

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 13, 2010

Pier 1 Conference Room, Port of 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 1335. **Kaitlin Ortega**, 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: **Capt. Marc Bayer** (M), Tesoro Refining & Marketing Company; **John Berge** (M), Pacific Merchant Shipping Association; **Margot Brown** (M), National Boating Federation; **Ron Chamberlain** (M), Port of Benicia; **Maj. David Kaulfers**, United States Army Corps of Engineers (USACE); **Aaron Golbus** (M), Port of San Francisco; **Capt. Paul Gugg**, United States Coast Guard (USCG); **Capt. Bruce Horton** (M), San Francisco Bar Pilots (Bar Pilots); **Carol Keiper** (M), Oikonos Ecosystem Knowledge; **Capt. Jonathan Mendes** (M), Starlight Marine Services; **William Nickson** (A), Transmarine Navigation; **Capt. Eric Osen** (M), Chevron Shipping Company; **Chris Peterson** (M), Port of Oakland; **Gerry Wheaton**, National Oceanic and Atmospheric Administration (NOAA).

Alternates present, and those reporting to the HSC on agenda items: **Capt. Esam Amso** (A), Valero Marketing and Supply Company; **Robert Chedsey**, California State Lands Commission (State Lands); **Capt. Jack Going** (A), Baydelta Maritime; **Lt. Cmdr. DesaRae Janzen**, USCG; **Robert Jackson**, California Maritime Academy (CMA); **Capt. Lynn Korwatch**, Marine Exchange; **Rob Lawrence**, USACE; **Paul Milkey**, California Air Resources Board (ARB); **Linda Scourtis** (A), BCDC; **Capt. Gary Toledo**, California Office of Spill Prevention and Response (OSPR).

The meetings are always open to the public.

Approval of the Minutes

Capt. Toledo submitted the following corrections to the minutes of the April 8 meeting: "Under the OSPR Report, third bullet item, second sentence should read as follows and become a fourth bullet item:"

OSPR held a 'How to meet Best Achievable Protection During Bunkering from Bunker Barges' Workshop on April 7 to discuss bunkering operations in light of the *Dubai Star* bunker spill. OSPR continues...

A motion to accept the minutes as corrected was made and seconded. The motion carried without discussion or dissent.

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Comments by the Chair – Lundstrom

- Coast Guard reports continued to show changes in off-shore traffic patterns since the implementation of regulations requiring a switch to low-sulfur when vessels enter regulated California waters. **Lundstrom** said that these changes were happening in areas beyond the purview of the HSC and outside of the control of the Coast Guard's Vessel Traffic Service (VTS.) She said that she had passed the information along to the Pacific States/British Columbia Oil Spill Task Force for their consideration.
- **Lundstrom** a certificate of appreciation to **Capt. Gugg** for his fine work, as exemplified by Coast Guard's pro-active efforts to mitigate issues arising from low-sulfur fuel-switching. **Lundstrom** was scheduled to be at the National HSC meeting at the time of the next meeting of this HSC, and wanted to thank **Capt. Gugg** before his retirement.
- **Lundstrom** said that she was very pleased by the way that ARB had responded to outreach from the HSC, and thanked them for their on-going efforts to reach out to the community, and for their cooperation with the HSC.

Coast Guard Report – Capt. Gugg

- Sector San Francisco was coordinating with State Lands to monitor petroleum product transfers at Anchorage 9.
- There were no problems with spring run-off so far this year. Water temperatures were falling at Rio Vista Point per normal expectations.
- Sector San Francisco was providing support to the Deepwater Horizon pipeline blowout based on lessons learned from the response to the spill from the allision of the *COSCO Busan* with the Bay Bridge. **Capt. Gugg** said that field monitoring, deployment of volunteers, and cooperation with state representatives in the unified command structure were the areas where expertise was being lent.

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

Capt. Gugg said that he was very pleased that there were no reports of Rule 9 or "Other Navigational Rule Violations" in the report. He thanked the Prevention through People work group for their efforts, and hoped that the trend would continue. He said that there was a recent trend for incidents with dive boats, and that drug and alcohol testing was routine in all such cases.

Capt. Gugg said that the report on the *Eupen* should be corrected to show that she had not discharged all of her cargo. He said it was a recent development that Federally-regulated, escortable-cargos were not always entirely discharged at their destination berth. He asked vessel agents to coordinate required escorts with the Coast Guard if regulated cargo was still on board at departure.

Berge asked if the *Tide* would have to apply for a safety exemption after it had received a Captain of the Port Order. **Milkey** said that it would have to apply.

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Keiper asked if there was any information on the impact of small oil spills on marine life. **Lt. Cmdr. Janzen** said that she didn't know the answer to the question. **Keiper** then asked what mitigation efforts were made for small spills. **Capt. Gugg** said that there was usually no response because such spills were typically "non-persistent." **Keiper** asked what that meant. **Capt. Gugg** said that small spills typically evaporated before a response could be mounted.

US Army Corp of Engineers Report – Maj. Kaulfers

- USACE was committed to the North Bay Channel realignment plan, and the schedule – as discussed at previous meetings of the HSC – was online at their web site..
- All were invited to attend the Change of Command ceremony scheduled for July 13.
- They were looking for licensed hundred-ton operators.

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

Lawrence said that he wanted to be sure that the Bar Pilots had received the draft channel realignment plan since it could possibly eliminate an existing passing zone. He said that USACE wanted to hear from all stakeholders, especially Coast Guard, NOAA, and the Bar Pilots.

Capt. Bayer asked that the draft plan be made available on the Marine Exchange web site. **Wheaton** asked for a copy of the plan in a digital format for NOAA's consideration.

Clearing House Report – Ortega

Ortega read a report that is attached to these minutes.

OSPR Report – Capt. Toledo

- Anyone that wanted to apply for reappointment to the HSC should have their application in by June 1.
- OSPR planned to conduct drills with operators as a result of their April 7, 2010 Best Achievable Protection work group meeting. Draft regulations might result from the results of those drills.
- OSPR had dispatched six to eight staffers to the Deepwater Horizon spill to lend assistance with shoreline assessment.

NOAA Report – Wheaton

- The Trans-Bay power cable was now on the applicable NOAA charts.
- Rain was expected for the Monday and Tuesday following the meeting. This springs rain and cool weather were not related to El Nino. The El Nino was dissipating and there was some chance that a La Nina would affect fall and winter rain patterns for 2010-2011.

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State Lands Report – Chedsey

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

Chedsey said that anyone interested in attending their customer service meetings should contact him to get on the notification list.

State Land's Prevention First symposium was still scheduled for October 19 and 20, 2010, at the Westin Hotel, Long Beach, California.

Chedsey introduced **Bob Champion** from their Long Beach operations field office and **Jackie McKay** from their ballast water project.

ARB Report – Milkey

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

ARB Technical Working Group Report – Milkey

- The work group had met April 28 and information from that meeting can be found at <http://www.arb.ca.gov/ports/marinevess/ogv/ogvmeet.htm>. The meeting had been scheduled to precede the meeting of the Society of Naval Architects and Marine Engineers SNAME to discuss fuel-switching regulations.
- ARB regulations are scheduled to “sunset” in 2015 upon the implementation of the 0.1% sulfur fuel limit in Federal regulations on Emission Control Areas: <http://www.epa.gov/oms/oceanvessels.htm>
- **Milkey** thanked the Coast Guard for their effort to track problems resulting from fuel switching. He said that loss-of-propulsion incidents were returning to their pre-regulation numbers. He said that the main problems identified were external gasket leaks and fuel injection systems.
- **OSPR** had given a presentation on their role, and the role of HSC's, responding to safety concerns. They also raised the issue of changing traffic patterns through the Naval missile range outside the Santa Barbara Channel and through Marine Sanctuaries off of the entrance to San Francisco Bay.
- Representatives from engine manufacturers discussed some potential concerns with the use of fuel additives, the importance of matching fuels to lubes and fuel viscosity issues.
- Compliance with regulations was then at ninety-four per cent.
- Engine manufacturers were recommending high-viscosity distillates.
- Regular, pro-active inspection of gaskets and fuel-injection pumps was recommended, as was testing of those systems prior to entering regulated waters.
- Specific procedures should be written for each vessel, and crew should be familiar with them, and test them.
- More attention should be paid to crew familiarization with engine room control systems since they offer more flexibility than is available on the bridge.

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Milkey said that the report from CMA was not a final report. The report will be publicly available when finalized.

Berge said that the process had engaged input from operators, bar pilots, Coast Guard, and other stakeholders. He thanked Coast Guard Sector San Francisco, and District 11, for their outreach, education, and mitigation efforts. He said that their great work had increased industry's comfort level.

Wheaton asked about the impact of reaching the project regulatory level of .1 per cent sulfur levels. **Milkey** said that the averages were already at .3 per cent, so no large impact was expected.

Nickson thanked ARB staff for their efforts, and complimented them for their openness, cooperation, and responsiveness.

Tug Work Group – Capt. Mendes

- At their scheduled meeting for May 4, they would discuss a draft revision of the tug escort plan to cover ship bitt-strength concerns. They were seeking input from all concerned parties.
- **Capt. Mendes** read their draft motion on Best Practices for Bunkering in Oakland Berths 35, 37, and 55 through 59, as was noted on the agenda. A copy of the motion is attached to these minutes. The motion was moved and seconded. There was no further discussion, and the motion passed without dissent.

Navigation Work Group – Capt. Horton

- **Capt. Horton** read a draft motion to amend the Harbor Safety Plan to better define the meaning of static under-keel clearance that was discussed at their last meeting.

Stephen Kilmon, USACE, said that the main issue was identifying what the bottom really was. He said it could change depending on whether the bottom was clay, rock, sand, or mud. He said that the definition of the bottom could even be effected by the frequency the vessel's sonar was operating at. **Capt. Gugg** said that the ship's sonar could only be used when the vessel was underway, so that planners would have to rely on the last USACE survey. **Kilmon** said that USACE surveys could not be used for navigation purposes due to legal liability issues. **Sean Kelley**, VTS, suggested a guideline for different bottoms depending on worst case scenarios.

Capt. Bayer asked if **Capt. Horton**, and the work group, would be amenable to postponing the motion pending further discussion with stakeholders. **Capt. Horton** said that they were. **Capt. Horton** said that the navigation work group would welcome input from the dredge issues work group on the definition of bottom.

Lundstrom asked those interested to send proposed changes to the navigation work group, and asked them to hold a joint meeting with the dredge issues work group.

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Capt. Horton said that **Capt. George Livingston** would be the next Bar Pilot representative to the HSC.

Ferry Operation Work Group – Golbus

There was nothing to report.

Dredge Issues Work Group – Capt. Bayer

Capt. Amso read from a report that is attached to these minutes.

Prevention through People Work Group – Brown

There was nothing to report.

Physical Oceanographic Real Time System (PORTS) Work Group – Capt. Amso

- They had met on April 26 to discuss the status of new stations. Upgrades were progressing on schedule and were expected to be in place by late October.
- **Capt. Amso** read a motion – attached to these minutes – asking the HSC to urge OSPR to support future funding and operations for PORTS.

Capt. Korwatch said that OSPR had already given approval to funding PORTS for next year. Berge asked if the funding would support PORTS operations at its upgraded level. **Capt. Amso** said that it would.

The motion was made and seconded. It passed without further discussion or dissent.

Chedsey said that radar had been much discussed at a recent public forum on oil spills but that PORTS was not. He said that more need to be done to get PORTS into the public eye. **Lundstrom** said that outreach would be a good task for the workgroup after the upgrade of the system was finished.

HSC Plan Update Work Group – Scourtis

- They were on schedule to present the updated plan for a vote at the June meeting.

PORTS Report – Ortega

- Work on the Richmond and Oakland current sensors was on schedule. For September 13.

Public Comment

Lundstrom said that Friends of the Earth would host a forum on Short Sea Shipping on May 25, 2010. Details can be found here: <http://www.foe.org/short-sea-shipping-and-environment>

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Phelps Hobart, Navy League, said that a brochure on their Merchant Marine Affairs Committee was available on the handout table.

Heather Kerkering, Monterey Bay Aquarium Research Institute, said that three different high-frequency radar systems were in use on the Deepwater Horizon spill, and that their output was being computed in California. She said that the Aquarium had also lent an underwater unit to the Coast Guard for their use.

Someone asked for an update on towing out vessels from the mothball fleet in Suisun Bay. **Dennis Dyingner**, BAE, said that they were complying with the results of the law suit.

Old Business

There was none

New Business

Catherine Hooper said that she was talking to a retired Marine Corps general about putting a Navy presence back into Fleet week. Golbus said that the Port of San Francisco was talking to the general.

Kilmon said that the USACE's Bay Model would soon reopen with many improvements of interest to private, commercial, and government.

Capt. Gugg said that Operation Golden Guardian was scheduled for the week following the HSC meeting. It was mostly to be a tabletop exercise, except for the movement of the *Jermiah O'Brien* to Sacramento.

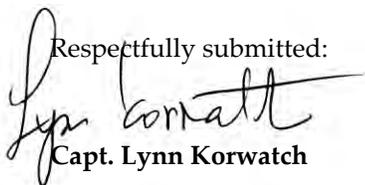
Kelley said that hardware and software upgrades were scheduled to be installed at VTS on June 8. The upgrades should make better use of automated identification systems (AIS) technology and make the system more transparent to users.

Next Meeting

Lundstrom said that the next meeting of the HSC would convene at 1000, June 10, 2010 at the Exhibit Room, Port of Oakland, 530 Water Street, Oakland, California.

Lundstrom adjourned the meeting at 1532

Respectfully submitted:



Capt. Lynn Korwatch

USCG SECTOR SAN FRANCISCO	
PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS	
April-10	
PORT SAFETY CATEGORIES	
Total Port Safety (PS) Cases opened for the period:	21
1. Total Number of Port State Control Detentions for period:	1
SOLAS (1), MARPOL (0), ISM (0), ISPS (0)	
2. Total Number of COTP Orders for the period:	2
Navigation Safety (1), Port Safety & Security (1), ANOA (0)	
3. Marine Casualties (reportable CG 2692) within SF Bay:	10
Allision (1), Collision (0), Fire (0), Grounding (0), Sinking (0), Steering (0), Propulsion (5), Personnel (3), Other (1), Power (0)	
4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation:	7
Radar (1), Steering (2), Gyro (1), Echo sounder (0), AIS (3), AIS-835 (0), ARPA (0), SPD LOG (0), R.C. (0)	
5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay:	0
6. Significant Waterway events or Navigation related cases for the period:	1
7. Maritime Safety Information Bulletins (MSIBs):	0
MARINE POLLUTION RESPONSE	
Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period	20
* Source Identification (Discharges):	
TOTAL VESSELS	
U.S. Commercial Vessels	0
Foreign Freight Vessels	0
Public Vessels (Military)	1
Commercial Fishing Vessels	2
Recreational Vessels	2
TOTAL FACILITIES	
Regulated Waterfront Facilities	2
Regulated Waterfront Facilities - Fuel Transfer	0
Other Land Sources	5
OTHER SOURCES	
Mystery Spills - Unknown Sources	8
Pollution Cases Requiring Clean-up	2
Federally Funded Cases	1
TOTAL OIL DISCHARGE AND HAZARDOUS MATERIALS RELEASE VOLUMES BY SPILL SIZE CATEGORY:	20
1. Spills < 10 gallons	18
2. Spills 10 - 100 gallons	2
3. Spills 100 - 1000 gallons	0
4. Spills > 1000 gallons	0
5. Spills - Unknown	0
TOTAL OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES (GALLONS):	42
1. Estimated spill amount from U.S. Commercial Vessels:	0
2. Estimated spill amount from Foreign Frieght Vessels:	0
2. Estimated spill amount from Public Vessels:	1
3. Estimated spill amount from Commercial Fishing Vessels:	16
4. Estimated spill amount from Recreational Vessels:	1
5. Estimated spill amount from Regulated Waterfront Facilities:	11
6. Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer:	0
7. Estimated spill amount from Other Land Sources:	1
8. Estimated spill amount from Unknown sources:	12
TOTAL PENALTY ACTIONS:	1
Civil Penalty Cases for Period	0
Notice of Violations (TKs)	0
Letters of Warning	1

SIGNIFICANT PORT SAFETY AND SECURITY CASES

MARINE CASUALTIES - PROPULSION/STEERING

Marine Casualty- Inoperable Fuel Filter System/ Loss of Propulsion, M/V YM SOUTH (02 April):

The fuel delivery system onboard was not performing as designed due to an improperly functioning fuel strainer. A COTP order was issued requiring the engine room to be manned while transiting in the San Francisco Zone starting and ending at the San Francisco Pilot Station in order to monitor and maintain the condition of the main engine fuel filtering system. The COTP order was lifted upon departure from San Francisco Bay on April 3rd. Case Closed.

Marine Casualty- Loss of Propulsion, Ferry Mare Island (03 April): The vsl lost power on its stbd engine while departing from Vallejo. The vsl then returned to the terminal and disembarked all of the passengers. The engines were manually started and the vsl transited to a maintenance facility where Domestic Inspections then issued a verbal 835 (No Sail). On April 4th, satisfactory sea trials were conducted and the Duty Marine Inspector lifted the 835. Case Closed.

Marine Casualty- Loss of Propulsion, M/V SPIRIT OF SACRAMENTO (Lady of Suisun) (06 April):

While in transit to Suisun City the passenger vsl SPIRIT OF SACRAMENTO experienced a loss of propulsion due to lack of battery power to the main engines. Parker Dive replaced the batteries and both main engines operated optimally during sea trials. After satisfactory results from the sea trials, Marine Inspectors cleared the vessel for operations. Case Closed.

Marine Casualty- Equipment Failure, T/V CHAMPION ADRIATIC (13 April): While conducting cargo operations the auxiliary boiler onboard the vsl CHAMPION ADRIATIC was deemed inoperable. The vessel relied upon the deep well hydraulic pump to complete the current operations. A COTP order was issued requiring the vsl to submit a safe discharge plan prior to commencing further cargo ops. On April 15th, after conducting a follow-up exam on the vsl while at berth in Stockton, Port State Control detained them under SOLAS due to safety deficiencies. On April 23rd, upon rectifying all deficiencies the vsl agent submitted the Class Survey Report; Port State Control reviewed the Class Report and stated that all requirements have been satisfied. COTP order was

Marine Casualty - Loss of Propulsion, M/V TIDE (22 April): As the vessel was anchoring in Anchorage 9, it was unable to engage stern propulsion. Upon the fifth attempt, the stern propulsion engaged and the vessel successfully anchored. A COTP order was issued allowing the vessel to transit operating on HFO for the duration of its outbound transit and be escorted by a tug to Mile Rock. Case Closed.

Marine Casualty- Personnel Injury, P/V SILVER PRINCE (24 April): While aboard the commercial diving charter SILVER PRINCE, in the vicinity of Lovers Point, a 41 year old man resurfaced too quickly and was showing signs of decompression sickness. Station Monterey deployed a motor life boat to escort the vsl back to Sta. Monterey where Monterey Fire Dept took custody of the patient. Upon request the vsl operators underwent drug and alcohol testing. The Investigating Officer reported that the alcohol tests were negative and drug test results are pending. Case Pends.

Marine Casualty- Personnel Injury, P/V BEACH HOPPER II (25 April): While aboard the commercial dive charter BEACH HOPPER II, a 54 year old woman collapsed and was unconscious following a dive. The incident occurred while they were off Bluefish Cove and transited to Whaler Cove to meet EMS. Station Monterey established communication and diverted an MLB to escort the BEACH HOPPER to Whaler Cove where she was transported by EMS to the nearby hospital. Alcohol and drug testing was requested. No further action taken. Case Closed.

Marine Casualty- Personnel Injury, M/V KEYSTONE STATE (27 April): The first engineer onboard the M/V KEYSTONE STATE moored in Alameda, CA injured his shoulder when a wrench slipped off a piece of equipment he was working on. The injured member was transported to a local hospital and drug and alcohol testing conducted; results are pending. No equipment casualties were reported based on the incident and no further action was taken. Case Closed.

Marine Casualty- Allision, Two Sailboats Allide with Park Street Bridge (27 April): Two 60-foot sailboats were tied together and partially wedged beneath the Park Street bridge. Station SF arrived on scene and verified there were no people on board and ensured that the vessels did not obstruct the navigation channel. A FOSCR Team coordinated with the vessel owner to get the both vessels towed to Nob Hill Marina and moored safely. Alameda County bridge maintenance conducted a damage assessment which resulted in a successful bridge test, proper operations and no visual damage. No enforcement action was taken against the owner due to no pollution threat and or damage to property. Case Closed.

Marine Casualty- Loss of Propulsion, Ferry DELPHINUS (28 April): The 50 ft Mare Island Ferry DELPHINUS, with 17 passengers and a crew of 3 onboard, lost propulsion while in transit and anchored in Mare Island Strait. Station Vallejo arrived on scene, removed 9 passengers off the ferry, and transferred them back to the ferry docks. A Good Samaritan towed the Ferry DELPHINUS with the remaining 8 passengers and 3 crew onboard back to the ferry docks. The Duty Marine Inspector issued a verbal 835 (No Sail) restricting the vessel from getting u/w with passengers until repairs are complete. The LOP was determined to be due to a loose fuel hose fitting which allowed the system to become air bound. The fittings were re-tightened and system primed. Sea trials were conducted with satisfactory results; the 835 was lifted allowing the vessel to resume operations. Case Closed.

VESSEL SAFETY CONDITIONS

Safety Deficiencies, M/V AQUILA COLLEAGUE (19 April): During a Port State Priority II boarding, Port State Control discovered a detainable deficiency due to the onboard rescue boat which had an inoperable outboard motor and damaged equipment from age and exposure to the elements. The vessel was detained and issued a COTP order. Upon submission of a Class Survey Report and verification by Port State that all

GENERAL SAFETY/SECURITY CASES

COTP Order- Potential Security Risk, T/V ROYAL ORION (08 April): A COTP Order was issued for the T/V ROYAL ORION for an ISPS Inspection. The vsl was deemed a potential security risk, directed to berth-11 in Richmond and a security inspection was conducted. Upon completion of the inspection and correction of disputed items the COTP was lifted. Case Closed.

COTP Order- Especially Hazardous Cargo Transport, M/V EUPEN (11 April): A COTP order was issued for the M/V EUPEN based upon the vsl's inability to offload all of its cargo in Stockton, thereby requiring an outbound escort. Due to weather and resource limitations the vsl was directed to remain at berth in Stockton, CA until 12 April when Sector SF was able to escort the vsl out of the SF Bay; the COTP order was self lifted upon departure of the SF COTP Zone. Case Closed.

NAVIGATIONAL SAFETY

Navigation Safety - WATERWAY HAZARD, M/V ITAJAI EXPRESS (02 April): Five 20ft empty shipping containers dropped off the M/V ITAJAI EXPRESS twelve miles West of the Golden Gate Bridge. The Bar Pilot Boat Drake, Sta Golden Gate and the CGC Pike arrived on scene for maritime safety and to monitor the situation. The owner dispatched three tugs to recover the containers. Three containers sank prior to the tugs arriving on scene, one drifted ashore near Bolinas Bay and the other sank on a reef near Bolinas Bay. The owner is working with the Parks Departments to salvage the two visible containers. All containers are confirmed empty and pose minimal threat to the environment. Case Closed.

Navigation Safety- LOD AIS, M/V LEDA TRADER (04 April): Vsl was issued an outbound LOD for its transit out of SF Bay with an AIS experiencing intermittent issues. April 5th the vsl successfully departed the SF Bay. Case Closed.

Navigation Safety- LOD AIS, M/V SPIRIT OF SACRAMENTO (Lady of Suisun) (05 April): Vsl was issued an LOD for its transit with an inoperable AIS from Sausalito, CA to their homeport in Suisun City, CA. The vsl arrived safely in their home port of Suisun Bay. Case Closed.

Navigation Safety- LOD Steering Casualty, M/V ATB COMMITMENT (07 April): The M/V ATB COMMITMENT was issued an LOD to transit to anchorage 9 with a tug escort upon experiencing steering anomalies. The vsl was issued an 835 (No Sail) but was later amended to allow the vsl to conduct underway checks on the steering function. The Duty Marine Inspector attended sea trials onboard the vsl and verified that the steering issues had been corrected; the 835 was lifted. Case Closed.

Navigation Safety - LOD AIS, M/V DUBAI FAITH (12 April): Vsl was issued an LOD to transit through the Bay with a malfunctioning AIS. Tech report received, stating that a new JRC JHS-0182 AIS had been installed and was operating properly on 17 April. Case Closed.

Navigation Safety - LOD INOP 10CM RADAR, M/V HS SCHUBERT (27 April): Vsl was issued an inbound LOD for a inoperative 10CM radar. 28 April vsl was issued an outbound LOD for the inoperable radar, stating that repairs had been made in Oakland but necessary parts were sent to LA/LB . Case Closed.

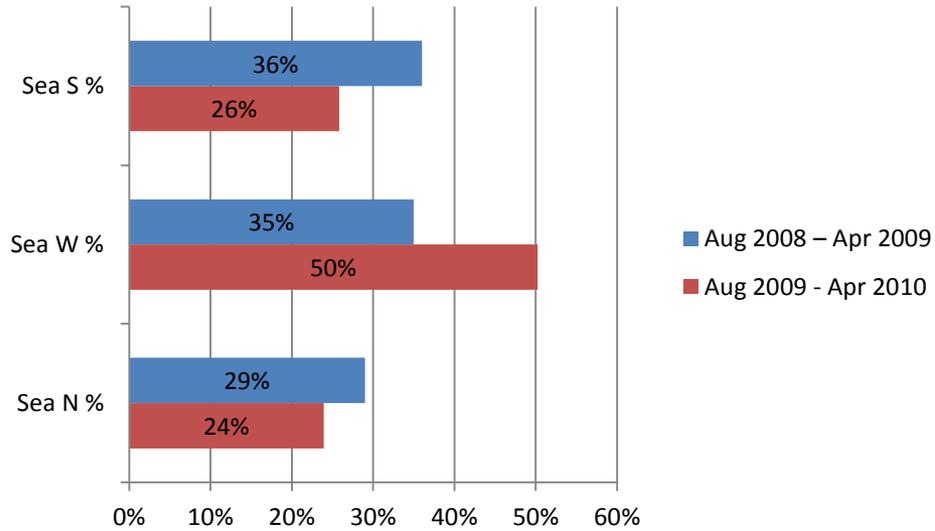
Navigation Safety - LOD Steering Casualty, M/V HUMBOLDT EXPRESS (27 April): Vsl was issued an inbound and outbound LOD for a malfunctioning primary steering gear system. The vsl required parts only available in Los Angeles, CA. The vsl departed Sector SF AOR on 28 April and LA/LB was notified of the vsl's next port of call intentions. Case Closed.

Navigation Safety - LOD Inoperable Gyro Compass, M/V FLORIANA BREEZE (30 April): Vsl was issued an LOD for an inoperable Gyrocompass allowing the vsl to transit from Anchorage 9 to berth 65 to conduct cargo operations. Tech report received on 6 May, stating that parts damaged due to over heating had been replaced and was operating properly. Case Closed.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

On 21APR10 IMD received report of a 36' sunken fishing vessel GAMECOCK at Vallejo Municipal Marina. The capacity of the vessel is 150 gallons. There is an estimated 80 gallons of diesel, 5-10 gallons of motor oil, and 10 gallons of hydraulic oil on board with an estimated 15 gallons of product already discharged. On 22APR10 an Administrative Order was issued to the Responsible Party. The Responsible Party spoke with Global Diving to get an estimate of oil removal and salvage cost. 23APR10 the F/V Gamecock was raised by Global Diving. This case was not federalized.

VTS San Francisco Offshore Lane Transit Comparison Data



Raw Data:

	Tot. Vessels	Sea N	Sea W	Sea S
Aug 2008 - Apr 2009	4482	1313	1580	1589
Aug 2009 - Apr 2010	2509	601	1260	648

Comparative Percentage Data:

	Sea N %	Sea W %	Sea S %
Aug 2008 - Apr 2009	29%	35%	36%
Aug 2009 - Apr 2010	24%	50%	26%

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

**Report of the
U.S. Army Corps of Engineers, San Francisco District
May 12, 2010**

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** – The Essayons in scheduled to arrive in **late** May to begin dredging the Main Ship Channel. **Delayed due to repairs.**
- b. **Richmond Outer Harbor (and Richmond Long Wharf)** – Dredging is complete to -35 feet MLLW. **Solicitation package has just been issued for dredging in early August.**
- c. **Richmond Inner Harbor** – Has been dredged to -38 feet MLLW. Post-dredge survey has not yet been scheduled. **As above.**
- d. **Oakland O & M Dredging** – Dredging of the Outer Harbor is complete. A high spot in the north wing of the Oakland turning basin has been removed as part of the clean-up of the deepening project. **A pre-solicitation (condition) survey will be conducted in two weeks for the Entrance Channel, Outer and Inner Harbor and the Turning Basin.**
- e. **Suisun Bay Channel** – Dredging is completed. Post-dredge survey posted for New York Slough. **No Change.**
- f. **Pinole Shoal** – **To be dredged in conjunction or just following the dredging of the Main Ship Channel.**
- g. **Redwood City/San Bruno Shoal** – Dredging is complete. No major dredging for at least a year (mid 2011). **No Change.**

2. DEBRIS REMOVAL – **The debris total for April 2010 is 49 tons:**

Grizzly - 0 tons
Safeboat - 9 tons
Raccoon - 40 tons

Crew has been spending a lot of time on preparations to bring the John Dillard down from Seattle.

May	4.5	12		17					
June	9	23	5	37					
July	7	45		52					
August	3	10		13					
September	3.5	6		10					
October	16	17		33					
November	15	45		60					
December	33	98	2	133					
Jan. 2010		228	2	230					
Feb	17	112	5	134					
March		56.00	16.50	73					
April		40	9	49					
Totals	108.00	692.00	39.50	841					

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

None to report.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

There has no emergency dredging in FY 2010.

5. OTHER WORK

a. **San Francisco Bay to Stockton** No additional money appropriated for 2010. This project is moving forward on carry-over money. **A request has been made to re-program \$1.1 million to move this project forward to its 2010 capability.**

b. **Sacramento River Deep Water Ship Channel Deepening** The \$2,000,000 was appropriate. The non-federal sponsor will be providing its portion of the cost of a quarterly basis. The Corps is scheduled to **start construction** by late 2011.

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 **March 2010** has been posted.

Pinole Shoal: **The Extended Re-alignment condition survey of April 2010** has been posted.

Suisun Bay Channel: Condition survey of February 11-13 has been posted.

New York Slough: Condition survey of February 14 has been posted.

Bull's Head Channel: December 4 post-dredge survey has been posted.

Redwood City: Post-dredge survey completed November 2009 has been posted.

San Bruno Shoal: Surveys completed in May 2009 have been posted.

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

Oakland Inner Harbor Turning Basin: **A multi-beam survey of April 21 has been posted.**

Oakland Inner Harbor - Condition survey of February 5-7 has been posted.

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

Southampton Shoal and Richmond Long Wharf: Surveys completed in February 23 and March 3 have been posted.

Richmond Inner Harbor: Surveys completed in February 25-26 have been posted.

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

San Leandro Marina: Surveys completed in November and December 2009 have been posted.

San Rafael Creek and San Rafael Across-the-Flats: Surveys completed **March 2010** have been posted.

Larkspur Ferry Terminal: Survey completed 17-18 September, 2009 has been posted.

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

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

Disposal Site Condition Surveys:

SF-08 (Main Ship Channel Disposal Site) April 2010; SF-09 (Carquinez) October 2009;

SF-10 (San Pablo Bay) April 2010 survey has been posted.

SF-11 (Alcatraz): The May 2010 survey has been posted.



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - APRIL COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
APRIL 1 - 30, 2009	226	100	44.25
APRIL 1 - 30, 2010	223	112	50.22

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
APRIL 1 - 30, 2009	11,869,000		18,041,265	10,489,769	28,531,034
APRIL 1 - 30, 2010	14,116,200		21,029,821	14,179,037	35,208,858

OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
APRIL 1 - 30, 2009	0	0	0	0	0
APRIL 1 - 30, 2010	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.



Harbor Safety Committee of the
San Francisco Bay Region Clearing House
c/o Marine Exchange of the San Francisco Bay Region
505 Beach Street, Suite 300
San Francisco, California 94133-1131
415-441-6600 fax 415-441-3080 hsc@sfmtx.org

San Francisco Clearinghouse Report

May 13, 2010

- ✎ In April the clearinghouse notified OSPR one time regarding a possible escort violation.
- ✎ In April the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ✎ The Clearinghouse has contacted OSPR 2 time in 2010 regarding possible escort violations. The Clearinghouse called OSPR 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 April there were 111 tank vessels arrivals; 5 Chemical Tankers, 14 Chemical/Oil Tankers, 24 Crude Oil Tankers, 2 LPG's, 25 Product Tankers, and 41 tugs with barges.
- ✎ In April there were 296 total arrivals.

San Francisco Bay Clearinghouse Report For April 2010

San Francisco Bay Region Totals

	<u>2010</u>		<u>2009</u>	
Tanker arrivals to San Francisco Bay	70		60	
Barge arrivals to San Francisco Bay	41		43	
Total Tanker and Barge Arrivals	111		103	
Tank ship movements & escorted barge movements	362		371	
Tank ship movements	212	58.56%	191	51.48%
Escorted tank ship movements	92	25.41%	89	23.99%
Unescorted tank ship movements	120	33.15%	102	27.49%
Tank barge movements	150	41.44%	180	48.52%
Escorted tank barge movements	71	19.61%	83	22.37%
Unescorted tank barge movements	79	21.82%	97	26.15%

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

Escorts reported to OSPR 1 0

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	225		345		0		161		731	
Unescorted movements	143	63.56%	209	60.58%	0	0.00%	84	52.17%	436	59.64%
Tank ships	66	29.33%	90	26.09%	0	0.00%	37	22.98%	193	26.40%
Tank barges	77	34.22%	119	34.49%	0	0.00%	47	29.19%	243	33.24%
Escorted movements	82	36.44%	136	39.42%	0	0.00%	77	47.83%	295	40.36%
Tank ships	50	22.22%	63	18.26%	0	0.00%	40	24.84%	153	20.93%
Tank barges	32	14.22%	73	21.16%	0	0.00%	37	22.98%	142	19.43%

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 2010

San Francisco Bay Region Totals

	<u>2010</u>		<u>2009</u>	
Tanker arrivals to San Francisco Bay	247		758	
Barge arrivals to San Francisco Bay	143		455	
Total Tanker and Barge Arrivals	390		1,213	
Tank ship movements & escorted barge movements	1,264		4,076	
Tank ship movements	723	57.20%	2,314	56.77%
Escorted tank ship movements	327	25.87%	1,069	26.23%
Unescorted tank ship movements	396	31.33%	1,245	30.54%
Tank barge movements	541	42.80%	1,762	43.23%
Escorted tank barge movements	259	20.49%	778	19.09%
Unescorted tank barge movements	282	22.31%	984	24.14%

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

Escorts reported to OSPR 2 8

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	777		1,211		0		531		2,519	
Unescorted movements	485	62.42%	716	59.12%	0	0.00%	272	51.22%	1,473	58.48%
Tank ships	228	29.34%	321	26.51%	0	0.00%	129	24.29%	678	26.92%
Tank barges	257	33.08%	395	32.62%	0	0.00%	143	26.93%	795	31.56%
Escorted movements	292	37.58%	495	40.88%	0	0.00%	259	48.78%	1,046	41.52%
Tank ships	171	22.01%	237	19.57%	0	0.00%	133	25.05%	541	21.48%
Tank barges	121	15.57%	258	21.30%	0	0.00%	126	23.73%	505	20.05%

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



San Francisco
May 13, 2010

California Environmental Protection Agency



Air Resources Board

Overview

- Implementation Statistics
 - Essential Modifications Exemptions
 - Safety Exemptions and Noncompliance Fees
- Maritime Working Group Meeting
 - Summary of meeting
- California Maritime Academy Study
 - Preliminary findings and recommendations

ARB OGV Clean Fuel Rule Essential Modifications Exemption Applications Summary*

Total number of applications received: 454 vessels
Number of applications pending: 29 vessels
Total number of applications completed: 425 vessels
Number of completed applications approved: 369
Number of completed applications
with partial approvals: 56 vessels**

*Summary from July 1, 2009 to April 30, 2010.

**Includes denial of 56 main engine requests and 6 auxiliary engine requests and approval of all accompanying auxiliary boiler requests.

ARB OGV Clean Fuel Rule

Summary of Safety Exemptions & Noncompliance Fees*

Safety Exemptions (per month)	
July 2009	1
August 2009	2
September 2009	1
October 2009	1
November 2009	2
December 2009	4
January 2010	5
February 2010	2
March 2010	5
April 2010	2
Noncompliance Fees	
From July 1, 2009 to May 6, 2010	2

*Summary from July 1, 2009 to May 6, 2010

Maritime Working Group Meeting

- **Held April 28, 2010 (Oakland)**
- **Focused on Implementation of Regulation**
 - ARB Summary of Clean Fuel Regulation
 - USCG (11th District) LOP and Safety Exemptions
 - OSPR Perspective
 - ARB Analysis of Ship Operators Survey Data
 - CMA Analysis of LOP – preliminary findings
 - Engine Manufacturers Perspective
- **Presentations available here:**
<http://www.arb.ca.gov/ports/marinevess/ogv/ogvmeet.htm>
- **Coordinated with the SNAME Conference on Fuel Switching under the IMO ECA**

Some Key Points from the Maritime Working Group Meeting

- Overall compliance rate excellent (~94%)
- Loss of propulsion (LOP) incidents have dropped to pre-regulation levels
- CMA continuing to investigate root causes, and solutions to avoid LOPs
- Implementation of low sulfur fuels under the IMO ECA to begin in August, 2012
- ARB committed to continue to work to address any implementation issues

Contract with California Maritime Academy to Investigate Root causes of Operational Issues

■ Summary of Preliminary Findings, Solutions, and Recommendations

- Fuel viscosity must be kept above minimum levels per engine manufacturer**
- Order highest viscosity distillate available**
- Monitor fuel injection pump wear**
- Perform test run on distillate prior to CA visit**
- Written vessel-specific fuel changeover procedures and crew training**
- Check condition of o-rings and seals prior to using distillate fuel to avoid external leaks**
- Engine Room Control Option**
- See Robert Jackson's presentation for full details**

ARB OGV Clean Fuel Rule Contact Information

Bonnie Soriano
(Lead Staff)
(916) 327-6888
bsoriano@arb.ca.gov

Peggy Taricco
(Manager)
(916) 323-4882
ptaricco@arb.ca.gov

Paul Milkey
(Staff)
(916) 327-2957
pmilkey@arb.ca.gov

Dan Donohoue
(Branch Chief)
(916) 322-6023
ddonohou@arb.ca.gov

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

1 **XVI. Underkeel Clearance**

2 Many of the navigation channels within the purview of the Harbor Safety Plan are subject to shoaling
3 due to the nature of the Bay estuarial system, which is more fully described in Chapter V, Surveys,
4 Charts and Dredging. Accurate tidal information is essential in order to calculate the recommended
5 underkeel clearance for a safe vessel transit. This is particularly critical as frequently there are
6 significant variances of depth in certain channels. The Harbor Safety Committee reiterates the
7 importance of utilizing and supporting the “real time” accurate measurement of tides, such as NOAA’s
8 P.O.R.T.S. , which is recommended in Chapter II, General Weather, Tides and Currents.
9

10 Underkeel clearance is the distance between the deepest point on the vessel and the bottom of the
11 channel in still water conditions. The below listed underkeel clearances are minimum standards
12 recommended during normal, calm conditions.

13
14 Vessels should adhere to the following guidelines for the minimum static underkeel clearance.

- 15
- 16 A. Vessels under way west of the Golden Gate Bridge: No less than ten percent (10%) of the
 - 17 vessel’s draft
 - 18 B. Vessels under way east of the Golden Gate Bridge: No less than two (2) feet.
 - 19 C. Vessels at final approach to berth and at berth: Always afloat.
- 20

21 Masters and pilots should use prudent seamanship and should evaluate the need for additional
22 clearance to accommodate the effects of roll, list, pitch and squat.

23
24 Regarding single hull tankers, on July 30, 1996, the Coast Guard published the Final Rule (33 CFR
25 157.455, effective November 27, 1996) on Operational Measures to Reduce Oil Spills for Existing Tank
26 Vessels of 5,000 gross tons or more without double hulls. In part, the regulations require the Master to
27 calculate the vessel’s deepest navigational draft, the controlling depth of the waterway and the
28 anticipated underkeel clearance. In addition, the Master and Pilot are to discuss the tanker’s planned
29 transit. The regulations can be found on the web in the Code of Federal Regulations at
30 www.gpoaccess.gov.

PORTS. April 26, 2010 Minutes of Meeting

Held at the State Lands Commission Office
Hercules, CA.

Agenda and List of Attendees attached.

- 1- All new sensors and stations are progressing on time and will be completed by late October this year, some hopefully will be completed by August i.e. Pittsburg, Oakland, Richmond. Oleum dock (ConocoPhillips sensor) dock sensor station approval needed for intrinsically safe equipment.
- 2- The above costs and O&M will not exceed the assigned Governor's budget of \$230,000.00
- 3- It was also suggested that for fiscal year 2011-2012 and onwards, this sub-committee list requirements, needs and new projects to enhance, improve, future needs to update PORTS, including what NOAA has for the future.
- 4- A proposal was made to the State Lands Commission (Northern California office) to include an item on their May 12th Customer Service Agenda on the uses of PORTS, implications and benefits in cases of spills and safe navigation.
- 5- Fiscal year 2010-2011 \$320,000.00 contract budget is approved.

Meeting was adjourned at 1430 hours.

PORTS Chair
Esam Amso

PORTS Meeting Agenda

Date: 04/26/10
Venue: SLC Hercules
Time: 1300-1500

Items:

- 1- Status of the new sensors installations.**
- 2- Money so far committed/spent from the \$230,000 Governor's Stimulus package.**
- 3- Fiscal Year 2010-2011 Budget (\$320,000).**
- 4- Old items.**
- 5- New items.**

Adjourn.

