

# 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, June 10, 2010

Exhibit Room, Port of Oakland, Oakland, California

**Rich Smith** (M), Vice-Chair of the Harbor Safety Committee of the San Francisco Bay Region (HSC), Westar Marine Services; called the meeting to order at 1000. **Alan Steinbrugge**, 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; **Lt. Col. Laurence M. Farrell**, 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. George Livingstone** (M), Bar Pilots; **Capt. Pat Murphy** (M), Blue & Gold Fleet; **Capt. Eric Osen** (M), Chevron Shipping Company; **Chris Peterson** (M), Port of Oakland; **Marina V. Secchitano** (M), Inlandboatmen's Union, **Linda Scourtis** (A), Bay Conservation and Development Commission (BCDC); **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; **Chris Beckwith**, California State Lands Commission (State Lands); **Capt. Jeff Cowan**, California Office of Spill Prevention and Response (OSPR); **Mike Coyne**, OSPR; **Capt. Noapase Fotu**, National Cargo Bureau; **Rob Lawrence**, USACE; **Lt. Simone Mausz**, USCG; **Paul Milkey**, California Air Resources Board (ARB); **William Needham** (A), National Boating Federation; **Walt Partika** (A), Foss Maritime Company; **Capt. Ray Shipway**, International Organization of Masters, Mates, and Pilots; California Office of Spill Prevention and Response (OSPR).

The meetings are always open to the public.

### Approval of the Minutes

**Capt. Amso** asked that his first name be spelled correctly. A motion to accept the minutes as corrected was made and seconded. The motion carried without discussion or dissent.

### Comments by the Chair – Smith

- **Joan Lundstrom** (M), BCDC, and Chair of the HSC; was attending the National Harbor Safety Conference, as was **Capt. Lynn Korwatch**, Marine Exchange. Lundstrom was scheduled to give a presentation. **Lundstrom** would give a presentation on the HSC's experience working with ARB to the

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Best Practices and Lessons Learned session. Our HSC was one of four committees nominated for HSC of the year.

- There continued to be incidents related to fuel-switching, such as a recent incident at Port Hueneme. While the number of incidents had declined, the number of safety exemption waivers had gone up.

### Coast Guard Report – Capt. Gugg

- Forty USCG personnel from the region had been summoned to respond to the Deepwater Horizon blow out in the Gulf of Mexico. .

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

**Brown** asked why crew members on the *Seaward* were required to undergo drug and alcohol testing when it was a passenger that had been injured. **Capt Gugg** said that regulations required the testing and that it was necessary to rule out erratic operation of the vessel that could have been caused by intoxicated crew.

**Capt. Bayer** asked for more information about the Port Hueneme case mentioned in the Vice-Chair's Remarks. **Capt. Gugg** said that the boiler normally ran on heavy fuel, but was running on distillate at the time of the incident. It seemed to be the case that the boiler had not been properly purged before the fuel was switched. **Capt. Bayer** asked of that meant the incident would be attributed to improper procedures rather than to the fuel-switching requirements. **Capt. Gugg** said that such types of cases could be difficult to determine.

**Capt. Horton** asked what had been found to be the cause of the *Western Ranger's* allision with Channel Light 12. **Lt. Cmdr. Drew Wood** said that it was a lack of situational; awareness. **Capt. Bayer** asked if visibility had been an issue. **Lt. Cmdr. Wood** said that it was not.

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

- The *John A.B. Dillard Jr.* was scheduled to be commissioned June 25 at the Bay Model Visitor's Center. **Maj. Gen. Dillard** was a resident of Corte Madera, and the highest ranking USACE officer killed in Vietnam. **Lt. Col. Farrell** could arrange invitations for those interested.
- They were looking for one licensed hundred-ton master.
- The North Bay Channel realignment plan was on schedule.
- Scheduled meeting of the HSC were being prioritized on the calendar of the incoming commander for the district.

**Smith** thanked **Lt. Col. Farrell** for the difference he had made in the USACE's relations with the HSC and the maritime community in the region.

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

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**Capt. Bayer** asked what the final target depth would be for dredging in Pinole and Bull's Head Shoal channels. **Lt. Col. Farrell** said they would have to get back to him with the precise number.

## Clearing House Report – Steinbrugge

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

## OSPR Report – Coyne

- Introduced **Capt. Cowan** as OSPR's new liaison to the HSC. **Capt. Cowan** had sailed for APL and was a graduate of the California Maritime Academy (CMA). **Capt. Cowan** said he was looking forward to the work and **Smith** welcomed him aboard.
- **Smith** asked whether OSPR planned to develop regulations from the Best Achievable Protection workshop since California Assembly Bill 234 was moving forward to require pre-booming of oil transfers. **Coyne** said that they were on parallel tracks. **Secchitano** asked whether OSPR had a position on the bill. **Coyne** said that since they were an executive branch agency, the Governor would determine their position and when to make it public. **Smith** said that there was great participation in the Best Achievable Protection workshop and that many participants had been concerned about safety issues.

## NOAA Report – Wheaton

- The Deepwater Horizon blowout was keeping NOAA busy.
- The El Nino weather pattern had ended in the spring. The Climate Prediction Center had a La Nina watch up and running.

**Berge** asked when the La Nina was likely to affect the region. **Wheaton** said that it would run through the winter.

## State Lands Report – Beckwith

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

## ARB Report – Milkey

- **Milkey** read from a report that is attached to these minutes. The non-compliance fee described in the report was mainly used by vessels making an unscheduled stop at a California port.
- The International Organization for Standardization (ISO) had revised their specification for marine fuels in light of emission control regulations already in effect in Europe and expected soon in Canada and the United States.

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**John Hummer**, MARAD, asked whether other Pacific Coast States or British Columbia had emission control regulations similar to California's. **Milkey** said that they did not.

**Keiper** asked whether input from the International Maritime Organization was affecting pending regulations. **Milkey** said that Canada and the US were looking at stronger controls on nitrogen oxide emissions.

**Capt. Bayer** asked for the definition of a port visit used in assessing the noncompliance fee. He gave the example of a vessel arriving to Anchorage 9 for bunker operations, followed by a shift to a local berth for subsequent operations. **Milkey** said that would likely be treated as two port visits. **Milkey** said that he did not have an answer for every hypothetical combination of operations and would seek further clarification on the matter. **Wheaton** asked whether risking a fine would be cheaper than paying the non-compliance fee and **Milkey** said that could be possible.

### Tug Work Group –

There was no report.

### Navigation Work Group – Capt. Horton

- **Capt. Horton** said that the navigation work group would hold a joint meeting with the dredge issues work group on June 22, to discuss the meaning of under-keel clearance.

### Ferry Operation Work Group – Golbus

There was nothing to report.

### Dredge Issues Work Group – Capt. Bayer

There was nothing to report..

### Prevention through People Work Group – Brown

- The comment period had opened for proposed change to Federal regulations of the Oakland-Alameda Estuary. She said that the HSC had taken an official position on the proposed changes and asked whether that position would be taken into account for the comments. **Lt. Cmdr. Wood** said that he would find out, but suggested that the HSC re-file to make sure that their comments were known. **Smith** said that the letter would be added to the July agenda.
- The updated version of the *Share the Bay* video had been delayed.
- The Coast Guard's contact information brochure for un-registered and un-motorized vessels had been distributed to places where such vessels were sold, and were very popular. **Brown** asked the Coast Guard for making the brochures available and requested more.

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**Capt. Gugg** said that the identification brochures addressed the reality that every un-occupied boat had to be treated as a search and rescue case – an expensive and time-consuming proposition. With the contact information on the boat, it was possible to make contact with the owner to determine whether the boat was only lost.

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

There was nothing to report.

## HSC Plan Update Work Group – Scourtis

**Scourtis** summarized the motion that is attached to these minutes. There was one new best practice for bunker operations that had been voted on at the May meeting, and the data appendices were to be updated as required. **Catharine Hooper** asked whether the best practices mentioned applied to all facilities in the region. **Scourtis** said that they were limited to specific berths in Oakland.

A motion to update the *Harbor Safety Plan* was made and seconded. It passed without further discussion or dissent.

## PORTS Report – Steinbrugge

- The wind bird for the Union Pacific Railroad drawbridge was down for maintenance.
- Expansion plans were moving along with landlord reviews taking a little longer than had been anticipated.
- Buoy sensors were scheduled to be refurbished in September.

## Public Comment

**Capt. Peter McIsaac**, Bar Pilots said that they had been practicing live man-overboard drills with the Coast Guard for the previous three or four years. He urged others with vessel assets to consider such training. **Capt. McIsaac** introduced **John Cinderey**, their new business director. **Shawn Bennet**, Baydelta Maritime, said that he had watched a pilot boat do a fine job of rescuing a woman that had fallen off a dock.

## Old Business

**Capt. Gugg** said that the Operation Golden Guardian exercise had gone well. The marine mammal demonstration had been a big hit. One of the lessons learned was the importance of surveys of port areas to establish a base profile. This was being done in San Diego, but it was difficult to say how feasible it would be for our large area. **Murphy** asked how the MARSEC change notification had worked. **Capt. Gugg** said that it had gone well. **Keiper** asked what sorts of mammals were used. **Capt. Gugg** said that

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there were several and that details could be found at this web site:

<http://www.spawar.navy.mil/sandiego/technology/mammals/animals.html>

## New Business

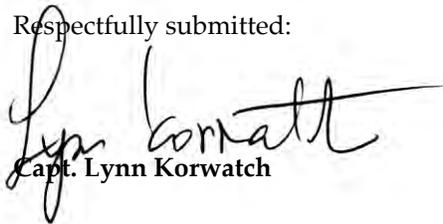
**Capt. McIsaac** asked whether the Coast Guard had been notified about a proposed Farallons to Bay swim. **Capt. Gugg** said that they were. **Keiper** asked if they were aware of shark season. **Capt. Gugg** said that they were aware of all the dangers and had safety boats. **Lt. Mausz** said that the event was for one woman and was scheduled for July 2.

## Next Meeting

**Smith** said that the next meeting of the HSC would convene at 1000, July 8, 2010 at the Harbor Master's Office, Port of Richmond, Richmond, California.

**Smith** adjourned the meeting at 1108.

Respectfully submitted:



Capt. Lynn Korwatch

**PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS**

**May-10**

**PORT SAFETY CATEGORIES**

**Total Port Safety (PS) Cases opened for the period: 14**

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

**MARINE POLLUTION RESPONSE**

**Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period 28**

**\* Source Identification (Discharges):**

**TOTAL VESSELS**

|                            |          |
|----------------------------|----------|
| U.S. Commercial Vessels    | <b>1</b> |
| Foreign Freight Vessels    | <b>0</b> |
| Public Vessels (Military)  | <b>0</b> |
| Commercial Fishing Vessels | <b>0</b> |
| Recreational Vessels       | <b>1</b> |

**TOTAL FACILITIES**

|   |          |
|---|----------|
| Regulated Waterfront Facilities                 | <b>0</b> |
| Regulated Waterfront Facilities - Fuel Transfer | <b>0</b> |
| Other Land Sources                              | <b>1</b> |

**OTHER SOURCES**

|                                    |           |
|------------------------------------|-----------|
| Mystery Spills - Unknown Sources   | <b>10</b> |
| Pollution Cases Requiring Clean-up | <b>2</b>  |
| Federally Funded Cases             | <b>2</b>  |

**TOTAL OIL DISCHARGE AND HAZARDOUS MATERIALS RELEASE VOLUMES BY SPILL SIZE CATEGORY: 50**

|                              |           |
|------------------------------|-----------|
| 1. Spills < 10 gallons       | <b>10</b> |
| 2. Spills 10 - 100 gallons   | <b>2</b>  |
| 3. Spills 100 - 1000 gallons | <b>0</b>  |
| 4. Spills > 1000 gallons     | <b>0</b>  |
| 5. Spills - Unknown          | <b>0</b>  |

**TOTAL OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES (GALLONS): 50**

|   |           |
|---|-----------|
| 1. Estimated spill amount from U.S. Commercial Vessels:                         | <b>25</b> |
| 2. Estimated spill amount from Foreign Frieght Vessels:                         | <b>0</b>  |
| 2. Estimated spill amount from Public Vessels:                                  | <b>0</b>  |
| 3. Estimated spill amount from Commercial Fishing Vessels:                      | <b>0</b>  |
| 4. Estimated spill amount from Recreational Vessels:                            | <b>15</b> |
| 5. Estimated spill amount from Regulated Waterfront Facilities:                 | <b>0</b>  |
| 6. Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer: | <b>0</b>  |
| 7. Estimated spill amount from Other Land Sources:                              | <b>0</b>  |
| 8. Estimated spill amount from Unknown sources:                                 | <b>10</b> |

**TOTAL PENALTY ACTIONS: 2**

|                                |          |
|--------------------------------|----------|
| Civil Penalty Cases for Period | <b>0</b> |
| Notice of Violations (TKs)     | <b>2</b> |
| Letters of Warning             | <b>0</b> |

## SIGNIFICANT PORT SAFETY AND SECURITY CASES

### MARINE CASUALTIES - PROPULSION/STEERING

**Marine Casualty- Equipment Failure, M/V AQUILA COLLEAGUE (02 May):** A COTP order was issued to the M/V AQUILA COLLEAGUE due to the weather conditions and slow speed of the vsl requiring a one tug escort with sufficient horsepower to escort the vsl from the demarcation line to Anchorage 9 in SF Bay. On 07 May, the Chief Engineer reported that a new cylinder liner had been installed in the main engine and a new electric motor on the blower. Main engine tests were conducted and the repairs were deemed satisfactory. COTP order was lifted. Case closed.

**Marine Casualty - Loss of Propulsion, Inspected Passenger Vsl (P/V) BAY ROCKET (05 May):** The P/V Bay Rocket departed from Pier 39 and while in transit towards the Bay Bridge the vsl experienced a malfunction with their port engine electronics. This malfunction resulted in a loss of propulsion. The onboard engineer was able to bring the port engine online and transit safely back to Pier 39. The Duty Marine Inspector issued a repair requirement to the Port Engineer with the Blue and Gold Fleet which was cleared on 16 May. Case closed.

**Marine Casualty- Loss of Propulsion, T/V CABO HELLAS (07 May):** While mooring at Tesoro Amorco facility in Martinez the T/V CABO HELLAS experienced a loss of propulsion due to three defective valves and a defective fuel injector on the main engine. A COTP order was issued requiring repair before departure. On 08 May, a satisfactory report regarding the main engine repair by the American Bureau of Shipping was submitted to the Sector Command Center (SCC). COTP order was lifted. Case closed.

**Marine Casualty- Loss of Propulsion, P/V PEKING DUCK (08 May):** The Amphibious DUWK vsl PEKING DUCK, operated by Bay Quackers, experienced a loss of propulsion while transiting to Pier 52 launch ramp from McCovey Cove with four persons on board. The cause of the loss of propulsion was due to a split in the water transfer case on the main shaft. The vsl was towed to Pier 52 launch ramp by one of the Ride the Duck boats. The SFPD marine unit was also on standby for the duration of the tow. The vsl was issued an repair requirement until inspection of the repairs were made by the CG. On 09 May, the Duty Marine Inspector reported a satisfactory inspection. Case closed.

**Marine Casualty- Personnel Injury, S/V SEAWARD (09 May):** While underway on a day cruise aboard the S/V SEAWARD, a passenger slipped and fell. The passenger reported pain in the leg, hip and head. The vsl returned to Sausalito and the passenger was transported to Kaiser Hospital in San Rafael. The crewmembers were directed to undergo drug and alcohol testing; all test results were negative. Case closed.

**Marine Casualty- Loss of Propulsion, M/V APL EXPERIENCE (20 May):** While operating in the Port of LA/LB, vsl experienced a loss of propulsion and required a one tug escort to enter SF COTP zone. Cause was determined to be a loss of fuel oil supply to the #1 and #2 pumps while operating on marine gas oil (MGO). On 22 May, the class survey report was submitted to the SCC stating repairs had been made to the suction filters for both pumps and the COTP order was lifted and the vsl transitted outbound on heavy fuel oil (HFO). Case closed.

**Marine Casualty- Loss of Propulsion, M/V MSC NATAL (23 May):** While exiting the Port of LA/LB the M/V MSC NATAL experienced a loss of propulsion as they were leaving the LA/LB offshore pilot station. Sector SF issued a COTP order requiring the vsl to have a one tug escort from Mile Rock to berth in Oakland. The vsl was to remain at berth until a classification society surveyor report was submitted. On 24 May, the class survey report stating repairs had been made to the emergency quick-closing valve was submitted to SCC and the COTP order was lifted. Case closed.

**Marine Casualty- Allision, Tug WESTERN RANGER struck San Pablo channel light (24 May):** The Tug WESTERN RANGER was towing the barge CHATHAM PROVIDER through San Pablo Bay when the stern of the barge struck Channel Light #12. The CGC Hawksbill assessed the damage to the aid and reported that the aid was leaning 15 degrees, platform was bent and the red lens knocked off which caused the light to flash white. Minimal damage was caused to the barge. Aids to Navigation Team SF corrected the lens casualty, but the aid will continue to lean until a construction contract can be awarded. Case closed.

**Marine Casualty- Fire onboard Inspected P/V SALTY LADY (26 May):** The charter P/V SALTY LADY with four people on board, experienced a main space fire which originated on the port engine. The crew successfully extinguished the fire without further assistance. Sta Golden Gate escorted the vsl to Clipper Yacht Harbor for a complete investigation into the cause of the fire. Case pends.

**Marine Casualty- Loss of Propulsion, T/V CHIMBORAZO (29 May):** While the vsl was preparing to anchor it was unable to restart its engines after attempting to shift from forward to astern propulsion. The pilot onboard dropped anchor early with no issues. The casualty was due to insufficient starting air. The vsl was issued a COTP order requiring a one tug escort for its outbound transit. The vsl is also required to have its starting air system inspected by a class surveyor prior to its next US visit. Case closed.

### VESSEL SAFETY CONDITIONS

NONE

### GENERAL SAFETY/SECURITY CASES

NONE

### NAVIGATIONAL SAFETY

**Navigation Safety- Letter of Deviation (LOD) AIS, Tug DELTA CAPTAIN (04 May):** Vsl was issued an LOD for transit within the SF Bay for an inoperable AIS. Upon repair the vsl Master submitted a technician report to the SCC. Case closed.

**Navigation Safety - LOD Inoperable Gyrocompass, M/V MICHIGANBORG (10 May):** Vsl was issued an inbound LOD for a malfunctioning gyrocompass allowing the vsl to transit to Anchorage 9. Tech report received on 12 May, stating that the gyrocompass has been repaired and the LOD was lifted allowing the vsl to depart Anchorage 9 enroute to Stockton. Case closed.

**Navigation Safety - LOD AIS, M/V CCNI ROTTERDAM (11 May):** The vsl was issued an inbound and outbound LOD for a malfunctioning AIS. The vsl required parts shipped to Los Angeles, CA. The vsl's departed Sector SF AOR on 12 May and Sector LA/LB was notified of the vsl's next port of call intentions. Case closed.

**Navigation Safety- LOD Steering Gear Casualty, T/V JAG LYALL (19 May):** The vsl was issued an inbound LOD for inoperative number one steering gear operation, requiring the vsl to have a live watch in the steering gear space and a one tug escort to berth in Benicia. On 24 May, the class survey report confirmed that the installation of a new amplifier circuit board provided the proper repair to the primary steering gear; LOD was lifted. Case closed.

### SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

25 gallons of hydraulic oil was released from the Golden Gate Ferry at Pier 1 in San Francisco. The vsl was issued an NOV (Notice of Violation) and NOFI (Notice of Federal Interest).

15 Gallons of diesel fuel were discharged from the Recreational Vsl GYPSY in Pillar Point. The Oil Spill Liability Trust Fund was open in the amount of \$40,000 to clean the oil and the owner was issued an NOV.

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

**Report of the  
U.S. Army Corps of Engineers, San Francisco District  
June 10, 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 is dredging the Main Ship Channel. Dredging began on June 2 and will continue until at least June 16.
- 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. No change.
- c. **Richmond Inner Harbor** – Has been dredged to -38 feet MLLW. Post-dredge survey has not yet been scheduled. No change.
- d. **Oakland O & M Dredging** - Conditions surveys have been completed. Dredge volumes are being calculated. Dredging is scheduled for August.
- e. **Suisun Bay Channel** – Bid opening scheduled for July 2.
- f. **Pinole Shoal** – To be dredged in conjunction or just following the dredging of the Main Ship Channel. There are environmental issues to be coordinate with the wildlife agencies.
- 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 May 2010 was 22 tons: Raccoon only had 15 tons Grizzly had 7 tons. The reason being us crew were Bringing the M/V John Dillard down the coast from Seattle to SF Bay.

|           |        |        |       |     |  |  |  |  |  |
|-----------|--------|--------|-------|-----|--|--|--|--|--|
|           |        |        |       |     |  |  |  |  |  |
| 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  |  |  |  |  |  |
| May       | 7      | 15     |       | 22  |  |  |  |  |  |
| Totals    | 110.50 | 695.00 | 39.50 | 846 |  |  |  |  |  |
|           |        |        |       |     |  |  |  |  |  |

### 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. **No change.**

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. **No change.**

### 6. HYDROGRAPHIC SURVEY UPDATE

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

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

Main Ship Channel: Survey completed in March 2010 has been posted.

Pinole Shoal: The **pre-dredge survey of May 24, 27-28, 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 **June 3, 2010** survey has been posted.



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Harbor Safety Committee of the  
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## San Francisco Clearinghouse Report

June 10, 2010

- ✎ In May the clearinghouse notified OSPR one time regarding a possible escort violation.
- ✎ In May the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ✎ The Clearinghouse has contacted OSPR 3 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 May there were 118 tank vessels arrivals; 8 Chemical Tankers, 17 Chemical/Oil Tankers, 22 Crude Oil Tankers, 2 LPG's, 24 Product Tankers, and 45 tugs with barges.
- ✎ In May there were 318 total arrivals.

# San Francisco Bay Clearinghouse Report For May 2010

## San Francisco Bay Region Totals

|  | <u>2010</u> |        | <u>2009</u> |        |
|--|-------------|--------|-------------|--------|
| Tanker arrivals to San Francisco Bay           | 73          |        | 72          |        |
| Barge arrivals to San Francisco Bay            | 45          |        | 41          |        |
| Total Tanker and Barge Arrivals                | 118         |        | 113         |        |
| Tank ship movements & escorted barge movements | 380         |        | 369         |        |
| Tank ship movements                            | 219         | 57.63% | 210         | 56.91% |
| Escorted tank ship movements                   | 95          | 25.00% | 98          | 26.56% |
| Unescorted tank ship movements                 | 124         | 32.63% | 112         | 30.35% |
| Tank barge movements                           | 161         | 42.37% | 159         | 43.09% |
| Escorted tank barge movements                  | 71          | 18.68% | 72          | 19.51% |
| Unescorted tank barge movements                | 90          | 23.68% | 87          | 23.58% |

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

Escorts reported to OSPR 1 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          | 231           |          | 357           |          | 0             |          | 160           |          | 748          |          |
| Unescorted movements     | 144           | 62.34%   | 213           | 59.66%   | 0             | 0.00%    | 81            | 50.63%   | 438          | 58.56%   |
| Tank ships               | 70            | 30.30%   | 91            | 25.49%   | 0             | 0.00%    | 37            | 23.13%   | 198          | 26.47%   |
| Tank barges              | 74            | 32.03%   | 122           | 34.17%   | 0             | 0.00%    | 44            | 27.50%   | 240          | 32.09%   |
| Escorted movements       | 87            | 37.66%   | 144           | 40.34%   | 0             | 0.00%    | 79            | 49.38%   | 310          | 41.44%   |
| Tank ships               | 45            | 19.48%   | 60            | 16.81%   | 0             | 0.00%    | 43            | 26.88%   | 148          | 19.79%   |
| Tank barges              | 42            | 18.18%   | 84            | 23.53%   | 0             | 0.00%    | 36            | 22.50%   | 162          | 21.66%   |

### 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.

# San Francisco Bay Clearinghouse Report For 2010

## San Francisco Bay Region Totals

|  | <u>2010</u> |        | <u>2009</u> |        |
|--|-------------|--------|-------------|--------|
| Tanker arrivals to San Francisco Bay           | 320         |        | 758         |        |
| Barge arrivals to San Francisco Bay            | 188         |        | 455         |        |
| Total Tanker and Barge Arrivals                | 508         |        | 1,213       |        |
| Tank ship movements & escorted barge movements | 1,644       |        | 4,076       |        |
| Tank ship movements                            | 942         | 57.30% | 2,314       | 56.77% |
| Escorted tank ship movements                   | 422         | 25.67% | 1,069       | 26.23% |
| Unescorted tank ship movements                 | 520         | 31.63% | 1,245       | 30.54% |
| Tank barge movements                           | 702         | 42.70% | 1,762       | 43.23% |
| Escorted tank barge movements                  | 330         | 20.07% | 778         | 19.09% |
| Unescorted tank barge movements                | 372         | 22.63% | 984         | 24.14% |

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

Escorts reported to OSPR 3 8

| <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          | 1,008         |          | 1,568         |          | 0             |          | 691           |          | 3,267        |          |
| Unescorted movements     | 629           | 62.40%   | 929           | 59.25%   | 0             | 0.00%    | 353           | 51.09%   | 1,911        | 58.49%   |
| Tank ships               | 298           | 29.56%   | 412           | 26.28%   | 0             | 0.00%    | 166           | 24.02%   | 876          | 26.81%   |
| Tank barges              | 331           | 32.84%   | 517           | 32.97%   | 0             | 0.00%    | 187           | 27.06%   | 1,035        | 31.68%   |
| Escorted movements       | 379           | 37.60%   | 639           | 40.75%   | 0             | 0.00%    | 338           | 48.91%   | 1,356        | 41.51%   |
| Tank ships               | 216           | 21.43%   | 297           | 18.94%   | 0             | 0.00%    | 176           | 25.47%   | 689          | 21.09%   |
| Tank barges              | 163           | 16.17%   | 342           | 21.81%   | 0             | 0.00%    | 162           | 23.44%   | 667          | 20.42%   |

### 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.



## CALIFORNIA STATE LANDS COMMISSION

### HARBOR SAFETY COMMITTEE MONTHLY REPORT - MAY COMPARISON

#### VESSEL TRANSFERS

|                  | Total Transfers | Total Vessel Monitors | Total Transfer Percentage |
|------------------|-----------------|-----------------------|---------------------------|
| MAY 1 - 31, 2009 | 240             | 125                   | 51.87                     |
| MAY 1 - 31, 2010 | 247             | 111                   | 44.94                     |

#### CRUDE OIL / PRODUCT TOTALS

|                  | Crude Oil ( D ) | Crude Oil ( L ) | Overall Product ( D ) | Overall Product ( L ) | GRAND TOTAL |
|------------------|-----------------|-----------------|-----------------------|-----------------------|-------------|
| MAY 1 - 31, 2009 | 13,404,108      |                 | 18,041,265            | 10,489,769            | 28,531,034  |
| MAY 1 - 31, 2010 | 13,461,500      | 300,000         | 20,901,008            | 11,127,352            | 32,028,360  |

#### OIL SPILL TOTAL

|                  | Terminal | Vessel | Facility | Total | Gallons Spilled |
|------------------|----------|--------|----------|-------|-----------------|
| MAY 1 - 31, 2009 | 0        | 0      | 0        | 0     | 0               |
| MAY 1 - 31, 2010 | 1        | 0      | 0        | 1     | Other - > 1 gal |

\*\*\* 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-San Francisco Bay Region

## ARB OGV Clean Fuel Rule Update



Oakland  
June 10, 2010

California Environmental Protection Agency

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Air Resources Board

# ARB OGV Clean Fuel Rule Essential Modifications Exemption Applications Summary\*

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Total number of applications received: 458 vessels

Number of applications pending: 29 vessels

Total number of applications completed: 429 vessels

Number of completed applications approved: 373

Number of completed applications  
with partial approvals: 56 vessels\*\*

**\*Summary from July 1, 2009 to June 5, 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 |
| May 2010                          | 2 |
| Noncompliance Fees                |   |
| From July 1, 2009 to May 31, 2010 | 2 |

\*Summary from July 1, 2009 to May 31, 2010

# ARB OGV Clean Fuel Rule Contact Information

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To: Harbor Safety Committee of the San Francisco Bay Region  
Date: 10 June 2010  
Subject: **Updated Harbor Safety Plan**  
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The state's Harbor Safety Committees are required to review and update their plans on an annual basis, and to submit the approved plan to the Administrator of the Office of Spill Prevention and Response. The Administrator accepts or does not accept the revised Safety Plan.

This year, other than revising the Executive Summary to reflect the Committee's activities since March 2009, and the list of Work Group Chairs, no substantive changes were made to the body of the *San Francisco, San Pablo and Suisun Bays Harbor Safety Plan* text. The Executive Summary is enclosed with your meeting packet.

Additionally, a new Best Maritime Practice adopted by the HSC during the May meeting that addresses bunkering at Port of Oakland Berths 35, 37 and 55-59 will be reflected in Appendix A. This and other revised appendices will be included in the mailed plan upon the OSPR Administrator's acceptance of the Plan:

1. Appendix B: Membership of the HSC
2. Appendix E: Annual Work Reports
3. Appendix F: Tug Escort Violations Summary for 2009
4. Appendices G, H and I: Clearing House reports for 2009
5. Appendix K: Sites of P.O.R.T.S. Instruments
6. Appendix L: Bridge Inventory
7. Appendices M and N: USCG Bay Port Safety and Pollution Statistics for 2009
8. Appendix O: SLC Waterborne Petroleum Statistics for 2009



## **Executive Summary 2009/2010**

The Harbor Safety Committee of the San Francisco Bay Region is concerned with navigational security and environmental issues that impact the Bay Region and ocean approaches to the Bay. This year the focus of preventing accidents began with the marked increase in vessel propulsion failures reported by the Coast Guard when the California Air Resources Board (ARB) on July 1, 2009 required ocean-going vessels to switch to low sulfur fuel within 24 nautical miles of the California coast. In August, the Committee hosted a public meeting with ARB staff; over 70 representatives from California and the Pacific Coast attended. As a result, ARB widely promulgated exemption provisions; the Coast Guard tracked coastwise propulsion failures where there was a probable cause of switching to low sulfur fuel; ARB agreed to convene maritime experts to analyze the data, determine root causes and make recommendations; and the Harbor Safety Committee discussed Vessel Operating Procedures to prevent propulsion failures.

During 2009-2010:

- The Tug Work Group developed best practices for bunker barges transferring cargo to ships moored at Port of Oakland berths 35, 37 and 55 through 59. These best practices will increase the safety measures when container ship traffic transits by these berths when bunkering barges are transferring cargo to ships moored at these berths. With the San Francisco Marine Exchange, the group developed the Marine Safety Information Website, to act as a share-point for industry to share safety pertinent information, e.g., lessons learned and safety articles. The group also worked on addressing concerns of tankers calling SF Bay with Hard Point Strengths that are underrated for the braking force of the tugs.
- The Navigation Work Group convened a special meeting to bring together all parties affected by the new Low Sulfur Fuel Oil regulation. Heavily attended, stakeholders from all over the country met to discuss issues involved with this regulation. The work group continued to focus on this critical topic. Additionally, the group worked with the Tug Group in drawing up a document that developed best practices for vessels bunkering while alongside vessels at Oakland Berths 35, 37 and 55-59. The Navigation group also drafted a letter to the USCG regarding flat tows that transit any bridge in SF Bay.
- The Ferry Operations Work Group completed and produced the maneuvering zone routes on nautical charts, and completed a final draft of Best Practices in Limited Visibility and Rough Weather for small passenger ferries.

- The Prevention Through People Work Group published 5,000 copies of an updated "Where The Heck Is Collinsville" brochure and began its distribution. The group also distributed Hoax "Mayday" calls brochures and posters, continued distribution of the "Rule 9 & 5" brochure and determined needed updates for the video "Sharing the Bay" for future distribution.
- The Physical Ocean Real Time System (PORTS) Work Group Obtained funding for the San Francisco PORTS operations and maintenance to be administered by the Marine Exchange through an agreement with OSPR through June 2010. The groups also obtained a Governor's grant of \$230,000 to add and enhance PORTS sensors and stations as a result of the *Cosco Busan* incident, to be expended before December 31, 2010. All new sensors and stations will be installed by late October 2010, including Pittsburg, Oakland and Richmond.
- The Dredge Issues Work Group worked closely with the U.S. Army Corps of Engineers to develop a realignment of the North Bay Shipping Channel to more closely follow the natural bathymetric contours of the Bay.

## Best Maritime Practices

**Background.** The container ship Cosco Busan allided with the Oakland Bay Bridge November 7, 2007, releasing approximately 53,000 gallons of fuel oil. Shortly afterward Governor Schwarzenegger issued a directive to investigate and make recommendations on the navigational and operational aspects of the Cosco Busan allision. The HSC was assigned this task by OSPR. HSC Work Groups discussed the issues at length, and based on facts known of the incident at the time, developed recommendations to improve vessel transit in the Bay. The findings and recommendations developed by the Harbor Safety Committee in light of the allision covered a number of topics, some of which are now included in the Harbor Safety Plan.

Additionally, prior to the Cosco Busan incident, OSPR directed the five Harbor Safety Committees in California to adopt Best Maritime Practices for each harbor to ensure that vessels in transit will be aware of the guidelines of operation in California harbors, to be incorporated into each Harbor Safety Plan. During 2008 and early 2009, the S.F. Harbor Safety Committee developed a number of Best Maritime Practices (“BMPs”) for safe navigation in the San Francisco Bay Region. These guidelines, summarized below, provide important information necessary for safe, reliable and environmentally sound vessel movements in and around San Francisco Bay. The BMPs also are available on the Marine Exchange website: [www.sfmex.org/support/hsc/introhscbestpractices.htm](http://www.sfmex.org/support/hsc/introhscbestpractices.htm).

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## **SAFE BUNKERING OPERATIONS ALONGSIDE OAKLAND BERTHS 35, 37 and 55-59**

The following best practices are in addition to “Recommended Best Practices for Safe Bunkering Operations Alongside Cargo Vessels”.

1. Prior to arrival of the bunker barge alongside the receiving vessel, the tug captain or mate will contact the Marine-Exchange for arrival and departure information for all vessels transiting OOH (Oakland Outer Harbor) or OIH (Oakland Inner Harbor) over the intended duration of the transfer.
2. Following arrival, the tug captain or mate will notify Vessel Traffic to request all vessels to proceed slowly and with caution when passing the bunker barge. (Not to be confused with a minimum wake).
3. The tug will monitor VHF channels 13 and 14 and the channel agreed to in paragraph 6 at all times during the transfer.
4. Tug will remain made fast to the barge at all times during the bunker transfer. The tug will be standing-by with engines running and with a licensed officer in the (operating) wheelhouse when vessels are transiting the immediate area.
5. A minimum of 2 headlines, 2 spring lines and 2 stern lines will be used to secure the tug/barge unit to the vessel. One bow and one stern line will be from the offshore cleat, bitt or chock of the barge.
6. In order to provide direct communications with the barge and tug, the barge or tug will provide the receiving vessel with a walkie talkie for the ship’s watch stander who will be stationed at the manifold area to tend the hose and lines.
7. Tug Captain or Mate will obtain from the Pilot Dispatcher the name and unit number of each pilot on vessels transiting the area for possible direct communications. (Pilot list is a useful tool for gathering transit information).
8. Bunker transfer operations will cease when vessels are transiting the immediate area in OOH and OIH.
9. A second man will be stationed on the barge when vessels are transiting the immediate area in OOH and OIH.
10. The pilot of the vessel transiting the area of concern will contact the tug standing by the barge on VHF channel 13 to confirm that the measures noted above have all been met and that the tug is standing by.