

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 11, 2013

Port of Richmond, Harbormaster's Office, 1340 Marina Way South, Richmond, 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 1004.

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

The meetings are always open to the public.

Committee members (M) and alternates(A) in attendance with a vote: : **Jim Anderson**(M), CA Dungeness Crab Task Force; **John Berge** (M), Pacific Merchant Shipping Association; **Capt. Peter Belden** (A), Baylink Ferry/Blue and Gold Fleet; **Margot Brown** (M), National Boating Federation; **Ron Chamberlain** (M), Port of Benicia; **Capt. Garrett Huffman** (M), Chevron Shipping Company ; **Aaron Golbus** (M),Port of San Francisco; **Capt. George Livingstone** (A), San Francisco Bar Pilots; **Capt. Jonathan Mendes** (M), Starlight Marine Services; **Jim McGrath** (M), Bay Conservation and Development Commission, (BCDC); **William Nickson** (A), Transmarine Navigation Corporation; **Chris Peterson** (M), Port of Oakland; **Deb Self** (M),San Francisco Bay Keeper; **Capt. Ray Shipway** (A),Int'l Org. of Masters Mates and Pilots; **Rich Smith** (M), Westar Marine Services; **Capt. Cyndi Stowe** (M), United States Coast Guard (USCG); **Gerry Wheaton** (M), National Oceanic and Atmospheric Administration (NOAA). **Jessica Burton Evans** (M), US Army Corps of Engineers.

The meetings are always open to the public.

Approval of the minutes

A motion to accept the minutes of the meeting of March 14, 2013, as corrected was made and seconded. The minutes passed without dissent.

Comments by Chair – Capt. Korwatch

- **Capt. Korwatch** - Welcomed the committee members and audience. She introduced Captain Gregory Stump.
- **Coast Guard Report – Capt. Stump** - He is looking forward to working with the Harbor Safety Committee. He advised that Capt. Michael Day will be the new deputy. He thanked the Navigation Work Group for their work on the fog sensor. He advised the Pilot Commissioners have released their report on the Overseas Reymar allision. He said that the Coast Guard also conducted a comprehensive report. He advised the Navigation Workgroup is working on

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CMA's. Noted events are the April 30 Small Passenger Vessel Industry Day and the June 20 America's Cup information sharing session. Sequestration has reduced the Coast Guard's budget. The fiscal year 2014 proposed outlook will focus primarily on search and rescue.

- **The LCDR Wirts** read from the March 13 Prevention/Response report attached to minutes. Lcdr. Wirts advised they have heard a lot of concerns from the Pilots reporting debris on the bottom of the anchorage. In talking with Jessica Evans and the US Army Corps, they are requesting that NOAA go out to conduct a bottom survey similar to one that was done for the Oakland Estuary. Laura Pagano advised that a side-scan sonar and partial multi-beam survey of Anc. 9 was conducted in 2010 and she has that data.
- **Tom Cullen** noted that the oil/hazmat pollution incidents were reported by volume. He asked if a change could be made to reflect spills less than 42 gallons/1 barrel.
- Question was asked about the grounding and the disoriented operator. Was it fatigue related? Lcdr. Wirts said it was visibility related.

US Army Corps of Engineers Report – Jessica Burton Evans

In relation to sequestration, they are hoping to execute their program for FY 13 close to what they set the expectation at but dredging days can change. They are working hard on sticking to their navigation mission within the budget cuts. FY 14 budget they will be looking at their acquisition strategy and plans for FY 14. The Corps website has been remodeled and the hyper survey link has changed. The XYZ files for navigation can be sent if needed. There is an Army policy to get files released but they can send a manual transmission. Their district has been experiencing some telecommunications issues as the fiber optic cable in the building has been cut. Mobile numbers and emails may be a good alternative.

Rob Lawrence read from report attached to minutes.

George Livingstone said they have noticed significant shoaling in Pinole between 7 & 8 and 10 & 12. They are working with echo sounders but it could be a couple of feet.

Clearing House Report – Alan Steinbrugge read from report attached to minutes

OSPR Report – Captain Jeff Cowan - read from report attached to minutes

He introduced Mark Newberger who will assist Joy Lavin-Jones with regulatory issues. Roy Mathur has copies of Bunkering Best Practices DVD. OSPR is looking at fall for the West Coast Harbor Safety Summit.

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NOAA – Gerry Wheaton

Report from Mark Strudley of the Nation Weather Service concerning spring runoff is attached to minutes.

CA State Lands Commission Report – David Stephens

- Read from report attached to minutes.

Plan Work Group - Linda Scourtis – time for committee to update our plan. She will be sending out emails requesting yearly information updates.

TUG Work Group – Captain Mendes: There will be a workgroup meeting April 17 which provide an interactive opportunity to review the New Carissa incident that occurred in Coos Bay. In May there will be a workshop on real time efforts on disabled vessels that need tug support. **John Berge** asked how far the AOR goes. Capt. Mendes said it is the SF Bay Region and it does go out.

Navigation Work Group – Capt. Livingstone advised the next meeting is Monday at YBI. They will review and discuss critical maneuvering areas.

Ferry Operations Work Group – Capt. Dougherty work is ongoing on establishing a transit only no anchor zone at the ferry landing at SF Giants ballpark. **McGrath** asked if it will still allow kayaks. Response was yes with the goal it will be a transit only zone and buoys will be positioned.

Dredge Issues Work Group – no report given

PORTS Work Group – Chris Peterson advised Caltrans is looking into possibly assisting and paying for the installation of the air gap sensor. Capt. Korwatch said the Port of Oakland is expecting some very large ships in the fall. She also said that Caltrans has been very supportive of the air gap sensor project.

Prevention through People Work Group – Margot Brown: In response to Capt. Stowe's comments on the increasing frequency and enormous expense of hoax mayday calls, she presented the poster that the HSC in conjunction with the Coast Guard created four or five years ago. She requested that the Coast Guard in conjunction with the HSC consider reprinting and/or redesigning the poster and having it printed in two sizes for distribution to the

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community. She noted that any hoax call prevented is well worth the cost of the printing. April 28 is Black Sunday, opening day on San Francisco Bay.

Capt. Stump said that they will work on this task. **Capt. Cullen** advised that during his time in 2010 approximately 47% were hoax calls. They noticed a decrease in these calls after the flyers were distributed. He is in support of getting this information out again.

PORTS report – Alan Steinbrugge: The Amorco tide station is scheduled for installation in early May.

Public Comment: The NRT six will be conducting a hydrographic survey which will be starting the end of this month into the next couple months. They will be updating the San Pablo Bay chart.

Old Business: none

New business: Lcdr. Wirts said on June 20 there will be an outreach session at 1000 for commercial users giving reminders about special regulations during races and then at 1830 for recreational users. Also, the Coast Guard annual report will be put on the website

Capt. Korwatch advised the next regularly scheduled meeting of the HSC is scheduled for 1000, Thursday, May 9, 2013 at the Port of San Francisco, The Embarcadero, San Francisco, CA.

Adjournment

A Motion to adjourn was made and seconded. It passed without discussion or dissent. The meeting adjourned at 1120

Respectfully submitted:



Capt. Lynn Korwatch

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

March-13

PORT SAFETY CATEGORIES*

| | 2013 | 2012 | 3yr Avg** |
|---|------|------|-----------|
| 1. Total Number of Port State Control Detentions for period: | 0 | 2 | 0.4 |
| SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0) | | | |
| 2. Total Number of COTP Orders for the period: | 4 | 10 | 3.9 |
| Navigation Safety (0), Port Safety & Security (4), ANOA (0) | | | |
| 3. Marine Casualties (reportable CG 2692) within SF Bay: Allision (0), Collision (0), Fire (1), Capsize (0), Grounding (1), Sinking (0), Steering (1), Propulsion (4), Personnel (1), Other (0), Power (0) | 8 | 8 | 8.5 |
| 4. Total Number of (routine) Navigation Safety issues/Letters of Deviation: Radar (1) Gyro (0), Steering (0), Echo sounder (0), AIS (2), AIS-835 (0), ARPA (0), SPD LOG (1), R.C. (0), Other (0) | 4 | 4 | 5.3 |
| 5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay: | 1 | 1 | 0.4 |
| 6. Significant Waterway events or Navigation related cases for the period | 0 | 0 | 0.2 |
| 7. Maritime Safety Information Bulletins (MSIBs) | 0 | 2 | 0.2 |
| Total Port Safety (PS) Cases opened for the period: | 17 | 27 | 18.8 |

MARINE POLLUTION RESPONSE

Source Identification (Discharges):

| VESSELS | 2013 | 2012 | 3yr Avg** |
|---|------|------|-----------|
| U.S. Commercial Vessels | 0 | 0 | 1.1 |
| Foreign Freight Vessels | 0 | 0 | 0.2 |
| Public Vessels | 2 | 3 | 0.8 |
| Commercial Fishing Vessels | 0 | 0 | 0.4 |
| Recreational Vessels | 4 | 0 | 2.4 |
| FACILITIES | | | |
| Regulated Waterfront Facilities | 0 | 0 | 0.4 |
| Regulated Waterfront Facilities - Fuel Transfer | 0 | 0 | 0.2 |
| Other Land Sources | 3 | 1 | 1.6 |
| Mystery Spills - Unknown Sources | 4 | 3 | 4.9 |
| Number of Oil/Hazmat Pollution Incidents within San Francisco Bay for Period | | | |
| 1. Spills < 10 gallons | 11 | 4 | 6.2 |
| 2. Spills 10 - 100 gallons | 2 | 0 | 0.9 |
| 3. Spills 100 - 1000 gallons | 0 | 0 | 0.1 |
| 4. Spills > 1000 gallons | 0 | 0 | 0.1 |
| 5. Spills - Unknown | 0 | 3 | 4.6 |
| Total: | 13 | 7 | 12.2 |

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

| | | | |
|---|----|----|-------|
| 1. Estimated spill amount from U.S. Commercial Vessels: | 0 | 0 | 13.3 |
| 2. Estimated spill amount from Foreign Freight Vessels: | 0 | 0 | 0.1 |
| 2. Estimated spill amount from Public Vessels: | 2 | 2 | 6.4 |
| 3. Estimated spill amount from Commercial Fishing Vessels: | 0 | 0 | 23.2 |
| 4. Estimated spill amount from Recreational Vessels: | 4 | 0 | 7.1 |
| 5. Estimated spill amount from Regulated Waterfront Facilities: | 0 | 0 | 3.4 |
| 6. Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer: | 0 | 0 | 0.6 |
| 7. Estimated spill amount from Other Land Sources: | 26 | 5 | 81.3 |
| 8. Estimated spill amount from Unknown sources: | 3 | 3 | 4.5 |
| TOTAL OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES (GALLONS): | 35 | 10 | 125.3 |
| Civil Penalty Cases for Period | 0 | 0 | 0.1 |
| Notice of Violations (TKs) | 0 | 0 | 0.5 |
| Letters of Warning | 2 | 1 | 1.7 |
| TOTAL PENALTY ACTIONS: | 2 | 1 | 2.3 |

* 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 (March 2013)

MARINE CASUALTIES

Loss of propulsion (02MAR): A foreign flag chemical carrier experienced a loss of propulsion in the vicinity of the pilot station while transiting inbound. The incident was due to a partially closed valve on the lubrication line for the fuel pump rack. The valve was supposed to be fully open while operating on marine diesel oil, however it was partially closed and not supplying sufficient lubrication to the fuel pump injector rack. Class and Coast Guard attended the vessel and witnessed satisfactory operation of the main engine. LOP was attributed to fuel switching. Case closed.

Injury (02MAR): A U.S. flag towing vessel was underway in the San Francisco Bay when a crewmember fell and broke several fingers. Case pends.

Grounding (19MAR): A U.S. flag commercial fishing vessel ran aground in the vicinity of Horseshoe Cove, near Coast Guard Station Golden Gate. There was no pollution and no vessel damage. Station personnel boarded the vessel, found the operator disoriented, and issued a written warning for negligent operation. Case Closed.

Loss of propulsion (19MAR): A foreign flag container vessel experienced a loss of propulsion while getting underway from Oakland. The engine failed to respond to engine orders for approximately 5 minutes, so the vessel was directed to return to the pier. A manual valve on the main engine start air system was not fully open. Class and Coast Guard attended the vessel and witnessed satisfactory engine testing. LOP was not attributed to fuel switching. Case closed.

Fire (20MAR): A U.S. flag towing vessel experienced a small fire on one of their generators while moored in Alameda. The crew extinguished the fire with a portable CO2 extinguisher. The incident was caused when the disconnect switch for the battery starting system grounded to the engine frame and caused an arc. The switch was repaired by the crew, and an insulated backing was installed. A melted cable was also replaced. Class and Coast Guard attended the vessel and witnessed satisfactory testing of the generator. Case closed.

Loss of Propulsion (23MAR): A foreign flag tank vessel experienced a loss of propulsion while transiting inbound to Martinez. The vessel was using marine gas oil which did not meet the minimum viscosity and lubricity requirements stipulated by the engine manufacturer. The vessel shifted to Anchorage 9 under a two tug escort, and took on new gas oil bunkers which met the manufacturer's requirements. Class and Coast Guard attended the vessel and witnessed satisfactory operation of the main engine. LOP was attributed to fuel switching. Case pends.

Loss of steering (28MAR): A U.S. flag ferry vessel experienced a loss of steering while mooring at Alcatraz with 127 passengers onboard. The vessel safely moored and offloaded the passengers, then returned to San Francisco to conduct troubleshooting. The maintenance crew could not duplicate the problem. Coast Guard attended the vessel, inspected the entire steering system and witnessed satisfactory operation of the steering gear. Case pends.

VESSEL SAFETY CONDITIONS

Voyage Termination (25MAR): The CGC Hawksbill conducted a boarding on a U.S. flag commercial fishing vessel. The boarding team found that the vessel had 3 people on board, but only 2 immersion suits. The voyage was terminated and the vessel was escorted to the dock. Case pends.

GENERAL SAFETY CASES

Rule 9 Violation (17MAR): The Sector VTS received a phone call reporting a sail boat interfering with the departure of a foreign-flagged container vessel. VTS immediately affixed its YBI2 camera on the subject vessel, proceeded to record the violation, and notified SCC for a Station SF launch. Case pends.

Fouled Anchors (24MAR): Two foreign flag tank vessels independently reported fouled anchors while departing Anchorage 9. Both anchors were fouled on wires and they were both successfully freed. The first incident occurred in anchorage bucket "C2", which was closed following the vessel's departure. The second incident occurred in anchorage bucket "W4", however the bucket was not closed because the vessel was 0.4 nm from the center at the time of the fouling. The Army Corps of Engineers was notified. Case pends.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inop AIS, (03MAR): Vsl issued a LOD to shift berths.

Letter of Deviation (LOD), Inop X-Band Radar, (04MAR): Vsl issued an inbound LOD.

Letter of Deviation (LOD), Inop AIS, (06MAR): Vsl issued an inbound LOD.

Letter of Deviation (LOD), Inop Speed Log, (13MAR): Vsl issued an inbound/outbound LOD.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

NSTR.

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

**Report of the
U.S. Army Corps of Engineers, San Francisco District
April 11, 2013**

1. CORPS FY 2013 O&M DREDGING PROGRAM

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

- a. **Main Ship Channel (55+2)** –Dredging is scheduled to start in mid-May 2013, pending contract award. **Contract has been awarded.**
- b. **Richmond Outer Harbor (and Richmond Long Wharf)** – Dredging is scheduled to start in June 2013, pending contract award. **No change.**
- c. **Richmond Inner Harbor** – **2012 dredging is complete. 2013 dredging is scheduled to start between June and August, provided the contract is awarded.**
- d. **Oakland O & M Dredging** – Dredging in continuing. Expected completion is **May 15, 2013. FY2013 dredging planned to start in August.**
- e. **Suisun Bay Channel (and New York Slough)** Dredging is scheduled to start in Aug 2013. **No change.**
- f. **Pinole Shoal (35+2)** – Dredging is scheduled to start in June 2013, pending contract award. **No change.**

2. DEBRIS REMOVAL – **Total debris removal for March 2013 was 58 tons. (Raccoon: 15 tons; Dillard: 38 tons; misc: 5 tons). Average for March from 2003 to 2012 is 88.3 tons. (Range: 16.5-231.5 tons).**

BASEYARD DEBRIS COLLECTION TOTALS:

| MONTH | GRIZZLY | RACCOON | DILLARD | MISC | TOTAL |
|--------------|----------------|----------------|----------------|-------------|--------------|
| 2013 | TONS | TONS | TONS | TONS | TONS |
| JAN | - | 0 | 42.5 | 5 | 47.5 |
| FEB | - | 5 | 42.5 | 15 | 62.5 |
| MAR | - | 15 | 38 | 5 | 58 |
| APR | - | | | | |
| MAY | - | | | | |
| JUN | - | | | | |
| JUL | - | | | | |
| AUG | - | | | | |
| SEP | | | | | |
| OCT | | | | | |
| NOV | | | | | |
| DEC | | | | | |

| |
|-------------|
| YR TOTAL |
| 168 |

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

None to report.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

No urgent dredging so far in 2013.

5. OTHER WORK

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

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

HYDROGRAPHIC SURVEY UPDATE

Address of Corps' web site for completed hydrographic surveys:

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

Alameda Point Navigation Chanel: 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 completed March 11-12, was posted March 14.

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 September 2012 was posted on Sept. 28.

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

Oakland Entrance Channel: Surveys completed in Aug and Sept 2009 have been posted.

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

Oakland Inner Harbor Turning Basin: Survey completed April 2010 has been posted.

Oakland Outer Harbor: Condition survey dated August13-14 was posted August 20.

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

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

Richmond Inner, Inner Harbor: January 4, 2013 condition survey posted 1/8/13.

Richmond Inner Harbor: Post-dredge survey Feb. 2013 was posted Feb. 27, 2013.

Richmond Outer, Inner Harbor: October-November 2012 pre-dredge survey posted 11/20/12.

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

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: Post-dredge surveys completed last Jan were posted on Feb 8.

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

Disposal Site Condition Surveys:

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

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

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

SF-11 (Alcatraz): April 2 survey has been posted.

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

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

O&M DREDGING PLAN FOR FY13

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



Complete & Ongoing Contracts



Government Hopper



New Dredge Contract



Environmental Window

Updated: 24 April 2013



Harbor Safety Committee of the
San Francisco Bay Region Clearing House
c/o Marine Exchange of the San Francisco Bay Region
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San Francisco, California 94133-1131
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San Francisco Clearinghouse Report

April 11, 2013

- ✎ 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 has not contacted OSPR regarding any possible escort violations in 2013. The Clearinghouse called OSPR 3 times in 2012 regarding any possible escort violations, 3 times in 2011, 6 times in 2010, 8 times in 2009; 4 times in 2008; 9 times in 2007; 9 times in 2006; 16 times in 2005; 24 times in 2004; twice in 2003; twice in 2002; 6 times in 2001; 5 times in 2000.
- ✎ In March there were 96 tank vessel arrivals; 7 Chemical Tankers, 20 Chemical/Oil Tankers, 19 Crude Oil Tankers, 2 LPG's, 21 Product Tankers, and 27 Tugs with Barges.
- ✎ In March there were 282 total arrivals.

San Francisco Bay Clearinghouse Report For March 2013

San Francisco Bay Region Totals

| | <u>2013</u> | | <u>2012</u> | |
|--|-------------|--------|-------------|--------|
| Tanker arrivals to San Francisco Bay | 69 | | 69 | |
| Barge arrivals to San Francisco Bay | 27 | | 32 | |
| Total Tanker and Barge Arrivals | 96 | | 101 | |
| Tank ship movements & escorted barge movements | 350 | | 354 | |
| Tank ship movements | 229 | 65.43% | 201 | 56.78% |
| Escorted tank ship movements | 94 | 26.86% | 105 | 29.66% |
| Unescorted tank ship movements | 135 | 38.57% | 96 | 27.12% |
| Tank barge movements | 121 | 34.57% | 153 | 43.22% |
| Escorted tank barge movements | 56 | 16.00% | 64 | 18.08% |
| Unescorted tank barge movements | 65 | 18.57% | 89 | 25.14% |

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 | 195 | | 314 | | 0 | | 174 | | 683 | |
| Unescorted movements | 98 | 50.26% | 176 | 56.05% | 0 | 0.00% | 106 | 60.92% | 380 | 55.64% |
| Tank ships | 76 | 38.97% | 130 | 41.40% | 0 | 0.00% | 66 | 37.93% | 272 | 39.82% |
| Tank barges | 22 | 11.28% | 46 | 14.65% | 0 | 0.00% | 40 | 22.99% | 108 | 15.81% |
| Escorted movements | 97 | 49.74% | 138 | 43.95% | 0 | 0.00% | 68 | 39.08% | 303 | 44.36% |
| Tank ships | 65 | 33.33% | 93 | 29.62% | 0 | 0.00% | 36 | 20.69% | 194 | 28.40% |
| Tank barges | 32 | 16.41% | 45 | 14.33% | 0 | 0.00% | 32 | 18.39% | 109 | 15.96% |

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 Region Harbor Safety Committee
OSPR Report
(As of April 2013)**

Drills and Exercises

Amendments will include limiting scheduled drills to accommodate OSPR staff so they can attend and participate in more drills, and re-working the drill objectives so they are more performance-based. Simplified drill objectives are being developed for Small Marine Fueling Facilities, Mobile Transfer Units and Vessels Carrying Oil As Secondary Cargo. A Workshop was held on October 19, 2012, at OSPR's K-Street office. A new draft of the amended language was sent out for an informal written comment period, which ended early March. Comments are being reviewed in-house. It is anticipated that the formal rulemaking process will begin in early April.

Spill Management Teams

Unannounced drills are being conducted on the Plan Holder's Spill Management Teams. The drills began in January and will be continued through the rest of 2013. The need for regulatory or statutory oversight will be determined based on the outcomes of these drills.

Bunkering BMPs

Bunkering Best Practices DVD are available through Roy Mathur at the Northern California Field Office

West Coast Summit

We are looking at the fall for the West Coast HSC Summit

Tug Escort

The MMP tug escort training program has been evaluated and is good to go, approval letter is forthcoming.

AB 881 (Chesbro):

We are tracking the bill, we have no position on the bill. The bill has been voted on and passed in the Assembly Natural Resources Committee, and is set to be heard in the Assembly Water, Parks and Wildlife Committee on April 16.



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - MARCH COMPARISON

VESSEL TRANSFERS

| | Total Transfers | Total Vessel Monitors | Total Transfer Percentage |
|--------------------|-----------------|-----------------------|---------------------------|
| MARCH 1 - 31, 2012 | 235 | 91 | 38.72 |
| MARCH 1 - 31, 2013 | 180 | 63 | 35.00 |

CRUDE OIL / PRODUCT TOTALS

| | Crude Oil (D) | Crude Oil (L) | Overall Product (D) | Overall Product (L) | GRAND TOTAL |
|--------------------|-----------------|-----------------|-----------------------|-----------------------|-------------|
| MARCH 1 - 31, 2012 | 12,686,048 | 0 | 16,173,692 | 9,090,076 | 25,263,768 |
| MARCH 1 - 31, 2013 | 9,667,000 | 0 | 16,794,203 | 5,957,121 | 22,751,324 |

OIL SPILL TOTAL

| | Terminal | Vessel | Facility | Total | Gallons Spilled |
|--------------------|----------|--------|----------|-------|-----------------|
| MARCH 1 - 31, 2012 | 0 | 0 | 0 | 0 | 0 |
| MARCH 1 - 31, 2013 | 0 | 0 | 0 | 0 | 0 |

*** Disclaimer:

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



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT FOR YEAR 2010

VESSEL TRANSFERS

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

CRUDE OIL / PRODUCT TOTALS

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

OIL SPILL TOTAL

| | Terminal | Vessel | Facility | Total | Gallons Spilled |
|--|-------------------------------------|--------|----------|-------|-----------------|
| JANUARY 1, 2010 to DECEMBER 31, 2010 | *** PLEASE SEE ATTACHED. *** | | | | |

*** Disclaimer:

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

Following from Mark Strudley of the National Weather Service regarding this years predicted runoff.

1. The snowpack in the Sierra is quite depressed (although nothing like the 1976-77 drought low). Unless we get a lot of Spring rain, or rain on snow, I don't foresee the melting of the snowpack becoming troublesome for the SF Bay/Estuary or for wood transport from upstream. If we don't get a lot of rain this Spring, the water supply purveyors will be trying to keep a lot of that runoff in reservoirs for the summer.
2. Making predictions about woody debris delivery is about an order of magnitude more difficult than predicting storms and flood flows. There's no metric of available supply from upstream, and there's no model that can capture that process. So I'm quite unclear as to why USACE is concerned. Any additional info from them about why they may be concerned?
3. A lot of the wood will get trapped behind foothill reservoirs and not make it downstream. If the reservoir operators don't make a lot of releases, than it is likely that your only source of wood in the lower foothills and central valley will hold on to any wood that might be waiting to travel downstream with elevated flows.
4. I'm focusing mostly on the Sierran rivers and not local streams and creeks in the SF Bay Area---for good reason. A lot of "pruning" and channel-wood transport was done with the late December storms/floods, and there's no reason to suspect that a rejuvenated supply has developed in local streams since then. Even if we get some moderate storms, there's no reason to suggest that we're poised to receive a lot of debris from local SF Bay creeks and rivers. Even if we get a big Spring storm or a series of moderate to big storms, we may not get a lot of wood or other debris. For the local streams, the only way we might get enhanced debris delivery to the SF Bay would be storms larger than the December storms, and/or if those storms are accompanied by a lot of debris flows up in the hills. Again, no good long-range predictions are possible for this.