

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 9, 2011

Exhibit Room, Port of Oakland, Oakland, California

Joan Lundstrom, Chair of the Harbor Safety Committee of the San Francisco Bay Region (HSC), San Francisco Bay Conservation and Development Commission (BCDC); called the meeting to order at 1007. **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: **Ron Chamberlain** (M), Port of Benicia; **Capt. John Cronin** (M), Matson navigation; **Lt. Col. Torrey DeCiro**, United States Army Corps of Engineers (USACE); **Capt. Noapose Fotu** (A), National Cargo Bureau; **Capt. Bruce Horton** (A), San Francisco Bar Pilot (Bar Pilots); **Carol Keiper** (M), Oikonos Ecosystem Knowledge; **Capt. Jonathan Mendes** (M), **William Needham** (A), National Boating Federation; **Walt Partika** (A), Foss Maritime; **Chris Peterson** (M), Port of Oakland; **Capt. Ray Shipway** (A), International Organization of Masters, Mates, & Pilots; **Capt. Cynthia L. Stowe**, United States Coast Guard (USCG); **Gerry Wheaton**, National Oceanographic and Atmospheric Administration (NOAA);

Alternates present, and those reporting to the HSC on agenda items: **Bob Chedsey**, California State Lands Commission (State Lands); **Capt. Jeff Cowan**, California Office of Spill Prevention and Response (OSPR), **Jessica Burton Evans**, USACE; **Capt. Jack Going** (A), BayDelta Maritime; **Heather Kerkering**, Central & Northern California Ocean Observing System (CeNCOOS); **Lt. Simone Mausz**, USCG; **William Nixon** (A), Transmarine Navigation; **Scott Schaefer**, OSPR; **Linda Scourtis** (A), BCDC, **Deb Self** (A), San Francisco Bay Keeper; **Shelah Sweatt**, USACE;

The meetings are always open to the public.

Approval of the Minutes

There were no corrections to the minutes of the meeting of May 12. A motion to accept the minutes was made and seconded. It passed without discussion or dissent.

Comments by the Chair – Lundstrom

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▪ **Lundstrom** said this would be her last meeting after seven years as chair and nineteen years as a member. **Lundstrom** said that the HSC was her favorite group out of all the public bodies she had served on by election or appointment. **Lundstrom** said that she learned many new and interesting things to go along with the sense of accomplishment over the very successful initiatives of the HSC over the years. Some of the issues had been difficult and provocative, but the HSC had worked through them with openness and the spirit of cooperation. In addition to the thorny issues, the HSC had cooperated on a variety of educational endeavors to improve safety and had created educational materials that were a

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model for other regions. **Lundstrom** said that that spirit of cooperation had made this HSC a fine example to others around the country and had twice been recognized as HSC of the Year by the Coast Guard. **Lundstrom** thanked one and all for making the HSC what it is. **Lundstrom** said that she was looking forward to marriage, travel, Fleet Week, and annual invitations to the Marine Exchange May Day Party and Bar Pilot Christmas Party.

- **John Berge**, (M), Pacific Merchant Shipping Association (PMSA) would chair the July meeting. There was no August meeting scheduled, so **Schaefer** would have until the September meeting of the HSC to appoint a new chair. **Jim McGrath**, BCDC, had been appointed to fill the rest of her term.

Coast Guard Report – Capt. Stowe

- **Capt. Stowe** introduced **Capt. Mathew Bliven**, USCG, who has been added to Sector San Francisco staff to coordinate planning for the America's Cup events. He was scheduled to give a brief on the status of planning for the events at the July 14, 2011 meeting of the HSC. Boats were scheduled to arrive for testing in the Bay the third week of June.
- **Lt. Mausz** read from a report that is attached to these minutes.

Keiper asked whether the source of debris that affected the *Polar Endeavor* had been identified. **Lt. Cmdr. Ken Kostecki** said that it was something small and could have been anything including metal particles or carbonized fuel from the engine.

- **Capt. Stowe** presented the Coast Guard's Meritorious Public Service Award to **Lundstrom**. There was a standing ovation and round of applause.

US Army Corp of Engineers Report – Lt. Col. DeCiro

- **Lt. Col. DeCiro** introduced **Ken Danielson**, head of debris removal, **Burton Evans**, dredge material project manager, and **Sweatt**, dredge material project manager.
- There had been no changes to the President's budget for 2012.
- **Burton Evans** explained the graphical report on the dredge schedule for fiscal year 2011 that is attached to these minutes.
- **Sweatt** read from a report on ongoing dredge projects, debris removal, and survey results that is attached to these minutes.

Capt. Pete Bonnebaker, ConocoPhillips, asked whether our area was up for emergency funding similar to what was happening on the Mississippi. **Lt. Col. DeCiro** said that there would be no emergency funds since there was no data to show that local siltation was effected by spring runoff levels.

Jim Haussener, California Marine Affairs and Navigation Conference (CMANC), asked whether the companies receiving small business set-aside contract had the dredge capacity to complete the contract they received. **Lt. Col. DeCiro** said that the USACE was satisfied they had the capacity. **Capt.**

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Bonnebaker asked what the definition of a small business was. **Lt. Col. DeCiro** said that the USACE followed the guidelines established by the Small Business Administration.

Lundstrom thanked the USACE for their new report on the dredge schedule.

Clearing House Report – Steinbrugge

- **Steinbrugge** read from a report that is attached to these minutes.
- **Steinbrugge** presented **Lundstrom** with a plaque of appreciation from the Marine Exchange. **Steinbrugge** also gave **Lundstrom** a certificate of appreciation from **Rep. George Miller, D-CA**.

OSPR Report – Schaefer

- The OSPR budget had been cut by eighteen percent. The coming year will be smoothed because the state will be repaying a loan but the deficit will be structural going forward. While they are taking steps to reduce costs, responder will still have cell phones and vehicles.
- OSPR remains committed to a higher level of monitoring fuel transfers at Anchorage 9. They were soon to begin working with companies to check their ability to deploy boom in the required amount of time. OSPR will monitor drills or training to achieve that goal.
- **Schaefer** thanked the Los Angeles/Long Beach and Bay Area HSC for their efforts on establishing best practices for fuels transfer operations. The idea of updating the training video for local operations is now being discussed by the Pacific States British Columbia Oil Spill Task Force so that operators will have a common protocol to train for on the West Coast. Regulations to require face-to-face meeting before fuel transfers are being considered.
- National Response Corporation had recently completed a successful deployment drill. California is the only state that has a deployment requirement in addition to a planning requirement.
- The large number of propulsion failures that seem to have fuel-switching as their base cause remains a top concern. HSC's from Oregon and Washington ports will be invited to the next summit of California HSC's since they will soon be dealing with fuel-switching.
- California Senate Bill 584 had not made it out of committee yet, SB 584 would allow the Oiled Wildlife Care Network to tap the Oil Spill Prevention and Administration Fund in the State Treasury for uses other than are currently allowed.
- California Assembly Bill 1112 had passed the Assembly and gone to the Senate. Along with certain regulatory changes the bill would increase the assessment on petroleum crude and product to eight cents a barrel and increase the fee on non-tank vessels to three thousand dollars when certificates of financial responsibility are renewed.
- **Schaefer** presented **Lundstrom** with a Resolution of Appreciation from **John McCamman**, Director of the Department of Fish and Game of which OSPR is a part. There was a round of applause.

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Lundstrom asked whether OSPR had been working with the California Air Resources Board (ARB) on the continuing loss of propulsion problems. **Capt. Cowan** said that they were getting regular updates on the number of incidents. **Schaefer** said that they do get regular calls from their counterparts at ARB.

NOAA Report – Wheaton

- **Gary Locke**, currently Secretary of the Department of Commerce (which NOAA is housed in) has been nominated to be the next Ambassador to China. **John Bryson** has been nominated to replace him.
- **Carl Kraemer**, NOAA, who is working on an update to current information, has requested a meeting with local users. **Kraemer** was scheduled to be in town between July 22 and 25.
- Best practices from the Los Angeles/Long Beach HSC have been published in *Coast Pilot 7* and will soon be included in *Sailing Directions*. **Wheaton** encouraged the Bay Area HSC to follow suit.
- **Wheaton** thanked **Lundstrom** for her service on the HSC. He said that **Lundstrom** had been a pleasure to work with and was a good friend to NOAA.

Haussener said that the National Ocean Council would be holding a listening session in San Francisco as part of its drafting a strategic action plan. The site had yet to be determined

State Lands Report – Chedsey

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

Air Resources Board (ARB) Report –

- **Lundstrom** said that their usual report would be attached to these minutes.

Discuss expanding the representative membership of the HSC – Lundstrom

- **Lundstrom** said that she had been approached by several members of the HSC to suggest expanding the number of seats on the HSC to include a representative from a maritime information exchange. She said that the California Code that governs the makeup of HSC allows them to petition the OSPR Administrator to increase the number and type of maritime representatives on their committee. A vote on whether to support such a position would be scheduled for the July meeting of the HSC.

Capt. Stowe said that the Marine Exchange would be a valuable addition to the membership of the HSC. **Ted Mar**, OSPR, said that the Marine Exchange currently served under contract to provide secretariat services to the HSC. **Schaefer** said that OSPR ran the contract rather than the HSC.

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Tug Work Group – Capt. Mendes

- They have been working with their counterparts from the Los Angeles/Long Beach HSC and the product of their effort was out for comment. They expect to have a document to vote on by the July meeting.
- The creator of the Washington video on best practices for fuel transfers was in attendance to collect comments on the video. The work group supports the concept of a coast-wise video.
- The work group will continue to work on local best management practices specific to our region. They will be reviewing best practices for transfer operations in the Oakland outer harbor because ships of much wider beam are expected to begin calling there.

Navigation Work Group – Capt. Horton

- They had held their last meetings with the Physical Oceanographic Real Time System (PORTS) / Dredge Issues Work Group to discuss fog sensors. They were unable to offer an educated opinion on the sensors and have requested briefings from manufacturers to learn more about their capability and reliability.
- **Capt. Horton** presented an engraved plate and two life-time free admissions to the Bar Pilot Christmas Party to express the Bar Pilots appreciation and thanks for **Lundstrom's** efforts on the HSC. There was a round of applause.

Ferry Operation Work Group –

- There was nothing to report.

Dredge Issues and PORTS Work Groups –

- There was nothing to report.

Prevention through People Work Group – Needham

- There was nothing to report.

Plan Update Work Group – Scourtis

- **Scourtis** reviewed updates to the Harbor Safety Plan that are attached to these minutes. They included minor changes to language for the purpose of clarity and accuracy, required revision of data in the appendixes, revisions of the Executive Summary, and inclusion of underkeel clearance requirement and a description of the anchoring scheme being tested at Anchorage 9.

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There was no discussion of the changes. A motion to accept the updates to the Harbor Safety Plan was made and seconded. It passed unanimously.

Lundstrom said that the updated plan would be available on line at the Marine Exchange web site. She said that it was an important working document for the region and cited the example of the National Transportation Safety Board referring to the document in their evaluation of the *COSCO Busan's* allision with the Bay Bridge.

PORTS Report – Steinbrugge

- Sensors installed at Oakland, Rodeo, and Pittsburg were online and being vetted by NOAA.
- Sensors for AMORCO and Avon are scheduled for autumn.
- The search for a second sensor site on the San Francisco water front continues. The sensor at Pier 1 was online and being vetted by NOAA.
- The sensor at the Union Pacific Railroad Drawbridge continued to be problematic.

Public Comment

Michael Nerney, Port of San Francisco, present a plaque of appreciation to Lundstrom from the Port of San Francisco. There was a round of applause.

Hausener thanked the HSC and those present for their support of House and Senate Bills requiring full and equitable expenditure of funds collected for the Harbor Maintenance Trust Fund. He asked everyone interested to stay in touch with their senators and representatives.

Kerkering reported that the Central and Northern California Ocean Observation System (CeNCOOS) was in preliminary discussions with the Exploratorium science museum to locate sensors and data visualization products at their new facility at Piers 15 and 17 on the San Francisco waterfront. **Kerkering** said that funding for the Integrated Ocean Observation System (IOOS) would be limited in the coming months. She asked those with an interest to contact their senators and representatives. **Lundstrom** said that she would ask **Berge** to list that item on the agenda for July to discuss how harbor safety could be affected by the loss of funding and diminution of IOOS funding.

Old Business

Lundstrom said that she would leave a laundry list of tasks facing the HSC for **Berge** and her eventual successor as chair.

New Business

There was none.

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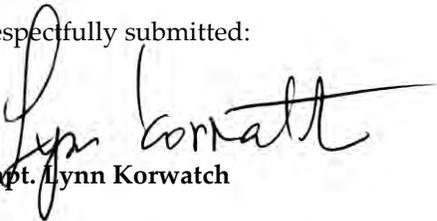
Next Meeting

Lundstrom said that the next meeting of the HSC would commence at 1000, Thursday July 14 at the Port of Richmond's Harbormaster's Office.

Adjournment

Lundstrom gaveled her last meeting to a close at 1140. There was a round of applause.

Respectfully submitted:



Capt. Lynn Korwatch

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

May-11

PORT SAFETY CATEGORIES

1. Total Number of Port State Control Detentions for period:	0
SOLAS (0), MARPOL (0), ISM (0), ISPS (0)	
2. Total Number of COTP Orders for the period:	6
Navigation Safety (4), Port Safety & Security (2), ANOA (0)	
3. Marine Casualties (reportable CG 2692) within SF Bay: Allision (1), Collision (2), Fire (0), Grounding (0), Sinking (0), Steering (1), Propulsion (6), Personnel (0), Other (0), Power (1)	11
4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation: Radar (3) Gyro (1), Steering (0), Echo sounder (0), AIS (1), AIS-835 (0), ARPA (0), SPD LOG (0), R.C. (0), Other (0)	5
5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay: None	0
6. Significant Waterway events or Navigation related cases for the period: None	0
7. Maritime Safety Information Bulletins (MSIBs): None	0
Total Port Safety (PS) Cases opened for the period:	22

MARINE POLLUTION RESPONSE

* Source Identification (Discharges):

TOTAL VESSELS	4
U.S. Commercial Vessels	1
Foreign Freight Vessels	0
Public Vessels	0
Commercial Fishing Vessels	0
Recreational Vessels	3
TOTAL FACILITIES	1
Regulated Waterfront Facilities	0
Regulated Waterfront Facilities - Fuel Transfer	0
Other Land Sources	1
Mystery Spills - Unknown Sources	2
Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period	7
1. Spills < 10 gallons	7
2. Spills 10 - 100 gallons	0
3. Spills 100 - 1000 gallons	0
4. Spills > 1000 gallons	0
5. Spills - Unknown	0
TOTAL OIL DISCHARGE AND HAZARDOUS MATERIALS RELEASE VOLUMES BY SPILL SIZE CATEGORY:	7
1. Estimated spill amount from U.S. Commercial Vessels:	10
2. Estimated spill amount from Foreign Freight Vessels:	0
2. Estimated spill amount from Public Vessels:	0
3. Estimated spill amount from Commercial Fishing Vessels:	0
4. Estimated spill amount from Recreational Vessels:	9
5. Estimated spill amount from Regulated Waterfront Facilities:	0
6. Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer:	0
7. Estimated spill amount from Other Land Sources:	0.5
8. Estimated spill amount from Unknown sources:	0
TOTAL OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES (GALLONS):	19.5
Civil Penalty Cases for Period	0
Notice of Violations (TKs)	0
Letters of Warning	3
TOTAL PENALTY ACTIONS:	3

SIGNIFICANT PORT SAFETY AND SECURITY CASES (May 2011)**MARINE CASUALTIES - PROPULSION/STEERING**

Loss of Steering, M/V CSL CABO, (06 May): Suffered a brief loss of steering while approaching Anchorage 5 at 2 kts speed. Class surveyor and CG marine inspectors tested steering system and were unable to recreate the failure. System passed all tests and vessel was cleared to depart. Case pends.

Loss of Propulsion, T/V HELLESPONT PROMISE (06 May): While the vessel was in the process of anchoring, it failed to respond to an astern bell. The propulsion system was restored approximately two minutes later. Classification society attended vessel and determined loss due to an automation procedure error where the vessel attempted multiple engine commands without allowing system to reset between commands. Incident was not found to be fuel switching related. Case Pends.

Loss of Fuel Pressure and Grounding, M/V ADRIATIC PEARL (08 May): While transiting from Sacramento, CA to Stockton, CA, vessel experienced a drop in fuel pressure. Pilot and Master decided to safely anchor to locate problem before vessel completely lost fuel pressure and propulsion. Vessel grounded while anchored and was unable to get off embankment under it's own power. Vessel did get underway with tug assist and Vessel was surveyed by Class for damages after grounding as well as engine and fuel system. No damage resulted from grounding. Class was unable to determine cause for loss of fuel pressure. All systems tested SAT and vessel allowed to depart. Case pends.

Collision, TUG POINTE VINCENTE and T/B FDH 35-1 (11 May): While shifting tow arrangement, the tug's bow impacted the port skeg of barge causing damage to both vessels. Collision caused by wind and current setting the barge into the tug. No injuries nor pollution. Case pends.

Loss of Propulsion, T/V OVERSEAS ANACORTES (12 May): Vessel experienced a loss of propulsion while conducting pre-arrival engine tests offshore on MGO. It was discovered that recent fuel received in LA/LB was not within acceptable specifications for use in propulsion diesel engines. Vessel switched to HFO and safely transited the port. Case pends

Loss of Propulsion, M/V POLAR ENDEAVOUR (13 MAY): One of Vessel's two main propulsion engines experienced a fuel pump problem and the chief engineer shut down the port engine. The Chief Engineer shut down the port engine because the #7 cylinder fuel pump was making unusual noise. Investigations found a small piece of debris was sucked into the pump causing the plunger to stick. Vessel capable of operating on one engine and was allowed to enter with a tug assist. Fuel pump was replaced and tested SAT. Vessel departed on both engines. Incident not directly attributed to fuel switching. Case Pends.

Loss of Propulsion, T/V SEA VOYAGER (14 May): Vessel experienced a reduction of propulsion while enroute to Anchorage 9. The Main Engine Unit No. 2 Exhaust Temp deviation alarm was triggered which led to a slow down of the M/E during maneuvering. The cause was puncture valve leakage at the No 2. cylinder. Valve replaced and vessel allowed to depart. Not directly attributed to fuel switching. Case Pends

Allision, M/V ZELINSKY (21 May): The ferry vessel allided with the dock at Pier 39. The starboard bridge wing controls did not respond because the Master did not put the port bridge wing controls in neutral before shifting to the starboard bridge wing. Without control the ferry allided with the dock causing damage to the dock and port and starboard bows above the waterline at the rub rails. Case pends.

Loss of Electrical Power, P/V CALIFORNIA HORNBLOWER (22 May): Vessel sustained a loss of electric power. The ship service generator shut down on a low pressure fuel alarm and shut down. The vessel shifted to the other generator and safely completed run. The incident was due to the fuel pump failing. Fuel pump was replaced and engine tested SAT. Vessel placed back in service. Case pends.

Collision, M/V BAY MONARCH, (22 May): The vessel struck an unknown submerged object just south of Tiburon, California. As a result of the contact with the submerged object, the BAY MONARCH sustained damage to the port propeller/shaft and experienced a subsequent loss of thrust on the port shaft. Vessel being drydocked. Case pends.

Loss of Propulsion, M/V SIDER PINK (23 May): While attempting to get underway from Anchorage 9, vessel experienced a malfunction with an start air valve to the main engine and was unable to start the engine. After making repairs to air start system the vessel was still unable to start properly due to low sulfur fuel. Once system was up and running properly, vessel was allowed to depart with a tug assist. Case Pends.

VESSEL SAFETY CONDITIONS

none

GENERAL SAFETY CASES

none

NAVIGATIONAL SAFETY

Letter of Deviation (LOD) X-Band Radar, T/V OVERSEAS GOLDMAR (02 May): Vsl issued an inbound and outbound LOD.

Letter of Deviation (LOD) S-Band Radar, T/V FRONT PRIDE (06 May): Vsl issued inbound LOD.

Letter of Deviation (LOD) Gyrocompass, M/V CSAV ITAIM (05 May): Vsl issued an inbound and outbound LOD.

Letter of Deviation (LOD) Automatic Identification System (AIS) Pilot Plug, M/V INDIGO SPERA (11 May): Vsl was not issued an inbound LOD. Vsl was required to make repairs before transiting to berth in Stockton, CA.

Letter of Deviation (LOD) X-Band Radar, M/V KOTA WARUNA (15 May): Vsl was issued an inbound and outbound LOD.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

17 May: The owner of a Pleasure Craft at Pier 40 in San Francisco overfilled a 5 gallon fuel can, discharging 2 gallons into the water. A Letter of Warning was issued.

19 May: Pleasure Craft sank in Richardson's Bay, discharging approximately 5 gallons of diesel fuel. USCG utilized the Oil Spill Liability Trust Fund to fund the response. The hired Contractors removed an estimated 680 gallons of diesel from the vessel, costing 55K in OSLTF money. Case pends.

19 May: F/V MOOCH BETTER sank in Alviso Slough, discharging approximately 10 gallons of diesel fuel. The owner hired contractors to remove the vessel. An Letter of Warning was issued.

24 May: Pleasure Craft sank at pier 40 in San Francisco, discharging approximately 2 gallons into the water. The owner hired contractors to remove the vessel. An Letter of Warning was issued.

**Harbor Safety Committee
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**Report of the
U.S. Army Corps of Engineers, San Francisco District
June 9, 2011**

1. CORPS FY 2011 O&M DREDGING PROGRAM

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

- a. **Main Ship Channel (55+2)** – Dredging is scheduled for late June. Work to be done by the Essayons.
- b. **Richmond Outer Harbor (and Richmond Long Wharf)** – Dredging Richmond Outer Harbor is scheduled for July with the Essayons.
- c. **Richmond Inner Harbor** – Dredging is scheduled to start in early August.
- d. **Oakland O & M Dredging** – Dredging is scheduled to start in early September.
- e. **Suisun Bay Channel (and New York Slough)** – Dredging is scheduled to occur in August by contractor. Corps is also coordinating for environmental clearance for the Essayons to remove high spots prior to the opening of the dredging work window. If we cannot get environmental clearance for the Essayons in June/July, the high spots will be removed during the planned contract.
- f. **Pinole Shoal (35+2)** – The plan is to dredge with the Essayons in mid-July (3-4 days dredging).
- g. **Redwood City/San Bruno Shoal** – Dredging of Redwood City Channel is scheduled for the beginning of September, with placement at SF-11 (Alcatraz)..

2. DEBRIS REMOVAL – The debris total for May 2011, was 55.75 tons: Raccoon – 30.75 tons; Dillard - 22 tons; Grizzly – 0.0 tons; misc. 3 tons.

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	GRIZZLY	RACCOON	DILLARD	MISC	TOTAL
2011	TONS	TONS	TONS	TONS	TONS
JAN	21	59	5	3	88
FEB	11	55	33.5	0	99.5
MAR	8.5	134	92.5	5	240
APR	3.5	65	39	5	112.5
MAY	0	30.75	22	3	55.75
JUN					0
JUL					0
AUG					0
SEP					0
OCT					0
NOV					0
DEC					0

YR TOTAL
595.75

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

None to report.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

The emergency dredging in Bullshead reach was completed on July 3, 2010.

5. OTHER WORK

a. **San Francisco Bay to Stockton** This project is on hold waiting for new funding. **No change.**

b. **Sacramento River Deep Water Ship Channel Deepening** The Corps is scheduled to start construction in June 2012. The Corps is actively coordinating with resource agencies and stakeholders to address comments to the DSEIR/EIS. **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: Schedule completed May 2 has been posted.

Pinole Shoal: The **condition survey of May 9 and 10, 2011**, has been posted.

Suisun Bay Channel: Condition survey of April 2011 has been posted.

New York Slough: Condition survey of April 2011 has been posted.

Bull's Head Channel: March 10, 2001 condition survey has been posted.

Redwood City: Condition survey completed July 22-23, 2010 has been posted.

San Bruno Shoal: Surveys completed in June 22, 2010 have been posted.

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

Oakland Inner Harbor Turning Basin:

Oakland Inner and Outer Harbors – **Condition surveys dated May 19-25, 2011 have been posted.**

Oakland Outer-Outer Harbor: The special Delta-Echo survey of May 5, 2010 has been posted.

Oakland Inner Harbor - South Brooklyn Basin: November/December 2010 survey posted.

Southampton Shoal and Richmond Long Wharf: Surveys of May 10-13, 2010 have been posted.

Richmond Inner Harbor: A preliminary post-dredge survey completed in Dec 2010 and Jan 2011 has been posted.

North Ship Channel: Condition survey of June 2010 has been posted.

San Rafael Creek and San Rafael Across-the-Flats: Condition surveys completed Feb. 2011.

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): Survey completed in April 2011 has been posted.

SF-09 (Carquinez): October 5, 2010;

SF-10 (San Pablo Bay): July 2010 survey has been posted;

SF-11 (Alcatraz): Survey of May 4, has been posted (yesterday) -38.4;

SF-17 (San Francisco Harbor or Ocean Beach Disposal Site): **May 5 survey has been posted.**

DREDGING PLAN FOR FY11

Project	2010			2011									FY12				
	OCT FY11	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC		
Oakland Inner Harbor															500kcy	SFDODS	
Oakland Outer Harbor																500kcy	SFDODS
Richmond Inner Harbor																550kcy	SFDODS
Richmond Outer Harbor																200kcy	SF-11
Suisun Bay Channel																175kcy	SF-16
Redwood City Harbor																400kcy	SF-11
Crescent City																30kcy	Upland
San Rafael																40kcy	SF-11
Sac River Deepening																1 mcy	Upland
Pinole Shoal																100kcy	SF-16
SF Main Ship Channel														No Window		500kcy	Beach
Humboldt Bar&Entrance														No Window		1mcy	Ocean
Humboldt Channels														No Window		300kcy	Ocean
																	



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San Francisco Clearinghouse Report

June 9, 2011

- ✎ In May the clearinghouse did not contact OSPR regarding any possible escort violations.
- ✎ In May the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ✎ The Clearinghouse contacted OSPR 2 time in 2011 regarding possible escort violations. The Clearinghouse called OSPR 6 time 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 May there were 92 tank vessels arrivals; 3 Chemical Tankers, 14 Chemical/Oil Tankers, 24 Crude Oil Tankers, 2 LPG, 19 Product Tankers, and 30 Tugs with Barges.
- ✎ In May there were 330 total arrivals.

San Francisco Bay Clearinghouse Report For May 2011

San Francisco Bay Region Totals

	<u>2011</u>		<u>2010</u>	
Tanker arrivals to San Francisco Bay	62		73	
Barge arrivals to San Francisco Bay	30		45	
Total Tanker and Barge Arrivals	92		118	
Tank ship movements & escorted barge movements	290		380	
Tank ship movements	180	62.07%	219	57.63%
Escorted tank ship movements	87	30.00%	95	25.00%
Unescorted tank ship movements	93	32.07%	124	32.63%
Tank barge movements	110	37.93%	161	42.37%
Escorted tank barge movements	39	13.45%	71	18.68%
Unescorted tank barge movements	71	24.48%	90	23.68%

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

Escorts reported to OSPR 0 1

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	189		277		0		125		591	
Unescorted movements	125	66.14%	175	63.18%	0	0.00%	72	57.60%	372	62.94%
Tank ships	70	37.04%	86	31.05%	0	0.00%	38	30.40%	194	32.83%
Tank barges	55	29.10%	89	32.13%	0	0.00%	34	27.20%	178	30.12%
Escorted movements	64	33.86%	102	36.82%	0	0.00%	53	42.40%	219	37.06%
Tank ships	24	12.70%	36	13.00%	0	0.00%	20	16.00%	80	13.54%
Tank barges	40	21.16%	66	23.83%	0	0.00%	33	26.40%	139	23.52%

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 2011

San Francisco Bay Region Totals

	<u>2011</u>		<u>2010</u>	
Tanker arrivals to San Francisco Bay	305		699	
Barge arrivals to San Francisco Bay	142		371	
Total Tanker and Barge Arrivals	447		1,070	
Tank ship movements & escorted barge movements	1,471		3,528	
Tank ship movements	914	62.13%	2,070	58.67%
Escorted tank ship movements	449	30.52%	925	26.22%
Unescorted tank ship movements	465	31.61%	1,145	32.45%
Tank barge movements	557	37.87%	1,458	41.33%
Escorted tank barge movements	212	14.41%	683	19.36%
Unescorted tank barge movements	345	23.45%	775	21.97%

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

Escorts reported to OSPR

	2	6
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Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	896		1,414		0		607		2,917	
Unescorted movements	611	68.19%	898	63.51%	0	0.00%	334	55.02%	1,843	63.18%
Tank ships	346	38.62%	442	31.26%	0	0.00%	172	28.34%	960	32.91%
Tank barges	265	29.58%	456	32.25%	0	0.00%	162	26.69%	883	30.27%
Escorted movements	285	31.81%	516	36.49%	0	0.00%	273	44.98%	1,074	36.82%
Tank ships	111	12.39%	191	13.51%	0	0.00%	112	18.45%	414	14.19%
Tank barges	174	19.42%	325	22.98%	0	0.00%	161	26.52%	660	22.63%

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.

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

**Report of the
U.S. Army Corps of Engineers, San Francisco District
June 9, 2011**

1. CORPS FY 2011 O&M DREDGING PROGRAM

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

- a. **Main Ship Channel (55+2)** – Dredging is scheduled for late June. Work to be done by the Essayons.
- b. **Richmond Outer Harbor (and Richmond Long Wharf)** – Dredging Richmond Outer Harbor is scheduled for July with the Essayons.
- c. **Richmond Inner Harbor** – Dredging is scheduled to start in early August.
- d. **Oakland O & M Dredging** – Dredging is scheduled to start in early September.
- e. **Suisun Bay Channel (and New York Slough)** – Dredging is scheduled to occur in August by contractor. Corps is also coordinating for environmental clearance for the Essayons to remove high spots prior to the opening of the dredging work window. If we cannot get environmental clearance for the Essayons in June/July, the high spots will be removed during the planned contract.
- f. **Pinole Shoal (35+2)** – The plan is to dredge with the Essayons in mid-July (3-4 days dredging).
- g. **Redwood City/San Bruno Shoal** – Dredging of Redwood City Channel is scheduled for the beginning of September, with placement at SF-11 (Alcatraz)..

2. DEBRIS REMOVAL – The debris total for May 2011, was 55.75 tons: Raccoon – 30.75 tons; Dillard - 22 tons; Grizzly – 0.0 tons; misc. 3 tons.

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	GRIZZLY	RACCOON	DILLARD	MISC	TOTAL
2011	TONS	TONS	TONS	TONS	TONS
JAN	21	59	5	3	88
FEB	11	55	33.5	0	99.5
MAR	8.5	134	92.5	5	240
APR	3.5	65	39	5	112.5
MAY	0	30.75	22	3	55.75
JUN					0
JUL					0
AUG					0
SEP					0
OCT					0
NOV					0
DEC					0

YR TOTAL
595.75

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

None to report.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

The emergency dredging in Bullshead reach was completed on July 3, 2010.

5. OTHER WORK

a. **San Francisco Bay to Stockton** This project is on hold waiting for new funding. **No change.**

b. **Sacramento River Deep Water Ship Channel Deepening** The Corps is scheduled to start construction in June 2012. The Corps is actively coordinating with resource agencies and stakeholders to address comments to the DSEIR/EIS. **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: Schedule completed May 2 has been posted.

Pinole Shoal: The **condition survey of May 9 and 10, 2011**, has been posted.

Suisun Bay Channel: Condition survey of April 2011 has been posted.

New York Slough: Condition survey of April 2011 has been posted.

Bull's Head Channel: March 10, 2001 condition survey has been posted.

Redwood City: Condition survey completed July 22-23, 2010 has been posted.

San Bruno Shoal: Surveys completed in June 22, 2010 have been posted.

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

Oakland Inner Harbor Turning Basin:

Oakland Inner and Outer Harbors – **Condition surveys dated May 19-25, 2011 have been posted.**

Oakland Outer-Outer Harbor: The special Delta-Echo survey of May 5, 2010 has been posted.

Oakland Inner Harbor - South Brooklyn Basin: November/December 2010 survey posted.

Southampton Shoal and Richmond Long Wharf: Surveys of May 10-13, 2010 have been posted.

Richmond Inner Harbor: A preliminary post-dredge survey completed in Dec 2010 and Jan 2011 has been posted.

North Ship Channel: Condition survey of June 2010 has been posted.

San Rafael Creek and San Rafael Across-the-Flats: Condition surveys completed Feb. 2011.

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): Survey completed in April 2011 has been posted.

SF-09 (Carquinez): October 5, 2010;

SF-10 (San Pablo Bay): July 2010 survey has been posted;

SF-11 (Alcatraz): Survey of May 4, has been posted (yesterday) -38.4;

SF-17 (San Francisco Harbor or Ocean Beach Disposal Site): **May 5 survey has been posted.**

Harbor Safety Committee-San Francisco Bay Region

ARB OGV Clean Fuel Rule Update



Oakland, California
June 9, 2011

California Environmental Protection Agency



Air Resources Board

ARB OGV Clean Fuel Rule Essential Modifications Exemption Applications Summary*

Vessel Applications	No. of Vessels
Total Applications	475
Applications Completed	439
Approved	381
Partially Approved	58**
No Longer Active***	33
Pending/Under Review	2

* Summary from July 1, 2009 to May 31, 2011.

** Includes denial of 58 main engine requests and 8 auxiliary engine requests and approval of all accompanying auxiliary boiler requests.

*** ARB is awaiting further information or applicant is no longer pursuing exemption.

ARB OGV Clean Fuel Rule Use of Safety Exemptions*

Use of the Safety Exemption	
July – December 2009	11
Jan – December 2010	29
January 2011	1
February 2011	2
March 2011	4
April 2011	0
May 2011	7
Use of the Noncompliance Fee Provision	
Total July 2009 – April 30, 2011	5

*Summary from July 1, 2009 to May 31, 2011

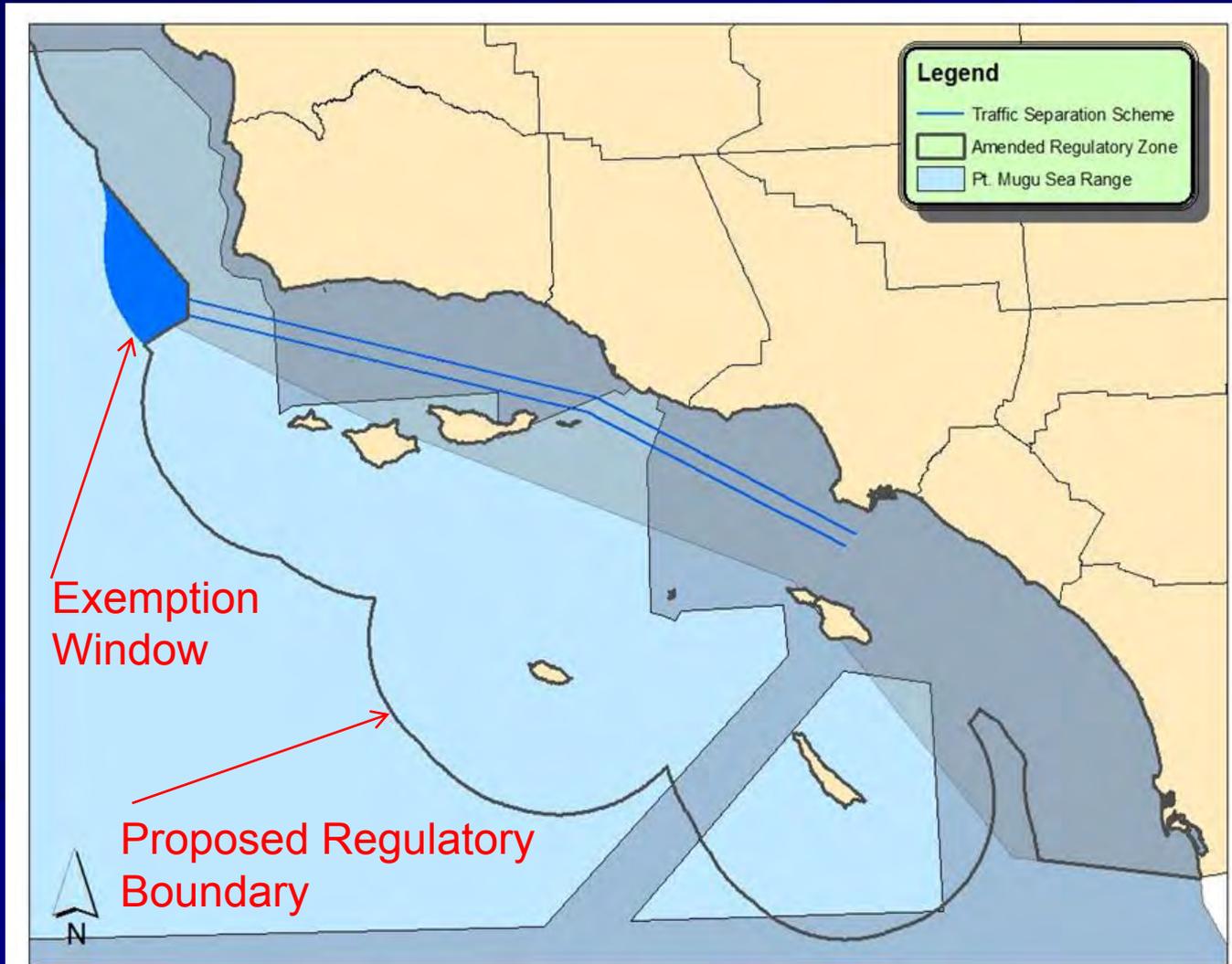
ARB OGV Clean Fuel Rule Amendments

- Two workshops held – in Long Beach and Sacramento
 - See <http://www.arb.ca.gov/ports/marinevess/marinevess.htm>
- Hearing on proposed amendments scheduled for June 23-24 Board meeting
- Formal public comment period began on May 9, 2011
 - Hearing notice and staff report for rule amendments available at: <http://www.arb.ca.gov/regact/2011/ogv11/ogv11.htm>

Proposed Amendments

- Extension of “Regulated California Waters” in Southern California
- Revise implementation date of Phase 2 (0.1% sulfur) fuel from 2012 to 2014
- Changes to Noncompliance Fee Provision
 - Fee halved when vessel purchases and uses compliant fuel during noncompliant California port visit
 - Fee for second noncompliant port visit proposed to be reduced from \$91,000 to \$45,500 (same as for first port visit)
 - Anchorage conducted in conjunction with a port visit not counted as a second port visit

Proposed Revised Boundary



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Tug Workgroup Meeting Agenda

June 7, 2011

1000 hrs

State Lands Commission

Hercules, Ca

Meeting Notes

Attendees:

Jonathan Mendes, John Berge, Bob Chedsey, Jerry Bynum, Jeff Cowan, Matt Gasparich, Robert Gregory, Walt Partika, Gary Toledo, Linda Scourtis, Pete Bonebakker, Morgan Hoburg, Alan Steinbrugge, Kaitlin Ortega, Keith Barnes, Jack Going, Bill Nickson, Milt Merritt

1. Opening Remarks; Jonathan Mendes
2. Discuss Best Practices for Bunker Transfers on SF Bay and Tributaries.
 - a. Review New Proposed Final Draft of BMP for Bunkering.

The group reviewed the latest draft to the BMP. It was discussed that the group would have 1 week for comment then Bunker Stakeholders would hold a task force meeting with LA Long Beach to finalize the document for submittal as a Final Draft at the next Tug Workgroup Meeting. All comments should be in reply to jmendes@harleymarine.com and cc the 6/7 meeting attendees.

Revision updates discussed:

- Within the BMP, reference the availability of the training video as a tool.
 - Emphasize that the objective is to prevent LOSS OF PRIMARY CONTAINMENT.
 - Remove section 8 (a)&(b)
 - Revise (f) to put "Tank Level Monitor" under "Additional Personnel" and re-write the language to state that additional personnel shall be utilized as needed based on the ship's characteristics to support prudent seamanship.
 - Section 3. Remove item (e) and (f) and add language instructing the ship to refer to their Vessel Spill Contingency Plan. We do not want there to be any confusion when it comes to Notifications. All vessels who are calling in California Ports have a contingency plan in place.
- b. Open discussion/brainstorm on Regional Addendum of BMP for San Francisco Bay.

It was noted that all bunker companies have regional weather addendums which will be applied to the BMP. Such elements will include wind, visibility, sea state and current.

- c. Review OSPR Progress on video funding.

Both SF and LA/LB HSC's have submitted a letter to the administrator requesting OSPR to fund the video revisions. The application is in the process of being submitted.

d. Discussion with Matthew Gasparich, Maritime Training Services.

Mr. Gasparich from Maritime Training Services attended the Subcommittee Meeting to give us an overview of the history of the existing video and documentation that is currently in use in the State of Wa, what his company can offer and to discuss what our needs may be in regards to revising the existing video and adapting it to California.

The workgroup viewed the video in full. There was comment made that the video is definitely outdated, and has some organizational aspects that would need to be changed. We did all agree it was still a sound platform and will serve as a good tool.

Mr. Gasparich provided feedback forms to the work group to capture the feedback of the existing video. We agreed that everyone was going to send the feedback forms back to Matt, and he will compile all of the comments and forward the information to the attendees of the 6/7 workgroup meeting. I will then send the results out to the workgroup and we will review them at the next workgroup meeting. We will then decide on how we want to proceed with the video revision.

3. Old Business

4. New Business

Captain Morgan Hoberg; SFBP presented to the workgroup that with the new large vessels calling Oakland, we will need to revise the existing BMP for ships receiving bunkers at OAK berths 35-37. It has been concluded by the pilots that there can NOT be a bunker barge alongside a ship at berths 35-37 when these larger vessels are transiting by the berth. The workgroup will bring this to the attention of the HSC and will begin working to revise the existing BMP to support the changes in the Vessel Arrivals.

5. Public Comment

6. Adjourn