

# 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 8, 2014**

**Port of San Francisco**

**Pier 1 Conference Center**

**The Embarcadero**

**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 10:08.

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.; **Jim Anderson** (M), CA Dungeness Crab Task Force; **John Berge** (M), Pacific Maritime Shipping Association; **Ted Blanckenburg** (A), AMNAV Maritime Services; **Mary Brown** (M), Horizon Lines; **Michelle Connolly** (A), Chevron Shipping Company; **Major Adam Czekanski** (M), US Army Corps of Engineers; **Capt. Mike Day** (A), United States Coast Guard; **Capt. Tom Dougherty** (M), Blue & Gold Fleet; **Aaron Golbus** (M), Port of San Francisco; **Capt. George Livingston** (A), San Francisco Bar Pilots; **Bill Needham** (A), National Boating Federation; **Linda Scourtis** (A), Bay Conservation and Development Commission; **Deb Self** (M), Baykeeper; **Capt. Ray Shipway** (M), International Organization of Masters, Mates & Pilots; **Rich Smith** (M), Westar Marine Services; **Gerry Wheaton** (M), NOAA.

The meetings are always open to the public.

## **Approval of the Minutes-**

- A motion to accept the minutes of the April 10, 2014 meeting was made and seconded. The minutes were approved without dissent.

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

- Welcomed the committee members and audience.

## **Coast Guard Report- Capt. Mike Day**

- Advised of recent personnel changes. Admiral Paul Zukunft has been confirmed as USCG Commandant and departed last week. Rear Admiral Joseph Servidio will be replacing Rear Admiral Karl Schultz as District 11 Commander.

# Harbor Safety Committee

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- Advised that the USCG conducted Operation Safe Salmon. The Operation spanned from Monterey to Crescent City and involved dockside safety exams and spot checks in addition to 400 hours of outreach and education.
- Announced that the USCG will be hosting a Shipping Agent Informational Meeting on May 21, 2014 from 0900 to 1100 at CGI.
- Advised that Cmdr. Jason Tama will be departing in early July.
- Lcdr. Tracy Phillips read from the April-14 Prevention/Response Report (attached).
- Pete Bonebacker commented that the April 26 LOP case illustrates the success of the Tanker Escort Program in that the escort tug was right there to render assistance. Capt. Korwatch concurred and pointed out that several of last month's LOP cases involved laden tankers highlighting the importance of the program.
- John Berge asked if the vessel involved in the April 2 Denial of Entry case had a valid California COFR. Lcdr. Phillips advised that it did.

### **Army Corps of Engineers Report- MJR Adam Czekanski**

- Regarding the debris removal mission, advised that the Raccoon is still out for repairs and is expected back by late June, 2014. The Dillard is working but there is less debris due to the lack of rain.
- Advised that District Commander Lt.Col. John Baker will be changing command on June 27, 2014.
- Jessica Burton Evans read from the US Army Corps of Engineers, San Francisco District Report (attached).
- Capt. Amso asked if the Corps had a response to a recent email he sent requesting a meeting with dredge companies. Jessica Burton Evans advised that she would follow up to schedule.
- Bill Needham thanked the Army Corps for hosing the April SF HSC meeting.

### **Clearing House Report- Alan Steinbrugge (report attached)**

### **OSPR Report- Capt. Jeff Cowan (report attached)**

- Advised that this will be his last SF HSC meeting. He has been assigned to the Port Hueneme HSC.
- Introduced his replacement, David Mighetto. David Mighetto advised that he joined OSPR after many years in the maritime industry. He is a Cal. Maritime graduate and previously worked at Star Shipping, Eagle Marine, APM Terminals and the Port of West Sacramento.

Harbor Safety Committee of the SF Bay Region

May 8, 2014

Page 2

# Harbor Safety Committee

## of the San Francisco Bay Region

*Mandated by the California Oil Spill  
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- OSPR Administrator Tom Cullen advised that the assembly sub-committee on budget has passed OSPR's statewide proposal. Issues such as the implementation of a risk based fee structure need to be worked out before the Senate can take up the legislation. Tom Cullen supported the idea of having one state fund as opposed to different funds for shipping, rail and pipeline oil transport.
- Tom Cullen thanked Capt. Cowan for his years of service on the SF HSC and advised that Capt. Cowan has been appointed to the Navigation Safety Advisory Council representing state agencies. Capt. Korwatch thanked Capt. Cowan for his service as well.
- Tom Cullen announced an OSPR Symposium on May 14, 2014 at Cal. Maritime to discuss issues relating to rail transport legislation.
- Capt. Cullen advised that he will be attending his first meeting of the Navigational Advisory Council in June in Arlington Virginia. He will also be giving a presentation to the Transportation Resource Board at the National Academy of Sciences in DC regarding the North American Emissions Control Area.

### **NOAA Report- Gerry Wheaton**

- Advised that NRT6 has surveyed Anchorage 22/23 and double-sided charts are available.
- Advised that the Army Corps has indicated shoaling concerns at Arch Rock, Shag Rock and Harding Rock on the north side of Alcatraz. NOAA will be updating the charts in the next edition.
- Advised that Darren Wright with NOAA's Center for Operational Oceanographic Products and Services (CO-OPS) will be attending the June SF HSC meeting and will host a workshop on port enhancements including new sensors, online current prediction tools, HF Radar Currents Tool among other topics. The workshop will be held directly after the June 12, 2014 HSC meeting in Oakland. Participation and feedback from the small boating community is encouraged. Brochure's advertising the event are available (attached).
- Advised that as a result of feedback from the West Coast Buoy Status Report, several buoys will be repaired next week. Reporting of buoy issues is appreciated.
- Pete Bonebacker asked if the Anchorage 22/23 soundings are available online. Gerry Wheaton advised that they would be shortly but he would provide a PDF version to Alan Steinbrugge for distribution (attached).
- Capt. George Livingstone asked for an update on modeling a current station for Pier 27 and referenced a prior meeting about the topic. Due to the fact that Pier 27 will be the new SF cruise ship terminal, the Bar Pilots are very interested in having a current model in the tide/current book. Gerry Wheaton advised that he would talk with Darren Wright and follow up at the next HSC meeting.

# Harbor Safety Committee

## of the San Francisco Bay Region

*Mandated by the California Oil Spill  
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- Capt. Day thanked NRT6 for their assistance in the investigation of a recent mid-air plane collision.

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

- Deb Self asked why crude oil transfers have increased so much over last year. David Stephens advised that Chevron Refinery was down last year accounting for the difference.
- Capt. Shipway referenced a report he heard on KGO radio about crude oil transport by rail and asked if it was true that 85% of our imported crude now arrives by rail. Tom Cullen advised that in the coming years there will be a decline in crude imports from ships and an increase in rail transport. Models predict that rail will eventually account for 50% of oil imports to California. Gerry Wheaton advised that he had recently read that federal authorities are now requiring state notification of oil trains and recommending newer tank cars to industry. Tom Cullen noted that another oil train accident had recently taken place in Lynchburg, VA. He advised that although the current emphasis is on rail, the vast majority of spills are from pipelines which is why OSPR programs need to be product based. Deb Self advised that Riverkeeper was instrumental in early response to the Lynchburg incident.
- David Stephens announced that the Cal. State Lands Commission is hosting the Prevention First 2014 Pollution Prevention Symposium on October 7-8, 2014 in Long Beach. Information and registration available at [www.slc.ca.gov](http://www.slc.ca.gov).
- Tom Cullen advised that plans are being made to hold the West Coast HSC Summit in conjunction with Prevention First in Long Beach.

### **Work Group Reports-**

**Plan Update Work Group- Linda Scourtis** advised that she needs all of the annual Work Group Reports by the end of next week if possible to complete the HSC Plan Update. The Plan Update vote will be held in June.

- Capt. Pete McIsaac with the Bar Pilots requested that Tug & Barge speed limits be addressed in the HSC Plan. With the increase in the number of larger Articulated Tug & Barges (ATB's) calling port and decrease in smaller conventional Tug & Barge transits, it makes sense to raise the speed limit for ATB's from 8 knots to 10 knots within the Bay. Rich Smith commented that ATB volatile compartments should also be looked at if speed limits are raised due to the larger amount of oil ATB's carry. Capt. Korwatch advised that there may not be time to add ATB speed limits to this year's Plan but that the Tug Work Group should address this important issue.

# Harbor Safety Committee

## of the San Francisco Bay Region

*Mandated by the California Oil Spill  
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**Tug Work Group- Ted Blanckenburg** advised that the Tug Work Group is currently in transition with the departure of Capt. Jonathan Mendes. Bob Gregory will be taking over as chair. A demonstration towing exercise involving an ultra large CMA CGM ship is scheduled for May 21, 2014 in Anchorage 9. The west end of Anchorage 9 will be kept clear from May 14<sup>th</sup> through 21<sup>st</sup> to accommodate the drill. Traffic restrictions will be coordinated by VTS and the Pilots.

**Navigation Work Group- Capt. George Livingstone** advised that there was nothing to report.

**Ferry Operations Work Group- Capt. Tom Dougherty** advised that a VMAP exercise is scheduled to take place on May 30, 2014 at Mare Island. The rescue and response drill will be filmed for training purposes and made available to the public.

**Dredge Issues Work Group- Capt. Esam Amso** advised that the Dredge Issues Work Group would like to set up a meeting with the Army Corps to discuss dredging at Pinole Shoal and other areas.

- Jessica Burton Evans advised that the Corps will coordinate with the Dredge Issues Work Group to set up the meeting and appreciates feedback from the community.
- A question was asked regarding the feasibility of Knockdown to deal with the shoaling at Bulls Head. Jessica Burton Evans advised that Knockdowns are not usually effective in that area and advised holding course until the scheduled August dredging. The channel condition survey is available. Gerry Wheaton asked for the definition of Knockdown. Jessica Burton Evans responded that Knockdown is also referred to a Bed Leveling and involves dragging "l" beams or other implements on the bay floor to grade the surface.

**PORTS Work Group- Nothing to report**

**Prevention through People Work Group- Bill Needham** advised that there was nothing to report.

**PORTS Report- Alan Steinbrugge**

- Advised that the Bay Bridge Air Gap Sensor installation is now scheduled to begin by the end of May. The equipment is in route but delays are possible. The data won't be available right away due to NOAA's quality control standards.
- Gerry Wheaton advised that NOAA would like to demonstrate the Air Gap Sensor during their June 12, 2014 workshop after the HSC meeting if it is available by then.

# Harbor Safety Committee

## of the San Francisco Bay Region

*Mandated by the California Oil Spill  
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- Capt. Livingstone thanked Dave Sulouff and the USCG for their efforts in facilitating the Air Gap Sensor installation. Dave Sulouff thanked the HSC, Port of Oakland, Bar Pilots and Caltrans for their cooperation.

### Public Comment-

- Capt. Mclsaac advised of a recent incident that took place at Benicia Valero. A piloted tanker was approaching the dock when a nearby bulker at Benicia Industrial broke free while being line hauled creating a dangerous situation. Line hauling can be safe in certain situations but not in others. This issue will be discussed with Benicia Industrial representatives and followed up on.
- Deb Self announced that next Thursday is the 25<sup>th</sup> anniversary of Baykeeper. A party will be held on May 15, 2014 at 6:00pm at the Maritime Museum in SF. Tickets are available for purchase. Deb Self also advised that the first annual Bay Parade will be held on June 14, 2014 from Aquatic Park to AT&T Park.
- Capt. Korwatch announced that the SF Marine Exchange's Mayday party will be held tonight at 1630 at McCormick & Kuleto's restaurant in San Francisco.
- Lcdr. Phillips advised that the USCG, Army Corps and NOAA are sponsoring a Future of Navigation 21<sup>st</sup> Century Waterways Public Listening Session on June 10, 2014 at 6:00pm at the Oakland Marriot. The Marine Exchange will distribute the event announcement (attached). Gerry Wheaton advised that Darren Wright with CO-OPS will attend the event.
- Brian Hooker with Congressman Garamendi's office advised that Mare Island Dry Dock was awarded the contract for the USCG Polar Star icebreaker.
- Tom Cullen advised that he had received word that the 85% figure mentioned on KGO in regards to the percentage of imported oil by rail is inaccurate. The real figure is .85% but it is expected to rise to 50% in the future.

### Old Business- None

### New Business-

- Gerry Wheaton advised that other HSC's in the state treat their HSC Plan as a living document that's able to be changed throughout the year instead of just once annually. The SF HSC might want to adopt this practice. Capt. Korwatch advised that she has always considered the SF HSC Plan to be a living document but that this issue would be good to discuss at the HSC Summit. Distribution of the HSC Plan to the community is also important. Pete Bonebacker commented that the Puget Sound HSC provides a smaller, stripped down version of their Plan online and that

# Harbor Safety Committee

## of the San Francisco Bay Region

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the SF HSC should consider doing the same. Capt. Korwatch advised that she would coordinate with Linda Scourtis on updating the whole Plan which hasn't been done in 10 years.

- Capt. Korwatch announced that tentative plans are being made to hold the July SF HSC meeting at Cal. Maritime.

### **Next Meeting-**

1000-1200, June 12, 2014  
Port of Oakland, Exhibit Room (Street Level)  
530 Water Street  
Oakland, CA

### **Adjournment-**

A motion to adjourn was made and seconded. The motion passed without dissent and the meeting adjourned at 11:20.

Respectfully submitted:



Capt. Lynn Korwatch

# PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

April-14

## PORT SAFETY CATEGORIES\*

	2014	2013	3yr Avg**
<b>1. Total Number of Port State Control Detentions for period:</b>	0	1	0.58
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
<b>2. Total Number of COTP Orders for the period:</b>	10	8	5.64
Navigation Safety (0), Port Safety & Security (10), ANOA (0)			
<b>3. Marine Casualties (reportable CG 2692) within SF Bay:</b> Allision (1), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0), Steering (3), Propulsion (8), Personnel (0), Other (1), Power (0)	13	21	12.25
<b>4. Total Number of (routine) Navigation Safety issues/Letters of Deviation:</b> Radar (3) Gyro (0), Steering (0), Echo sounder (0), AIS (0), AIS-835 (0), ARPA (0), SPD LOG (0), R.C. (0), Other (0)	3	3	4.81
<b>5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay:</b>	0	2	0.67
<b>6. Significant Waterway events or Navigation related cases for the period:</b>	0	0	0.36
<b>7. Maritime Safety Information Bulletins (MSIBs): Emergency Offshore Towing and AIS ATON</b>	2	1	0.39
<b>Total Port Safety (PS) Cases opened for the period:</b>	<b>28</b>	<b>36</b>	<b>24.69</b>

## MARINE POLLUTION RESPONSE

### Source Identification (Discharges):

VESSELS	2014	2013	3yr Avg**
U.S. Commercial Vessels	0	0	0.92
Foreign Freight Vessels	0	0	0.14
Public Vessels	2	0	1.00
Commercial Fishing Vessels	0	1	0.42
Recreational Vessels	4	4	3.17
FACILITIES			
Regulated Waterfront Facilities	0	0	0.31
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.11
Other Land Sources	3	0	1.42
Mystery Spills - Unknown Sources	3	3	4.08
<b>Number of Oil/Hazmat Pollution Incidents within San Francisco Bay for Period</b>			
1. Spills < 10 gallons	5	4	6.42
2. Spills 10 - 100 gallons ((3) Spill <41 gallons, (1) Spills > 42 gallons)	4	1	0.97
3. Spills 100 - 1000 gallons	0	0	0.14
4. Spills > 1000 gallons	0	0	0.06
5. Spills - Unknown	3	3	3.72
<b>Total:</b>	<b>12</b>	<b>8</b>	<b>11.08</b>

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

1. Estimated spill amount from U.S. Commercial Vessels:	0	0	17.17
2. Estimated spill amount from Foreign Freight Vessels:	0	0	0.11
2. Estimated spill amount from Public Vessels:	11	0	6.33
3. Estimated spill amount from Commercial Fishing Vessels:	0	1	27.13
4. Estimated spill amount from Recreational Vessels:	64	13	11.38
5. Estimated spill amount from Regulated Waterfront Facilities:	0	0	4.82
6. Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer:	0	0	0.14
7. Estimated spill amount from Other Land Sources:	11	0	107.96
8. Estimated spill amount from Unknown sources:	3	4	5.99
<b>TOTAL OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES (GALLONS):</b>	<b>89</b>	<b>18</b>	<b>181.05</b>
Civil Penalty Cases for Period	0	0	0.08
Notice of Violations (TKs)	0	3	0.47
Letters of Warning	4	2	1.89
<b>TOTAL PENALTY ACTIONS:</b>	<b>4</b>	<b>5</b>	<b>12.42</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 2014)

### MARINE CASUALTIES

**Loss of Propulsion (01APR):** A foreign flag tank vessel experienced a loss of pilothouse control of the main engine while transiting inbound through San Francisco Bay. A COTP order was issued directing the vessel to Anchorage 9. Class attended the vessel, determined the cause was a failed electronic governor, and witnessed proper operation of the main engine. LOP was not attributed to fuel switching. Case Closed.

**Reduction in Propulsion (04APR):** A foreign flag bulk freight vessel experienced a reduction in propulsion while transiting outbound from Stockton. The vessel could only make dead slow ahead due to a malfunctioning fuel injector. The vessel anchored near Spud Island, and was directed to Anchorage 9 with a 2 tug escort. Class and Coast Guard attended and witnessed satisfactory operation of the engine. LOP was not attributed to fuel switching. Case pends.

**Loss of Propulsion (12APR):** A foreign flag tank ship experienced a loss of propulsion while anchoring in Anchorage 7. The engine failed to respond to an astern bell due to improper settings on the RPM pickup sensor. Class and Coast Guard attended and witnessed proper operation. The LOP was not attributed to fuel switching. Case pends.

**Loss of Propulsion (13APR):** A foreign flag tank vessel experienced a loss of propulsion while transiting from Richmond to Anchorage 9. The vessel anchored in the channel and was later towed into Anchorage 9 with 3 tugs. The cause of the incident was loose bolts on the fuel pump actuator. The bolts were tightened and the actuator was recalibrated by an engine technician. Class and Coast Guard attended and witnessed proper operation of the main engine. LOP was not attributed to fuel switching. Case pends.

**Loss of Propulsion (24APR):** A foreign flag container vessel experienced a loss of propulsion while transiting into the precautionary area. The engine failed to respond to an astern bell due to a loose flange on the start air system. The crew made repairs and Class attended the vessel to witness satisfactory operation of the main engine. LOP was not attributed to fuel switching. Case pends.

**Loss of Propulsion (26APR):** A foreign flag tank vessel experienced a loss of propulsion while transiting outbound near the Golden Gate. The incident was caused by ruptured lube oil piping on the main engine. The vessel returned to Anchorage and conducted repairs. Class and Coast Guard attended the vessel and witnessed satisfactory operation of the engine. LOP was not attributed to fuel switching. Case pends.

**Loss of Propulsion (27APR):** A foreign flag tank vessel experienced a loss of propulsion while mooring in Richmond. The vessel reported erratic engine response and CPP problems. An engine technician and a Class surveyor attended the vessel, but were unable to duplicate the problem. They determined that the problems may have been human error, and witnessed proper operation of the main engine. As a precaution, the technician sailed with the vessel to its next port, and a 2 tug escort was required for departure. LOP was not attributed to fuel switching. Case pends.

**Loss of Steering (28APR) \*\*:** A U.S. flag passenger vessel experienced a loss of steering while operating 40 miles offshore of Monterey with 75 passengers on board. A Coast Guard small boat towed the vessel to Monterey. The cause of the incident was a ruptured hydraulic hose. Coast Guard attended and witnessed repairs. Case pends.

### VESSEL SAFETY CONDITIONS

**Denial of Entry (02APR):** A foreign flag tank vessel was determined to have an invalid Certificate of Financial Responsibility (COFR). The vessel was issued a COTP order prohibiting entry into U.S. territorial seas (12NM) until the vessel's COFR was approved by the National Pollution Funds Center. Documentation was received on 04 April, and the COTP order was lifted. Case Closed.

### GENERAL SAFETY CASES

**Vessel Allision and death in AOR (16APR):** Received report that a 42 ft recreational sailing vessel allided with Redwood Creek light #5 during a regatta. Two crewmembers were injured and taken to Redwood City Hospital, where one crewmember was pronounced deceased. The cause of the casualty is under investigation by Redwood City PD.

### NAVIGATIONAL SAFETY

**Letter of Deviation (LOD), Inop X-Band Radar (07APR):** Vessel issued an inbound LOD.

**Letter of Deviation (LOD), Inop X-Band Radar (17APR):** Vessel issued an inbound LOD.

### SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

On 12 April 2014, the Incident Management Division (IMD) received notification of a vessel sinking in a marina in Isleton, CA. A 65 ft pleasure craft was discovered submerged and discharging diesel. The owner notified his insurance company to establish a salvage plan. IMD hired a contractor to deploy boom around the vessel while a salvage plan was drafted. Approximately 40 gallons of diesel was discharged. A Letter of Warning was issued.

\*\*Initial incident occurred outside of HSC jurisdiction

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

**Report of the  
U.S. Army Corps of Engineers, San Francisco District  
May 8, 2014**

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

The following is this year's O & M dredging program for San Francisco Bay. The FY14 O&M dredging program is subject to change, please refer to the Local Notice to Mariner for details dredge operations.

- a. **FY14 Main Ship Channel** – Contract Hopper, planned start **early-June 2014** .
- b. **FY14 Richmond Inner Harbor** – Contract clamshell, planned start early-October 2014.
- c. **FY14 Richmond Outer Harbor (and Richmond Long Wharf)** – Government Hopper, planned start **mid-June 2014**.
- d. **FY14 Pinole Shoal** – Government Hopper, planned start early-July 2014.
- e. **FY14 Suisun Bay Channel (and New York Slough)** - Government Hopper, planned start early-August 2014.
- f. **FY14 Oakland O & M Dredging-** Contract clamshell, planned start early-August 2014.
- g. **FY14 Redwood City Harbor-** Contract clamshell, planned start early October 2014.

**2. DEBRIS REMOVAL** – Debris removal for April 2014 was 32.5 tons. (Raccoon: 0 tons (in shipyard); Dillard: 28 tons; and Misc. [small boats, vehicles, etc.]: 4.5 tons). Average for April from 2004 to 2013 is 63.4 tons. (Range: 26 – 112.5 tons).

**BASEYARD DEBRIS COLLECTION TOTALS:**

<b>MONTH</b>	<b>RACCOON</b>	<b>DILLARD</b>	<b>MISC</b>	<b>TOTAL</b>
2013	TONS	TONS	TONS	TONS
JAN	0	35	0	35
FEB	0	6	25	31
MAR	0	8.5	2.5	11
APR	0	28	4.5	32.5
MAY				
JUN				
JUL				
AUG				
SEP				
OCT				
NOV				
DEC				

<b>YR TOTAL</b>
109.5

**3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS**

None to report.

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

No urgent dredging so far in 2014.

**5. OTHER WORK**

**San Francisco Bay to Stockton** - This project received \$800,000 in the FY 14 work plan.

**Sacramento River Deep Water Ship Channel Deepening** – The project received no funding in the FY 14 work plan. The study is on hold.

## **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 Channel:** 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 of February 24 was posted.

**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:** Condition survey of March 14-17, 2014 has been posted.

**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:** Condition survey completed March 20, 2014 has been posted.

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

**Oakland Outer Harbor:** Condition survey completed March 24, 2014 has been posted.

**Pinole Shoal Channel:** Condition survey of Jan 24-29 has been posted.

**Redwood City Harbor:** Condition survey of late November has been posted.

**Richmond Inner Harbor:** Condition survey of 18-19 February was posted.

**Richmond Outer Harbor (Longwharf):** Condition survey of February19 was posted.

**Richmond Outer Harbor (Southampton Shoal):** Condition survey of March 3 was posted.

**San Bruno Shoal:** Condition survey of April 15, 2014 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:** Condition surveys completed May 9 and 10 are posted.

**Suisun Bay Channel:** Condition survey of March 13-17, 2014 has been posted.

Disposal Site Condition Surveys:

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

**SF-09 (Carquinez):** Sept 9, condition survey has posted (Sept 9, 2013).

**SF-10 (San Pablo Bay):** Sept 9, condition survey has been posted (Sept 9, 2013).

**SF-11 (Alcatraz):** Condition survey of May 1 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 FY14

Project	2013			2014									FY15			Volume	Placement Site	
	OCT FY14	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC			
Humboldt Bar&Entrance									Contract Hopper	█							1mcy	HOODS
SF Main Ship Channel									Contract Hopper	█							350kcy	SF-17
Richmond Inner Harbor																	250kcy	SFDODS
Richmond Outer Harbor									ESSAYONS	█							250kcy	SF-11
Pinole Shoal									ESSAYONS	█							150kcy	SF-10
Suisun Bay Channel										YAQUINA	█						175kcy	SF-16
Oakland Inner Harbor																	400kcy	upland
Oakland Outer Harbor																	400kcy	upland
Redwood City Harbor																	350kcy 200kcy*	SF-11 upland*
<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="width: 20%; text-align: center;"> <span style="background-color: #f27c7c; display: inline-block; width: 100%; height: 10px;"></span>                      Complete &amp; Ongoing Contracts                 </div> <div style="width: 20%; text-align: center;"> <span style="background-color: #555555; display: inline-block; width: 100%; height: 10px;"></span>                      Hopper                 </div> <div style="width: 20%; text-align: center;"> <span style="background-color: #f27c7c; border: 1px dashed orange; display: inline-block; width: 100%; height: 10px;"></span>                      New Dredge Contract                 </div> <div style="width: 20%; text-align: center;"> <span style="background-color: #d9ead3; display: inline-block; width: 100%; height: 10px;"></span>                      Environmental Window                 </div> </div>																		

\* Pending Availability of Funds



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 8, 2014

- ✎ In April the clearinghouse did not report any possible escort violations to OSPR.
- ✎ 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 times regarding possible escort violations in 2014. The Clearinghouse called OSPR 1 time in 2013. The Clearinghouse called OSPR 3 times in 2012 regarding any possible escort violations, 3 times in 2011, 6 times in 2010, 8 time 2009; 4 times 2008; 9 times in 2007; 9 times in 2006; 16 times in 2005; 24 times in 2004; twice in 2003; twice in 2002; 6 times in 2001; 5 times in 2000.
- ✎ In April there were 104 tank vessel arrivals; 8 Chemical Tankers, 20 Chemical/Oil Tankers, 24 Crude Oil Tanker, 2 LPG's, 17 Product Tankers, and 33 Tugs with Barges.
- ✎ In April there were 314 total arrivals.

# San Francisco Bay Clearinghouse Report For April 2014

## San Francisco Bay Region Totals

	<u>2014</u>		<u>2013</u>	
Tanker arrivals to San Francisco Bay	71		62	
Barge arrivals to San Francisco Bay	33		32	
Total Tanker and Barge Arrivals	104		94	
Tank ship movements & escorted barge movements	340		308	
Tank ship movements	160	47.06%	173	56.17%
Escorted tank ship movements	112	32.94%	94	30.52%
Unescorted tank ship movements	48	14.12%	79	25.65%
Tank barge movements	180	52.94%	135	43.83%
Escorted tank barge movements	41	12.06%	74	24.03%
Unescorted tank barge movements	139	40.88%	61	19.81%

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	204		332		0		162		698	
Unescorted movements	98	48.04%	185	55.72%	0	0.00%	83	51.23%	366	52.44%
Tank ships	79	38.73%	135	40.66%	0	0.00%	55	33.95%	269	38.54%
Tank barges	19	9.31%	50	15.06%	0	0.00%	28	17.28%	97	13.90%
Escorted movements	106	51.96%	147	44.28%	0	0.00%	79	48.77%	332	47.56%
Tank ships	81	39.71%	111	33.43%	0	0.00%	50	30.86%	242	34.67%
Tank barges	25	12.25%	36	10.84%	0	0.00%	29	17.90%	90	12.89%

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 2014

## San Francisco Bay Region Totals

	<u>2014</u>		<u>2013</u>	
Tanker arrivals to San Francisco Bay	264		728	
Barge arrivals to San Francisco Bay	110		320	
Total Tanker and Barge Arrivals	374		1,048	
Tank ship movements & escorted barge movements	1,268		3,544	
Tank ship movements	611	48.19%	1,995	56.29%
Escorted tank ship movements	419	33.04%	1,160	32.73%
Unescorted tank ship movements	192	15.14%	835	23.56%
Tank barge movements	657	51.81%	1,549	43.71%
Escorted tank barge movements	169	13.33%	544	15.35%
Unescorted tank barge movements	488	38.49%	1,005	28.36%

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

Escorts reported to OSPR 2 1

<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	737		1,209		0		572		2,518	
Unescorted movements	338	45.86%	645	53.35%	0	0.00%	286	50.00%	1,269	50.40%
Tank ships	278	37.72%	477	39.45%	0	0.00%	194	33.92%	949	37.69%
Tank barges	60	8.14%	168	13.90%	0	0.00%	92	16.08%	320	12.71%
Escorted movements	399	54.14%	564	46.65%	0	0.00%	286	50.00%	1,249	49.60%
Tank ships	299	40.57%	414	34.24%	0	0.00%	183	31.99%	896	35.58%
Tank barges	100	13.57%	150	12.41%	0	0.00%	103	18.01%	353	14.02%

### Notes:

- Information is only noted for zones where escorts are required.
- All percentages are percent of total movements for the zone.
- Every movement is counted in each zone transited during the movement.
- Total movements is the total of all unescorted movements and all escorted movements.

**OSPR Regulations/Legislative Report**  
(As of May 2, 2014)

**REGULATIONS:**

**Workgroup to Discuss Changes to the Contingency Plan Regulations Regarding Spill Management Teams**

**OSPR is convening an industry workgroup on May 15 in Los Alamitos to work on performance standards for SMTs, to be included in regulations governing contingency plans.**

**Potential Changes to the Oil Spill Response Organization Rating Regulations**

**Two Workshops were held in December (one in Los Alamitos; one in Hercules) to discuss possible regulatory changes to the rating system for OSRO's and the Sensitive Site Strategy Evaluation Program. Both workshops were well attended and productive. OSPR has reviewed all comments received and will soon have a new draft of possible regulatory changes for review and comment during an informal written comment period.**

**Potential Changes to the Certificate of Financial Responsibility (COFR) Regulations**

OSPR is amending the regulations governing COFRs. Most of the changes are either clarifications of existing requirements, or changes to aid in-house processing. The draft language will be sent out to industry for an informal comment period in late April.

To be added to mailing list for updates on Workshops or potential regulations changes please contact Joy Lavin-Jones.

Email: [Joy.Lavin-Jones@wildlife.ca.gov](mailto:Joy.Lavin-Jones@wildlife.ca.gov)

Phone: 916-327-0910.

## **LEGISLATION:**

### **AB 881 (Chesbro):**

Existing law imposes an Oil Spill Prevention and Administration Fee in an amount not to exceed \$0.065 per barrel of crude oil or petroleum products, until January 1, 2015. This bill would, instead, on and after January 1, 2015, increase the maximum annual assessment to \$0.07 per barrel of crude oil or petroleum products. The bill would also allow the assessment to cover the annual costs incurred by the Oiled Wildlife Care Network.

The bill was moved to the “inactive file” at the end of this legislative session. Since this is the first year of the 2-year legislative cycle, the legislature actually has until the end of the next legislative year (9/14) to act on this bill.

### **SB 987 (Monning):**

Existing law established the California Sea Otter Fund and allows taxpayers to designate on their tax returns that a specified amount in excess of their tax liability be transferred to the fund. A specified portion of money in that fund is allocated to the Department of Fish and Wildlife to be used for research and to address the most pressing issues affecting Sea Otter mortality.

This bill would require the Department to use tax check-off funds to encourage taxpayers to contribute to the California Sea Otter Fund. It adds similar language to the Public Resources Code governing the expenditure of these funds by the Coastal Conservancy. The bill also makes related changes to the Revenue and Taxation Code and updates an obsolete provision relating to Department record keeping.

**This bill is set for hearing on May 5 in Appropriations.**

### **AB 2678 (Ridley-Thomas):**

Existing law establishes the Oil Spill Technical Advisory Committee to provide public input and independent judgment of the actions of the Administrator for oil spill response. The committee is composed of 10 members and the Governor is required to appoint as one of these members a person who has worked in state government. This bill would instead require the Governor to appoint a member who is a faculty member of the Karen C. Drayer Wildlife Health Center at UC Davis or the Director of the Oiled Wildlife Care Network.

This bill was set for its first hearing in the Assembly Committee on Natural Resources; hearing canceled at the request of author.

**SB 1319 (Pavley) [new language]:**

The Lempert-Keene-Seastrand Oil Spill Prevention and Response Act generally requires the administrator for oil spill response, acting at the direction of the Governor, to implement activities relating to oil spill response, including emergency drills and preparedness, and oil spill containment and cleanup, and to represent the state in any coordinated response efforts with the federal government. Existing law directs the Governor to require the administrator to amend, not in conflict with the National Contingency Plan, the California oil spill contingency plan to add a marine oil spill contingency planning section containing specified elements, including an environmentally and ecologically sensitive areas element. Existing law also requires the administrator to adopt and implement regulations governing the adequacy of oil spill contingency plans to be prepared and implemented and requires the regulations to provide for the best achievable protection, as defined, of coastal and marine waters.

This bill would generally expand the Act and the Administrator's responsibilities relating to oil spills to cover all waters of the state. The bill would direct the Governor to require the administrator to amend the California oil spill contingency plan to provide for the best achievable protection of all state waters, not solely coastal and marine waters, and to submit the plan to the Governor and the Legislature on or before January 1, 2017. The bill would require the regulations to provide for the best achievable protection of all waters and natural resources of the state. The bill would also revise various definitions within that act, and would make other conforming and technical changes

The bill passed the Senate Committee on Environmental Quality Committee as amended, on April 30. Re-referred to the Committee on Appropriations

**AB 2677 (Rodriguez) [new language]:**

Existing law requires the California Environmental Protection Agency, in consultation with specified entities, to develop a state railroad accident prevention and immediate deployment plan containing a comprehensive set of policies and directions to minimize the potential damage to the public health and safety, property, and the environment that might result from accidents involving railroad activities in the state.

This bill would require the agency, on or before January 1, 2017, and in consultation with specified entities, to develop and submit to the Governor and the Legislature a report containing recommendations for a comprehensive and coordinated oil spill contingency plan designed to address inland oil spills resulting from the transportation of crude oil by railroad.

This bill has been re-referred to the Assembly Committee on Natural Resources and failed passage at the hearing on 4/28.

**AB 1827 (Patterson)**

**This bill would provide a business with 50 or fewer employees with an opportunity to cure a "minor violation" before an administrative or civil penalty could be imposed. The bill only applies to a department, board, or other body of either the Natural Resources Agency or the California Environmental Protection Agency. This "opportunity" is only required for minor violations that did not cause an actual harm to the public or physical injury to a person, or endanger the public health and safety.**

**First hearing held on April 8, 2014, in the Assembly Committee on Environmental Safety and Toxic Materials; failed passage.**

OSPR is tracking all of these bills, and has no position on the bills.

**Governor's Budget Summary – 2014-15:**

Oil Spill Response Program — \$6.7 million Oil Spill Prevention and Administration Fund and 38 positions to enhance the Department's inland oil spill prevention, preparedness, and response capabilities. Rail shipments of oil, including North Dakota Bakken oil, are expected to significantly increase from 3 million barrels to approximately 150 million barrels per year by 2016. This type of oil is extremely flammable and its transport increases the risk of serious accidents, similar to the rail incident in Lac-Megantic, Quebec in July 2013. This proposal will expand the existing oil spill program to address the increased risk of inland oil spills by supporting prevention, emergency response preparedness, cleanup, and enforcement measures. The proposal also includes increased funding for the Oil Wildlife Care Network, which protects wildlife affected by marine oil spills. This additional funding will be supported by expanding the existing 6.5 cent per barrel fee, which is currently collected at marine ports, to all crude oil sent to refineries. This proposal is part of the Administration's ongoing efforts to improve the safety of the extraction, transportation, processing, and use of fossil fuels in California."



# CALIFORNIA STATE LANDS COMMISSION

## HARBOR SAFETY COMMITTEE MONTHLY REPORT - APRIL COMPARISON

### VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
APRIL 1 - 30, 2013	170	72	42.35
APRIL 1 - 30, 2014	203	82	40.39

### CRUDE OIL / PRODUCT TOTALS

	Crude Oil ( D )	Crude Oil ( L )	Overall Product ( D )	Overall Product ( L )	GRAND TOTAL
APRIL 1 - 30, 2013	7,831,447	0	15,154,940	5,869,262	21,024,202
APRIL 1 - 30, 2014	13,012,000	0	18,049,335	9,564,904	27,614,239

### OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
APRIL 1 - 30, 2013	0	0	0	0	0
APRIL 1 - 30, 2014	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.

*Members of the Maritime Community, please Join NOAA for an Information Session on ...*

## **Navigation Tools for the San Francisco Bay Region**

NOAA has recently released several new and updated navigation tools for the San Francisco Bay region, and would like to demonstrate and answer questions about these tools to interested members of the maritime community. Following the San Francisco Harbor Safety Committee in Oakland on the morning of June, 12, 2014, the Marine Exchange of the San Francisco Bay Region will sponsor the NOAA information session from 12:30 to 2:30 PM at the Port of Oakland, 530 Water Street, Exhibit Room (Street level), Oakland, CA.

The specific topics for the demonstration session include:

- Enhancements to real-time observations available through the **San Francisco PORTS<sup>®</sup>**, including the addition of new visibility and air gap sensors
  - <http://tidesandcurrents.noaa.gov/ports/index.html?port=sf>
- The new **San Francisco Operational Forecast Model**, providing nowcasts and forecasts out to 48 hours for water levels, currents, salinity, water temperature, and winds
  - <http://tidesandcurrents.noaa.gov/ofs/sfbofs/sfbofs.html>
- A new tool offering observed and predicted **surface currents** measured by High Frequency Radar
  - <http://tidesandcurrents.noaa.gov/hfradar/Hfscm.jsp?port=SFCA>
- **Updated tidal current predictions** using the results of a 2012-2013 current survey in San Francisco Bay and a new NOAA Current Predictions tool (beta)
  - <http://tidesandcurrents.noaa.gov/noaacurrents/Stations?g=696>

If you are interested in attending the NOAA navigation tools information session, please RSVP to Darren Wright, Maritime Services Program Manager at NOAA's Center for Operational Oceanographic Products and Services (CO-OPS), at [darren.wright@noaa.gov](mailto:darren.wright@noaa.gov) or 301-713-2981 x193. Space is limited, and reservations will be offered on a first-come, first-served basis.

# Future of Navigation: 21st Century Waterways

## Northern California Listening Session

**JUNE 10, 2014**

**6-8 PM**

**OAKLAND MARRIOTT**

**1001 BROADWAY, OAKLAND, CA 94607**

This session provides Federal agencies and U.S. Marine Transportation Systems (MTS) stakeholders an open communications venue to discuss multi-federal agency initiatives to use modern technology to provide a safer, more efficient, more secure, and environmentally sound MTS.

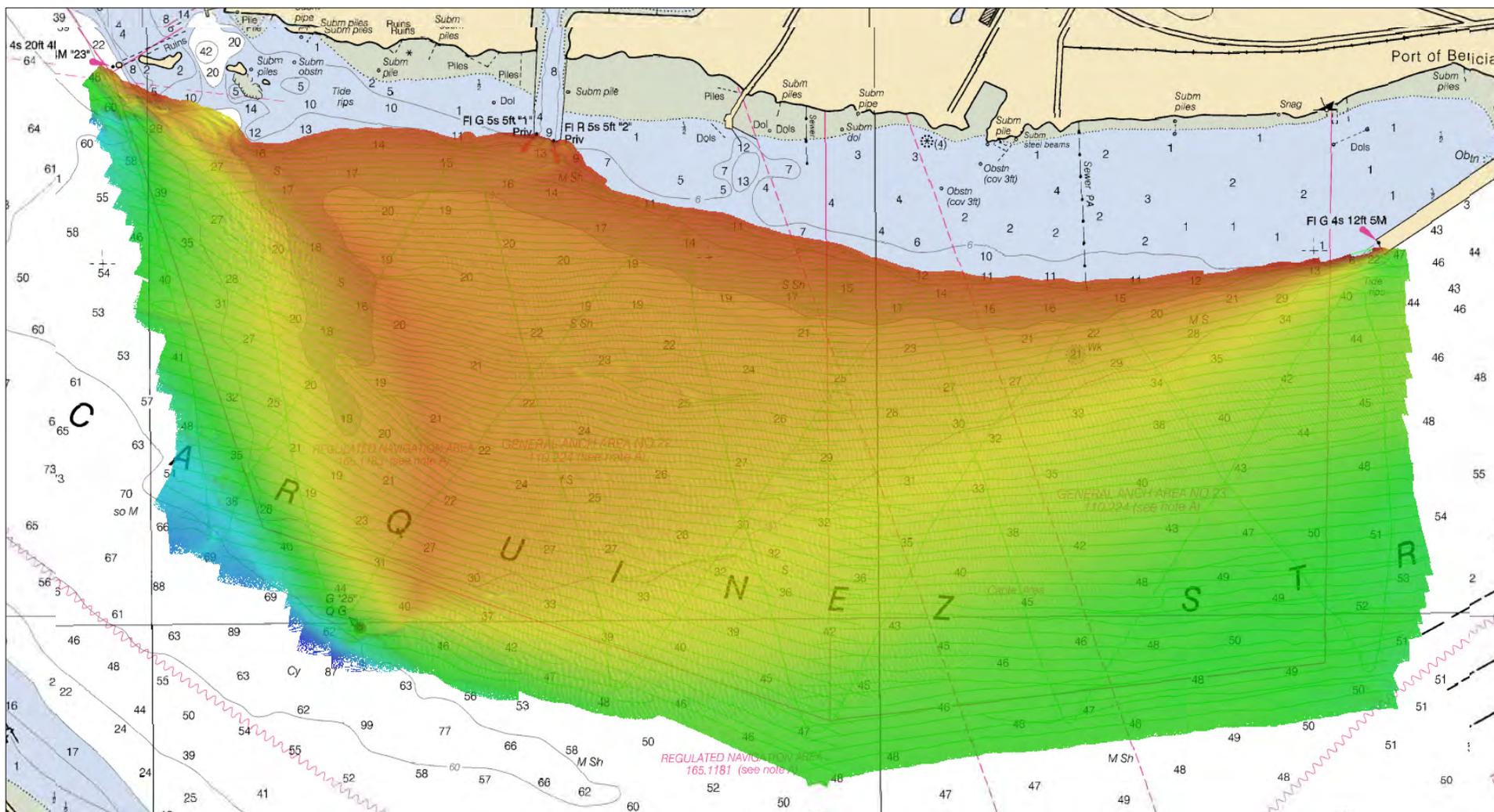
Representatives from the following agencies will present and field questions from attendees:

- United States Coast Guard
- U.S. Army Corps of Engineers
- National Oceanic and Atmospheric Administration

These listening sessions provide MTS users and stakeholders an opportunity, beyond more traditional venues, to express their emerging needs for navigational information and service delivery systems necessary to improve safety and efficiency of transits on the Nation's waterways.



For further information, contact  
Mr. Mike VanHouten, USCG  
(510) 437-2968,  
[Mike.l.vanhouten@uscg.mil](mailto:Mike.l.vanhouten@uscg.mil)



**Chartlet 1 of 2**

**SURVEY F00639: MULTIBEAM SONAR SURFACE DISPLAYING CHARTED SHOAL MIGRATION**

Preliminary data subject to office review. Soundings corrected using preliminary observed tides.  
Data reflects state of sea floor in existence on day and at time the survey was conducted.

This chartlet has been corrected through  
Notice to Mariners dated 04/26/2014  
**NOT FOR NAVIGATION.**



**NATIONAL OCEANIC AND  
ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE**

Project: S-L925-NRT6-14  
Survey: F00639  
State: California  
Locality: Carquinez Strait  
Sub-locality: Anchorage 22 and 23  
Survey Scale: 1:10,000

Sounding Units: Feet  
Sounding Datum: MLLW  
Horizontal Datum: NAD 83  
Chart Number: 18657  
Chart Edition: 19, Nov./05  
NOS Ref:

**NOAA NRT-6  
Laura Pagano  
Team Leader**

Survey Dates: April 2 to  
April 17, 2014

