

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 13, 2013

Port of Oakland, 530 Water Street, Exhibit Room, Oakland, CA

Capt. Lynn Korwatch (M), Marine Exchange of the San Francisco Bay Region (Marine Exchange), Chair of the Harbor Safety Committee (HSC); called the meeting to order at 10:02.

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

Committee members (M) and alternates (A) in attendance with a vote: **Capt. Esam Amso** (M) Valero Marketing and Supply Co.; **John Berge** (M), Pacific Merchant Shipping Association; **Lt.Col. John Baker** (M), US Army Corps of Engineers; **Ted Blankenburg** (M), AMNAV Maritime Services; **Margot Brown** (M), National Boating Federation; **Capt. Tom Dougherty** (M), Blue and Gold Fleet; **Aaron Golbus** (M), Port of San Francisco; **Capt. Bruce Horton** (M), San Francisco Bar Pilots; **Capt. Garrett Huffman** (M), Chevron Shipping Company ; **Jim McGrath** (M), Bay Conservation and Development Commission; **William Nickson** (A), Transmarine Navigation; **Mike O'Brien** (A), Port of Oakland; **Marina V. Secchitano** (M), Inlandboatmen's Union; **Rich Smith** (M), Westar Marine Services; **Capt. Greg Stump** (M), United States Coast Guard; **Gerry Wheaton** (M), National Oceanic and Atmospheric Administration.

The meetings are always open to the public.

Approval of the Minutes-

A motion to accept the minutes of the May 9, 2013, meeting was made and seconded. The minutes were approved without dissent.

Comments by Chair- Capt. Lynn Korwatch

Welcomed the committee members and audience.

Coast Guard Report- Capt. Gregory Stump

- Advised of two recent exercises that the USCG has participated in. A Sea River Maritime/Exxon exercise simulating the response to a tanker collision and 20,000 barrel oil spill in the vicinity of the Farallon Islands took place on 06/12/2013. The Bay Ferry III Maritime Security Exercise, which simulated the response to a mass casualty incident aboard a ferry, also took place on 06/12/2013. These exercises went well and highlighted the importance of organized response.

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- Advised that the new TSS changes were implemented on June 1st and that 80% of foreign ship captains entering port are aware of them.
- Advised that the visibility sensor at Oakland, Berth 38 is now functional.
- Capt. Blevin advised that a review following last month's fatal incident involving America's Cup boat Artemis has led to 37 safety recommendations. The permit for the America's Cup will be signed and issued soon. Capt. Stump advised of a June 20, 2013 America's Cup Info-Sharing event at Coast Guard Island, 10:00am – 12:00pm for commercial operators and 6:30pm – 8:30pm for recreational users.
- Lcdr. Wirts read from the May-13 Prevention/Response Report (attached).
- A question was raised as to why the May 17th loss of propulsion case was attributed to fuel switching given that the problem was caused by contaminated marine diesel oil. Cmdr. Tama advised that the case was complicated, but the bottom line was that the loss of propulsion would not have occurred without fuel switching having taken place.
- Marina V. Secchitano asked about the USCG's role in investigating the America's Cup, Artemis incident. Capt. Stump advised that the USCG is not involved with the investigation. The SFPD is investigating but have not yet released their findings.
- Marina V. Secchitano asked about the USCG's role in investigating the fatal May 17th incident in which a car drove off a dock at the Port of Oakland. She mentioned that with no fixed ladders on the dock, there was no way a rescue could be attempted. Cmdr. Tama responded that the incident in question was not on the USCG report because it was classified as an occupational casualty at the terminal. The USCG can't speak on the ladder requirement without more information. Mike O'Brian advised that although the dock does not have fixed ladders due to homeland security concerns and the likelihood of damage, portable/deployable rolling ladders are available. OSHA is investigating the incident. Capt. Korwatch advised the ladder discussion seemed to fall outside the jurisdiction of the HSC and that not enough information regarding the incident was available. Marina V. Secchitano asked that information about the incident be presented to the committee when it becomes available. Capt. Korwatch agreed and advised that the Pacific Maritime Association was looking into the incident as well. Aaron Golbus advised that the Port of San Francisco has deployable dock ladders but that training on the devices was an important issue to consider. Capt. Horton advised that he has seen deployable ladders at the APL dock in Oakland.
- A request was made to clarify details of the May 10th loss of propulsion. Cmdr. Tama advised that the incident was caused by engine blow-by.
- A question was asked regarding the cause of bolt failure in the May 10th loss of steering incident. Cmdr. Tama advised that the case is still under investigation but that the failure occurred when the vessels rudder was under high stress.

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US Army Corps of Engineers Report- Lt. Colonel John Baker

- Advised of a recent USA Today special edition titled "Building America" highlighting the US Army Corps of Engineers projects around the country. Available at: <http://ee.usatoday.com/emag/> copies were also available at the back table.
- Advised that the Corps has no federal budget and receives funding from a continuing resolution allowance. The Corps does not have a Work Plan yet and will advise the Dredge Issues Work Group when it does.
- Rob Lawrence read from the US Army Corps of Engineers, San Francisco District Report (attached). Debris removal for May, 2013 was well above average. Glitches in the Hydrographic Survey Update website have caused problems with posting new surveys.
- Capt. Amso asked if the Hopper was going to dredge Pinole Shoal and Rob Lawrence replied that it was.

Clearing House Report- Alan Steinbrugge (report attached)

OSPR Report- Jeff Cowan (report attached)

- Advised that Tom Cullen was confirmed by the CA state senate as OSPR Administrator.
- Mentioned yesterday's Sea River Maritime oil spill drill and advised of an upcoming drill with BP in August.
- Aaron Golbus asked for the definition of a Small Marine Fueling Facility and was advised that the determination was based on the amount of fuel transferred and the length of vessels being fueled, with vessels under 65 feet being considered small.
- Advised that on Jan 1, 2015 vessels will be required to switch to low sulfur fuel 200 miles from shore.

NOAA Report- Gerry Wheaton

- Thanked the Marine Exchange, SF Bar Pilots, and the Captain of the Port for their hospitality during RDML Glang's recent visit. RDML Glang was taken on a Pilot Boat tour among other engagements which helped demonstrate the complexity of SF Bay communities.
- Advised that a new NOAA charts tablet app is being tested and the beta test can be found at: <http://www.nauticalcharts.noaa.gov/mynoaacharts/> Feedback is welcome.

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State Lands Commission Report- David Stevens (report attached)

- Advised of an upcoming presentation by Laura Kovary, Assistant Division Chief, Marine Facilities Division, regarding the MOTEMS program.

USCG America's Cup Briefing

- Capt. Stump advised that in the wake of the fatal May 9th Artemis incident, a safety committee was formed that has recommended 37 safety changes. The USCG is reviewing the safety plan and will finalize the operational plan.
- Lcdr. Wirts presented the updated Americas Cup Race Plan. Small changes have been made for reasons involving safety, smooth commerce, environmental impact and USCG operations in addition to unforeseen developments such as the fact that the new AC 72 race boats are 10kts faster than anticipated. The Safety Zone's dimensions have been altered slightly as have those of the Transit Zone. An area outside the northeastern portion of the Safety Zone, in the vicinity of Anchorage 7, will be designated a no anchoring/loitering area to prevent spectators from congregating there and being in danger both from the race boats and shipping traffic. The America's Cup races are from July through September and the Safety Zone will only be in effect for races and training at specific times. All the race boats and the area within the Safety Zone are under the control of America's Cup Race Management. The USCG is responsible for the area outside the Safety Zone. A no-entry area will also be established at the northeast border of the Safety Zone.
- Gerry Wheaton asked if the Exploratorium was within the Safety Zone and was advised that it was not.
- Aaron Golbus asked why the no anchoring/loitering area was not just included in the Safety Zone and was advised by Capt. Blevin that it was so the USCG would retain authority over the area and not Americas Cup Race Management.
- Lcdr. Wirts advised that USCG VTS would enforce one way traffic for vessels over 1600 gross tons transiting under the Bay Bridge during race times. Areas where spectator vessels congregate are anticipated to be to the north and southeast of the Safety Zone but are not officially designated by the USCG.
- Capt. Blevin advised that the US National Park Service was planning to create a no-entry area around the southwest side of Alcatraz to protect the seabirds there.
- Aaron Golbus asked which organizations would be responsible for rule enforcement and was advised by Capt. Blevin that the USCG, SFPD, SFFD would all be involved with enforcement and that there would be 20-30 Americas Cup Course Marshals to advise spectators of the rules.

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- Capt. Blevin advised that 20ft diameter yellow foam buoy racing marks would replace vessels which served that function previously.
- Catherine Hooper asked what time of day the races would be held and was advised by Capt. Blevin that the race window was 1100-1600 but that races would generally be from 1130-1415 on race days.
- A question was asked regarding how non-commercial vessels could obtain race information during events and was advised by Capt. Blevin that information would be posted to the website <http://www.americascup.com/>, and that there would be USCG VHF broadcast notification. USCG virtual buoys will mark the race area on AIS. VHF Channel 20 is designated for race info. VHF Channel 23A is designated for USCG PATCOM.
- Lcdr. Wirts advised that individual races would last about half an hour and that there would be match racing between two boats. Capt. Blevin advised that it was important to have a flexible plan due to uncertainty regarding spectators and other factors.
- John Craig with Americas Cup Race Management advised that races would start from 1130 - 1215. There are new lower wind limits set at 20kts. The races will be stopped if wind is too strong. The number of round robin matches have been reduced from seven to five. Jim McGrath asked if 20kts was the firm wind speed limit and was advised by John Craig that 20kts was the limit in July, but would increase to 23kts and then 25kts as the racing continues through the summer.
- Capt. Blevin advised that the first race is scheduled for July 7th but could change. The Artemis will not be racing until August. There is a team protest that has been taken to the international jury which might postpone the start of racing until after July 19th but we don't know yet. Aaron Golbus asked if the legal challenge could reduce the number of race days and was advised by John Craig that it could. Aaron Golbus asked when the legal challenge would be heard by the international jury and was advised that the process starts next week.
- Cmdr. Tama advised that new race changes could lead to less racing days, less time on the water, and an earlier race start time due to wind speed which would actually risk less conflict with ship traffic departing Oakland than a later start time.
- A question was asked regarding the availability of the Race Plan information that has been presented. Lcdr. Wirts advised that the information would be published on the HSC website.
- Capt. Blevin advised that the America's Cup Info-Sharing event at Coast Guard Island was on June 20th, 10:00am – 12:00pm for commercial operators and 6:30pm – 8:30pm for recreational users.

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Work Group Reports-

Plan Update Work Group- Linda Scourtis advised that the updated Harbor Safety Plan (attached) was complete, with a revised Executive Summary highlighting the committee's activities since June, 2012. Two Best Maritime Practices (*Temporary Safety Guidelines for Navigating in Reduced Visibility* and *Dead Ship Towing*) which were previously adopted by the HSC are included in the updated Harbor Safety Plan. The HSC's adoption of the updated Harbor Safety Plan is ready for a vote.

Capt. Horton advised that the term "fog sensor" should be replaced with the more accurate "visibility sensor". Linda Scourtis agreed to make the required changes to the Plan.

Jessica Burton Evans advised that the acronym USACOE was incorrect and should be replaced with USACE. Linda Scourtis agreed to make the required changes to the Plan.

A motion to vote on the SF HSC's adoption of the updated Harbor Safety Plan was made and seconded. A vote was taken and the updated Harbor Safety Plan was adopted without dissent.

Tug Work Group- Ted Blankenburg advised that the exercise conducted at the May 22nd Tug Work Group meeting at YBI went very well. The exercise focused on tug response to a large disabled container ship. The Tug Work Group is working towards creating a Best Maritime Practice for tugs coming to the aid of disabled offshore vessels.

Navigation Work Group- Capt. Bruce Horton displayed a plaque commemorating the new Oakland, Berth 38 visibility sensor. Advised that the Navigation Work Group was meeting to discuss Critical Maneuvering Areas (CMA's) soon.

Ferry Operations Work Group- Capt. Tom Dougherty advised that much was learned from yesterday's Bay Ferry III exercise. The exercise simulated the response to a mass casualty incident aboard a ferry. Local police, fire, and sheriff's departments participated. There were live actors simulating triage aboard the ferry. More exercises would be beneficial in the future.

Marina V. Secchitano stated that she attended the exercise and thought the response to the incident went very well. She commented on the participation of San Francisco, Alameda, Tiburon and Vallejo fire departments.

Dredge Issues Work Group- Capt. Esam Amso advised that there was nothing to report.

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PORTS Work Group- Chris Peterson advised that the new visibility sensor was operational and functioning properly.

Prevention through People Work Group- Margot Brown advised that there was nothing to report.

PORTS Report- Alan Steinbrugge

- Advised that the AMORCO tide station data is not available yet. The NOAA/Caltrans air gap sensor could be functional by August. There is a possibility for two more visibility sensors to be integrated with existing tide stations at the GGB and AMORCO.
- Capt. Korwatch advised that there were remaining PORTS funds to expand the visibility sensor system. More visibility sensors would be beneficial due to the patchy nature of fog. Alan Steinbrugge advised that the proposed visibility sensor sites had been studied and the GGB site would augment the existing Oakland site.
- John Berge asked if other areas would get visibility sensors as well and Capt. Korwatch replied that the proposed sites were chosen for both their location and ease of installation. More visibility sensors could be installed at different areas in the future.
- Cmdr. Tama urged everyone to get the word out about the new visibility sensor and advised that the USCG wanted feedback from the community.

Public Comment-

Capt. Korwatch advised that the upcoming AMSC meeting is now on July 16th at Pier 35. The meeting is delayed a week due to cruise ship traffic.

Old Business- None

New Business- None

Next Meeting-

1000-1200, July 11, 2013
Port of Richmond, Harbormasters Office
1340 Marina Way South, Richmond, CA

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Adjournment-

A motion to adjourn was made and seconded. The motion passed without dissent and the meeting adjourned at 1146.

Respectfully submitted:

A handwritten signature in black ink, appearing to read "Lynn Korwatch". The signature is written in a cursive style with a long horizontal stroke extending to the right.

Capt. Lynn Korwatch

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

May-13

PORT SAFETY CATEGORIES*

	2013	2012	3yr Avg**
1. Total Number of Port State Control Detentions for period:	1	2	0.5
SOLAS (0), STCW (0), MARPOL (0), ISM (1), ISPS (0)			
2. Total Number of COTP Orders for the period:	7	7	3.9
Navigation Safety (0), Port Safety & Security (7), ANOA (0)			
3. Marine Casualties (reportable CG 2692) within SF Bay: Allision (0), Collision (1), Fire (0), Capsize (0), Grounding (0), Sinking (0), Steering (2), Propulsion (7), Personnel (4), Other (3), Power (1)	18	6	8.5
4. Total Number of (routine) Navigation Safety issues/Letters of Deviation: Radar (1) Gyro (0), Steering (0), Echo sounder (0), AIS (2), AIS-835 (0), ARPA (0), SPD LOG (0), R.C. (0), Other (0)	3	10	4.7
5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay:	0	0	0.5
6. Significant Waterway events or Navigation related cases for the period:	0	0	0.0
7. Maritime Safety Information Bulletins (MSIBs):	1	0	0.3
Total Port Safety (PS) Cases opened for the period:	30	25	18.0

MARINE POLLUTION RESPONSE

Source Identification (Discharges):

VESSELS	2013	2012	3yr Avg**
U.S. Commercial Vessels	3	0	1.0
Foreign Freight Vessels	0	0	0.2
Public Vessels	1	3	0.8
Commercial Fishing Vessels	0	0	0.3
Recreational Vessels	3	0	2.3
FACILITIES			
Regulated Waterfront Facilities	0	0	0.4
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.2
Other Land Sources	2	1	1.3
Mystery Spills - Unknown Sources	5	3	4.2
Number of Oil/Hazmat Pollution Incidents within San Francisco Bay for Period			
1. Spills < 10 gallons	13	4	5.2
2. Spills 10 - 100 gallons ((1) Spill <41 gallons, (0) Spills > 42 gallons)	1	0	0.8
3. Spills 100 - 1000 gallons	0	0	0.1
4. Spills > 1000 gallons	0	0	0.1
5. Spills - Unknown	0	3	4.2
Total:	14	7	10.1

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

1. Estimated spill amount from U.S. Commercial Vessels:	3	0	11.9
2. Estimated spill amount from Foreign Freight Vessels:	0	0	0.1
2. Estimated spill amount from Public Vessels:	5	2	6.3
3. Estimated spill amount from Commercial Fishing Vessels:	0	0	22.8
4. Estimated spill amount from Recreational Vessels:	4	0	6.7
5. Estimated spill amount from Regulated Waterfront Facilities:	0	0	3.1
6. Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer:	0	0	0.3
7. Estimated spill amount from Other Land Sources:	2	5	80.1
8. Estimated spill amount from Unknown sources:	23	3	3.2

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

37	10	124.5	
Civil Penalty Cases for Period	0	0	0.1
Notice of Violations (TKs)	0	0	0.5
Letters of Warning	1	1	1.6
TOTAL PENALTY ACTIONS:	1	1	2.3

* NOTE: Values represent all cases within the HSC jurisdiction during the period. Significant cases are detailed in the narrative.

** NOTE: Values represent an average month over a 36 month period for the specified category of information.

SIGNIFICANT PORT SAFETY AND SECURITY CASES (May 2013)

MARINE CASUALTIES

Reduction in propulsion (04May): A foreign flag bulk freight vessel experienced a reduction in propulsion while transiting to Stockton, CA. The engine RPMs dropped from 102 to 88 and the pilot anchored the vessel in the vicinity of Mare Island. The vessel was directed to return to Anchorage 9. The cause of the incident was a faulty fuel injector on the #1 Cylinder. The crew replaced the cylinder. Class and Coast Guard attended the vessel and witnessed satisfactory operation of the main engine. LOP was not attributed to fuel switching. Case closed.

Equipment Failure (05May): A U.S. flag small passenger vessel reported a fire in the engine compartment while underway in SF Bay. A Coast Guard small boat removed the 14 passengers, and the SF Fire Boat towed the vessel to the pier. Maintenance personnel later determined that there was no fire, but a catastrophic failure of the cooling fan which had pierced the coolant expansion tank and caused excessive steam. Case pends.

Loss of propulsion (10May): A foreign flag container vessel experienced a loss of propulsion while getting underway from Oakland. The incident was caused by a leak on the #10 main engine cylinder exhaust valve. The crew replaced the part. Class & Coast Guard attended the vessel and witnessed satisfactory engine testing. LOP was not attributed to fuel switching. Case pends.

Loss of steering (10May): A foreign flag chemical carrier experienced a loss of steering while departing Stockton. The incident was caused by failure of two connecting bolts at the top of the rudder stock, which resulted in misalignment of the system. A technician conducted repairs. Class attended the vessel and witnessed satisfactory testing of the steering system. Case pends.

****Loss of propulsion (17May):** A foreign flag container vessel experienced a loss of propulsion while approximately 35 NM offshore, enroute to San Francisco. The incident was due to clogged fuel filters on the main propulsion system, which was caused by contaminated Marine Diesel Oil. The vessel entered San Francisco Bay under a tug escort. Class and Coast Guard attended the vessel and witnessed proper operation of the main engine on Marine Gas Oil. LOP was attributed to fuel switching. Case closed.

Equipment Failure (20May): A foreign flag container vessel experienced damage to both radars while at berth in Oakland. An overhead gantry crane damaged the main mast, both radar antennas, and the masthead light. A technician made temporary repairs to the X-band radar and the navigation lights. The vessel was permitted to leave San Francisco with an outbound letter of deviation for the S-band radar. Case pends.

****Loss of propulsion (22May):** A foreign flag container vessel experienced a loss of propulsion while outbound, just west of the Farallon Islands. The vessel reported that the cause of the incident was a faulty fuel injector. The crew replaced the injector, and the vessel continued to Japan. Coast Guard will verify proper operation of the vessel's main engine when it returns to the U.S. LOP was not attributed to fuel switching. Case pends.

Reduction in Propulsion (21May): A foreign flag chemical carrier experienced a reduction in propulsion while departing Anchorage 9. The main engine would only respond to slow ahead engine bells due to the fact that the #6 fuel pump roller guide was cracked in two pieces. The ship's crew repaired the roller guide. Class and Coast Guard attended the vessel and witnessed satisfactory engine testing. LOP was not attributed to fuel switching. Case pends.

VESSEL SAFETY CONDITIONS

Vessel Detention (17May): A foreign flag container vessel was inspected in Oakland and detained for discrepancies with the vessel's Safety Management System, including failure to document discrepancies between the Load Line markings and the Load Line certificate, failure to repair patches on the main engine high pressure fuel lines (even though spare parts had been onboard for over a year), and failure to report problems with the vessel's steering gear. Class attended the vessel and conducted an audit of the Safety Management System. Coast Guard attended the vessel and witnessed satisfactory correction of the deficiencies, and the detention was lifted on 19May. Case closed.

GENERAL SAFETY CASES

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inop AIS (02May): Vsl issued an outbound LOD.

Letter of Deviation (LOD), Inop AIS (22May): Vsl issued an outbound LOD.

Letter of Deviation (LOD), Inop S-Band Radar (26May): Vsl issued an outbound LOD.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Nothing Significant to Report

**NOTE: This case occurred outside of the HSC jurisdiction.

34th America's Cup San Francisco Bay: U.S. Coast Guard Info-Sharing Session for Recreational Users

When: June 20th, 6:30 p.m. – 8:30 p.m.

Where: Coast Guard Island, Alameda
Point Welcome Room, Building 4

All are welcome!



34th America's Cup San Francisco Bay: U.S. Coast Guard Info-Sharing Session for Commercial Operators

When: June 20th, 10 a.m. – noon

Where: Coast Guard Island, Alameda
Point Welcome Room, Building 4

All are welcome!



**Harbor Safety Committee
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**Report of the
U.S. Army Corps of Engineers, San Francisco District
June 13, 2013**

1. CORPS FY 2013 O&M DREDGING PROGRAM

The following is this year's O & M dredging program for San Francisco Bay.

- a. **Main Ship Channel (55+2)** –Dredging is scheduled to start in **early June 2013**. Contract has been awarded.
- b. **Richmond Outer Harbor (and Richmond Long Wharf)** – Dredging is scheduled to start in June 2013, pending contract award. **No change**.
- c. **Richmond Inner Harbor** – 2012 dredging is complete. 2013 dredging is scheduled to start between June and August, providing the contract is awarded. **No change**.
- d. **Oakland O & M Dredging** – **Inner Harbor has been completed; Outer harbor dredging is continuing. Expected completion is mid-June 2013. FY2013 dredging planned to start in August.**
 - a. **Suisun Bay Channel (and New York Slough)** Dredging is scheduled to start in Aug 2013. **No change**.
 - b. **Pinole Shoal (35+2)** – Dredging is scheduled to start in June 2013, pending contract award. **No change**.

2. DEBRIS REMOVAL – Total debris removal for May 2013 was 98.5 tons. (Raccoon: 47 tons; Dillard: 51.5 tons; misc: 0 tons). Average for May from 2003 to 2012 is 42.5 tons. (Range: 13 - 98.5 tons).

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	GRIZZLY	RACCOON	DILLARD	MISC	TOTAL
2013	TONS	TONS	TONS	TONS	TONS
JAN	-	0	42.5	5	47.5
FEB	-	5	42.5	15	62.5
MAR	-	15	38	5	58
APR	-	27	32.5	5	64.5
MAY	-	47	51.5	0	98.5
JUN	-				
JUL	-				
AUG	-				
SEP					
OCT					
NOV					
DEC					

YR TOTAL
331

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

None to report.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

No urgent dredging so far in 2013.

5. OTHER WORK

San Francisco Bay to Stockton - This project has received no funding for FY 13. A planning meeting was held from Jan. 23-25. The study plan is being revised to comply with Corps Smart Planning guidelines. **No change.**

Sacramento River Deep Water Ship Channel Deepening - The Corps is actively coordinating with resource agencies and stakeholders to address comments on the DSEIR/EIS (February 2011). **No change.**

HYDROGRAPHIC SURVEY UPDATE

Address of Corps' web site for completed hydrographic surveys:

<http://www.spn.usace.army.mil/Missions/Surveys,StudiesStrategy/HydroSurvey.aspx>

Alameda Point Navigation Chanel: Condition survey of Sept. 2012 was posted on Sept 26.

Berkeley Marina (Entrance Channel): January 7, 2013 condition survey posted 1/9/13.

Bull's Head Shoal: February 15, 2013 condition survey posted Feb. 15, 2013.

Islais Creek Channel: December 12-13, 2012 condition survey posted 12/19/12.

Main Ship Channel: Pre-dredge survey completed May 30 and June 4, was posted.

Mare Island Strait: Condition survey of October 2012 was posted on October 4.

Marinship Channel (Richardson Bay): Condition survey of Dec.18; posted on Jan 24, 2012.

Napa River: Condition surveys of early- to mid-April were posted on May 1, 2012.

New York Slough: Condition survey of April 2013 is posted.

Northship Channel: November 20-26, 2012 condition survey posted 12/4/12.

Oakland Entrance Channel: Post-dredge surveys of Feb-Mar 2013 have been posted.

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

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

Oakland Outer Harbor: Condition survey dated August13-14 was posted August 20.

Pinole Shoal Channel: Condition survey of February 2013 was posted on Feb. 21, 2013.

Redwood City Harbor: Post-dredge survey of September 2012 was posted on Sept 14.

Richmond Inner, Inner Harbor: January 4, 2013 condition survey posted 1/8/13.

Richmond Inner Harbor: Post-dredge survey Feb. 2013 was posted Feb. 27, 2013.

Richmond Outer, Inner Harbor: October-November 2012 pre-dredge survey posted 11/20/12.

Richmond Outer Harbor (Longwharf & Southampton Shoal): Condition survey of Feb. 2013 was posted on Feb. 21, 2013.

San Bruno Shoal: Condition survey completed in June, 2011 has been posted.

San Leandro Marina (and Channel): Condition survey of April 30 – May 2 was posted on May 8.

San Rafael Across-the-Flats and San Rafael Creek: Condition surveys completed May 9 and 10 are posted.

Suisun Bay Channel: Condition survey of April 2013 is posted.

Disposal Site Condition Surveys:

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

SF-09 (Carquinez): March 8, 2013 condition survey posted March 12, 2013.

SF-10 (San Pablo Bay): March 8, 2013 condition survey posted March 12, 2013.

SF-11 (Alcatraz): June 1 survey has been posted.

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

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

USA Today , Special Edition: Building America, Army Corps Massive Mission

<http://ee.usatoday.com/emag/>

O&M DREDGING PLAN FOR FY13

Project	2012			2013									2014			Volume	Placement Site
	OCT FY13	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT FY14	NOV	DEC		
Humboldt Bar&Entrance				ESSAYONS 13 DAYS												500kcy	HOODS
Humboldt Channels																300kcy	HOODS
SF Main Ship Channel							Contract Hopper									350kcy	SF-17
Richmond Inner Harbor															200kcy	SF-11	
Richmond Outer Harbor															300kcy	SF-11	
Pinole Shoal															150kcy	SF-10	
Suisun Bay Channel									YAQUINA 30 DAYS							200kcy	SF-16
Oakland Inner Harbor															400kcy	Upland/SF-11/SFDODS	
Oakland Outer Harbor															400kcy	Upland/SF-11/SFDODS	



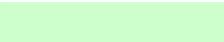
Complete & Ongoing Contracts



Gov't Hopper



New Dredge Contract



Environmental Window

Updated:13 Jun 2013



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

San Francisco Clearinghouse Report

June 13, 2013

- ✎ 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 has not contacted OSPR regarding any possible escort violations in 2013. The Clearinghouse called OSPR 3 times in 2012 regarding any possible escort violations, 3 times in 2011, 6 times in 2010, 8 times in 2009; 4 times in 2008; 9 times in 2007; 9 times in 2006; 16 times in 2005; 24 times in 2004; twice in 2003; twice in 2002; 6 times in 2001; 5 times in 2000.
- ✎ In May there were 94 tank vessel arrivals; 4 Chemical Tankers, 17 Chemical/Oil Tankers, 23 Crude Oil Tankers, 2 LPG's, 1 Non Specific Tanker, 18 Product Tankers, and 29 Tugs with Barges.
- ✎ In May there were 306 total arrivals.

San Francisco Bay Clearinghouse Report For May 2013

San Francisco Bay Region Totals

	<u>2013</u>		<u>2012</u>		
Tanker arrivals to San Francisco Bay	65		57		
Barge arrivals to San Francisco Bay	29		24		
Total Tanker and Barge Arrivals	94		81		
Tank ship movements & escorted barge movements	319		257		
Tank ship movements	166	52.04%	163	63.42%	
Escorted tank ship movements	99	31.03%	81	31.52%	
Unescorted tank ship movements	67	21.00%	82	31.91%	
Tank barge movements	153	47.96%	94	36.58%	
Escorted tank barge movements	54	16.93%	27	10.51%	
Unescorted tank barge movements	99	31.03%	67	26.07%	

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	192		286		0		149		627	
Unescorted movements	98	51.04%	142	49.65%	0	0.00%	65	43.62%	305	48.64%
Tank ships	67	34.90%	99	34.62%	0	0.00%	33	22.15%	199	31.74%
Tank barges	31	16.15%	43	15.03%	0	0.00%	32	21.48%	106	16.91%
Escorted movements	94	48.96%	144	50.35%	0	0.00%	84	56.38%	322	51.36%
Tank ships	68	35.42%	96	33.57%	0	0.00%	47	31.54%	211	33.65%
Tank barges	26	13.54%	48	16.78%	0	0.00%	37	24.83%	111	17.70%

Notes:

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

San Francisco Bay Clearinghouse Report For 2013

San Francisco Bay Region Totals

	<u>2013</u>		<u>2012</u>	
Tanker arrivals to San Francisco Bay	308		712	
Barge arrivals to San Francisco Bay	146		333	
Total Tanker and Barge Arrivals	454		1,045	
Tank ship movements & escorted barge movements	1,568		3,446	
Tank ship movements	941	60.01%	2,149	62.36%
Escorted tank ship movements	478	30.48%	1,166	33.84%
Unescorted tank ship movements	463	29.53%	983	28.53%
Tank barge movements	627	39.99%	1,297	37.64%
Escorted tank barge movements	274	17.47%	504	14.63%
Unescorted tank barge movements	353	22.51%	793	23.01%

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

Escorts reported to OSPR 0 3

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	916		1,443		0		785		3,144	
Unescorted movements	453	49.45%	722	50.03%	0	0.00%	380	48.41%	1,555	49.46%
Tank ships	322	35.15%	496	34.37%	0	0.00%	215	27.39%	1,033	32.86%
Tank barges	131	14.30%	226	15.66%	0	0.00%	165	21.02%	522	16.60%
Escorted movements	463	50.55%	721	49.97%	0	0.00%	405	51.59%	1,589	50.54%
Tank ships	302	32.97%	460	31.88%	0	0.00%	206	26.24%	968	30.79%
Tank barges	161	17.58%	261	18.09%	0	0.00%	199	25.35%	621	19.75%

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 Region Harbor Safety Committee
OSPR Report
(As of June 2013)**

Drills and Exercises

Amendments will include limiting scheduled drills to accommodate OSPR staff so they can attend and participate in more drills, and re-working the drill objectives so they are more performance-based. Simplified drill objectives have been developed for Small Marine Fueling Facilities, Mobile Transfer Units and Vessels Carrying Oil As Secondary Cargo. The Notice of Proposed Rulemaking was sent out on May 13, 2013. The regulation hearings are scheduled as follows:

July 9 2013

Port of Long Beach
Administration Building
925 Harbor Plaza
Long Beach, CA
Sixth Floor Board Room
10:00 a.m.

July 11, 2013

Bay Model Visitor's Center
2100 Bridgeway
Sausalito, CA
10 a.m.

There is more information at the following link:

http://www.dfg.ca.gov/ospr/Law/regs_under_review.asp

Questions regarding the proposed regulations, requests for documents, or any questions concerning the substance of this regulatory action may be directed to Joy Lavin-Jones ((916) 327-0910), or Barbara Foster ((916) 327-9406).

Shoreline Protection Tables

Amendments are planned to the Shoreline Protection Tables, to incorporate changes to the Area Contingency Plans and to do some streamlining/simplification of the tables. Workshops are planned for late summer.

Nor Cal Field Office

Exploring location closer to OSPR mission area.

AB 881 (Chesbro):

We are tracking the bill, we have no position on the bill. 05/30/13 – the bill passed out of the Assembly to the Senate.



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - MAY COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
MAY 1 - 31, 2012	204	90	44.12
MAY 1 - 31, 2013	240	106	44.17

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
MAY 1 - 31, 2012	13,231,000	0	16,787,824	7,139,638	23,927,462
MAY 1 - 31, 2013	12,292,626	0	18,086,354	7,443,718	25,530,072

OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
MAY 1 - 31, 2012	0	0	0	0	0
MAY 1 - 31, 2013	0	0	0	0	0

*** Disclaimer:

Please understand that the data is provided to the California State Lands Commission from a variety of sources; the Commission cannot guarantee the validity of the data provided to it.



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT FOR YEAR 2010

VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
JANUARY 1, 2010 to DECEMBER 31, 2010	2631	1139	43.29

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
JANUARY 1, 2010 to DECEMBER 31, 2010	147,016,955	300,000	205,374,688	93,651,082	299,025,770

OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
JANUARY 1, 2010 to DECEMBER 31, 2010	*** PLEASE SEE ATTACHED. ***				

*** 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.

To: Harbor Safety Committee of the San Francisco Bay Region
Date: 13 June 2013
Subject: **Updated Harbor Safety Plan**
From: Linda Scourtis

The state's Harbor Safety Committees are required to annually review and update their plans for submittal to the OSPR Administrator. The Administrator then determines whether to accept each revised Harbor Safety Plan.

Changes made to the plan for the San Francisco region include a revised Executive Summary (enclosed with this memo), which highlights Committee activities since June 2012. Additionally, two Best Maritime Practices previously adopted by the Committee are now included in Appendix A. The Committee will vote today to adopt the Harbor Safety Plan to include these revised materials.

Additionally, the following updated appendices will be included in the Harbor Safety Plan and made available upon the OSPR Administrator's acceptance of the revised plan:

1. Appendix A, Best Maritime Practices: Add *Temporary Safety Guidelines for Navigating in Reduced Visibility* and *Dead Ship Towing*
2. Appendix B: Membership of the HSC
2. Appendix E: Annual Work Reports
3. Appendix F: Tug Escort Violations Summary for 2012
4. Appendices G, H and I: Clearing House reports for 2012
5. Appendix K: Sites of P.O.R.T.S. Instrumentation
6. Appendix L: Bridges
7. Appendices M and N: USCG Bay Port Safety and Pollution Statistics for 2012
8. Appendix O: SLC Waterborne Petroleum Statistics for 2012

Executive Summary 2012/2013

The Harbor Safety Committee of the San Francisco Bay Region continued to focus its efforts on navigational safety and environmental issues that can adversely impact the Bay and ocean approaches to the Bay, including monitoring the number and causes of Loss of Propulsion incidents following the July 2009 implementation of state regulation requiring ocean-going vessels to switch to low sulfur marine distillate fuel prior to entering within 24 nautical miles of the California coast. One-third of the state's LOP incidents January 2009-March 2013 were attributed to switching over to low sulfur fuel.

In August 2012, the North American Emissions Control Area (ECA) went into effect, requiring use of lower sulfur fuel beginning 200 miles off the Canadian and U.S. coastlines. Transits to California will be required to meet state and federal requirements. The state emission standards will continue to be enforced until they and the ECA requirements are expected to reach an equivalent fuel sulfur limit of 0.1% in 2015.

In January 2013, the tanker OVERSEAS REYMAR struck the San Francisco-Oakland Bay Bridge, five years after the container vessel COSCO BUSAN struck the adjacent tower. Both incidents occurred in heavy fog; however, the outcomes were markedly different. Where a fuel tank on the container ship was severely damaged, spilling 53,000 gallons of oil into the Bay, the tanker's hull was not ruptured and there was no spill. In response to direction by the COTP to assess the incident and develop further guidance to prevent such an incident in the future, the Navigation Work Group and the USCG developed temporary guidelines to supplement existing Best Maritime Practices (BMPs) for navigating in limited visibility. (See Appendix A, Best Maritime Practices.)

Also during 2012-2013:

- The Tug Work Group developed a BMP for what is to be taken into consideration when planning and executing a towing operation involving a "Dead Ship."
- The Ferry Operations Work Group conducted a V-MAP exercise and made changes to the plan accordingly. The group worked closely with the Port of San Francisco & America's Cup organizers to develop protocols for use during events in 2012/13.
- The Navigation Work Group met several times to discuss the feasibility and usefulness of installing fog sensors to assist in navigation. The work group also met to discuss the ultra large container ship (ULCV) arrivals to the Bay, and what can be done to insure their safe transits.
- The Prevention Through People Work Group continued distribution of small vessel advisory publications and renewed issuance of marine hoax warnings.
- The Dredge Issues Work Group met with the USACOE to discuss locations they recommended the Corps dredge regularly due to shoaling, specifically Pinole Shoal and Bulls Head. Condition soundings of Pinole Shoal were recommended every 3-4 months.
- The PORTS Work Group reached agreement with Caltrans to install an air gap sensor on the Bay Bridge to serve ULCV.

Temporary Supplemental Safety Guidelines for Navigating in Reduced Visibility.

The COTP issued the following *Temporary Safety Guidelines for Navigating in Reduced Visibility*, effective February 14, 2013. The guidelines apply to large vessels and tugs with tows 1600 gross tons or greater, as well as to all tugs with tows in petroleum service.

1. Vessels should make visibility reports to the Vessel Traffic Service (VTS) at any point in their transit when visibility conditions change substantially and navigation safety allows the report to be made.
2. Vessels transiting the San Francisco-Oakland Bay Bridge (West of Yerba Buena Island) in any condition of reduced visibility should generally do so via the A-B or D-E span unless vessel traffic, environmental or other safety factors dictate otherwise.
3. Outbound/northbound vessels should not transit the San Francisco-Oakland Bay Bridge (West of Yerba Buena Island) when visibility is less than 0.5 nautical mile.
4. Inbound vessels transiting the San Francisco-Oakland Bay Bridge in restricted visibility are advised to exercise extreme caution during their transit.

Tugs with Tows less than 1600 Gross Tons. These best practices should be used by the mariner when planning, initiating or navigating a transit in the Bay during periods of reduced visibility. They acknowledge that the size of a tug and tow have much to do with their maneuverability, and therefore, are limited to tugs with tows with a displacement of less than 1600GT. Finally, the best practices are meant to serve as guidelines, and are not meant to relieve the mariner of his or her responsibility to follow applicable rules and regulations addressing prudent seamanship including the requirement of the International Regulations for Avoiding Collisions at Sea, or COLREGS.

Critical Maneuvering Areas (CMAs): The areas within the Bay where additional standards of care are required due to the restrictive nature of the channel, proximity of hazards, or the prevalence of adverse currents, are listed above. Tugs with tows less than 1600GT should not transit through CMAs when visibility is less than 0.25 nautical mile. Tugs with tows in petroleum service should not transit through CMAs when visibility is less than 0.5 nautical mile.

Locations within the Bay identified as Critical Maneuvering Areas:

Redwood Creek

San Mateo-Hayward Bridge

Oakland Bar Channel*

Islais Creek Channel

Richmond Inner Harbor

Richmond-San Rafael Bridge, East Span

Union Pacific Bridge