

# 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 9, 2013**

**Port of San Francisco, Pier 1 Conference Center, San Francisco, CA**

Capt. Lynn Korwatch (M), Marine Exchange of the San Francisco Bay Region (Marine Exchange), Chair of the Harbor Safety Committee (HSC); called the meeting to order at 10:07.

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

Committee members (M) and alternates(A) in attendance with a vote: **Capt. Esam Amso** (M) Valero Marketing and Supply Co.; **John Berge** (M), Pacific Merchant Shipping Association; **Jessica Burton Evans** (M), US Army Corps of Engineers, **Capt. John Cronin** (M), Matson Navigation; **Capt. Dougherty** (M), Blue and Gold Fleet; **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 Needham** (A), National Boating Federation; **Laura Pagano** (A), National Oceanic and Atmospheric Administration (NOAA); **Deb Self** (M),San Francisco Bay Keeper; **Rich Smith** (M), Westar Marine Services; **Capt. Greg Stump** (M), United States Coast Guard (USCG).

The meetings are always open to the public.

## **Approval of the minutes-**

A motion to accept the minutes of the April 11, 2013, meeting was made and seconded. The minutes were approved without dissent.

## **Comments by Chair- Capt. Lynn Korwatch**

Welcomed the committee members and audience. Remarked on the banners commemorating the 150 year anniversary of the Port of San Francisco.

## **Coast Guard Report- Capt. Gregory Stump**

- Advised that his deputy, Capt. Michael Day, with former experience at the Pentagon and leading the USCG Pacific Strike Team, brings extensive partnering expertise to the region.
- Capt. Blevin advised that the America's Cup permit was being reviewed and should be completed by the end of the month. Four teams are now practicing on the bay. Best times for viewing are weekdays in the early afternoon. Event scheduled for July 6<sup>th</sup>.
- Capt. Stump reported on a 04/13/2013 incident involving the tug Delta Captain. The Delta Captain was 30 miles offshore towing a 225' derrick barge. The tug started taking

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on water and sunk within 10 - 15 minutes. Response went well and no injuries were reported. Incident highlights the importance of training and Coast Guard notification.

- Advised that the Coast Guard is taking Rule 9 violations seriously. Of special concern are violations relating to board sports (MSIB 13-03 attached).
- Advised that the IMO is amending the San Francisco TSS effective June 1, 2013(notice attached).
- Advised that the fog sensor could be in place by the end of the month.
- Lcdr. Wirts read from the April 13<sup>th</sup> Prevention/Response report (attached).
- Special thanks given to AmNav and Foss for their quick response and coordination of the Delta Captain incident.
- Advised of WAMS survey. Survey closes June 1<sup>st</sup>. Lt. Joshua Dykman is the contact person.

### **US Army Corps of Engineers Report- Jessica Burton Evans**

- Lt. Colonel John Baker could not attend. He is meeting with congress in Washington.
- Advised on the possible effects of sequestration. Hopeful that dredging and debris mission will remain fully funded. It is unknown when final work plan will be released. The Main ship channel dredging will start early June. Requested committee members help identify priorities. Rob Lawrence read from the US Army Corps of Engineers, San Francisco District report (attached).
- McGrath asked regarding the possibility of Oakland Outer Harbor dredging in August. Rob Lawrence advised that options were being considered.
- Question was raised regarding the short, three day, dredging scheduled for Pinole Shoal. Rob Lawrence advised that the dredging contracts are based on volume, so dredging could take longer than scheduled. Capt. Amso asked if period of Pinole Shoal is being reduced. It was advised team scheduled has a higher production rate and they will only need three days. If the contractor decides to use mechanical dredging equipment, it may take longer.

### **Clearinghouse Report- Alan Steinbrugge (report attached)**

**OSPR Report- Capt. Jeff Cowan (report attached).** Advised they are tracking AB 881(Chesbro). Announced there are vacancies on the Harbor Safety Committee. Introduced Joseph Brooke, Chief Engineer and representative of the Marine Engineers' Beneficial Association.

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## **NOAA Report- Laura Pagano**

- Advised that the NOAA National Data Buoy Center was suspending annual maintenance for buoys and C-MAN stations until further notice. Any feedback regarding local impacts should be directed to Logan Johnson, [logan.johnson@noaa.gov](mailto:logan.johnson@noaa.gov).
- Advised that NOAA NRT6 performed a full multi-beam survey of Anchorage buckets C2, C4 and W5. They will give a presentation once the data is examined. Anchorage 9 response findings will be presented soon. Lcdr. Wirts advised that Anchorage bucket W5 is the first priority. A section of chain was found and a snag mission is scheduled to remove the debris. Anchorage bucket W4 is the next priority, where a 2in cable was found. Anchorage bucket C2 still needs more assessment.
- A question was asked regarding whether or not NOAA would have updated charts reflecting the June 1<sup>st</sup> TSS realignment. Laura Pagano advised that the charts would be changed, but that she would confirm this and get back to the committee.

## **State Lands Commission Report - David Stephens (report attached)**

### **Work Group Reports**

**Plan Update Work Group- Linda Scourtis** advised that everything was going well and proceeding as scheduled. Comments or questions on the HSC plan can be directed to [lindas@bcdca.gov](mailto:lindas@bcdca.gov).

Capt. Lynn Korwatch advised that work group assignments would be determined on an opt out rather than an opt in basis, so participants should make it known if they have conflicts.

**Tug Work Group- Capt. Jonathan Mendes** advised that during their last meeting on April 17<sup>th</sup> the Delta Captain Incident was discussed (meeting notes attached). The response went well, with good communication despite the windy conditions. Although the incident occurred outside of the SF HSC official AOR, it was thought important to discuss due to the fact that SF bay assets were involved and that SF is a Potential Port of Refuge.

Capt. George Livingston referred to a 1999 incident involving the vessel *New Carrissa* and subsequent 2002 West Coast Risk Management Report by the Pacific States/British Columbia Oil Spill Task Force, which would need to be updated to reflect the growth of assets in the region.

Capt. Mendes advised that the next Tug Work Group meeting is May 22<sup>nd</sup>, 0900-1200 at YBI. This meeting will focus on working through a disabled vessel scenario (large container ship

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disabled in windy conditions), identifying which tugs could respond and how quickly they could get to the scene. Audio of the Delta Captain Radio communications will also be presented. The Tug Work Group wants to develop best practices for incidents such as this and is open to guidance from the committee members.

Capt. Mendes also advised that Chris Peterson with the Port of Oakland has reported damage to new shore power connection boxes at the port due to tugs tying up to them. It was proposed that the shore power boxes be painted red for visibility. A comment from Joseph Brooke was made that red boxes might be confused with fire hydrants, so perhaps red and white striped would be preferable. Warning signs were also proposed.

Capt. Korwatch continued the discussion regarding the SF HSC's AOR. Capt. Cowan, Capt. Stump, and Capt. Korwatch all agreed that the Delta Captain incident was important to discuss and fell within the mandate of the SF HSC. Tom Cullen, OSPR, also agreed this is a good forum to conduct these discussions and best practices. Capt. Korwatch suggested that the BC Oil Spill Task Force should participate in the discussions.

**Navigation Work Group- Capt. George Livingston** advised that Critical Maneuvering Areas are being reviewed. John Berge asked if the fog sensor will be part of PORTS. Alan Steinbrugge advised yes. Capt. Korwatch said Caltrans is very responsive.

**Ferry Operations Work Group-** Nothing to report

**Dredge Issues Work Group-** Nothing to report

**Ports Work Group-** Nothing to report

**Prevention through People Work Group-** Nothing to report

**Ports Report-** Alan Steinbrugge, a recon for an air gap sensor on the D-E span of the Bay Bridge was performed. The Amorco Martinez tide station is installed. Data should be available in about a month.

### **Public Comment-**

- Bob Burchart advised that April 26 first confirmed tsunami debris has been found south of Crescent City. A 20ft skiff from a Japanese high school was recovered.
- Veronica Boe with Cal. Maritime advised that graduation is the coming weekend. They are also celebrating their first graduate group from their Master's program. A new dining hall has opened and ballast water treatment on the Golden Bear is going well.

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**Old Business-** None

**New Business-** Deb Self advised the Bay Keeper annual spring fundraiser is May 16, 6-9pm.

**Next Meeting-**

- 1000-1200  
June 13, 2013  
Port of Oakland Exhibit Room  
530 Water Street, Oakland, CA.

**Adjournment**

A Motion to adjourn was made and seconded. It passed without discussion or dissent. The meeting adjourned at 1119

Respectfully submitted:



Capt. Lynn Korwatch

## PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

April-13

### PORT SAFETY CATEGORIES\*

	2013	2012	3yr Avg**
<b>1. Total Number of Port State Control Detentions for period:</b>	1	2	0.4
SOLAS (1), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
<b>2. Total Number of COTP Orders for the period:</b>	8	10	4.0
Navigation Safety (0), Port Safety & Security (8), ANOA (0)			
<b>3. Marine Casualties (reportable CG 2692) within SF Bay:</b> Allision (2), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (1), Steering (3), Propulsion (7), Personnel (2), Other (6), Power (0)	21	8	8.8
<b>4. Total Number of (routine) Navigation Safety issues/Letters of Deviation:</b> Radar (1) Gyro (0), Steering (0), Echo sounder (0), AIS (0), AIS-835 (0), ARPA (0), SPD LOG (2), R.C. (0), Other (0)	3	4	5.2
<b>5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay:</b>	2	1	0.4
<b>6. Significant Waterway events or Navigation related cases for the period:</b>	0	1	0.2
<b>7. Maritime Safety Information Bulletins (MSIBs): Boardsport and Kayak Safety in San Francisco Bay</b>	1	0	0.2
<b>Total Port Safety (PS) Cases opened for the period:</b>	<b>36</b>	<b>26</b>	<b>19.2</b>

### MARINE POLLUTION RESPONSE

#### Source Identification (Discharges):

VESSELS	2013	2012	3yr Avg**
U.S. Commercial Vessels	0	6	3.0
Foreign Freight Vessels	0	0	0.0
Public Vessels	0	0	0.0
Commercial Fishing Vessels	1	0	0.5
Recreational Vessels	4	0	2.0
FACILITIES			
Regulated Waterfront Facilities	0	0	0.0
Regulated Waterfront Facilities - Fuel Transfer	0	1	0.5
Other Land Sources	0	5	2.5
Mystery Spills - Unknown Sources	3	14	8.5
<b>Number of Oil/Hazmat Pollution Incidents within San Francisco Bay for Period</b>			
1. Spills < 10 gallons	4	1	2.5
2. Spills 10 - 100 gallons ((1) Spill <41 gallons, (0) Spills > 42 gallons)	1	1	1.0
3. Spills 100 - 1000 gallons	0	0	0.0
4. Spills > 1000 gallons	0	0	0.0
5. Spills - Unknown	3	30	16.5
<b>Total:</b>	<b>8</b>	<b>32</b>	<b>20.0</b>
<b>TOTAL OIL DISCHARGE AND HAZARDOUS MATERIALS RELEASE VOLUMES BY SPILL SIZE CATEGORY:</b>			
1. Estimated spill amount from U.S. Commercial Vessels:	0	0	0.0
2. Estimated spill amount from Foreign Freight Vessels:	0	0	0.0
2. Estimated spill amount from Public Vessels:	0	0	0.0
3. Estimated spill amount from Commercial Fishing Vessels:	1	30.5	15.8
4. Estimated spill amount from Recreational Vessels:	13	0	6.5
5. Estimated spill amount from Regulated Waterfront Facilities:	0	0	0.0
6. Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer:	0	0	0.0
7. Estimated spill amount from Other Land Sources:	0	0	0.0
8. Estimated spill amount from Unknown sources:	4	0	2.0
<b>TOTAL OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES (GALLONS):</b>	<b>18</b>	<b>30.5</b>	<b>24.3</b>
Civil Penalty Cases for Period	0	0	0.0
Notice of Violations (TKs)	3	0	1.5
Letters of Warning	2	2	2.0
<b>TOTAL PENALTY ACTIONS:</b>	<b>5</b>	<b>2</b>	<b>3.5</b>

\* 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 (April 2013)

### MARINE CASUALTIES

**Loss of propulsion (02APR):** A foreign flag container vessel experienced a loss of propulsion while mooring in Oakland. The main engine did not respond to an astern bell due to an air pressure drop after multiple successive ahead and astern commands. Class and Coast Guard attended the vessel and witnessed satisfactory operation of the main engine. LOP was not attributed to fuel switching. Case pends.

**Allision (08APR):** A U.S. flag ro-ro vessel broke free from its moorings and allided with another moored deep draft vessel. The incident was caused by strong winds which broke the dolphin holding the bow mooring lines. Class and Coast Guard attended the vessel and found damage to the superstructure of both vessels. The damage did not affect the seaworthiness or safety of either vessel. Case closed.

**Reduction in Propulsion (08APR):** A U.S. flag tank vessel experienced a reduction in propulsion near the pilot station. The #6 fuel pump on the port main engine failed, and the engine was shut down. The crew replaced the fuel pump. Class and an engine technician attended the vessel and witnessed satisfactory operation of the port main engine. LOP was not attributed to fuel switching. Case closed.

**\*\*Sinking (13APR):** A U.S. flag towing vessel sank approximately 22NM southwest of Monterey. The four crew members entered a life raft, and were rescued by a Coast Guard helicopter. The vessel's tow, a U.S. flag crane barge, did not sink and began drifting south with 4K gallons of diesel onboard. The crane barge was recovered and safely towed to LA. Case pends.

**Structural Failure (15APR):** Two fractures (12 inch and 4 inch) were discovered around the HVAC sea chest on a U.S. flag small passenger vessel. The vessel was not in service at the time. The vessel was drydocked, the sea chest was replaced, a portion of the hull was replaced and additional reinforcement was added to the hull. Coast Guard attended the vessel and witnessed satisfactory completion of the repairs. Case pends.

**Breach of Hull (16APR):** A foreign flag container vessel experienced a hull breach in a double bottom ballast water tank while transiting in the Pacific Ocean. The incident was caused by the vessel's anchor, which came loose during heavy weather. The vessel jettisoned the anchor at sea. Class and Coast Guard attended the vessel. The vessel was cleared to sail to LA to repair the hull. Case pends.

**Structural Failure (18APR)** Two fractures (1 inch and 1.5 inch) were discovered in a weld between a wing ballast tank and a fuel tank on a U.S. flag container vessel. No pollution occurred and both tanks were taken out of service. The weld was repaired, and Class and Coast Guard witnessed satisfactory completion. Case pends.

**Structural Failure (19APR):** A 5 inch fracture was discovered on the deck of a U.S. flag tank barge moored in Martinez. No pollution occurred and cargo operations were ceased. Coast Guard attended the vessel and witnessed temporary repairs to the fracture. The barge was authorized to make a single transit to LA in order to discharge the remaining cargo and conduct permanent repairs. Case pends.

**Loss of Propulsion (22APR):** A foreign flag container vessel experienced a loss of propulsion while mooring in Oakland. The main engine did not respond to an astern bell due to 5 stuck slide valves on the starting air distributor. The distributor was dismantled and overhauled. Class, Coast Guard and an engine technician attended the vessel and witnessed satisfactory operation of the main engine. LOP was not attributed to fuel switching. Case pends.

### VESSEL SAFETY CONDITIONS

**Vessel Detention (01APR13):** During a routine examination on a foreign flag bulk freight vessel, inspectors found an inoperable navigation light and found that the crew could not demonstrate proficiency while conducting fire drills. Coast Guard attended the vessel, witnessed satisfactory drills and repairs, and the detention was lifted. Case closed.

**Vessel Operational Control (19APR):** A COTP Order was issued to a U.S. flag towing vessel prohibiting movement until the vessel corrected safety hazards which were discovered during a towing vessel examination. The hazards were corrected and the COTP order was lifted. Case closed.

### GENERAL SAFETY CASES

**Rule 9 Violation (01APR):** The pilot onboard a foreign flag container vessel reported that the vessel had to steer hard right and then hard left to avoid colliding with a recreational sailing vessel which had crossed its path. The incident occurred ¾ NM west of the Golden Gate Bridge. Neither Coast Guard nor the pilot were able to identify the vessel. Case pends.

**Rule 9 Violation (21APR):** The pilot onboard a foreign flag bulk freight vessel reported that the vessel had to maneuver sharply to avoid a recreational sailing vessel in the vicinity of the Bay Bridge. Upon notification, the VTS watch standers attempted to locate the subject sailing vessel on the local cameras, with negative results. Case pends.

## NAVIGATIONAL SAFETY

**Letter of Deviation (LOD), Inop S-Band Radar (18APR):** Vsl issued an outbound LOD.

**Letter of Deviation (LOD), Inop Speed Log (27APR):** Vsl issued an inbound/outbound LOD.

**Letter of Deviation (LOD), Inop Speed Log (28APR):** Vsl issued an outbound LOD.

## SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

**Notice of Violation (NOV) (08APR):** A recreational vessel at San Leandro Marina sank at the pier and discharged approximately 1 gallon of gasoline. Marina workers raised and secured the vessel and are currently working with the vessel owner to turn the vessel over to the marina for salvaging.

**Notice of Violation (NOV) (10APR):** A recreational vessel sank at Oyster Point Marina and the cleanup was federalized. The contractor was unable to secure the fuel cap due to rust and approximately 10 gallons of gasoline was discharged.

**Notice of Violation (NOV)(22APR):** A recreational vessel sank and was raised by its owner in Benicia. Sheen was observed and a Notice of Violation was issued to the owner.

**\*\*NOTE:** This incident occurred outside the HSC jurisdiction.

# Changes to Offshore Traffic Separation Schemes off San Francisco Bay

## Local Notice to Mariners Extract 16/2013

### San Francisco Traffic Separation Scheme Amendment

The International Maritime Organization (IMO) is amending the San Francisco Traffic Separation Scheme (TSS) **effective June 1, 2013**.

The San Francisco TSS is located within the Cordell Bank, Gulf of the Farallones, and Monterey Bay National Marine Sanctuaries, as well as, prime commercial fishing grounds. The Coast Guard maintains a Vessel Traffic Service (VTS) in the port of San Francisco and the TSS is located entirely within the VTS coverage area.

In effort to enhance navigational safety and mitigate the co-occurrence of endangered marine species with commercial vessel traffic the following TSS adjustments will be made:

- The TSS amendment will narrow the Northern approach from its flared configuration to a consistent 3 nautical mile (nm) width that will include a 1nm separation zone and two 1nm wide traffic lanes. In addition, the Northern approach will be extended 16.7nm. Lengthening the northern TSS will keep ships on a predictable path in prime fishing areas and concentrate use, thus limiting the area of overlap of ships and endangered marine species. Narrowing the TSS will shift lanes away from an Area of Special Biological Significance (ASBS) near Point Reyes. Finally, a turn in the Northern lane will keep ships away from Cordell Bank, a destination feeding ground for a variety of species including Blue and Humpback whales.
- The TSS amendment will narrow the Western approach from its flared configuration to a consistent 3nm overall width which will include a 1nm separation zone and two traffic lanes with a width of 1nm for each lane. In addition, the Western approach will be extended over 3nm. Narrowing the TSS will shift the TSS outbound lane away from an ASBS at the Farallon Islands, home to one of the largest seabird colonies in North America. Lengthening the Western TSS will keep ships on a direct course over the edge of the continental shelf, thereby concentrating use and limiting the area of the shelf that is impacted by shipping traffic. This will potentially reduce the risk of whale strikes in areas historically known to have high seasonal whale abundance.
- The TSS amendment will extend the Southern approach 8.5 nm with no change in traffic lane width or separation zone width. Extending the Southern approach will keep ships on a predictable path in prime, heavily populated, fishing areas.

The IMO approved coordinates and graphics depicting the TSS amendments are provided in the enclosures section. LMN 16/13

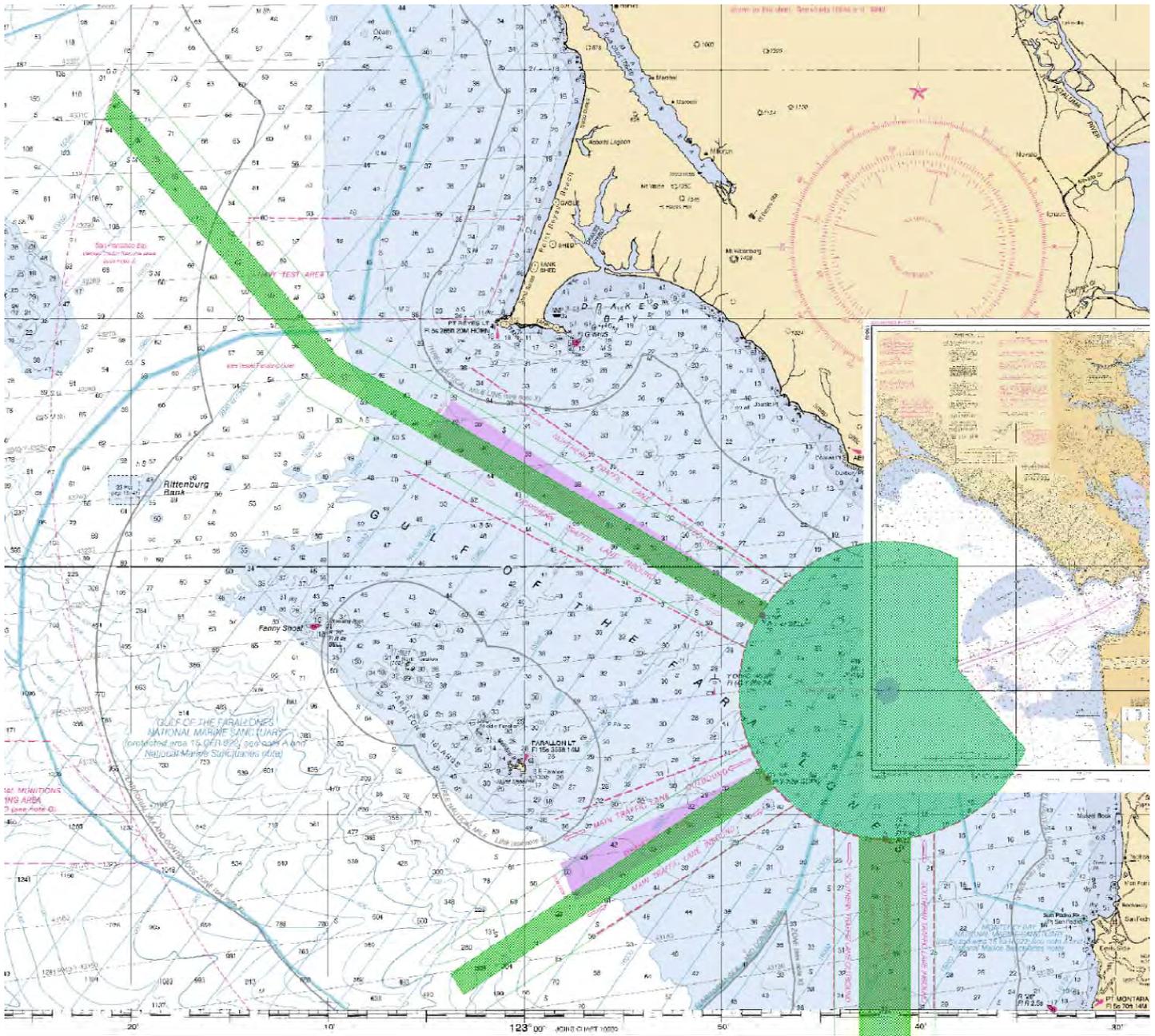
For geographical positions and description of Traffic Separation Schemes see page 12 of LMN 16/13  
<http://www.navcen.uscg.gov/?pageName=lnmDistrict&region=11>

#### NOTE:

1. Vessels will begin using the new TSS on 01 June 2013, all fisherman should exercise caution when transiting and fishing in the vicinity of the extended/shifted lanes.
2. Vessels operating in the TSS **shall** comply with Rule 10 of the Navigation Rules

Direct any questions, comments, or feedback to LT Lucas Mancini at 510-437-3801 or [Lucas.W.Mancini@uscg.mil](mailto:Lucas.W.Mancini@uscg.mil)

***LISTEN TO CHANNEL 12 VTS OFFSHORE SECTOR TRAFFIC ADVISORY  
TWICE EACH HOUR MIN 15 MIN 45***



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 DEPARTMENT OF COMMERCE  
 NAUTICAL AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL OCEANIC SERVICE  
 NOAA BUREAU

**PROVISIONAL CHARTS**  
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1110	1120	1130	1140	1150	1160	1170	1180	1190	1200	1210	1220	1230	1240	1250	1260	1270	1280	1290	1300
1110	1120	1130	1140	1150	1160	1170	1180	1190	1200	1210	1220	1230	1240	1250	1260	1270	1280	1290	1300

San Fra SOUNDINGS

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





## MARINE SAFETY AND SECURITY INFORMATION BULLETIN (MSIB) 13-03

26 April, 2013

U.S. Department of Homeland Security, Coast Guard Sector San Francisco

### **Boardsport and Kayak Safety in the San Francisco Bay Area**

This MSIB relays important safety considerations regarding the growing number of wind and human powered recreational vessels operating on San Francisco Bay. As these sports become more popular, the Coast Guard has seen a rising trend in the number of individuals requiring assistance. Last year alone, the Coast Guard and local partner agencies responded to over 250 search and rescue cases involving boardsports and kayakers. Many of these cases could have been avoided by adherence to simple safety guidelines and an understanding of the dynamic forces and diverse users in the Bay.

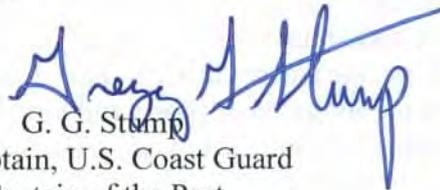
Boardsport-related search and rescue cases are often strandings on the shoreline, on the Bay, or at sea resulting from equipment failures, fatigue, injuries, strong currents and/or loss of wind. Each individual boater is responsible for his or her own safety and preparedness for unexpected emergencies. The Coast Guard strongly urges recreational boaters and watersports enthusiasts to always wear personal floatation devices (PFDs), carry a hand held VHF radio and flares in case of emergency, mark your equipment with reflective tape to improve visibility in the event of a night time search, and notify someone you trust of where you are going and when you plan to return. Additionally, boardsport enthusiasts and kayakers should be particularly mindful of prevailing and forecasted winds, tides and currents, and their potential impacts on your ability to safely return to shore. Equipment such as kayaks, paddles, boards, kites and windsurf sails should always be marked with your name and telephone number so the Coast Guard can contact you if the gear is found adrift. This prevents unnecessarily searching for you if you are safely on shore, a practice which puts emergency responders at risk, strains limited search and rescue resources, and potentially endangers the lives of others who are actually in distress. These small, simple actions can improve safety for all users on the Bay, and may ultimately save your life in unexpected circumstances.

The San Francisco Bay is also the gateway to seven busy commercial ports frequented by large, deep draft vessels (such as container ships, oil tankers, cargo ships and cruise ships), tugs and barges, ferries, fishing vessels, and tour boats. Thousands of people recreate on the Bay using powerboats, sailboats, sailboards, kiteboards, stand-up paddle boards, kayaks, and other craft. The Coast Guard is committed to maintaining a safe and accessible waterway for the diverse mix of users on San Francisco Bay.

Maneuvering small, human and wind powered craft in close proximity to large commercial vessels can present significant safety and navigational hazards. The Coast Guard frequently responds to incidents involving hazardous interactions between recreational users and large commercial vessels transiting shipping lanes and navigation channels, or approaching or departing berth. Recreational craft such as kiteboards, stand-up paddle boards, windsurf boards, sailboards and kayaks are considered "vessels" for regulatory purposes when operating beyond

the narrow limits of a swimming, surfing or bathing area. As such, these craft must comply with Rule 9 of the Inland Navigation Rules (33 U.S.C. 2009) which defines the requirements for vessels navigating in the vicinity of narrow channels or fairways. While Rule 9 is in effect, Rule 18 – which prescribes responsibilities between vessels – does not apply. **This means that all sailing vessels and any other vessels less than 20 meters in length do not have right of way over deep draft vessels in the San Francisco Bay.**

All recreational users should exhibit caution while operating in vicinity of narrow, deep-water channels and fairways. Vessel masters, pilots and operators are encouraged to report incidents that merit investigation. Reports can be made to the Vessel Traffic Center via VHF-FM Channel 14 or by calling (415) 556-2760; or the Sector San Francisco Command Center on VHF-FM Channel 16 or by calling (415) 399-3451.



G. G. Stamp  
Captain, U.S. Coast Guard  
Captain of the Port

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

**Report of the  
U.S. Army Corps of Engineers, San Francisco District  
May 8, 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 **early June 2013**. 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, providing the contract is awarded. **No change**.
- d. **Oakland O & M Dredging** – **Inner Harbor has been completed; Outer harbor dredging is continuing. Expected completion is mid-June 2013. FY2013 dredging planned to start in August.**
  - a. **Suisun Bay Channel (and New York Slough)** Dredging is scheduled to start in Aug 2013. **No change**.
  - b. **Pinole Shoal (35+2)** – Dredging is scheduled to start in June 2013, pending contract award. **No change**.

**2. DEBRIS REMOVAL** – Total debris removal for April 2013 was 64.5 tons. (Raccoon: 27 tons; Dillard: 32.5 tons; misc: 5 tons). Average for April from 2003 to 2012 is 62.6 tons. (Range: 26-112.5 tons).

**BASEYARD DEBRIS COLLECTION TOTALS:**

<b>MONTH</b>	<b>GRIZZLY</b>	<b>RACCOON</b>	<b>DILLARD</b>	<b>MISC</b>	<b>TOTAL</b>
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	-	27	32.5	5	64.5
MAY	-				
JUN	-				
JUL	-				
AUG	-				
SEP					
OCT					
NOV					
DEC					

YR TOTAL
232.5

**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:** Post-dredge surveys of Feb-Mar 2013 have been posted.

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

**Oakland Inner Harbor Turning Basin:** Post-dredge surveys of Feb-Mar 2013 have 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. 2013was 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):** May 1 survey has been posted.

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

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

## O&M DREDGING PLAN FOR 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



Hopper



New Dredge Contract



Environmental Window

Updated: 8 May 2013



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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

May 9, 2013

- ✎ In April the clearinghouse did not contact OSPR regarding any possible escort violations.
- ✎ In April 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 April there were 94 tank vessel arrivals; 3 Chemical Tankers, 21 Chemical/Oil Tankers, 19 Crude Oil Tankers, 2 LPG's, 1 Non Specific Tanker, 16 Product Tankers, and 32 Tugs with Barges.
- ✎ In April there were 288 total arrivals.

# San Francisco Bay Clearinghouse Report For April 2013

## San Francisco Bay Region Totals

	<u>2013</u>		<u>2012</u>	
Tanker arrivals to San Francisco Bay	62		69	
Barge arrivals to San Francisco Bay	32		31	
Total Tanker and Barge Arrivals	94		100	
Tank ship movements & escorted barge movements	308		320	
Tank ship movements	173	56.17%	210	65.63%
Escorted tank ship movements	94	30.52%	104	32.50%
Unescorted tank ship movements	79	25.65%	106	33.13%
Tank barge movements	135	43.83%	110	34.38%
Escorted tank barge movements	74	24.03%	43	13.44%
Unescorted tank barge movements	61	19.81%	67	20.94%

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	183		287		0		161		631	
Unescorted movements	76	41.53%	131	45.64%	0	0.00%	81	50.31%	288	45.64%
Tank ships	53	28.96%	79	27.53%	0	0.00%	38	23.60%	170	26.94%
Tank barges	23	12.57%	52	18.12%	0	0.00%	43	26.71%	118	18.70%
Escorted movements	107	58.47%	156	54.36%	0	0.00%	80	49.69%	343	54.36%
Tank ships	67	36.61%	91	31.71%	0	0.00%	40	24.84%	198	31.38%
Tank barges	40	21.86%	65	22.65%	0	0.00%	40	24.84%	145	22.98%

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 2013

## San Francisco Bay Region Totals

	<u>2013</u>		<u>2012</u>	
Tanker arrivals to San Francisco Bay	243		712	
Barge arrivals to San Francisco Bay	117		333	
Total Tanker and Barge Arrivals	360		1,045	
Tank ship movements & escorted barge movements	1,249		3,446	
Tank ship movements	775	62.05%	2,149	62.36%
Escorted tank ship movements	379	30.34%	1,166	33.84%
Unescorted tank ship movements	396	31.71%	983	28.53%
Tank barge movements	474	37.95%	1,297	37.64%
Escorted tank barge movements	220	17.61%	504	14.63%
Unescorted tank barge movements	254	20.34%	793	23.01%

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

Escorts reported to OSPR 0 3

<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	724		1,157		0		636		2,517	
Unescorted movements	355	49.03%	580	50.13%	0	0.00%	315	49.53%	1,250	49.66%
Tank ships	255	35.22%	397	34.31%	0	0.00%	182	28.62%	834	33.13%
Tank barges	100	13.81%	183	15.82%	0	0.00%	133	20.91%	416	16.53%
Escorted movements	369	50.97%	577	49.87%	0	0.00%	321	50.47%	1,267	50.34%
Tank ships	234	32.32%	364	31.46%	0	0.00%	159	25.00%	757	30.08%
Tank barges	135	18.65%	213	18.41%	0	0.00%	162	25.47%	510	20.26%

### 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.



## CALIFORNIA STATE LANDS COMMISSION

### HARBOR SAFETY COMMITTEE MONTHLY REPORT - APRIL COMPARISON

#### VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
APRIL 1 - 30, 2012	226	108	47.79
APRIL 1 - 30, 2013	221	99	44.80

#### CRUDE OIL / PRODUCT TOTALS

	Crude Oil ( D )	Crude Oil ( L )	Overall Product ( D )	Overall Product ( L )	GRAND TOTAL
APRIL 1 - 30, 2012	14,348,587	0	16,890,087	8,718,920	25,609,007
APRIL 1 - 30, 2013	7,831,447	0	15,154,940	5,869,262	21,024,202

#### OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
APRIL 1 - 30, 2012	0	0	0	0	0
APRIL 1 - 30, 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.

## Tug Workgroup Meeting Notes

Wednesday April 17, 2013

1000 hrs

USCG I.O.C YBI

Chair: Jonathan Mendes

### Meeting Agenda

1. Opening Remarks; Jonathan Mendes Introductions
2. Emergency Towing / Salvage Support from SF Bay. After introducing himself as the new Sector SF COTP, CAPT Gregory Stump provided a brief overview of a rescue incident, where a report came in to VTS 4/13/2013 from a tug taking on water and its derrick barge having broken away 12 NM west of Monterey Coast. Foss, AmNav and USCG representatives provided details of the incident, where all lives were saved and the barge retrieved 18 hours later, noon 14 April, as it continued down the coastline at more than 3 knots. The rescue and salvage operation required close coordination between Sectors SF and LA-LB and tug operators.

Captain Pete Bonebakker made mention that the group needs to evaluate and confirm that we are not operating outside of the San Francisco Bay Harbor Safety Committee's AOR. It was discussed that considering Potential Ports of Refuge and concerns for the California Coast that we would confirm this and revert back.

- a. **USCG Discussion on Past Case Study.** The USCG presented an overview based on the investigation of the 1999 *New Carrissa* incident off Coos Bay, OR. The group will use the information provided in the presentation to help develop the May 22<sup>nd</sup> workshop agenda. The bulker was carrying a cargo of wood chips and was unable to enter Coos Bay February 4, 1999 due to severe weather and sea conditions. The vessel grounded on the beach, leaked 70,000 gallons of fuel and ultimately broke in half.
- b. **Captain George Livingstone Discussion of *New Carrissa* Briefing.** San Francisco Bar Pilot George Livingstone followed the overview with a discussion of the errors that cumulatively led to the oil spill and loss of the vessel. Many of the key missteps that led to the incident centered on poor communications:
  1. The Pilot did not advise the Master not to anchor so near (1.7 miles) the shore.
  2. There was no overnight watch as the anchor dragged within one-half mile of the shore.
  3. Pilot should not have recommended any action the morning of February 5 until contact with the port was initiated.
  4. Master weighed anchor and grounded the vessel on the beach.
  5. USCG boarding party drug-tested the crew within 30-45 minutes of high tide needed to refloat the ship.

CAPT Livingstone emphasized the need for coordination among all members of the port community in preparing for rescue and salvage response, and stated the *New Carrissa* incident was a seminal event for the USCG in grounding operations. The first 48 hours are critical to a successful grounding response.

- c. **West Coast Offshore Vessel Traffic Risk Management Project.** The Pacific States/British Columbia Oil Spill Task Force released a study in July 2002 that evaluated the risk of collisions and drift groundings along the West Coast. Meeting attendees were asked to review the report prior to the May 22, 2013 workshop scheduled from 0900-1200 at the YBI USCG IOC, including what rescue equipment is recommended. The workshop will be designed by Sector SF to simulate a real time emergency tow event based on live traffic data for the San Francisco Bay Area.  
Mr. Bynum informed the group that he is reviewing another study performed for the State of Alaska. He offered to provide highlights of the report to the group at the next meeting. He also stated that the USCG has a list of Bay Area tug assets that will be available for the workshop.
3. **Port of Oakland Tug Berthing (Concerning Shore Power Connection Locations).** CAPT Mendes distributed photographs of a damaged shore power connection in the port of Oakland where it is suspected that a tug tied up. These will be painted red to reduce risk of damaging the connectors moving forward and the Port of Oakland asked for all tugs to not tie up in the vicinity of the connection points.
4. **Old Business**
5. **New Business**
6. **Public Comment - None**
7. **Adjourn 1140**

Upcoming Meeting:

May 22, 2013 0900-1200 USCG YBI: We will be holding a workshop to demonstrate and evaluate SF based tug response capabilities as well as Potential Ports of Refuge for Emergency Tows.