

# 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, May 14, 2009

Bayside Conference Center Pier 1, Port of San Francisco, San Francisco, 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 1334. **Alan Steinbrugge**, Marine Exchange of the San Francisco Bay Region (Marine Exchange), confirmed a quorum of the HSC.

Committee members (M) and alternates (A) in attendance with a vote: **John Berge** (M), Pacific Merchant Shipping Association (PMSA); **Margot Brown** (M), National Boating Federation; **Aaron Golbus** (M), Port of San Francisco; **Lt. Col. Laurence M. Farrell**, United States Army Corps of Engineers (USACE); **Capt. Fred Henning** (M), Baydelta Maritime; **Capt. Bruce Horton** (M), San Francisco Bar Pilots (Bar Pilots); **Jennifer Kovecses** (M), San Francisco Baykeeper; **Richard Nagasaki** (M), Chevron Shipping Company; **William Nickson** (A), Transmarine Navigation Corporation; **Keith Stahnke** (A), Water Emergency Transportation Authority (WETA); **Lt. Cmdr. Andrew Wood**, United States Coast Guard (USCG); **Gerry Wheaton** (A), National Oceanic and Atmospheric Administration (NOAA); **Thomas Wilson** (M), Port of Richmond; **Capt. Esam Amso** (A), Valero Marketing and Supply Company.

Alternates present, and those reporting to the HSC: **Ted Blanckenberg** (A), AMNAV Maritime Services; Cheryl Butner, NOAA; **Bob Chedsey**, California State Lands Commission (State Lands); **Steve Edinger**, California Office of Spill Prevention and Response (OSPR); **Capt. Rick Holly**, OSPR; **Capt. Rick Hurt**, Bar Pilots; **Heather Kerkering**, Monterey Bay Aquarium Research Institute (MBARI); **Capt. Lynn Korwatch**, Marine Exchange; **Capt. Peter McIsaac** (A), Bar Pilots; **Lt. Cmdr. Kevin Mohr**, USCG; **William Needham** (A), National Boating Federation; **Rob Laurence**, (USACE); **Linda Scourtis** (A), BCDC; **Capt. Gary Toledo**, OSPR.

The meetings are always open to the public.

### Approval of the Minutes

There was a correction to the minutes of April 9. The list of members in attendance should show that **Ron Chamberlain** represents the Port of Benicia.

A motion to accept the corrected minutes of April 9, was made, and seconded. The motion passed without discussion or dissent.

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Comments by the Chair – Lundstrom

- Assemblyman **Jared Huffman's**, (D-San Rafael) office had been instrumental in obtaining the release of upgrade funding for the Physical Oceanographic Real Time System (PORTS) from legal review at the Department of General Services.
- Heard from **Capt. Paul Gugg**, USCG, that the loss of propulsion by the *Seabulk Arctic* was a fuel switching issue. The Coast Guard is very interested in loss of propulsion cases due to fuel switching.
- Would appear on a panel discussing best practices for the prevention of accidents at the National HSC conference in Tampa Bay. This was due to the work of the HSC in response to the *COSCO Busan* allision with the Bay Bridge.

▪

## Coast Guard Report – Lt. Cmdr. Wood

- District 11 has taken an active interest in the loss of propulsion issue.
- Sector San Francisco is reviewing their shallow-water capability after they experienced difficulties responding to the case of the fishing vessel *Big Timber* that became stuck against the San Mateo Bridge.
- They are working with local law enforcement agencies in the Delta to coordinate enforcement for the busy summer boating season.

**Lt. Cmdr. Mohr** read a report that is attached to these minutes.

**Berge** asked if the problems discovered on the bulk carrier *Bled* were found during a normally scheduled inspection. **Lt. Cmdr. Wood** said that was the case.

**Capt. Horton** asked that the report be corrected to show that the *YM Wealth* is a containership, not a tank vessel.

**Lt. Cmdr. Mohr** announced that he had been transferred to service in Washington DC. He said that it was a real pleasure to work with the HSC. He was extremely impressed by their spirit of cooperation and professional approach. He commended **Lundstrom** for her leadership of the HSC. **Lundstrom** presented **Lt. Cmdr. Mohr** with a certificate of appreciation, citing in part, his "outstanding and lasting contribution" to the HSC and the community. She said that a copy of the commendation had been forwarded to be included in his personnel file. **Lt. Cmdr. Mohr** thanked **Lundstrom** and the HSC for their kind recognition of his efforts.

## Clearing House Report – Steinbrugge

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

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OSPR Report – Capt. Toledo

**Capt. Toledo** introduced **Edinger**, OSPR's Administrator:

- Thanked **Lt. Cmdr. Mohr** for his assistance to the HSC and OSPR.
- Would be testifying before Congress in the first week of June. They are gathering information on available technology for spill prevention and response under Title VII of the *Oil Pollution Act of 1990*.
- In February OSPR tested the use of Facebook as a way to spread information of interest. The particular case was an oiled otter that soon attracted a great deal of attention. The idea of using social media had been suggest the previous December by **Adm. Thad W. Allen**, Coast Guard Commandant. **Edinger** suggest that the HSC consider a Facebook page.

**Capt. Toledo** reported:

- OSPR was looking for an alternate representative for non-profit environmental organizations.
- The *Where the Heck is Collinsville* brochure was still stuck at the state printing office due to a change in their procedures.
- Thanked everyone for their efforts to get the PORTS enhancement funds released.
- Work continued on best achievable technology for spill prevention and response. He thanked **Berge**, **Kovacs**, **Scourtis**, and **Wheaton** for their participation in the workshops.
- Thanked **Lt. Cmdr Mohr** for his contributions to the HSC and OSPR. He particularly noted **Lt. Cmdr. Mohr's** writing ability in the preparation of reports in response to the *COSCO Busan* allision with the Bay Bridge.

**Capt. Holly** reported on a project first described to the HSC at the meeting of March 12, 2009.

- They had interviewed masters and engineers about fuel switching procedures in the normal course of inspections. The sense was that the current states of readiness and training was not good, but the larger fleets were becoming aware of the problem.
- They began to hear anecdotal reports from Los Angeles/Long Beach and the Pacific North West where similar incidents were reported "all of the time." Of further concern were the reports that backup systems that were supposed to come up in minutes were taking hours to come on line.
- Going forward, there is concern about the best way test and drill emergency procedures since they create delays that cost money.

**Lundstrom** asked if it was their goal to create a formal report. **Capt. Holly** said that it was.

**NOAA Report – Wheaton**

- They were interested in suggestions for where to send the survey vessel *NRT 6* next.
- Weather for the upcoming ten days was expected to be typical for the season.

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## US Army Corp of Engineers (COE) Report – Lt. Col. Farrell

- Those interested in attending the change of command ceremony scheduled for July 21 could contact **Lt. Col. Farrell**.
- The template for controlling procedures of the Alcatraz dump site was expected to be ready for the July meeting of the HSC.
- **Rick Chapman**, head of the survey section had taken a job with the Department of Energy. **Lt. Col. Don Davis** would be in charge for the interim.

**Laurence** read a report that is attached to these minutes. Information on the status of the Alcatraz dump site is now part of that report. He added that dredge materials bound for the Alcatraz disposal site were being dumped on the north side.

**Capt. McIsaac** asked when the dredge *Essayons* was due to arrive in the Bay Area. **Lt. Col. Farrell** said it would be May 20. **Capt. Amso** asked what her rough schedule of operations was. **Lt. Col. Farrell** said it would be the main ship channel, Richmond outer harbor, and Pinole Shoals channel. Her schedule might have slipped a little due to delays in Humboldt Bay. **Capt. Amso** asked if it would be the *Essayons* dredging Pinole Shoals to thirty-seven feet. **Steve Chesser**, USACE, said that would be the contractor's job.

**Lundstrom** thanked USACE for making a timely response to concerns about the Alcatraz dump site.

## State Lands Commission Report – Chedsey

**Chedsey** read from a statistical report that is attached to these minutes. He also thanked **Lt. Cmdr. Mohr** for his efforts.

## Briefing on Central and Northern California Ocean Observing System (CeNCOOS) – Kerkering

**Wheaton** introduced **Kerkering**. He said that people had been asking about other sensors that could be integrated into PORTS and Kerkering could provide information on those other systems.

- The integrated Coastal and Ocean Observation System Act of 2009 had been signed into law. Its main goal is to pull together sensor data from a variety of resources to suit a number of goals, among which is the safety and efficiency of commercial maritime operations.
- More information about CeNCOOS can be found at <http://cencoos.org/>. A demonstration of possible product can be found at: <http://www.sccoos.org/data/harbors/sf/fullscreen.php>

**Berge** asked whether CenCOOS was a system operator or a clearing house for collected information. **Kerkering** said that they were mainly a clearing house but did have a few data gathering projects.

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## **Tug Escort Work Group/Prevention Through People – Capt. Henning, Brown**

- The Tug Escort Work Group and Prevention Through People Work Group had met to discuss changes to the letter supporting funding of Oakland fire boat. That letter is attached to these minutes. A motion to accept the letter was made and seconded. There was no discussion of the letter. **Berge, Lt. Col. Farrell, Golbus, Lt. Cmdr. Wood, Wheaton, and Wilson** abstained from the vote. The motion carried with no dissent.
- **Brown** described the joint action of the two work groups to discuss the issue of whether tugs and their crews were equipped and trained to rescue people from the water. It was the consensus of the two workgroups that tugs are well equipped and the crews are regularly trained, so they saw no need for further action in that area. They did feel that there was room for improving communications with terminals during rescues and that there was a need to educate people on whom to call in the event of a person going into the water. The topic would be on the agenda of their next meeting.

## **PORTS Work Group – Capt. Amso**

- There next meeting would be devoted to discussing the recently released funds for enhancing PORTS.

## **Briefing on Portable Pilot Units – Capt. Rick Hurt**

- One of the problems identified during investigations of means to avoid future accidents was the disparity of ship board navigational technology and electronic charting systems. Fifty per cent of ships carry only the minimum requirement for Electronic Chart Display and Information Systems (ECDIS) and do not even have a graphical interface. Of the other fifty per cent, there is a wide variety of implementations.
- Portable pilot units contain ECDIS, as well global positioning and automated identification system technology. The regulatory environment, in the wake of the *COSCO Busan* allision, would soon require San Francisco Bar Pilots to carry standardized portable pilot units that meet ECDIS requirements. After a period of testing the Bar Pilots chose a system developed by Rose Point Navigation Systems. The Rose Point system includes an interface plug that can be connected to the sensor suites of ninety-five per cent of ships calling at the Bay Area.
- The International Maritime Organization does not call for graphical ECDIS systems to be required until 2012, followed by a six year phase in period.
- **Capt. Hurt** gave a playback demonstration of some of the technological features.

**Capt. Toledo** asked how many pilots had their units. **Capt. Hurt** estimated ninety-nine per cent.

**Berge** asked about the regulatory status, and whether pilots would be allowed to move without a portable pilot unit. **Capt. Hurt** said the rule-making process was still going.

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Navigation Work Group – Capt. Horton

- Thanked **Capt. Hurt** for the briefing.
- Thanked **Lt. Cmdr Mohr** for his contributions.

## Ferry Operations Work Group – Stahnke

- They had not met recently, but would soon begin meeting to plan the next exercise of the Vessel Mutual Assistance Plan.
- Thanked **Lt. Cmdr. Mohr** for his contributions.

## Dredge Issue Work Group

There was no report.

## PORTS Report – Steinbrugge

- He was working with ATT to resolve communications issues with Alameda sensors.

## Public Comment

- **Koveces** announced a meeting regarding abandoned boats to be held June 25 at the headquarters of the Santa Clara Valley Water District. A brochure providing further details is attached to these minutes.
- **Scourtis** expressed her thanks and appreciation to **Lt. Cmdr. Mohr**.

## Old Business

**Lundstrom** called for a motion in recognition of the celebration of the one hundred sixtieth birthday of the Marine Exchange. The motion was made, seconded, and passed with unanimous enthusiasm.

## New Business

There was no new business

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## **Next Meeting**

**Steinbrugge** said that the next meeting would convene at 1000, June 11, 2009, at the Exhibit Room, Port of Oakland.

## **Adjournment**

A motion to adjourn the meeting was made and seconded. It passed without discussion or dissent and **Lundstrom** adjourned the meeting.

Respectfully submitted,



Captain Lynn Korwatch  
Executive Secretary

# USCG SECTOR SAN FRANCISCO

## PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

**April-09**

### PORT SAFETY CATEGORIES

**TOTAL**

<b>Total Port Safety (PS) Cases opened for the period:</b>	<b>1</b>
<b>1. Total Number of Port State Control Detentions for period:</b>	<b>1</b>
SOLAS (0), MARPOL (0), ISM (1), ISPS (0)	
<b>2. Total Number of COTP Orders for the period:</b>	
Navigation Safety (0), Port Safety & Security (1), ANOA (0)	<b>1</b>
<b>3. Marine Casualties (reportable CG 2692) within SF Bay:</b> Allision (0), Collision (0), Fire (0),	<b>5</b>
Grounding (0), Sinking (0), Steering (0), Propulsion (5), Personnel (0), Other (0)	
<b>4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation:</b>	<b>6</b>
Radar (3), Steering (0), Gyro (2), Echo sounder (0), AIS (1), AIS-835 (0)	
<b>5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay:</b>	<b>0</b>
<b>6. Significant Waterway events or Navigation related cases for the period:</b>	<b>0</b>
<b>7. Maritime Safety Information Bulletins (MSIBs): MSIB 09-01</b>	<b>0</b>

### MARINE POLLUTION RESPONSE

**TOTAL**

<b>Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period</b>	<b>31</b>
<b>* Source Identification (Discharges and potential Discharges):</b>	
<b>TOTAL VESSELS</b>	<b>12</b>
Commercial Vessels	<b>2</b>
Public Vessels (Military)	<b>0</b>
Commercial Fishing Vessels	<b>1</b>
Recreational Vessels	<b>9</b>
<b>TOTAL FACILITIES</b>	<b>10</b>
Regulated Waterfront Facilities	<b>1</b>
Other Land Sources	<b>9</b>
<b>UNKNOWN/UNCONFIRMED</b>	<b>9</b>
<b>*Spill Information</b>	
Pollution Cases Requiring Clean-up	<b>10</b>
Federally Funded Cases	<b>1</b>
<b>Oil Discharge and Hazardous Materials Release Volumes by Spill Size Category:</b>	
1. Spills < 10 gallons	<b>19</b>
2. Spills 10 - 100 gallons	<b>3</b>
3. Spills 100 - 1000 gallons	<b>0</b>
4. Spills > 1000 gallons	<b>0</b>
5. Spills - Unknown	<b>9</b>
<b>Total Oil Discharge and/or Hazardous Material release volumes:</b>	<b>184.1</b>
1. Estimated spill amount from Commercial Vessels:	<b>0.1</b>
2. Estimated spill amount from Public Vessels:	<b>0</b>
3. Estimated spill amount from Commercial Fishing Vessels:	<b>20</b>
4. Estimated spill amount from Recreational Vessels:	<b>4</b>
5. Estimated spill amount from Regulated Waterfront Facilities:	<b>2</b>
6. Estimated spill amount from Other Land Sources:	<b>158</b>
7. Estimated spill amount from Unknown sources:	<b>0</b>
<b>Penalty Action:</b>	
Civil Penalty Cases for Period	<b>1</b>
Notice of Violations (TKs)	<b>0</b>
Letters of Warning	<b>2</b>

## **\*\* SIGNIFICANT PORT SAFETY & SECURITY (PSS) CASES \*\***

### **\* A. MARINE CASUALTIES - PROPULSION / STEERING**

**Marine Casualty- Loss of Propulsion, F/V CAPT JACK (19 Apr):** Vessel lost propulsion in the vicinity of the Golden Gate Bridge. Station Golden Gate responded, issued a voyage termination due to inoperable EPIRB and lack of high water alarms in required spaces found onboard and towed the vessel back into SF Bay where it was able to safely moor. Case closed 26 Apr.

**Marine Casualty- Loss of Propulsion, P/V OLD BLUE (21 Apr):** Vessel reported a loss of propulsion on its port engine due to a Synchronous Reference Sensor problem. The vessel made satisfactory repairs on the spot and transited back to their dock where they were listed as out of service. Inspectors determined problem was a faulty control card. Case closed 26 Apr.

**Marine Casualty - Loss of Propulsion F/V MYA NICOLE (23 Apr):** Vessel was reported drifting in the Delta - Echo Span of the Bay Bridge with no propulsion and its crew onboard. Vessel was towed to Pier 45 by Station San Francisco who found its fishing nets to be fouled in the props. Case pends.

**Marine Casualty- Loss of Propulsion, T/V YM WEALTH (25 Apr):** Vessel reported a leak in its air start cylinder on the main engine and shut down to affect repairs while anchored in Anchorage 9. Five minutes later vessel agent and class confirmed repairs and vessel was able to get underway on its own power the same day. Case closed 26 Apr.

### **\* B. MARINE CASUALTIES - VESSEL SAFETY CONDITIONS**

Nothing Significant to Report

### **\* C. COAST GUARD - GENERAL SAFETY/SECURITY CASES**

**Port Safety - COTP Order, M/V BLED (16 Apr):** Sec SF Port State Control held vessel due to numerous substandard safety conditions including a leaking hose on main engine, wasted deck plates below operator cabins on deck cranes 1, 2, 3, and 4, and a door to accommodation spaces not watertight. Port State received tech reports on 25 Apr validating completed repairs and the COTP order was lifted.

### **\* D. COAST GUARD - NAVIGATIONAL SAFETY**

**Navigation Safety - LOD Gyro Compass, T/V GEORGIS NIKOLOS (04 Apr):** Vessel was issued an inbound LOD for an inoperable gyro compass. Vessel agent faxed tech report stating that repairs were completed 05 Apr and the LOD was rescinded.

**Navigation Safety - LOD Inop 10 cm Radar, M/V KEN KOKU (07 Apr):** Vessel was granted an inbound LOD for an inoperative 10 cm radar. Sector SF received a tech report on 9 Apr indicating repairs. However on 16 Apr, vessel experienced an inoperative gyrocompass during its outbound transit from Sacramento. Vessel was issued a COTP order to remain in Anchorage 9 until repairs were completed. On 18 Apr, Sector SF received tech report verifying repairs.

**Navigation Safety - LOD Inop 10 cm Radar, M/V ANL BINBURRA (16 Apr):** Vessel was granted an outbound LOD for an inoperative 10 cm radar. Radar scheduled for repairs at next port of call at Sector LA/LB.

**Navigation Safety - LOD Inop 3 cm Radar, M/V DOUBTLESS (22 Apr):** Vessel was granted an inbound LOD for an inoperative 3 cm radar. Tech could not repair radar while in port and requested outbound LOD on 25 Apr. Request was approved and the vessel departed the next day after scheduling repairs in next port of call.

**Navigation Safety - LOD Inop Gyro Compass, T/V OVERSEAS JADEMAAR (23 Apr):** Vessel was granted an LOD to shift from Martinez to Anchorage 9 to conduct repairs to their inoperative gyro compass. Technician report verifying repairs was received and the LOD was lifted the same day.

**Navigation Safety - LOD Inop AIS, T/V GENMAR PHOENIX (29 Apr):** Vessel was granted an inbound LOD to proceed to Anchorage 9 to affect repairs to their AIS. Case pends.

### **SIGNIFICANT INCIDENT MANAGEMENT DIVISION (IMD) CASES:**

**Incident Management - F/V CAPT JACK (aka DANDY BILL) ALLISION (14 Apr):** Vessel became disabled north of the San Mateo Bridge and then allided with the bridge due to the high winds/waves. Vessel discharged approx. 20-50 gallons during the event and NRC was hired to pump off the remaining fuel, recovering approx. 1324 gallons of diesel and other petroleum products from the vessel. Once oil and hazmat was removed, CALTRANS conducted salvage of the vessel, removing it from up against the bridge and disposing the material at Vortex Marine Construction Inc.

### **SIGNIFICANT PORT SAFETY INFORMATION or EXERCISES**

None



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San Francisco Bay Region  
Tank Vessel Escort Clearing House

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c/o Marine Exchange of the San Francisco Bay Region  
Fort Mason Center, Building B, Suite 325  
San Francisco, California 94123-1308

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## San Francisco Clearinghouse Report

May 14, 2009

-  In April the clearinghouse did not call OSPR regarding any possible escort violations.
-  In April the clearinghouse did not receive any notifications of any vessels arriving at the Pilot Station without escort paperwork.
-  The Clearinghouse has contacted OSPR 4 time 2009 about possible escort violations. The Clearinghouse called 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 April there were 103 tank vessels arrivals; 3 Chemical Tankers, 8 Chemical/Oil Tankers, 27 Crude Oil Tankers, 2 LPG's, 20 Product Tankers, and 43 tugs with barges.
-  In April there were 290 total arrivals.

# San Francisco Bay Clearinghouse Report For April 2009

## San Francisco Bay Region Totals

			<u>2008</u>	
Tanker arrivals to San Francisco Bay	60		64	
Barge arrivals to San Francisco Bay	43		45	
Total Tanker and Barge Arrivals	103		109	
Tank ship movements & escorted barge movements	371		394	
Tank ship movements	191	51.48%	210	53.30%
Escorted tank ship movements	89	23.99%	107	27.16%
Unescorted tank ship movements	102	27.49%	103	26.14%
Tank barge movements	180	48.52%	184	46.70%
Escorted tank barge movements	83	22.37%	88	22.34%
Unescorted tank barge movements	97	26.15%	96	24.37%

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

Escorts reported to OSPR 0 0

<b>Movements by Zone</b>	<b>Zone 1</b>	<b>%</b>	<b>Zone 2</b>	<b>%</b>	<b>Zone 4</b>	<b>%</b>	<b>Zone 6</b>	<b>%</b>	<b>Total</b>	<b>%</b>
Total movements	211		351		0		172		734	
Unescorted movements	98	46.45%	191	54.42%	0	0.00%	84	48.84%	373	50.82%
Tank ships	62	29.38%	100	28.49%	0	0.00%	38	22.09%	200	27.25%
Tank barges	36	17.06%	91	25.93%	0	0.00%	46	26.74%	173	23.57%
Escorted movements	113	53.55%	160	45.58%	0	0.00%	88	51.16%	361	49.18%
Tank ships	62	29.38%	85	24.22%	0	0.00%	31	18.02%	178	24.25%
Tank barges	51	24.17%	75	21.37%	0	0.00%	57	33.14%	183	24.93%

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 2009

## San Francisco Bay Region Totals

			<u>2008</u>	
Tanker arrivals to San Francisco Bay	286		769	
Barge arrivals to San Francisco Bay	184		474	
Total Tanker and Barge Arrivals	470		1,243	
Tank ship movements & escorted barge movements	1,598		4,045	
Tank ship movements	900	56.32%	2,417	59.75%
Escorted tank ship movements	425	26.60%	1,143	28.26%
Unescorted tank ship movements	475	29.72%	1,274	31.50%
Tank barge movements	698	43.68%	1,628	40.25%
Escorted tank barge movements	317	19.84%	712	17.60%
Unescorted tank barge movements	381	23.84%	916	22.65%

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

Escorts reported to OSPR 4 4

<b>Movements by Zone</b>	<b>Zone 1</b>	<b>%</b>	<b>Zone 2</b>	<b>%</b>	<b>Zone 4</b>	<b>%</b>	<b>Zone 6</b>	<b>%</b>	<b>Total</b>	<b>%</b>
Total movements	952		1,523		0		720		3,195	
Unescorted movements	463	48.63%	814	53.45%	0	0.00%	366	50.83%	1,643	51.42%
Tank ships	303	31.83%	469	30.79%	0	0.00%	171	23.75%	943	29.51%
Tank barges	160	16.81%	345	22.65%	0	0.00%	195	27.08%	700	21.91%
Escorted movements	489	51.37%	709	46.55%	0	0.00%	354	49.17%	1,552	48.58%
Tank ships	279	29.31%	412	27.05%	0	0.00%	168	23.33%	859	26.89%
Tank barges	210	22.06%	297	19.50%	0	0.00%	186	25.83%	693	21.69%

### Notes:

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2. All percentages are percent of total movements for the zone.
3. Every movement is counted in each zone transited during the movement.
4. Total movements is the total of all unescorted movements and all escorted movements.

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

**Report of the  
U.S. Army Corps of Engineers, San Francisco District  
May 14, 2009**

**1. CORPS FY 2009 O&M DREDGING PROGRAM**

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

- a. **Main Ship Channel** – A condition survey was conducted in January. The survey has not yet been posted. **Dredging is scheduled for this May 21**, with the Essayons. Disposal is proposed at the Ocean Beach disposal Site.
- b. **Richmond Outer Harbor (and Richmond Long Wharf)** – Dredging is scheduled for **mid-June**, with the Essayons. Disposal at the Alcatraz Disposal Site. **No change.**
- c. **Richmond Inner Harbor** – Dredging is scheduled for this June. The Corps is has arranged with NOAA Fisheries **dredging in May (possibly next week)**, one month before the official work window opens. Disposal is scheduled for the Hamilton Marsh Restoration Project.
- d. **Oakland O & M Dredging** –**Bids opened May 11 for dredging due to begin this July.**
- e. **Suisun Bay Channel** – Dredging is scheduled to begin **August 1**. The Corps is going to discuss, with NOAA fisheries, the possibility of beginning dredging on July 1<sup>st</sup>. **No change.**
- f. **Pinole Shoal** - Dredging is scheduled to begin **June 1**, with the Essayons. Disposal at the San Pablo Bay Disposal Site. **Advanced maintenance of up to two additional feet as part of the stimulus package will conducted as an add-on to the Suisun Bay Channel contract.**
- g. **Redwood City/San Bruno Shoal** – Dredging is completed. **Stimulus money is available for a new dredge cycle at Redwood City for completion of the dredging to project depth by this fall.**

**2. DEBRIS REMOVAL** - **The debris totals for April 2009: The Grizzly collected about 11 tons of debris; the Raccoon collected 15 tons. Efforts are still made to hire an engineer for the Raccoon. Spread the word.**

	Grizzly	Raccoon	Other	Total						
May	8.00	10		18						
June	2.00	11		13						
July	0.00	10		10						
August	0.00	11		11						
September		26		26						
October	20.50	6		27						
November		5		5						
December		12		12						
Jan. 2009	25	15	5	45						
Feb. 2009	2	8	2	12						
March	26	25		51						
April	11	15		26						
Totals	94.50	154.00	7.00	256						

### 3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

**Oakland 50-ft Deepening Project** – Clean-up dredging of the Outer Harbor is still on-going. The Inner Harbor deepening is on-going. **There is funding to complete this project this fiscal year.**

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

There has been no emergency dredging in FY 2009.

### 5. OTHER WORK

a. **San Francisco Bay to Stockton** The project team conducted two very successful public scoping meetings - on March 26 and April 2, co-hosted by local sponsors Port of Stockton and Contra Costa County Water Agency. This project is moving forward. **No change.**

b. **Sacramento River Deep Water Ship Channel Deepening** FY 2008 money will be carried over to FY 2009 and used for continued testing and disposal site evaluation. **No change.**

### 6. HYDROGRAPHIC SURVEY UPDATE

**Address of Corps' web site for completed hydrographic surveys.**

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

Main Ship Channel: Survey completed in January 2009 has been posted.

Pinole Shoal: Condition surveys completed in March 2009 have been posted.

Suisun Bay Channel, New York Slough: Surveys completed in March 2009 have been posted.

Redwood City: Survey completed in January 2009 has been posted.

San Bruno Shoal: Surveys completed in February and March 2008 have been posted.

Oakland Entrance Channel and Inner Harbor: Surveys completed in March 2009 have been posted.

Brooklyn Basin South Channel (Inner Harbor) - Surveys completed in March 2009 have been posted.

Oakland Outer Harbor: Surveys completed in March 2009 have been posted.

Southampton Shoal and Richmond Long Wharf: Surveys completed in January 2009 have been posted.

Richmond Inner Harbor: Surveys completed in January 2009 have been posted.

North Ship Channel: Surveys completed April 2009 have been posted.

San Leandro Marina: Surveys completed in January 2008 have been posted.

San Rafael Creek and San Rafael Across the Flats: Surveys completed April and May 2009 have been posted.

Larkspur Ferry Terminal: Surveys completed in July 2008 have been posted.

Mare Island Strait Channel: Surveys completed in August 2008 have been posted.

Disposal Site Condition Surveys:

SF-09 (Carquinez); SF-10 (San Pablo Bay); and– February, March, April 2009; the April survey indicated slight mounding to -29.2 feet.

SF-11 (Alcatraz): The May 2009 survey has been posted. This survey indicates the small mound on the south side of the disposal site is now at -30 feet MLLW; indicating dispersion of sediment. Because of the desire to gather some information about the dispersion of material from the southern disposal cells, I am directing all disposal (hopper and mechanically dredged material) to the disposal cells on the north side of the site. I will be watching both northern and southern disposal cells for changes in depth.



# CALIFORNIA STATE LANDS COMMISSION

## HARBOR SAFETY COMMITTEE MONTHLY REPORT - APRIL COMPARISON

### VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
APRIL 1 - 30, 2008	274	137	50.00
APRIL 1 - 30, 2009	226	100	44.25

### CRUDE OIL / PRODUCT TOTALS

	Crude Oil ( D )	Crude Oil ( L )	Overall Product ( D )	Overall Product ( L )	GRAND TOTAL
APRIL 1 - 30, 2008	13,285,500	0	21,499,100	10,931,325	32,430,425
APRIL 1 - 30, 2009	11,869,000	0	18,041,265	10,489,769	28,531,034

### OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
APRIL 1 - 30, 2008	1	0	0	1	1 gal / Other
APRIL 1 - 30, 2008	0	1	0	1	1 gal / Fuel Oil
APRIL 1 - 30, 2009	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.

DRAFT

May 14, 2009

The Honorable Ron V. Dellums  
Mayor of Oakland  
1 Frank Ogawa Plaza  
3rd Floor  
Oakland, CA 94612

RE: Reinstatement of dedicated staffing for Oakland's Fireboat Seawolf

Dear Mayor Dellums:

The Harbor Safety Committee (HSC) of the San Francisco Bay Region recently discussed how to better respond to Man Overboard incidents such as the fatal accident of an Oakland longshore worker. Seawolf's ability at rescue may have saved this man's life. The discussion also focused on the importance of the Oakland Fireboat Seawolf as a potential nearby responder.

On July 8, 2007 the Committee sent a letter to you encouraging the Council "to reinstate the dedicated staff for the fireboat Seawolf in support of safe navigation and emergency response to the maritime community." Similarly, the fireboat could respond to life saving incidents such as the tragedy that occurred. The HSC, at its May 14<sup>th</sup>, 2009 meeting voted to again urge the City of Oakland to reinstate the fireboat Seawolf's dedicated staff.

The Harbor Safety Committee was established by state legislation in 1991 to make recommendations to prevent maritime accidents. The twenty-member HSC is composed of a wide representation of the maritime community, including the Port authorities, state and federal agencies, bar pilots, labor, ferry operators, cargo and oil carriers, tug and barge operators, recreational boaters, commercial fisheries, and an environmental representative.

The Committee thanks you for your reconsideration of this important community asset.

Sincerely,

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

Cc: SF Bay Region-Harbor Safety Committee  
NorCal-Area Maritime Security Committee  
Oakland City Council  
ILWU Local

PORTS Work Group  
CA State Lands Commission

**Minutes of Meeting**

**Held on April 13<sup>th</sup> 2009**

**Attending:**

Joan Lundstrom	Chair SF HSC
Gary Toledo	OSPR
Alan Steinbrugge	Marine Exchange
Linda Scourtis	BCDC
Gerry Wheaton	NOAA
Chris Beckwith	SLC SF
Lynn Korwatch	Marine Exchange
Marc Bayer	Tesoro
Esam Amso	Valero

**Items Discussed:**

1-New Chair: Present Chair Marc resigned to head a new sub-committee (Bay Dredging!!!!)  
Esam will chair PORTS.

2-Funding Update: OSPR requested Marine Exchange and NOAA for a letter to attach with the 2009/2010 PORTS contract to supplement the approval from the Department of General Services for \$250,000 due to come into effect on 07/01/09.  
OSPR will work on getting the Governor's \$300,000 fund (from OSPAF) pushed through before June 30<sup>th</sup> 2009 and try to extend it through to the next fiscal year, \$230,000 for Equipment and \$70,000 for O&M.

3-SF Bar Buoy: Subject to be shelved until further notice and cannot be considered until the buoy is part of the PORTS system.

4-Site Updates: Alan gave an update on current meters and Anemometers.

5- Next meeting: Esam to contact Heather Kerkering to see best date for her and Julie to attend the next PORTS meeting.

Esam Amso  
04/14/09

# Harbor Safety Committee

of the San Francisco Bay Region

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

May 3, 2009

Department of General Services  
Executive Office  
P.O. Box 989052  
West Sacramento, CA 95798-9052

Attention: Will Bush, Director

Subject: Fiscal Year 2008-09 Budget Change Proposal: Department of Fish and  
Game Local Assistance: Oil Spill Prevention and Response (OSPR): Issue 103:  
Physical Oceanographic Real Time System (PORTS) Upgrade: \$300,000

Dear Mr. Bush:

On behalf of the Harbor Safety Committee (HSC) of the San Francisco Bay Region, I am writing to strongly urge your immediate approval of the Budget Change Proposal to upgrade the Physical Ocean Real Time System (PORTS) for the San Francisco Bay Region.

San Francisco PORTS was installed over a decade ago by the National Oceanic and Atmospheric Administration (NOAA) because the accuracy of local tidal current charts could not be verified. The system provides quality-tested, real time information on tides, currents, salinity and winds essential to safe navigation. PORTS is part of a national real time information system in major U.S. harbors monitored for reliability by NOAA in Silver Spring, Maryland. To maintain quality control NOAA dictates the components of the system.

Last year, Governor Schwarzenegger recognized PORTS as an important tool in San Francisco Bay “to prevent another devastating oil spill of the magnitude we saw last fall” – referring to the Cosco Busan spill of 53,000 gallons of oil, costing \$90 million for clean up and damages. The proposed upgrade of PORTS is part of the HSC recommendations to the Governor to prevent such a spill.

We do not understand the reluctance of the Department of General Services to approve this vital upgrade, the costs of which are available in the Oil Spill Prevention and Administration Fund (OSPAF), a surcharge on oil entering the state by ship and pipeline to prevent oil spills. The PORTS upgrade targets key locations within the multiple microclimates of the Bay region. The Bay Region, the fourth busiest oil tanker trade in the U.S., has 5 refineries and more than 20 oil terminals within a span of 50 miles. Pilots

**Harbor Safety Committee** c/o Marine Exchange of the San Francisco Bay Region  
Fort Mason Center, Building B, Suite 325, San Francisco, CA 94123-1380  
(415) 441-7988 – hsc@sfmtx.org

# Harbor Safety Committee

of the San Francisco Bay Region

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

need site-specific information for tankers en route to the Chevron Long Wharf, Richmond and along Carquinez Strait, particularly during inclement weather to navigate under several bridges. Another proposed site, Anchorage #9 is a highly used staging area for refueling operations. The Port of Oakland, an important site for proposed sensors, is a microclimate of wind forces affecting container ships. .

The Harbor Safety Committee has documented the benefit of PORTS not only to pilots and tug masters in safely navigating the foggiest harbor in the nation, but also its use by the State Lands Commission Marine Division in determining safe oil transfers, by refueling operators, commute ferry operators, and oil spill responders. Additionally, governmental agencies, academia and recreational boaters account for the highest number of users.

The San Francisco HSC was established by the state legislature almost twenty years ago to make recommendations for safe navigation in the Bay Region. The twenty-one member committee is comprised of ship, tanker, tug and barge, and ferry operators, four Port authorities, bar pilots, Coast Guard Captain of the Port, environmental representatives, recreational boating, et al. Since 1996 the HSC has provided guidance over PORTS through public meetings. The proposed upgrade is the direct result of evaluation and specific recommendations from the Harbor Safety Committee, of critical importance to preventing vessel accidents and protecting the environment.

In conclusion, I urge you to expeditiously approve this vital upgrade of PORTS, of proven benefit with an available funding source. With only two months left in the current fiscal year and months of delay since this proposal was sent to your department, I request your earliest response. Should you have any questions, please call me at (415) 461-4566.

Sincerely,

Joan L. Lundstrom, Chair, Harbor Safety Committee  
Of the San Francisco Bay Region

cc: Harbor Safety Committee  
Pete McIsaac, President, San Francisco Bar Pilots  
Steve Edinger, OSPR Administrator  
Assemblyman Jared Huffman

**Harbor Safety Committee** c/o Marine Exchange of the San Francisco Bay Region  
Fort Mason Center, Building B, Suite 325, San Francisco, CA 94123-1380  
(415) 441-7988 – hsc@sfmtx.org

# Harbor Safety Committee

of the San Francisco Bay Region

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

May 8, 2009

Assemblymember Jared Huffman  
Marin County Office  
3501 Civic Center Drive, Room 412  
San Rafael, CA 94903

Re: Support of San Francisco Physical Ocean Real Time System (PORTS)  
Upgrade FY 2008-09 Budget Change Proposal

Dear Assemblyman Huffman:

On behalf of the Harbor Safety Committee (HSC) of the San Francisco Bay Region, I am writing to express our sincere appreciation for your timely intervention with the Department of General Services, to ensure approval of the San Francisco Physical Ocean Real Time System (PORTS) upgrade. The critical upgrade, with an available source of funding, adds sensors at key locations such as the Carquinez Strait, Port of Oakland and Anchorage 9 - an important tool to prevent another devastating oil spill in San Francisco Bay such as the recent Cosco Busan incident.

The Harbor Safety Committee, established by the state legislature almost twenty years ago to make recommendations for safe navigation in the Bay Region, documented the benefit of PORTS to pilots and tug masters navigating the foggiest harbor in the nation. PORTS is also used in determining safe oil and refueling transfers and is widely accessed by academia, governmental agencies and recreational boaters. However, the Department of General Services over many months delayed a final decision of this critical project.

With only two months left in the current fiscal year, the Office of Spill Prevention and Response was unsuccessful in gaining approval. However, after my call to Jenny Callaway, your District Director, you initiated key calls to the Department of General Services, resulting in a signed contract within a few days.

The Harbor Safety Committee values your immediate action which will prevent oil spills from damaging our precious environment.

Sincerely,

Joan L. Lundstrom, Chair, Harbor Safety Committee  
Of the San Francisco Bay Region

Cc: Harbor Safety Committee  
Pete McIsaac, President, San Francisco Bar Pilots  
Steve Edinger, OSPR Administrator

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For more information please contact:

Dale Jacques  
Associate Engineer  
Santa Clara Valley Water District  
408-265-2607, ext 2637  
[djacques@valleywater.org](mailto:djacques@valleywater.org)

## *Abandoned Boat Summit Meeting*

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*Bringing Key People Together to Discuss the  
Challenges and Opportunities of Dealing with  
Abandoned Boats in and around San Francisco  
Bay and the California Delta*

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June 25, 2009  
1:00 – 5:00 p.m.

at

Santa Clara Valley Water District  
Headquarters Building  
5750 Almaden Expressway  
San Jose, California 95118

## **Purpose:**

*The Abandoned Boat Summit Meeting is intended to bring local and state legislators, regulators, enforcement agency personnel, marina and harbor operators, and relevant public agency personnel together to discuss the current problems and opportunities of addressing the navigational and environmental hazards and financial impacts caused by abandoned boats.*

### **Who should attend**

*State Legislators*

*County Supervisors*

*Public Agencies that operate or regulate waterways, submerged lands, or shoreline.*

*Law enforcement agencies*

*Harbormasters and Marina Operators*

*Relevant Professional and Recreational Associations*

## **Topics:**

### **Harbor and Marina Operational Impacts**

*Occupied Derelict Boats  
Abandoned Commercial Vessels  
Vessels Abandoned in Private Marinas*

### **Regulation, Enforcement, & Funding**

*Existing State Laws  
Existing and Potential Local Ordinances  
State Regulation  
Abandoned Watercraft Abatement Fund  
Enforcement and Removal Operations*

### **Environmental Hazards**

*Toxic Releases and Water Quality and Habitat Degradation*

### **State Law and Local Ordinance**

*Proposed State Laws  
Existing and Potential Local Ordinances*

## **Format:**

### **Presentations**

Broad and balanced perspectives will be presented by speakers representing

- California State Assembly
- Contra Costa County Board of Supervisors
- The California Department of Boating and Waterways
- Contra Costa County Sheriff's Office
- San Mateo County Harbor District
- Lauritzen Yacht Harbor

### **Participation**

*Summit attendees' participation will be welcomed in roundtable formats following the presentations that are planned to discuss local and state legislative opportunities and to maximize existing enforcement and removal operations under existing laws.*