boat in the Oakland Estuary. Station San Francisco dispatched and boarded the subject sailing vessel. A warning was issued to the sail boat operator.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD) Radar, C/V CYGNUS (10 Mar): Vsl issued an inbound LOD.

Letter of Deviation (LOD) Automatic Identification System (AIS), M/V MSC POH LIN (10 Mar): Vsl issued outbound

Letter of Deviation (LOD) Speed Log, T/V CHAMPION PACIFIC (19 Mar): Vsl issued an inbound and outbound LOD.

Letter of Deviation (LOD) Anchors, C/V AURORA (22 Mar): Vsl issued an inbound LOD.

Letter of Deviation (LOD) Echo Depth Sounder, M/V GENCO PICARDY (24 Mar): Vsl issued an inbound LOD.

Letter of Deviation (LOD) Radar, M/V CCNI COLUMBIA (29 Mar): Vsl issued an inbound and outbound LOD.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

23 Mar: Chevron Facility: Equipment failure in a containment sump discharged approximately 20 gallons of hydrocarbon contaminated water into a secondary containment area at the Richmond Long Wharf. Chevron cleaned the spill and no sensitive sites were impacted. A Letter of Warning was issued.

28 MAR: Dump Truck: The brakes on a dump truck failed, and the truck went into Richardson Bay. Due to the Coast Guard's tsunami response efforts, Marin County took the lead in the response. The diesel fuel was contained with hard boom and collected with sorbent material. Approximately 11 gallons discharged from the vehicle. Enforcement actions were not taken.

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**Report of the
U.S. Army Corps of Engineers, San Francisco District
April 14, 2011**

1. CORPS FY 2010 O&M DREDGING PROGRAM

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

- a. **Main Ship Channel (55+2)** – A condition survey is now schedule to be completed at the end of this month (April 2011).
- b. **Richmond Outer Harbor (and Richmond Long Wharf)** – Dredging Richmond Outer Harbor will not be done until this summer – due to funding issues. **No change.**
- c. **Richmond Inner Harbor** – Dredging of the Inner Harbor is complete. **No change.**
- d. **Oakland O & M Dredging** – Post-dredge surveys just posted. There are no plans to dredge until this fall, if money is available.
- e. **Suisun Bay Channel (and New York Slough)** – Dredging is complete to the design depth of -35 (+2). **Condition survey is scheduled for later this month.**
- f. **Pinole Shoal (35+2)** – Dredging completed July 2. **No Change.**
- g. **Redwood City/San Bruno Shoal** – Dredging of Redwood City is scheduled for this summer. San Bruno Shoal requires a condition survey; that survey has yet to be scheduled **No change.**

2. DEBRIS REMOVAL – The debris total for March 2011 was 231.5 tons: Raccoon - 134 tons; Dillard - 92.5 tons; Grizzly – 8.5 tons; misc. 5 tons.

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	GRIZZLY	RACCOON	DILLARD	MISC	TOTAL
2011	TONS	TONS	TONS	TONS	TONS
JAN	21	59	5	3	88
FEB	11	55	33.5	0	99.5
MAR	8.5	134	92.5	5	240
APR					0
MAY					0
JUN					0
JUL					0
AUG					0
SEP					0
OCT					0
NOV					0
DEC					0

YR TOTAL
427.5

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

None to report.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

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

5. OTHER WORK

a. **San Francisco Bay to Stockton** This project is on hold waiting for new funding. **No change.**

b. **Sacramento River Deep Water Ship Channel Deepening** \$12,500,000 in the FY 2011 budget for this project. The Corps is scheduled to start construction by late FY 2011. This project is included in the FY 11 President's Budget and is essential to our FY 11 execution. The Draft Supplemental Environmental Impact Statement/Report is now available. Comment period is open until April 18, 2011. **There have been numerous comments on the Draft SEIS/R that have raised several issues that need to be resolved. The Corps team is meeting today to determine if the proposed September 2011 start date is still realistic or if the project will be delayed until sometime in FY 2012.s**

6. HYDROGRAPHIC SURVEY UPDATE

Address of Corps' web site for completed hydrographic surveys:

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

Main Ship Channel: **Scheduled for survey end of April 2011.**

Pinole Shoal: **The condition survey of March 17-23 2011 has been posted.**

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

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

Bull's Head Channel: **March 10, 2001 condition** survey has been posted.

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

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

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

Oakland Inner Harbor Turning Basin:

Oakland Inner Harbor – Final Composite survey has been posted. The survey was done throughout March and compiled on March 30, 2011.

Oakland Outer Harbor:

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

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

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

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

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

San Rafael Creek and San Rafael Across-the-Flats: **Condition surveys completed Feb. 2011.**

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

Disposal Site Condition Surveys:

SF-08 (Main Ship Channel Disposal Site) SF-09 (Carquinez) October 5, 2010;

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

SF-11 (Alcatraz): **Survey of April 5, 2011 has been posted. (-37.9)**

SPN FY12 Proposed Presidential budget Snapshot

- Depending on % rescission (HQ with-holdings).
 - Navigation (Dredging & Debris) receives Overall \$31.1 million minus rescission (typically 1%)
 - Debris Removal = funded at 60%, cannot make payroll, will require RIF, will not keep up with Debris accumulation which will effect 7 main ports & roughly 1000 marinas. Severely impacts PACOM strategic sealift capability.
 - Fed Channels = Will not be able to dredge to project depths. (Example: Oakland deepen to 50' but can only maintain at 48' depth)
- If rescission greater than 5%
 - compounds challenges.

Ability to Reach Authorized Depth President's Budget & In-Bay Placement

PROJECT	2011	2012	2013
▪ Oakland Harbor	74%	64%/47%	54%/25%
▪ Richmond	74%	71%/53%	58%/31%
▪ Suisun	76%	63%/49%	51%/25%
▪ Pinole	69%	100%/69%	80%/55%
▪ Redwood City	79%	N/A	N/A
▪ San Rafael	100%	N/A	N/A

Percent of current year shoal removed/cumulative impact of insufficient funds

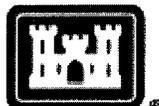
Ability to Reach Authorized Depth President's Budget & LTMS

PROJECT	2011	2012	2013
▪ Oakland Harbor	57%	29%/17%	29/5%
▪ Richmond	50%	47%/23%	40%9%
▪ Suisun	76%	63%/49%	51%/25%
▪ Pinole	69%	100%/69%	80%/55%
▪ Redwood City	79%	N/A	N/A
▪ San Rafael	27%	N/A	N/A

Percent of current year shoal removed/cumulative impact of insufficient funds.

Example - For Oakland in 2011 only 57% of the material required to achieve authorized depth is removed. In 2012, 29% is of material required to achieved authorized depth is removed with President's budget assuming previous year attained authorized depth. In 2012, 17% of required material to be removed is achieved if only 57% is removed in 2011.

U.S. Army
Corps of Engineers



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CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - MARCH COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
MARCH 1 - 31, 2010	203	97	47.78
MARCH 1 - 31, 2011	228	107	46.93

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
MARCH 1 - 31, 2010	11,683,400	0	16,169,930	8,217,451	24,387,381
MARCH 1 - 31, 2011	13,503,000	340,000	18,757,672	8,384,096	27,141,768

OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
MARCH 1 - 31, 2010	0	0	0	0	
MARCH 1 - 31, 2011	1	0	0	1	24 gallons/Gasoline

*** 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. ***				

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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.



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San Francisco Clearinghouse Report

April 14, 2011

- ✎ In March the clearinghouse did not contact OSPR regarding any possible escort violations.
- ✎ In March the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ✎ The Clearinghouse contacted OSPR 2 time in 2011 regarding possible escort violations. The Clearinghouse called OSPR 6 time in 2010, 8 time 2009; 4 times 2008; 9 times in 2007; 9 times in 2006; 16 times in 2005; 24 times in 2004; twice in 2003; twice in 2002; 6 times in 2001; 5 times in 2000.
- ✎ In March there were 105 tank vessels arrivals; 6 Chemical Tankers, 19 Chemical/Oil Tankers, 30 Crude Oil Tankers, 3 LPG's, 16 Product Tankers, and 31 Tugs with Barges.
- ✎ In March there were 314 total arrivals.

San Francisco Bay Clearinghouse Report For March 2011

San Francisco Bay Region Totals

	<u>2011</u>		<u>2010</u>	
Tanker arrivals to San Francisco Bay	74		62	
Barge arrivals to San Francisco Bay	31		39	
Total Tanker and Barge Arrivals	105		101	
Tank ship movements & escorted barge movements	350		322	
Tank ship movements	226	64.57%	187	58.07%
Escorted tank ship movements	101	28.86%	77	23.91%
Unescorted tank ship movements	125	35.71%	110	34.16%
Tank barge movements	124	35.43%	135	41.93%
Escorted tank barge movements	51	14.57%	62	19.25%
Unescorted tank barge movements	73	20.86%	73	22.67%

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	212		332		0		144		688	
Unescorted movements	148	69.81%	223	67.17%	0	0.00%	83	57.64%	454	65.99%
Tank ships	81	38.21%	101	30.42%	0	0.00%	37	25.69%	219	31.83%
Tank barges	67	31.60%	122	36.75%	0	0.00%	46	31.94%	235	34.16%
Escorted movements	64	30.19%	109	32.83%	0	0.00%	61	42.36%	234	34.01%
Tank ships	24	11.32%	43	12.95%	0	0.00%	25	17.36%	92	13.37%
Tank barges	40	18.87%	66	19.88%	0	0.00%	36	25.00%	142	20.64%

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-San Francisco Bay Region

ARB OGV Clean Fuel Rule Update



Richmond, California
April 14, 2011

California Environmental Protection Agency



Air Resources Board

ARB OGV Clean Fuel Rule Essential Modifications Exemption Applications Summary*

Vessel Applications	No. of Vessels
Total Applications	475
Applications Completed	439
Approved	381
Partially Approved	58**
No Longer Active***	33
Pending/Under Review	2

* Summary from July 1, 2009 to March 31, 2011.

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

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

ARB OGV Clean Fuel Rule Use of Safety Exemptions*

Use of the Safety Exemption	
July – December 2009	11
Jan – December 2010	29
January 2011	1
February 2011	2
March 2011	4
Use of the Noncompliance Fee Provision	
Total July 2009 – March 31, 2011	5

*Summary from July 1, 2009 to March 31, 2011

ARB OGV Clean Fuel Rule Update

- Two workshops held – in Long Beach and Sacramento
 - See <http://www.arb.ca.gov/ports/marinevess/marinevess.htm>
- Hearing on proposed amendments scheduled for June 23-24 Board meeting
- Propose extending the clean fuel zone in Southern California, extending implementation of the Phase 2 (0.1% sulfur) fuel to 2014, and other minor amendments

ARB OGV Clean Fuel Rule Contact Information

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

Coast Survey NRT3 and NRT6 Response to Tsunami in Crescent City and Santa Cruz



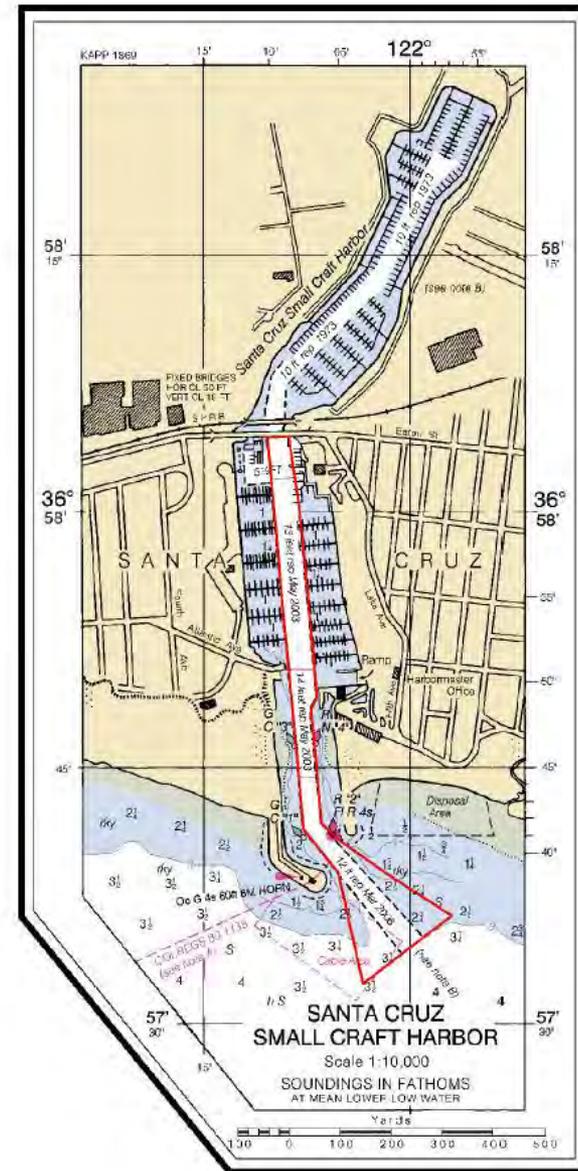
By
Laura Pagano
Acting Team Lead, NRT6

NRT 3 and NRT 6 Mobile Units



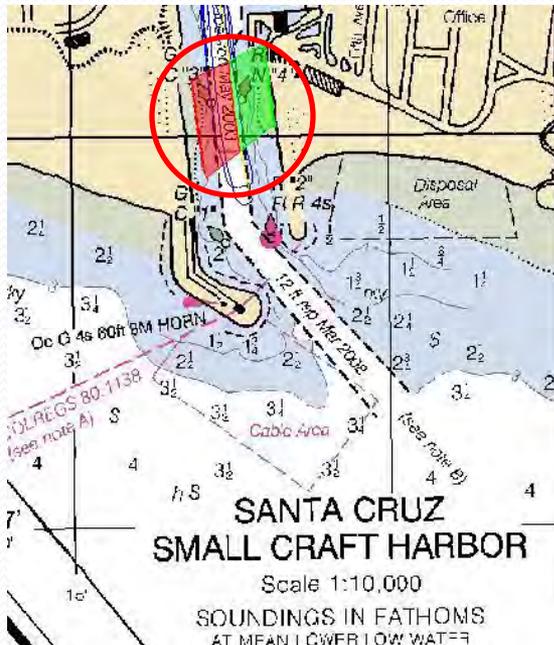
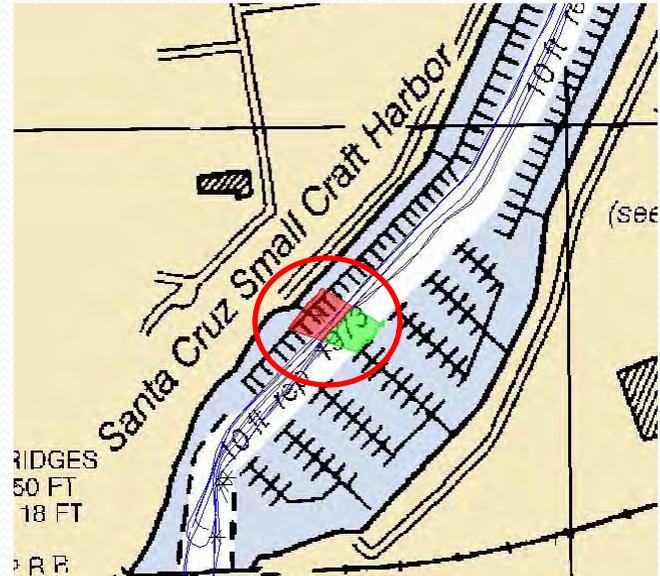
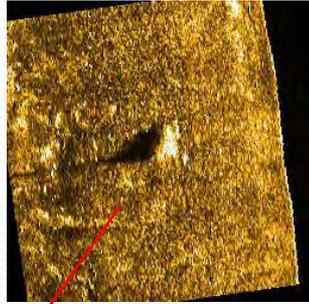
Proposed Survey Area for Santa Cruz

-The survey area was initially completed with Side Scan Sonar. This gave us imagery of the sea floor to see if there were any significant hazards to navigation.

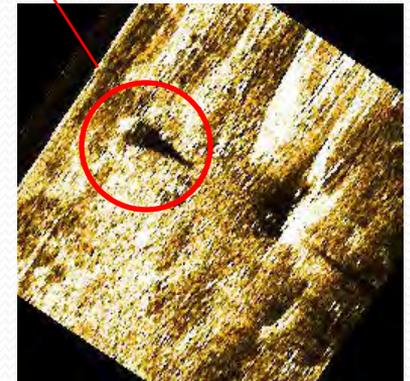
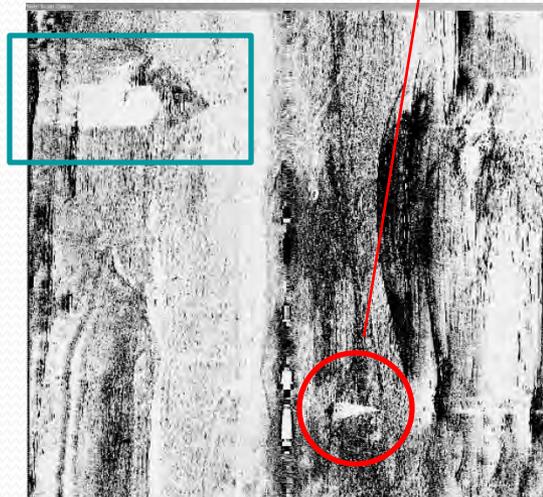


Side Scan Sonar Imagery

- Notable Objects

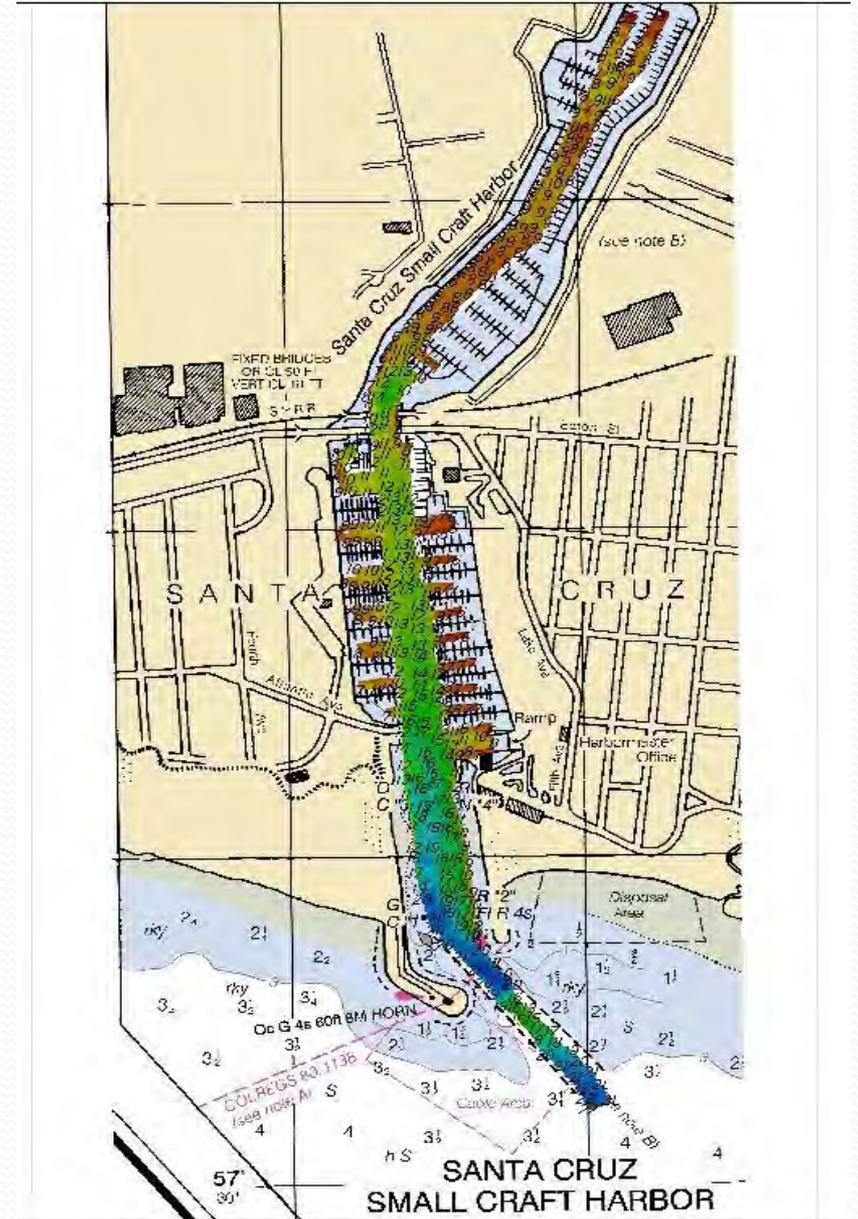


Confirmed Wreck

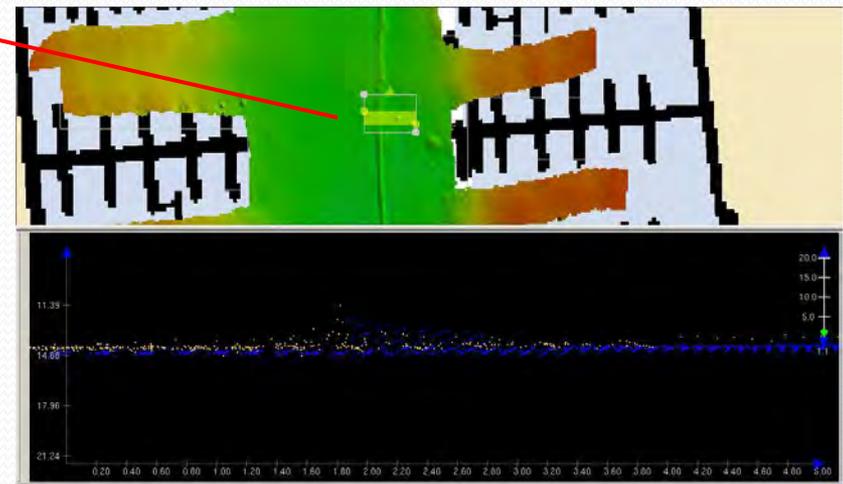
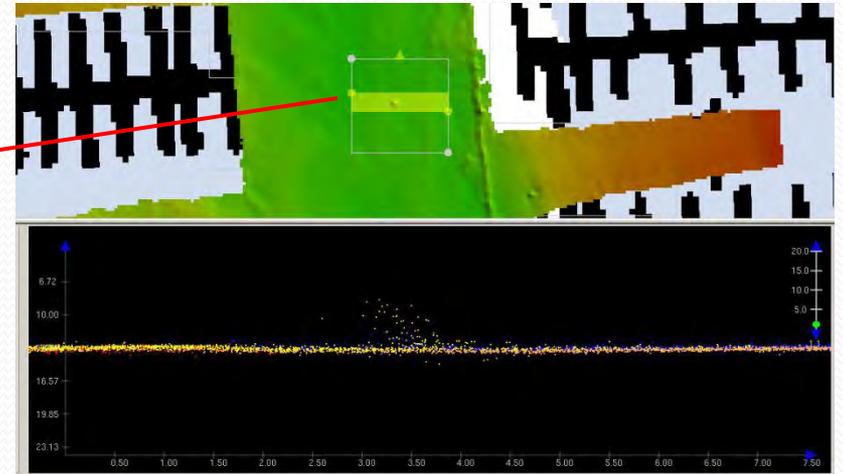
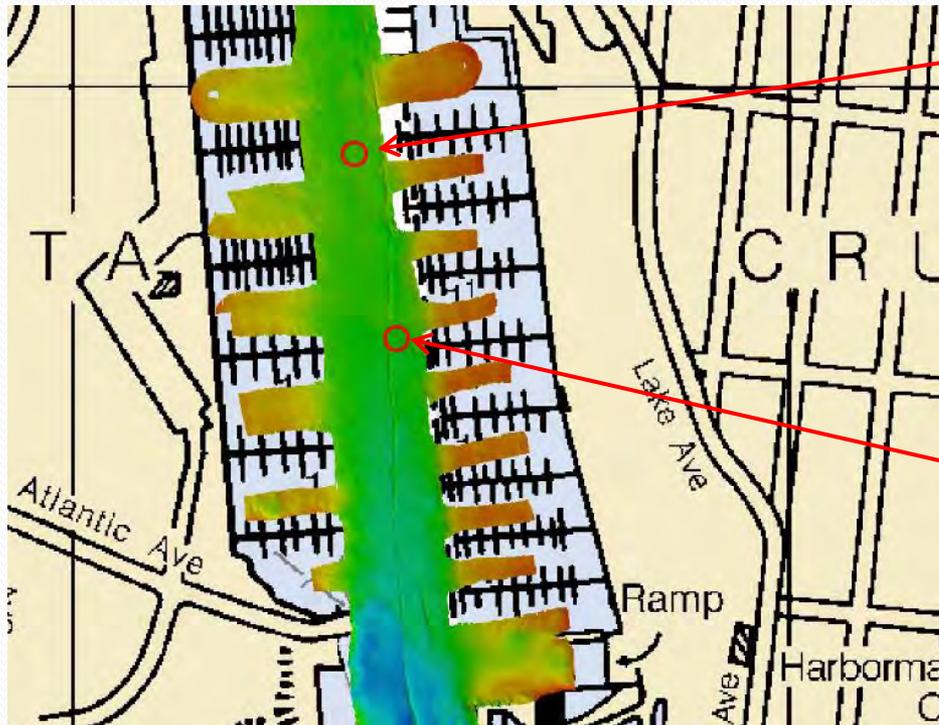


Actual Area Surveyed in Santa Cruz

-Once salvage crews hauled out the larger known obstructions, we swept the area with Multibeam (depth) sonar to confirm the harbor could be cleared for safe navigation.



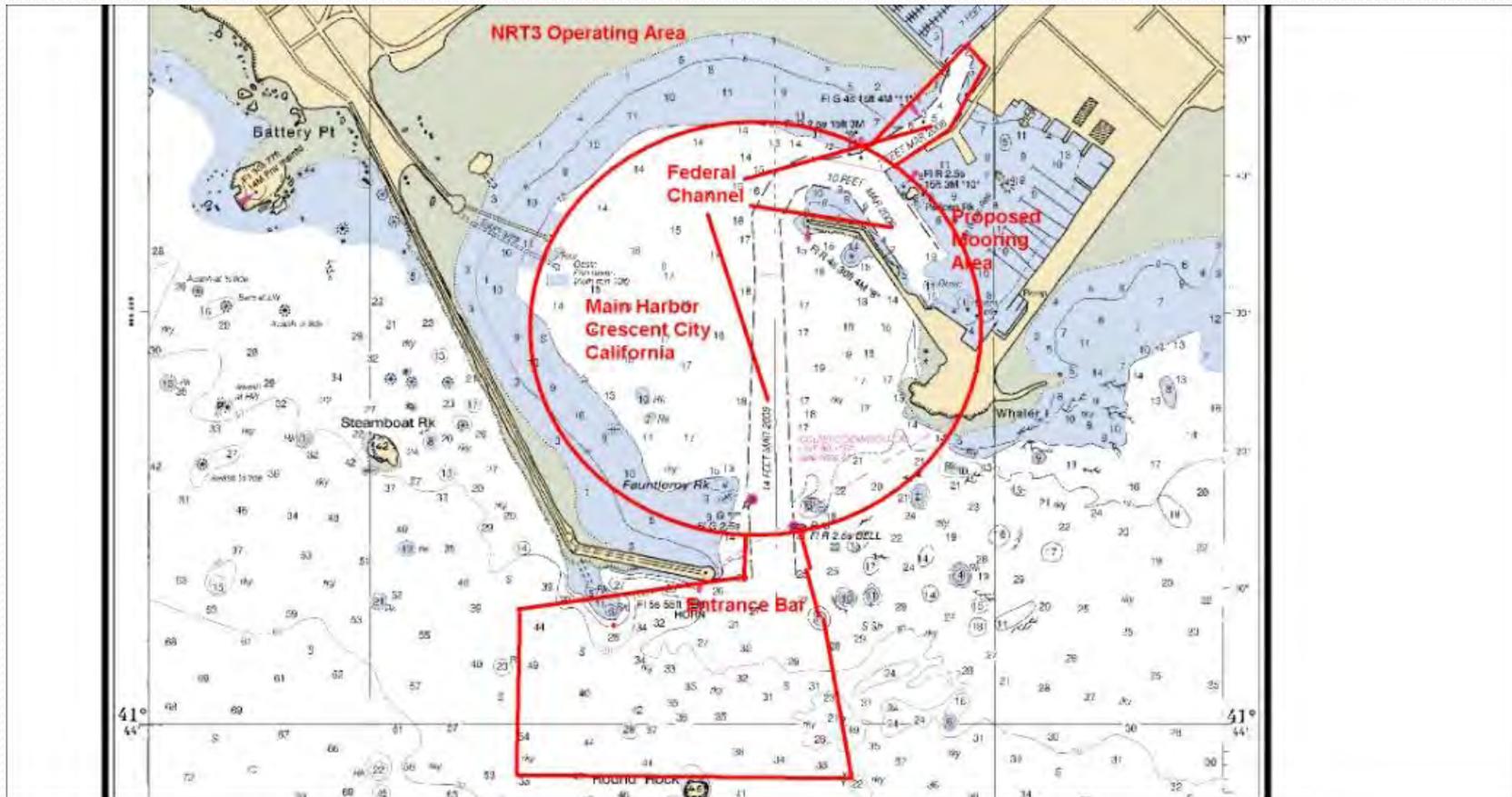
Objects of Significance Found In Federal Channel



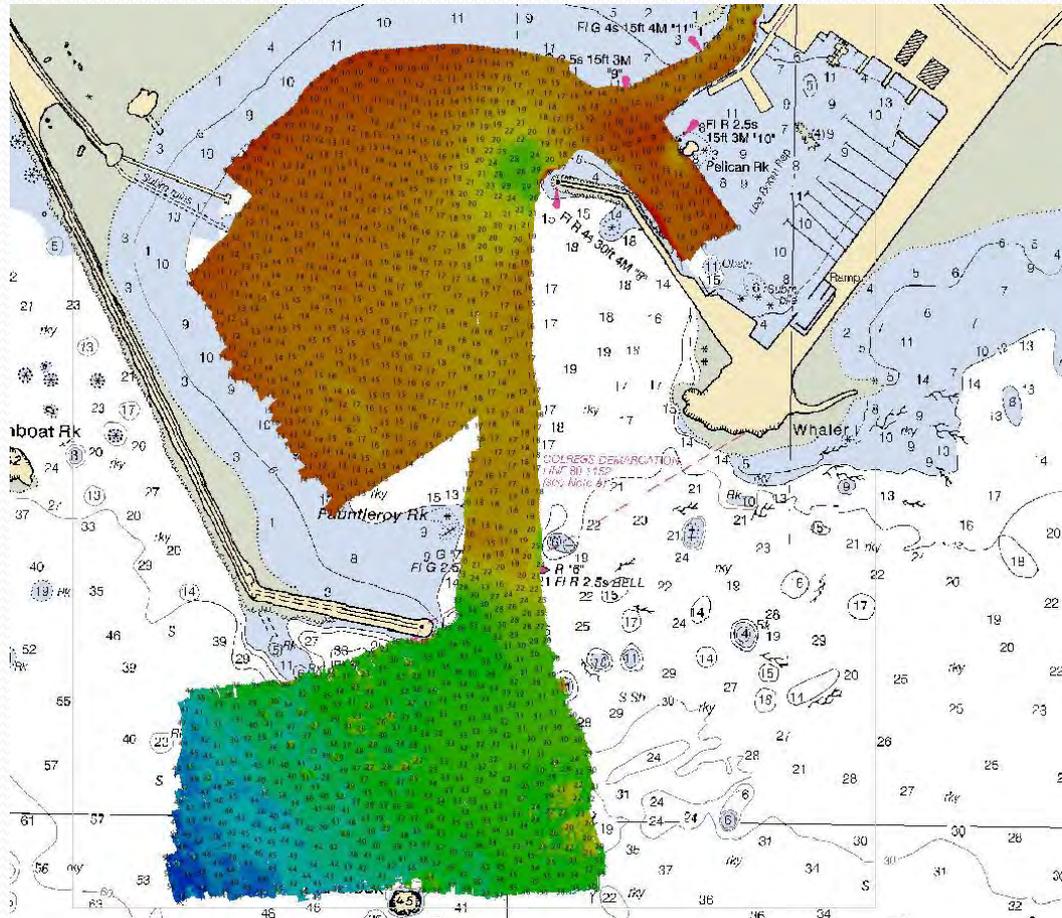
Crescent City After and Before



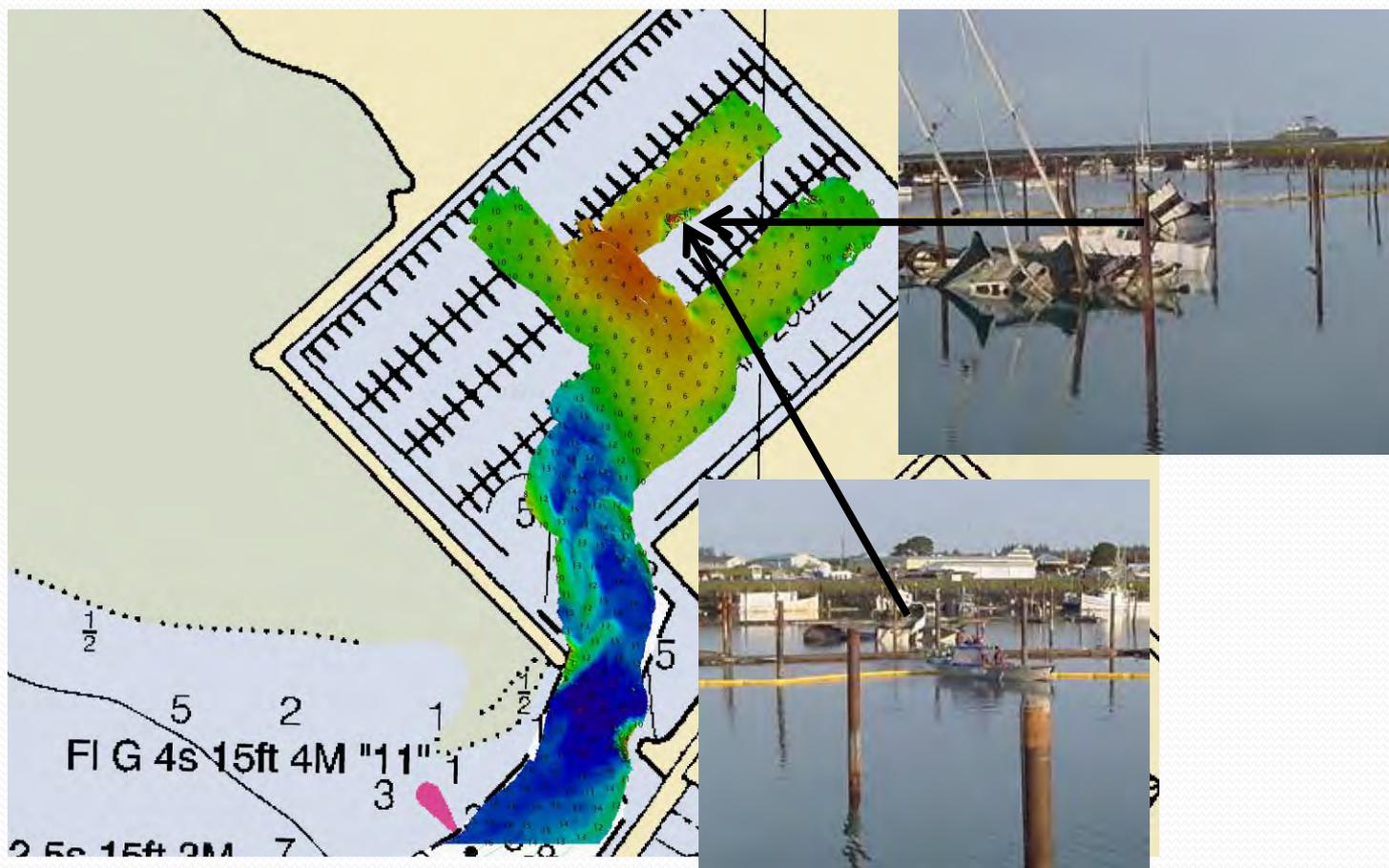
Proposed Survey Areas for Crescent City



Actual Area Surveyed in Crescent City



Marina Survey in Crescent City Request by Federal On Scene Coordinator For Barge and Crane Support



Questions???

DRAFT

Representative Nancy Pelosi
235 Cannon House Office Building
Washington, D.C. 20515

April 14, 2011

Subject: House Bill 104, Harbor Maintenance Trust Fund

On behalf of the Harbor Safety Committee of the San Francisco Bay Region, I am writing to express our support of House Bill 104, the Harbor Maintenance Act of 2011, which would require that 100% of the funds collected for the Harbor Maintenance Trust Fund be used for harbor maintenance.

The Harbor Safety Committee was established by the California State Legislature twenty years ago to promote harbor safety by making recommendations to prevent maritime accidents in the Bay Region. By law the twenty member committee is comprised of the port authorities, cargo, tanker, tub, barge and ferry operators, bar pilots, environmental organizations and other representatives of the maritime community.

Maintaining San Francisco Bay for safe navigation is critical to the Bay Area because of the shallow channels, strong currents, and sediment emptying into the Bay and outside the entrance to the Bay from the Sacramento and San Joaquin River systems. Constant dredging is required for the operation and maintenance of federally authorized shipping channels and port and harbor projects.

The Harbor Maintenance Tax is a federal tax imposed on shippers based on the value of the goods being shipped through ports. The tax is placed in a trust fund to be used for maintenance and operation of federally authorized port and harbor projects. However, as recently as 2008, when Harbor Maintenance Tax revenues were \$1.467 billion, only \$787 million or 54% of the fund was spent nationwide.

Of major concern to the Harbor Safety Committee is that while the San Francisco Bay Region contributed \$47.9 million to the Trust Fund in 2007, the Army Corps of Engineers operation and maintenance funding was \$12.9 million – only a small portion of the amount generated by the region. Furthermore, the Army Corps of Engineers budget for operation and maintenance has been reduced from \$20.9 million in 2008 to \$9.1 million for 2011 for the San Francisco Bay Region – cut in half!

We strongly support using the Harbor Maintenance Trust Fund for the purpose for which it was intended, the maintenance our maritime infrastructure to insure the safety of maritime goods and passenger movement in the San Francisco Bay Region.

Sincerely,

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

Cc: Harbor Safety Committee

DRAFT

Senator Diane Feinstein
331 Hart Senate Office Building
Washington, D.C. 20510

April 14, 2011

Senator Barbara Boxer
112 Hart Senate Office Building
Washington, D.C. 20510

Subject: Senate Bill 412; Harbor Maintenance Act of 2011

On behalf of the Harbor Safety Committee of the San Francisco Bay Region, I am writing to express our support of Senate Bill 412, the Harbor Maintenance Act of 2011, which would require that 100% of the funds collected for the Harbor Maintenance Trust Fund be used for harbor maintenance.

The Harbor Safety Committee was established by the California State Legislature twenty years ago to promote harbor safety by making recommendations to prevent maritime accidents in the Bay Region. By law the twenty member committee is comprised of the port authorities, cargo, tanker, tub, barge and ferry operators, bar pilots, environmental organizations and other representatives of the maritime community.

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Sincerely,

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

Cc: Harbor Safety Committee

Tug Workgroup Meeting Agenda

April 7, 2011

1000 hrs

State Lands Commission

Hercules, Ca

Meeting Notes:

Chair: Jonathan Mendes

Attendees: Joan Lundstrom, Robert Gregory, Scott Merritt, Jeff Cowan, John Schneider, Chris Beckwith, Mike Foil, Bob Chedsey, John Berge, Milt Merritt, Marc Bayer, Alan Steinbrugge, Bill Nickson, Miles Clark.

1. Opening Remarks; Jonathan Mendes
2. Discuss Best Practices for Bunker Transfers on SF Bay and Tributaries (Open Discussion)
On Thursday March 10, 2011 the Tug Workgroup was tasked with developing a Best Maritime Practice for Transferring Bunker Fuel in San Francisco Bay and its Tributaries.

On Thursday April 7, 2011 the Tug Working group met at State lands in Hercules to begin the process for executing the task referenced above.

The group agreed that the term Best Maritime Practice would be utilized for this assignment to keep consistency throughout our Harbor Safety Plan.

The Group reviewed and agreed that the objectives of this workgroup's task are as follows.

- Develop and implement a Best Maritime Practice to insure safe transfers of bunker fuel on San Francisco Bay and Tributary Waters.
- Align ourselves with LA/LB for continuity in BMP's while also developing a regional specific addendum.
- Better educate the community through the local Harbor Safety Committee on the process of transferring bunker fuel between the bunker barge and the ship.
- Publish the BMP in the Local Harbor Safety Plan for both San Francisco Bay and LA/LB.

The group reviewed the Progress of LA/LB by reviewing the minutes from the last subcommittee meeting. Within their minutes it was referenced that there are videos issued by the State of Washington, and given to all vessels who are receiving bunkers there. This being said, John Schneider from Tesoro brought the video to this Subcommittee Meeting for our review. The group watched the video in full and concluded the following.

- The video's content although somewhat dated was still very applicable to the bunkering operation.
- It was mentioned by Captain Bayer that based on the 2 incidents that occurred in California, if the video had been made available it may have prevented or significantly reduced the risk of the event happening.

- It was agreed that we as a working group want to pursue the possibility of adapting the video that is already in circulation to be applicable to the California Ports.
- It was referenced by Mr. Bill Nickson that the outreach and delivery of the video to the ships would be possible by the agents. Definitely the Bulk, Tanker and Tramp ships calling the Bay.
- It was agreed that Captain Jeff Cowan would reach out to DOE and see if it would be possible for The State of California to access and utilize. Captain Cowan has since contacted DOE, as well as the Training Company. It looks like we (State of California) would be able to utilize this existing video with several revision options. What are your options and how much would it cost?
 - *Option #1 *MTS sells the State of California a license to distribute (but not re-sell) the existing training video "as-is". MTS would provide the State with 200 DVDs and replenish their stock as needed provided the customer pays for the cost of materials and shipping. Cost: \$7,500
 - *Option #2* Same details as above but MTS makes some basic video updates and custom labeling to the program (for example: swap out screens with "Washington State DOE" and replace with "California Office of Spill Prevention and Response") We would update some of the graphics to give it a more modern feel. Cost: \$9,500
 - *Option #3* Same details as above but MTS makes some significant visual updates to the program (we would travel and film in LA/SF a bunkering procedure, interview new Subject Matter experts, detail any new regulations or changes etc.)Cost: \$13,500
 - *Option #4 *MTS produces an brand new custom Bunkering Operations film Cost: \$30,000

Additional Key Points which were discussed;

- CFR Compliance in full. Pre Transfer Conferences: We must work to ensure that there are proper face to face conferences happening for all transfers. Although there are circumstances which make it difficult to execute this on all transfers, it is imperative that we make this 100% effective.
- As referenced in LA/LB's meeting the suggestion of clearly identifying the PIC by means of a vest to be worn. This would assist the Tankerman in knowing that the PIC is consistently in the loop.
- Emergency Shut Downs: Must eliminate the ambiguity of decision making when it comes to the tankerman shutting down.
 - Need to identify key markers for reasons to shutdown.
 - Pressure variances when unexpected.
 - Communication of changes in loading to the ship; I.E switching tanks, topping off etc.
- We are all in agreement that we want to work simultaneously with LA/LB for continuity. I will be attending the next Workgroup Meeting in LA/LB with Bob Gregory from foss

schedules permitting. We intent to keep on track with each other and deliver the product, in full when ready.

- This project is top priority for the workgroup. We want to include this in the next Harbor Safety Plan.

3. [Bitt Strength Concerns and Progress](#)

Due to time constraints and the bunkering priority, this will be on hold still but under review until the Bunker Project is complete. To date ther have been no further reports of Bitt SWL issues.

4. [Review FiFi and Salvage Capabilities Info Sheet For SF Bay Based Assets](#)

The workgroup will be working with the USCG to provide a list Firefighting capabilities of Tugs on SF Bay. Plan to have the format and list ready by the next Tug Workgroup Meeting.

5. [Old Business](#)

None

6. [New Business](#)

None

7. [Public Comment](#)

Next Workgroup Meeting will be on May 5 at 1000 hrs in Hercules at the State Lands Commission.

8. [Adjourn at 1205 hrs](#)

Notes - PORTS workgroup meeting on America's Cup
28 March 2011 at Port of Oakland

14 participants met at the Port of Oakland Exhibit Room, including America's Cup Principal Race Officer John Craig and San Francisco Special Events Director Martha Cohen.

Discussion focused on meteorological and sea state data needs for the America's Cup races in 2012 and 2013, stressing the need for all participants (and the public) to have access to the same information.

Presentations were made by NOAA, NWS and CeNCOOS on present data collection and sharing capabilities. These organizations emphasized the value of coordinating these capabilities through CeNCOOS for data distribution – and are in agreement to do so. A data package specific to race requirements can be created, but it is important that a larger package of data be available for all mariners participating in the race and in support of the race. In addition to real-time, modeled and forecasted data, these tools have the ability to display static layers such as nautical charts.

A number of web-based examples were shared and discussed:
SF Bay Conditions Page: http://las.pfeg.noaa.gov/SFBay_CeNCOOS/
SF Harbor Page: <http://www.sccoos.org/data/harbors/sf/fullscreen.php>
CeNCOOS Data Portal: <http://204.115.180.244/CeNCOOS/DataPortal.html>

The PORTS workgroup asked John Craig how race participants would prefer to view the data. It was noted that the SF Bar Pilots would use the same information to ensure safe operations during the races. The PORTS workgroup stated a desire to create a tool for use by the San Francisco Bay Area maritime community that would continue to be available beyond the timeline of the America's Cup event – a legacy product for safe navigation and transportation.

Prior to the development of a product, the following need to occur:

- Identify time-frame (currency) of the data most useful to racers (ex. real-time, expected seasonal winds, forecasted 2 days out, etc), and
- Identify and report on data gaps within the race course.

The racers would like:

- Speed and direction of subsurface currents (presently not available with West Coast technology), speed and direction of surface currents, and
- Speed and direction of wind on fixed sails.

John Craig informed work group members that the race authority (ACRM) must generate its own program for currents and winds, and that each team will have its own meteorologist; therefore, access to raw data is critical. The data must be specific to a small area.

Cost, permission to install, and electrical power needs will all be considerations for additional sensors. The group agreed that LIDAR in the Central Bay would be of great benefit for vertical wind readings. The question of where best to locate the antenna was discussed.

The USCG will identify needs for security zones during the races.

The group agreed to the following action items:

- Identify what sensors/data are now available in the Bay and installation requirements/ costs for additional sensors. (Data providers, led by Heather)
- Identify the raw data and format required by race participants. (Craig)
- Identify the currency of the data as required by race participants.(Craig)

Heather Kerkering, CeNCOOS, will lead an effort to document the data gaps, available technologies/sensors, installation and cost requirements for additional sensors. Participants include NWS, NOAA and ACRM. The report will be shared with ACRM and Martha Cohen of the Mayor's office. The report is due at the end of April and will be shared at a May PORTS workgroup meeting TBD.