

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 12, 2014

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 10:03.

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: **Lt.Col. John Baker** (M), US Army Corps of Engineers; **John Berge** (M), Pacific Maritime Shipping Association; **Margot Brown** (M), National Boating Federation; **Mary Brown** (M), Horizon Lines; **Bob Gregory** (M), Foss Maritime; **Capt. Bruce Horton** (M), San Francisco Bar Pilots; **Capt. Jim Marshall** (M), Chevron Shipping Company; **Jim McGrath** (M), Bay Conservation and Development Commission; **Capt. Griffin Patrick** (A), Tesoro Refining and Marketing; **Chris Peterson** (M), Port of Oakland; **Randy Scott** (A), Port of Benicia; **Capt. Greg Stump** (M), United States Coast Guard; **Gerry Wheaton** (M), NOAA; **Gregory Zeligman** (A), Starlight Marine Services.

The meetings are always open to the public.

Approval of the Minutes-

A motion to accept the minutes of the May 8, 2014 meeting was made and seconded. The minutes were approved (with Jim McGrath abstaining) with the following correction:

- John Berge advised that his question in regards to the Coast Guard's April 2, 2014 Denial of Entry case be corrected to reflect that he had asked if the vessel in question had a valid California COFR and was answered by Lcdr. Phillips that it did. The vessel's federal COFR was not valid due to expired insurance.

Comments by Chair- Capt. Lynn Korwatch

Welcomed the committee members and audience.

Coast Guard Report- Capt. Greg Stump

- Advised of a recent change of command. Rear Admiral Joseph Servidio replaced outgoing Rear Admiral Karl Schultz as District 11 Commander. Admiral Servidio brings a background in prevention, marine inspections and waterways management to our region. Several other

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personnel changes are also coming up including the departure of Cmdr. Jason Tama and Lcdr. Tracy Phillips.

- Thanked everyone who participated in the USCG, Army Corps and NOAA sponsored Future of Navigation 21st Century Waterways Public Listening Session on June 10, 2014. The objective is to use E-ATON to augment the current system, not replace physical Aids. Lcdr. Wirts will be giving a presentation on the subject at the end of today's meeting.
- Advised that the May 21, 2014 emergency towing drill in Anchorage 9 went very well and demonstrated the partnering between government and industry we have in the San Francisco Bay Area.
- Advised of a new policy regarding Whale Advisories. Whale Advisories will now be issued only if whales have been reported in the area by qualified sources.
- Advised of a recent VMAP production on the deployment of IBA's that was recorded and will be posted on You Tube.
- Lcdr. Amy Wirts read from the May-14 Prevention/Response Report (attached).
- Jim McGrath asked if the freight vessel involved in the May 26 Rule 9 Violation near the Golden Gate Bridge was outbound or inbound. Lcdr. Wirts advised that it was outbound.

Army Corps of Engineers Report- Lt.Col John Baker

- Advised that this would be his final SF HSC meeting. He will be reporting to the Army Corps headquarters in Washington DC for his next assignment. Introduced his successor, Lt.Col John Morrow. The official change of command will be on June 27, 2014 at 1000 at the Bay Model Visitor Center.
- Thanked the committee and maritime community for the collaboration and innovation taking place in the San Francisco Bay Area.
- Rob Lawrence read from the US Army Corps of Engineers, San Francisco District Report (attached).
- Rob Lawrence advised that debris removal is still down due to the lack of rain this year and that the Raccoon will be back from maintenance in August.
- Jim McGrath asked if there was a reason why the planned dredging volume for the Oakland Harbor was low. Jessica Burton Evans advised that the dredging volume is down due to the drought.
- Capt. Horton asked about the Pilots request to meet with the Corps in regards to the scheduled Pinole Shoal dredging in order to have the high spots removed. Jessica Burton Evans advised that the Corps had met with the Dredge Work Group to prioritize dredging locations.

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- Lt.Col Baker advised that due to less than anticipated shoaling, the Corps has requested reprogramming authority to transfer additional funds to other dredging projects such as Redwood City Harbor, Richmond Inner Harbor and Pinole Shoal.
- Capt. Korwatch thanked Lt.Col Baker for his service on the HSC and wished him the best.
- Jessica Burton Evans announced that a public draft of the Army Corps' EA/EIR will be released in August for a public comment period. All stakeholders can sign up to be on the mailing list.

Clearing House Report- Alan Steinbrugge (report attached)

OSPR Report- David Mighetto (report attached)

- Capt. Korwatch welcomed David Mighetto to the SF HSC as the OSPR representative replacing Capt. Jeff Cowan.

NOAA Report- Gerry Wheaton

- Thanked the USCG for their participation in the Future of Navigation 21st Century Waterways Public Listening Session held on June 10.
- Introduced Darren Wright with NOAA's CO-OPS. Darren Wright will be leading an informational workshop on several new navigational tools that NOAA has developed directly after today's HSC meeting.
- Darren Wright outlined the navigational tools he will be discussing during the workshop which include enhancements to San Francisco's PORTS system, a new San Francisco Operational Forecast Model, a tool for measuring surface currents with HF Radar and updated tidal current predictions.

State Lands Commission Report- David Stephens (report attached)

- Announced that the Prevention First 2014 Pollution Prevention Symposium is on October 7-8, 2014 in Long Beach.
- Announced that he will be retiring and that this is his last SF HSC meeting. Capt. Korwatch thanked David Stephens for his years of service and wished him the best.

Work Group Reports-

Plan Update Work Group- Linda Scourtis advised that the Updated Harbor Safety Plan is complete (attached) including an updated Executive Summary and previously adopted Best Maritime Practice on Harbor Safety Committee of the SF Bay Region

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Emergency Towing. She motioned for a vote to accept the Updated HSC Plan. Capt. Horton seconded the motion. The motion passed without dissent and the Updated HSC Plan was adopted by the committee.

- Capt. Korwatch advised that a Plan Review Committee will be convened next January to review the entire HSC Plan.

Tug Work Group- Bob Gregory advised that he will be giving a presentation on the May 21, 2014 emergency towing drill conducted in Anchorage 9 at the end of today's meeting.

Navigation Work Group- Capt. Bruce Horton advised that there was nothing to report.

Ferry Operations Work Group- nothing to report.

Dredge Issues Work Group- Capt. Griffin Patrick advised that the Dredge Issues Work Group met on May 29, 2014 with the Army Corps and Bar Pilots to discuss Pinole Shoal and Suisun Bay Channel dredging priorities. The feedback provided at the meeting will be used by the Corps to help develop the Dredge Plan.

- Jessica Burton Evans advised that the Army Corps will be using the feedback received as one of several factors in their assessment of dredging priorities.
- A letter from Capt. Amso thanking the Army Corps for meeting with the Dredge Issues Work Group is attached.

PORTS Work Group- Chris Peterson advised that there was nothing to report.

Prevention through People Work Group- Margot Brown advised that retiring AL Storm with OSPR was instrumental in the development of the highly successful "*Sharing the Bay*" video from the Prevention through People Work Group. Margot Brown thanked Al Storm for his work with the SF HSC.

PORTS Report- Alan Steinbrugge

- Advised that the Bay Bridge Air Gap Sensor has been installed on the Delta-Echo span of the bridge. The data won't be available for about a month as it undergoes NOAA's quality assurance process.
- Advised that the two buoy mounted current sensors in the bay will be serviced in August of this year.

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Public Comment-

- Capt. Korwatch announced that the next AMSC meeting will be held on July 8, 2014 at Pier 35 at 1000.
- Capt. Korwatch advised that the CEO of the POTOMAC is looking for skippers if anyone is interested.
- John Hummer with MARAD advised that the Federal Transit Administration has awarded a grant to the Western Dredging Association (WEDA) to build a dry dock on a portion of the former Naval Air Station in Alameda.

Old Business- None

New Business-

- Capt. Korwatch advised that the SF HSC will be submitted as a nominee for HSC of the Year at the national HSC meeting taking place in August, 2014. The collaboration that we have here in the San Francisco region is unique and deserves recognition.
- Capt. Korwatch announced that the July SF HSC meeting will take place at the new California Maritime Academy dining hall. Directions will be provided.

Next Meeting-

1000-1200, July 10, 2014
California Maritime Academy
200 Maritime Academy Drive, Vallejo, CA

Adjournment-

A motion to adjourn was made and seconded. The motion passed without dissent and the meeting adjourned at 10:45.

Emergency Towing Drill Presentation - Bob Gregory

- An emergency towing drill was held on May 21, 2014 in Anchorage 9. The drill took months to prepare and involved the towing of the CMA CGM CENTAURUS by three tugs. The Starlight boat Ahbra Franco, the Foss boat Marshall Foss and the AmNav boat Revolution participated. The Bar Pilots had a pilot on board the ship and monitored the drill.

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- The goal of the drill was to test command and control emergency towing operations against the SF HSC's Best Maritime Practice for Emergency Towing. The drill went very well with good communication between all parties.
- The tugs towing capabilities were also tested with one tug being able to tow the ship at 4.3 kts and two tugs together at 6 kts. Synthetic tow lines were used during the drill whereas longer towing chains would normally be used in offshore conditions.
- Lessons learned include the importance of having a tug at the stern of the ship to help with steering, the importance of direct communication between the tugs, the importance of familiarity with the Emergency Towing Booklet and the importance of effective command and control.
- Jim McGrath asked if plans are in place to conduct a similar drill in high wind conditions. Bob Gregory replied negative. Lcdr. Wirts advised that the BMP calls for an on the water exercise every three years and that any drills would be canceled in winds of over 25 kts due to risk.
- Capt. Jim Marshall asked what opportunities for improvement were found. Bob Gregory answered that communication and use of common nomenclature with the foreign ship captain were a concern.
- Chris Peterson asked if towing astern was performed during the drill. Bob Gregory answered negative.
- Lcdr Wirts noted that a previous tow drill in the English Channel is the only other towing drill of this size that has taken place. She thanked CMA CGM and the tug companies for their participation and generosity.

The Future of Navigation 21st Century Waterways Presentation - Lcdr. Amy Wirts (slides attached)

- The Future of Navigation 21st Century Waterways Public Listening Session was held on June 10, 2014 to present and discuss information relating to the USCG's used of Electronic Aids to Navigation (E-ATON).
- E-ATON are being displayed by AIS to augment, not replace, physical Aids to Navigation with a few exceptions such as Mile Rocks where it is unsafe to maintain the physical Aid.
- San Francisco has been a leader in the use of E-ATON. E-ATON were used to mark the America's Cup box during last year's race and E- ATON are currently being used to mark the SF Buoy, TSS, Mile Rocks, Harding Rock and the Bay Bridge piers with more to come in the future.
- Feedback from the maritime community is welcome.
- Plans for the future include the further development of AIS text messaging to be used for notifications such as Whale Advisories. Application Specific Messages (ASM) are being worked on to provide notifications in specific areas such as no-wake zones or in poor visibility. Darren

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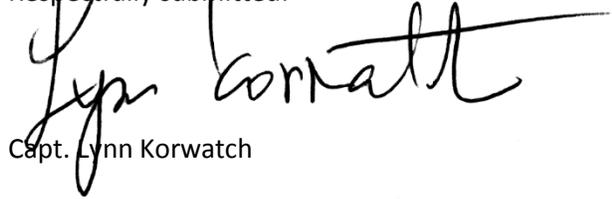
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Wright advised that ASM are also being developed to notify of environmental conditions and integrate PORTS data.

- PORTS data is not currently being pushed through AIS but will be in the future.

Respectfully submitted:

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

Capt. Lynn Korwatch

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

May-14

PORT SAFETY CATEGORIES*

	2014	2013	3yr Avg**
1. Total Number of Port State Control Detentions for period:	0	1	0.50
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
2. Total Number of COTP Orders for the period:	6	7	5.60
Navigation Safety (0), Port Safety & Security (6), ANOA (0)			
3. Marine Casualties (reportable CG 2692) within SF Bay: Allision (2), Collision (1), Fire (0), Capsize (0), Grounding (1), Sinking (2), Steering (1), Propulsion (12), Personnel (1), Other (2), Power (0)	22	18	12.60
4. Total Number of (routine) Navigation Safety issues/Letters of Deviation: Radar (1) Gyro (0), Steering (0), Echo sounder (0), AIS (1), AIS-835 (0), ARPA (0), SPD LOG (1), R.C. (0), Other (0)	3	3	4.80
5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay:	2	0	0.72
6. Significant Waterway events or Navigation related cases for the period: ULCV Towing Demonstration	1	0	0.38
7. Maritime Safety Information Bulletins (MSIBs):	0	1	0.38
Total Port Safety (PS) Cases opened for the period:	34	30	25.0

MARINE POLLUTION RESPONSE

Source Identification (Discharges):

VESSELS	2014	2013	3yr Avg**
U.S. Commercial Vessels	0	3	0.89
Foreign Freight Vessels	0	0	0.14
Public Vessels	0	1	1.00
Commercial Fishing Vessels	0	0	0.42
Recreational Vessels	7	3	3.28
FACILITIES			
Regulated Waterfront Facilities	0	0	0.31
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.11
Other Land Sources	2	2	1.44
Mystery Spills - Unknown Sources	1	5	4.06
Number of Oil/Hazmat Pollution Incidents within San Francisco Bay for Period			
1. Spills < 10 gallons	6	13	6.39
2. Spills 10 - 100 gallons ((0) Spill <41 gallons, (0) Spills > 42 gallons)	0	1	0.97
3. Spills 100 - 1000 gallons	0	0	0.14
4. Spills > 1000 gallons	0	0	0.06
5. Spills - Unknown	4	0	3.83
Total:	10	14	11.17
TOTAL OIL DISCHARGE AND HAZARDOUS MATERIALS RELEASE VOLUMES BY SPILL SIZE CATEGORY:			
1. Estimated spill amount from U.S. Commercial Vessels:	0	3	16.90
2. Estimated spill amount from Foreign Freight Vessels:	0	0	0.11
2. Estimated spill amount from Public Vessels:	0	5	6.33
3. Estimated spill amount from Commercial Fishing Vessels:	0	0	27.13
4. Estimated spill amount from Recreational Vessels:	4	4	11.24
5. Estimated spill amount from Regulated Waterfront Facilities:	0	0	4.82
6. Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer:	0	0	0.14
7. Estimated spill amount from Other Land Sources:	2	2	108.00
8. Estimated spill amount from Unknown sources:	1	23	6.01
TOTAL OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES (GALLONS):	7	37	180.70
Civil Penalty Cases for Period	0	0	0.08
Notice of Violations (TKs)	0	0	0.47
Letters of Warning	0	1	1.81
TOTAL PENALTY ACTIONS:	0	1	12.42

* 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 2014)

MARINE CASUALTIES

Loss of Propulsion (05MAY)*: A foreign flagged cruise ship was inbound to San Francisco, when they experienced a loss of propulsion 30 NM off of Point Arguello. The master stated that the cause was due to human error during the fuel switching process. Class & Coast Guard attended the vessel and witnessed satisfactory operations of the main propulsion and associated systems. LOP was attributed to fuel switching. Case closed.

Reduction in Propulsion (07MAY)*: A US flag container vessel experienced a reduction in propulsion while transiting through the LA precautionary area while enroute to San Francisco. A COTP Order was issued requiring a tug escort from Mile Rock to berth. Class attended and attributed the problem to the main engine #5 cylinder not firing properly, and witnessed satisfactory operations of the main propulsion and associated systems. Case closed.

Equipment Failure (09MAY): A U.S. flag small passenger vessel experienced a starboard main engine slowdown due to a faulty high exhaust temperature sensor while underway east of Angel Island. The vessel continued to Mare Island, where a technician attended the vessel and verified repairs. Case Closed.

Equipment Failure (09MAY): A U.S. flag uninspected towing vessel lost throttle control to the port main engine while approaching the dock in Alameda, with no barge in tow. The vessel moored and technicians attended the vessel. The technicians attributed the problem to a leaking hydraulic seal. Case Pends.

Equipment Failure (11MAY): A U.S. flag small passenger vessel experienced a maneuverability issue while underway within SF Bay. All passengers on board were disembarked, the vessel was taken out of service and a No-Sail 835 was issued. The cause was found to be a damaged directional nozzle on the jet drive. The nozzle was replaced. CG attended and witnessed satisfactory operation of main propulsion and associated systems. Case closed.

Equipment Failure (12MAY): A foreign flag cruise vessel was inbound to San Francisco, when they experienced a leak in a sprinkler pipe, resulting in water flooding the deck in several cabins. Class and Coast Guard attended the vessel and witnessed proper repairs to the sprinkler system. Case pends.

Collision (12MAY): A U.S. flag small passenger vessel collided with a California Highway Patrol (CHP) Marine Unit in Oakland Inner Harbor. The small passenger vessel was maneuvering at slow speed, and did not see the CHP vessel in their blind spot. There was some damage to the CHP vessel, but no damage to the other one. Case pends.

Allision (15MAY): Three tugs were conducting a dead ship tow of the USNS Ponchatoula from Suisun Reserve Fleet to Mare Island Shipyard, when one of the tugs came in contact with the East Pier fender on the UP-Railroad Bridge. There was some damage to the fendering system, but no damage to the bridge. Coast Guard responded and conducted an investigation of the incident. Case Pends.

Equipment Failure (18MAY): A U.S. flag towing vessel was just south of the Sea Buoy, towing a tank barge loaded with over 47,000 barrels of fuel, when the tug experienced heavy smoke from the port engine. The vessel could operate at slow speed without heavy smoke. Another tug arrived on scene and escorted the towing vessel to berth in Benicia. The incident was caused by a leak in a cylinder exhaust elbow. The crew conducted repairs. Case pends.

Loss of Propulsion (20MAY)*: A foreign flag chemical carrier experienced a loss of astern propulsion while transiting inbound, 17NM West of Pacifica. The incident was due to the fact that the number 1 fuel pump reversing cylinder was stuck. The cylinder was reset and the vessel regained astern propulsion. A COTP order was issued requiring a 2 tug escort to Anchorage 9. Class and Coast Guard attended the vessel and witnessed satisfactory operation of astern propulsion. LOP was not attributed to fuel switching. Case closed.

Injury (20MAY): A U.S. flag small passenger vessel was mooring in San Francisco, when one of the crew members pinched their foot between a vessel cleat and the pier. The crew member was treated at the hospital and released. Case closed.

Allision (22MAY): A US flag passenger vessel allided with a moored passenger vessel while getting underway. The moored passenger vessel suffered minimal damage. Coast Guard conducted an investigation of the incident and attended the vessel to attest to minimum damage to a non-structural appendage. Case closed.

Loss of Propulsion (23MAY): A foreign tank vessel experienced a loss of propulsion while attempting to moor at Stockton Berth 8. The vessel had two tugs on scene and was able to maintain station in the basin while

*NOTE: Initial incident occurred outside of HSC jurisdiction.

troubleshooting the issue. They identified the issue as a bad valve on the control of the stern engine. Class and Coast Guard attended the vessel and attested to proper repairs and satisfactory operation of the main propulsion and associated systems. LOP was not attributed to fuel switching. Case Closed.
Runaway Anchor (30 MAY): A U.S. vessel experienced a brake failure on the windlass for the ready anchor while outbound for sea. A total of 10 shots of anchor chain deployed as a result of the failure. The ship's crew engaged the anchor windlass and recovered the anchor. The anchor was recovered without damage. Coast Guard to witness satisfactory operation of the anchor brake at next port of call. Case pends.
Reduction in Propulsion (30MAY)*: A foreign flag vessel experienced an alarm warning that a cylinder was not firing while underway to San Francisco. The vessel went dead ship approximately 2 NMs outside of the Port of LA to conduct repairs. Repairs were completed and the vessel continued its transit. A COTP Order was issued requiring a tug escort to berth. Class attended the vessel and attested to proper repairs and satisfactory operation of the main propulsion and associated systems. Case closed.
Equipment Failure (31MAY): A foreign flag bulk carrier experienced an equipment failure when the pilot house controls for the main engine did not respond while conducting pre-departure checks at the dock in Redwood City. The vessel transited to anchorage with a two tug escort. The cause was determined to be a faulty electrical connection. A Class report was received and attested to proper repairs of the pilot house control and satisfactory operation of the main propulsion and associated systems. Case closed.
VESSEL SAFETY CONDITIONS
Voyage Termination (03MAY): The Coast Guard received a report of an 18' recreational boat in distress east of Alcatraz. A Coast Guard small boat arrived on scene, towed the vessel to San Francisco and conducted a boarding. The team found multiple violations (deteriorated backfire flame control, missing registration, a foot of oily water in the bilge) and terminated the voyage. Case closed.
Anchor Fouling (11MAY): A foreign flag tank vessel fouled their anchor on cables in Anchorage 9, bucket C2. The vessel hired a company to remove the cables from the anchor. Case closed.
Voyage Termination (12MAY): The Coast Guard received a report that a 27' sailboat departed the Hidden Harbor Marina (near Cache Slough) with excessive gasoline in their bilges, then became disabled and anchored in place. A Coast Guard small boat arrived on scene, removed the people from the vessel and terminated the vessel's voyage. The vsl owner contracted a company to remove the gasoline. Case closed.
Operational Control (27MAY): A U.S. flag towing vessel was inspected and found to have several conditions which posed a safety risk to the vessel, its crew and the marine environment. These included fire protection, fire detection and general alarm deficiencies. The Coast Guard issued a COTP Order requiring the vessel to correct the conditions prior to operating the vessel. Case pends.
GENERAL SAFETY CASES
Improper Container Packaging (14MAY): The Coast Guard conducted a container inspection and found a container load which consisted of empty fuel cans with aviation fuel residue, leaking barrels of oil with oil soaked rags on top, and improper hazmat labels. The container was scheduled to be shipped to Korea. The container was placed on hold until it is properly cleaned, re-packaged and re-labeled. Case pends.
Navigation Rules Violation, (26MAY): A recreational sailing vessel and a U.S. flag passenger vessel experienced a close CPA in the vicinity of the Golden Gate Bridge. Both vessels initially claimed the other was at fault; the S/V did not submit an official statement. Case closed.
Rule 9 Violation (26MAY): A recreational sailing vessel passed in front of a foreign flag freight vessel while it was approaching the Golden Gate Bridge. The S/V could not be located for further investigation. Case closed.
NAVIGATIONAL SAFETY
Letter of Deviation (LOD), Inop AIS (04MAY): Vessel issued an inbound LOD. Corrected 07MAY.
Letter of Deviation (LOD), Inop speed log, M/V (08MAY): Vessel issued an inbound/ outbound LOD.
Letter of Deviation (LOD), Inop S-Band Radar, (30MAY): Vessel issued an inbound LOD. Corrected 01JUN.
SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES
No significant cases to report

*NOTE: Initial incident occurred outside of HSC jurisdiction.

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**Report of the
U.S. Army Corps of Engineers, San Francisco District
June 12, 2014**

1. CORPS O&M DREDGING PROGRAM

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

- a. **FY14 Main Ship Channel – Contract Hopper (BAYPORT)**, expected start: 13 June 2014, approximate duration: 10 days dredging.
- b. **FY14 Richmond Inner Harbor** – Contract clamshell, planned start early-October 2014.
- c. **FY14 Richmond Outer Harbor (and Richmond Long Wharf) – Government Hopper (ESSAYONS)**, expected start: 30 June 2014, approximate duration: 10 days dredging.
- d. **FY14 Pinole Shoal – Government Hopper (ESSAYONS)**, expected start: 11 July 2014, approximate duration: 2 days dredging
- e. **FY14 Suisun Bay Channel (and New York Slough) - Government Hopper (YAQUINA)**, expected start: 01 August 2014, approximate duration: 14 days dredging.
- f. **FY14 Oakland O & M Dredging-** Contract awarded to Dutra (clamshell), expected start 01 August 2014, approximate duration: 3 months.
- g. **FY14 Redwood City Harbor-** Contract clamshell, planned start early October 2014.

2. DEBRIS REMOVAL – Debris removal for May 2014 was 33.5 tons. (Dillard: 29 tons; and Misc. [small boats, vehicles, etc.]: 4.5 tons). Average for May from 2004 to 2013 is 47.1 tons. (Range: 13 – 98.5 tons).

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	RACCOON	DILLARD	MISC	TOTAL
2013	TONS	TONS	TONS	TONS
JAN	0	35	0	35
FEB	0	6	25	31
MAR	0	8.5	2.5	11
APR	0	28	4.5	32.5
MAY	0	29	4.5	33.5
JUN				
JUL				
AUG				
SEP				
OCT				
NOV				
DEC				

YR TOTAL
143

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

None to report.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

No urgent dredging so far in 2014.

5. OTHER WORK

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

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

HYDROGRAPHIC SURVEY UPDATE

Address of Corps' web site for completed hydrographic surveys:

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

Alameda Point Navigation Channel: Condition survey of Sept. 2012 is posted.

Berkeley Marina (Entrance Channel): January 7, 2013 condition survey is posted.

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

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

Main Ship Channel: Condition survey of February 24, 2014 is posted.

Mare Island Strait: Condition survey of October 2012 is posted.

Marinship Channel (Richardson Bay): Condition survey of Dec. 18, 2011 is posted.

Napa River: Condition surveys of early- to mid-April 2012 is posted.

New York Slough: Condition survey of March 14-17, 2014 is posted.

Northship Channel: November 20-26, 2012 condition survey is posted.

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

Oakland Inner Harbor: Condition survey completed March 20, 2014 is posted.

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

Oakland Outer Harbor: Condition survey completed March 24, 2014 is posted.

Pinole Shoal Channel: Condition survey of Jan 24-29, 2014 is posted.

Redwood City Harbor: Condition survey of May 6-7, 2014 is posted.

Richmond Inner Harbor: Condition survey of May 28-29, 2014 is posted.

Richmond Outer Harbor (Longwharf): Condition survey of February 19, 2014 is posted.

Richmond Outer Harbor (Southampton Shoal): Condition survey of March 3, 2014 is posted.

San Bruno Shoal: Condition survey of April 15, 2014 is posted.

San Leandro Marina (and Channel): Condition survey of April 30 – May 2, 2012 is posted.

San Rafael Across-the-Flats / San Rafael Creek: Condition surveys of May, 2013 are posted.

Suisun Bay Channel: Condition survey of March 13-17, 2014 is posted.

Disposal Site Condition Surveys:

SF-08 (Main Ship Channel Disposal Site): Condition survey of March 2013 is posted.

SF-09 (Carquinez): Condition survey of Sept. 2013 is posted.

SF-10 (San Pablo Bay): Condition survey of Sept. 2013 is posted.

SF-11 (Alcatraz): Condition survey of June 11, 2014 is posted.

SF-16 (Suisun Bay Disposal Site): Condition survey of May, 2012 is posted.

SF-17 (Ocean Beach Disposal Site): Condition survey of March 2013 is posted.

O&M DREDGING PLAN FOR FY14

Project	2013			2014									2015			Planned Volume	Placement Site
	OCT FY14	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT FY15	NOV	DEC		
Humboldt Bar&Entrance										Contract Hopper	■				500kcy	HOODS	
SF Main Ship Channel										Contract Hopper	■				350kcy	SF-17	
Richmond Inner Harbor															250kcy	SFDODS	
Richmond Outer Harbor										ESSAYONS	■				250kcy	SF-11	
Pinole Shoal										ESSAYONS	■				150kcy	SF-10	
Suisun Bay Channel											YAQUINA	■			175kcy	SF-16	
Oakland Inner Harbor															200 kcy	Montezuma Wetland Restoration Project	
Oakland Outer Harbor															350kcy	SF-11	
Redwood City Harbor															200kcy	SF-DODS	
<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> Complete & Ongoing Contracts </div> <div style="text-align: center;"> Hopper </div> <div style="text-align: center;"> New Dredge Contract </div> <div style="text-align: center;"> Environmental Window </div> </div>																	



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 12, 2014

- ✎ In May the clearinghouse called OSPR twice regarding possible violations.
- ✎ In May the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ✎ The Clearinghouse has contacted OSPR 4 times regarding possible escort violations in 2014. The Clearinghouse called OSPR 1 time in 2013. The Clearinghouse called OSPR 3 times in 2012 regarding any possible escort violations, 3 times in 2011, 6 times in 2010, 8 time 2009; 4 times 2008; 9 times in 2007; 9 times in 2006; 16 times in 2005; 24 times in 2004; twice in 2003; twice in 2002; 6 times in 2001; 5 times in 2000.
- ✎ In May there were 97 tank vessel arrivals; 5 Chemical Tankers, 18 Chemical/Oil Tankers, 28 Crude Oil Tankers, 1 LPG, 2 Non Specific Tankers 16 Product Tankers, and 27 Tugs with Barges.
- ✎ In May there were 322 total arrivals.

San Francisco Bay Clearinghouse Report For May 2014

San Francisco Bay Region Totals

	<u>2014</u>		<u>2013</u>	
Tanker arrivals to San Francisco Bay	70		65	
Barge arrivals to San Francisco Bay	27		29	
Total Tanker and Barge Arrivals	97		94	
Tank ship movements & escorted barge movements	317		319	
Tank ship movements	172	54.26%	166	52.04%
Escorted tank ship movements	123	38.80%	99	31.03%
Unescorted tank ship movements	49	15.46%	67	21.00%
Tank barge movements	145	45.74%	153	47.96%
Escorted tank barge movements	29	9.15%	54	16.93%
Unescorted tank barge movements	116	36.59%	99	31.03%

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

Escorts reported to OSPR 2 0

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	197		297		0		143		637	
Unescorted movements	85	43.15%	149	50.17%	0	0.00%	69	48.25%	303	47.57%
Tank ships	69	35.03%	114	38.38%	0	0.00%	46	32.17%	229	35.95%
Tank barges	16	8.12%	35	11.78%	0	0.00%	23	16.08%	74	11.62%
Escorted movements	112	56.85%	148	49.83%	0	0.00%	74	51.75%	334	52.43%
Tank ships	94	47.72%	122	41.08%	0	0.00%	56	39.16%	272	42.70%
Tank barges	18	9.14%	26	8.75%	0	0.00%	18	12.59%	62	9.73%

Notes:

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

San Francisco Bay Clearinghouse Report For 2014

San Francisco Bay Region Totals

	<u>2014</u>		<u>2013</u>	
Tanker arrivals to San Francisco Bay	334		728	
Barge arrivals to San Francisco Bay	137		320	
Total Tanker and Barge Arrivals	471		1,048	
Tank ship movements & escorted barge movements	1,585		3,544	
Tank ship movements	783	49.40%	1,995	56.29%
Escorted tank ship movements	542	34.20%	1,160	32.73%
Unescorted tank ship movements	241	15.21%	835	23.56%
Tank barge movements	802	50.60%	1,549	43.71%
Escorted tank barge movements	198	12.49%	544	15.35%
Unescorted tank barge movements	604	38.11%	1,005	28.36%

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

Escorts reported to OSPR 4 1

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	934		1,506		0		715		3,155	
Unescorted movements	423	45.29%	794	52.72%	0	0.00%	355	49.65%	1,572	49.83%
Tank ships	347	37.15%	591	39.24%	0	0.00%	240	33.57%	1,178	37.34%
Tank barges	76	8.14%	203	13.48%	0	0.00%	115	16.08%	394	12.49%
Escorted movements	511	54.71%	712	47.28%	0	0.00%	360	50.35%	1,583	50.17%
Tank ships	393	42.08%	536	35.59%	0	0.00%	239	33.43%	1,168	37.02%
Tank barges	118	12.63%	176	11.69%	0	0.00%	121	16.92%	415	13.15%

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.

To: Harbor Safety Committee of the San Francisco Bay Region

Date: 12 June 2014

Subject: OSPR Report

From: David Mighetto, Oil Spill Prevention Specialist

Al Storm, Oil Spill Prevention Specialist, Marine Safety Branch in Sacramento after 23 years of dedicated State service is retiring at the end of June. Al wanted me to convey to you that he enjoyed working with the SFHSC and the Maritime Industry. Al is happy, and ready to enjoy his retirement.

Captain Jeff Cowan is attending NavSac, Navigational Safety Advisory Council June 11-12th. He will be talking about maritime safety issues such as the proposed removal of buoys. Captain Cowan has written his thoughts on Eliminating Aids to Navigation. His article was printed in the Maritime Professional 2Q 2014 edition.

Mr. Robert Gregory has been appointed as Primary member representing Tug Operators to the SFHSC by Thomas Cullen Jr., Administrator OSPR. (Term May 08, 2014 through March 13, 2016).

Mr. Gregory Zeligman has been appointed as Alternate Member representing the Barge Operators. He has also been appointed by the Administrator OSPR. (Term May 08, 2014 through June 12, 2016).

We do not have an updated OSPR Regulations/ Legislative Report for you this month.



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - MAY COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
MAY 1 - 31, 2013	238	106	44.54
MAY 1 - 31, 2014	232	102	43.97

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
MAY 1 - 31, 2013	12,292,626	0	18,046,354	7,443,718	25,490,072
MAY 1 - 31, 2014	16,780,500	0	20,648,869	7,514,718	28,163,587

OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
MAY 1 - 31, 2013	0	0	0	0	0
MAY 1 - 31, 2014	0	0	0	0	0

*** Disclaimer:

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

To: Harbor Safety Committee of the San Francisco Bay Region
Date: 12 June 2014
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.

The Committee will vote today to include an updated Executive Summary (enclosed with this memo), which highlights Committee activities since June 2013.

Additionally, a Best Maritime Practice on Emergency Rescue Towing previously adopted by the Committee has been added to Appendix A. 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 Emergency Rescue Towing
2. Appendix B: Membership of the HSC
3. Appendix E: Annual Work Reports
4. Appendix F: Tug Escort Violations Summary for 2013
5. Appendices G, H and I: Clearing House reports for 2013
6. Appendix K: Sites of P.O.R.T.S. Instrumentation
7. Appendix L: USCG Bridges
8. Appendices M and N: USCG Bay Port Safety (including LOP data) and Pollution Statistics 2013
9. Appendix O: SLC Waterborne Petroleum Statistics for 2013

Executive Summary 2013/2014

The HSC continued to track losses of propulsion attributed to switching to low sulfur fuel. The North American Emissions Control Area (ECA) went into effect August 2012. State of California and North American ECA requirements will reach an equivalent fuel sulfur limit of 0.1 percent January 1, 2015.

In May 2014, members of the tug and bar pilot community conducted an on-water emergency towing exercise at Anchorage 9 in the Bay, designed to test an emergency tow BMP adopted by the Harbor Safety Committee. The exercise successfully demonstrated the ability of a single tow of an 1191- foot Ultra Large Container Vessel under LOP conditions as well as a tandem tow utilizing two tugs.

Also during 2013-2014:

- The Tug Work Group developed a Best Maritime Practice for emergency towing, and, with Navigation Work Group members, conducted an on-water exercise in the Bay involving an ultra large container vessel.
- The Ferry Operations Work Group implemented a China Basin Landing security and safety zone for AT&T Park and reviewed the V-MAP plan, exercise and security exercise.
- The Navigation Work Group saw through the installation of a single fog sensor at the Oakland Inner Harbor.
- The Prevention Through People Work Group shared safety concerns surrounding use of E15 fuel in recreational vessels and marine spatial determinations.
- The USACE continued to work with the Dredge Issues Work Group to discuss channel maintenance depths and shoaling throughout the Bay.
- The PORTS Work Group reached agreement with Caltrans to install an air gap sensor on the Bay Bridge to serve ULCV, schedule for the end of May 2014.

Dredging Issues Work Group
ACOE,
1455 Market Street,
San Francisco

May 29, 2014.
At 1000 hours

Meeting Discussion Items

Attendees,

<i>Jessica Burton-Evans</i>	<i>ACOE</i>
<i>David Doak</i>	<i>ACOE</i>
<i>Tony Coppo</i>	<i>SF Bar Pilots</i>
<i>John Schneider</i>	<i>Tesoro</i>
<i>Griffin Patrick</i>	<i>Tesoro</i>
<i>Esam Amso</i>	<i>Valero</i>

Pre-Dredge Meeting held on May 29th, 2014

On behalf of the "DIG" sub-committee and myself, I would like to sincerely thank the ACOE for allowing us the time and venue to meet to discuss the areas of immediate importance to be dredged during a two day period at the end of June for Pinole Shoals (Essayons) also areas of concern in Suisun Bay Channel at the beginning of August (Yaquina).

Areas for both sites were agreed upon and the ACOE will discuss/share with both assigned dredgers to achieve desired results to ensure safer navigation.

It is also understood that Capt. T. Coppo will further discuss with his colleagues at SF Bar Pilots, those areas of concern and pass any comments to the ACOE.

Dredge Issues Work Group

*Esam Amso
Chair*

Current USCG AIS Aids to Navigation in SF Bay Area

Inshore Applications

1. Harding Rock
2. SF-Oakland Bay Bridge (5 aids)

5

Offshore Applications

1. SF Buoy
2. TSS Check-in Points (17 aids)

Approach Application

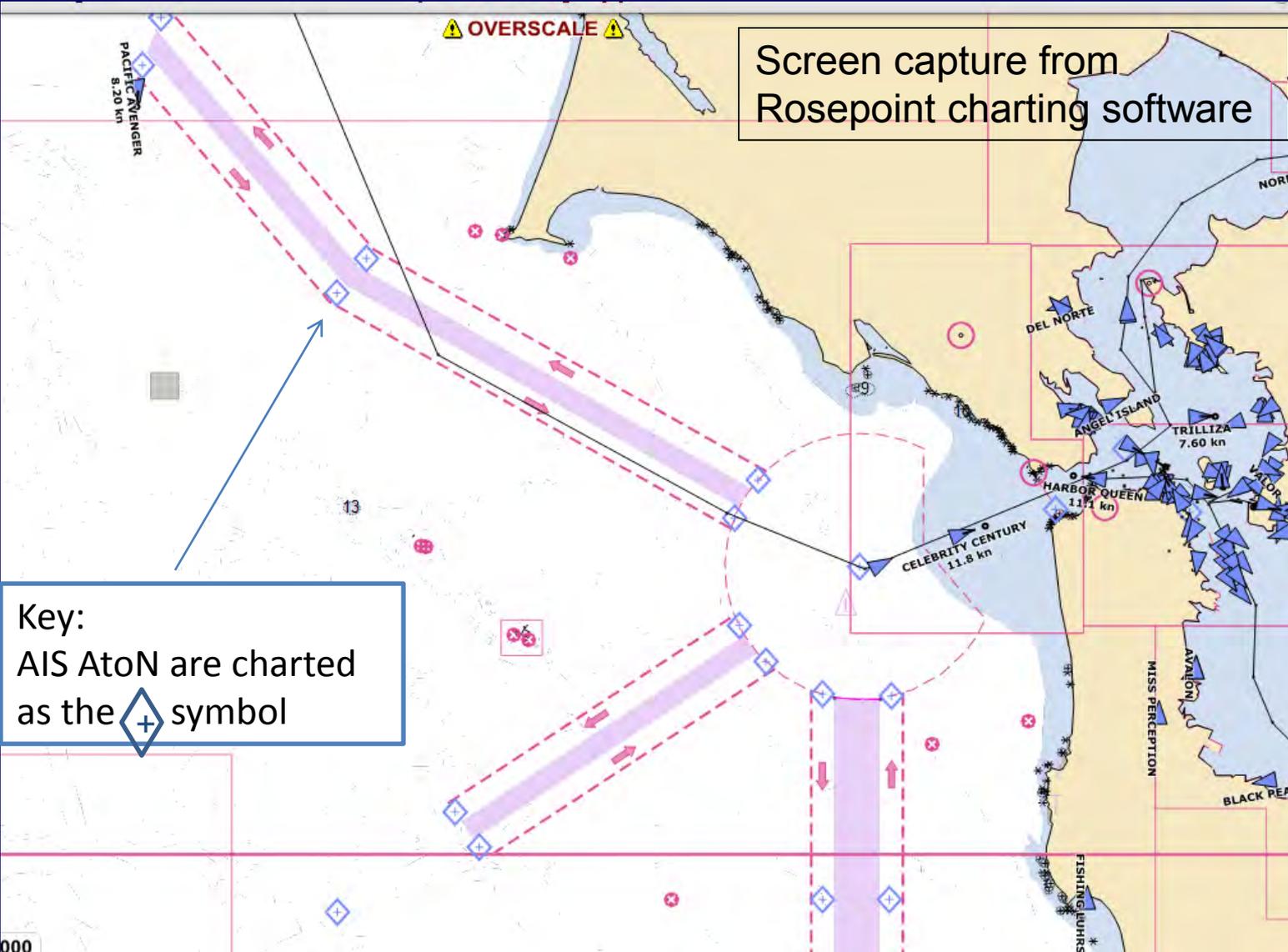
1. Mile Rocks Light

First deployment of AIS federal aids to navigation in U.S.

AIS ATON Offshore Application: VTS Reporting Points

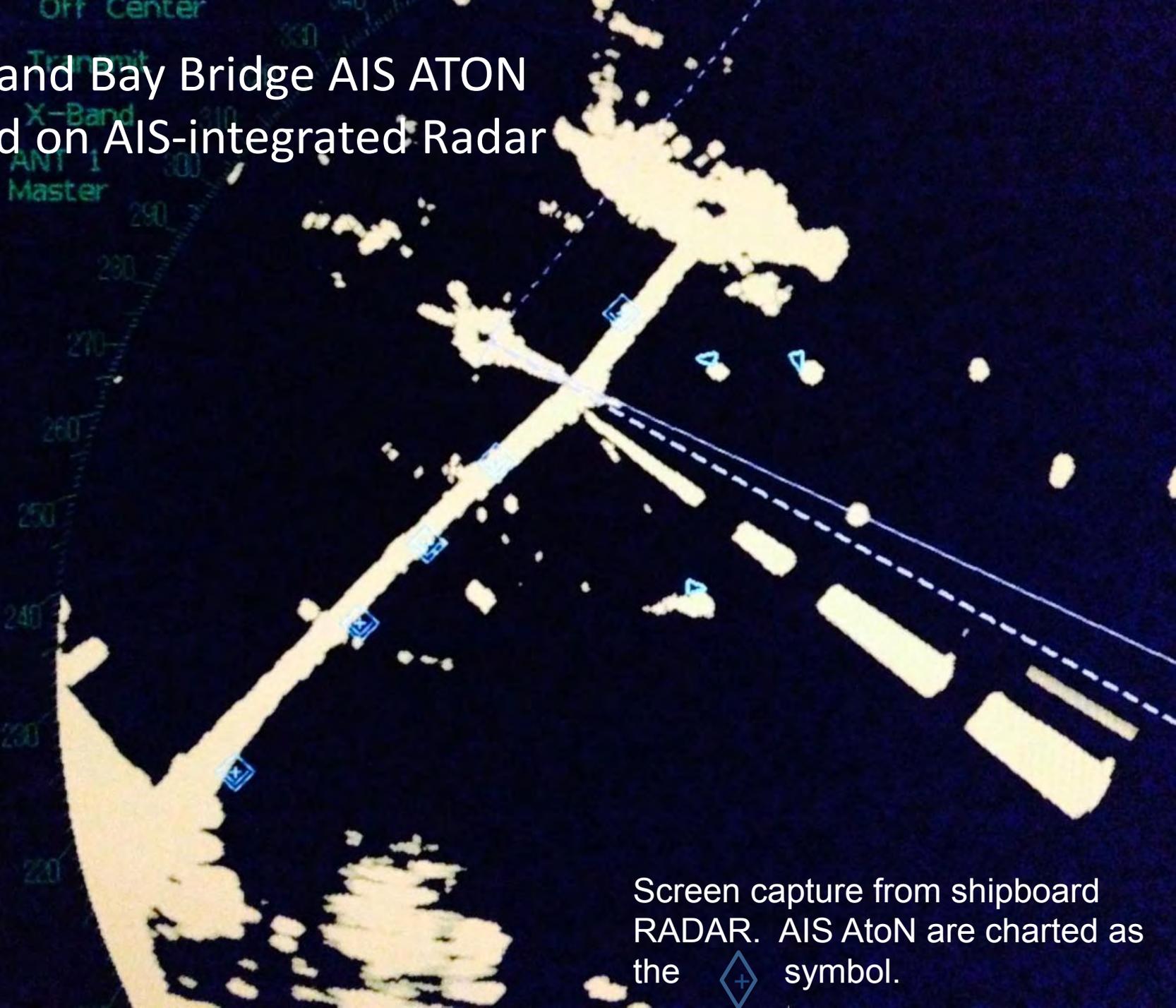


Screen capture from
Rosepoint charting software



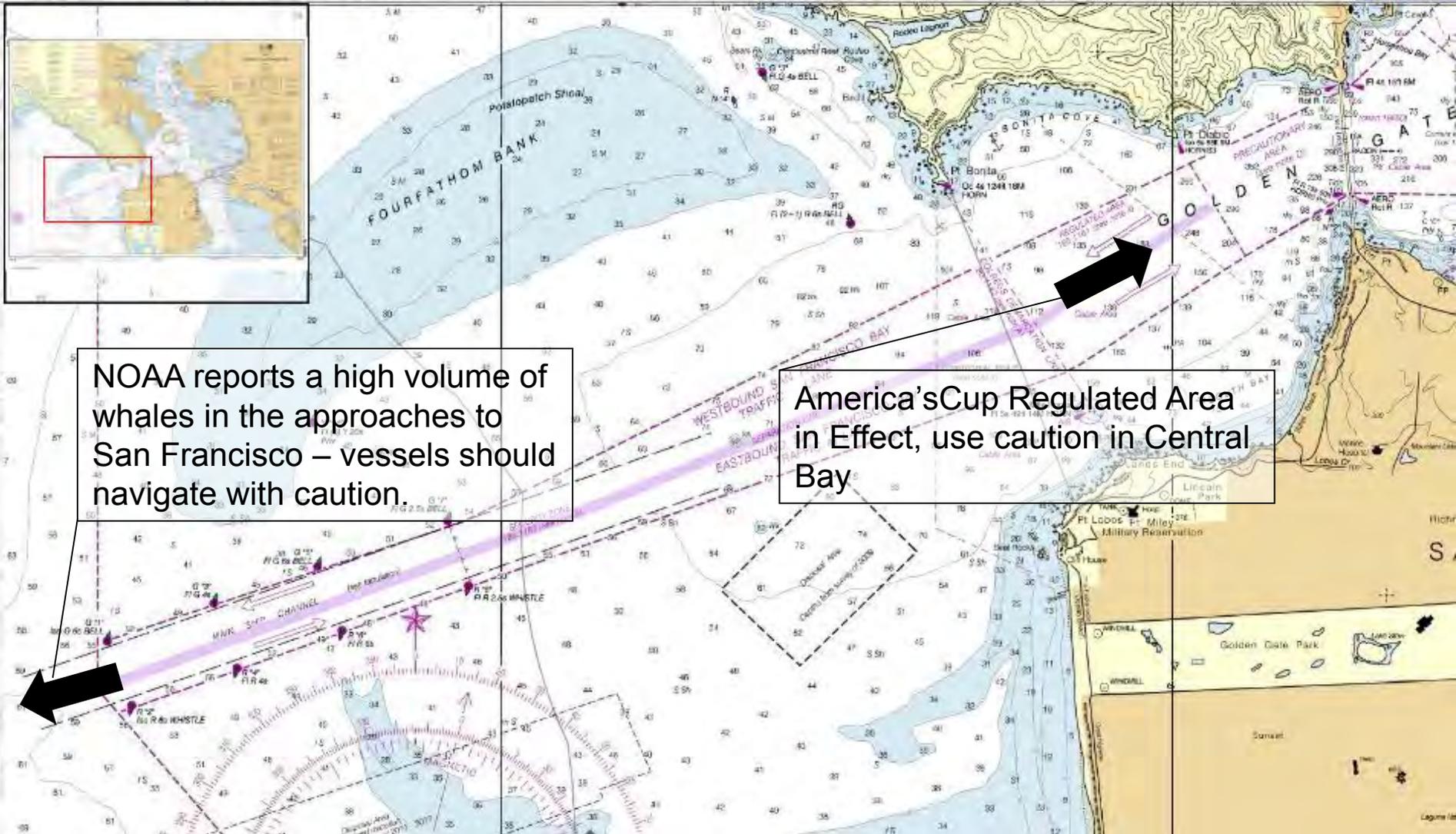
Key:
AIS AtoN are charted
as the  symbol

SF-Oakland Bay Bridge AIS ATON Displayed on AIS-integrated Radar



Screen capture from shipboard
RADAR. AIS AtoN are charted as
the  symbol.

Current State of AIS Text Messaging in San Francisco Bay



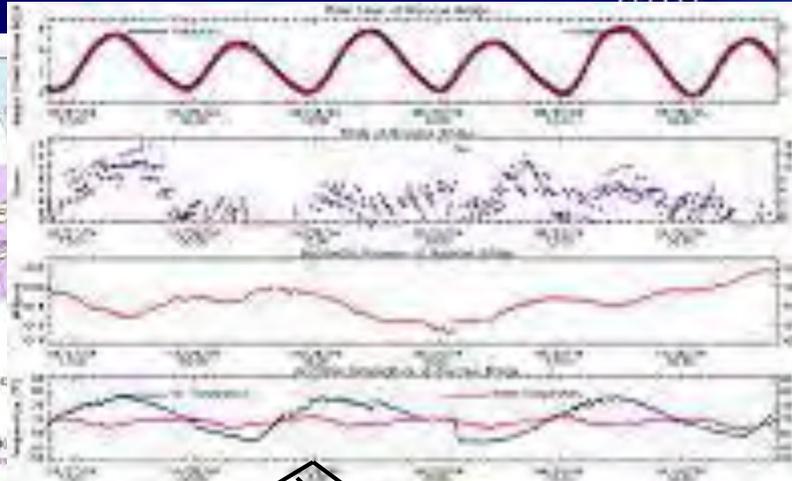
NOAA reports a high volume of whales in the approaches to San Francisco – vessels should navigate with caution.

America's Cup Regulated Area in Effect, use caution in Central Bay

AIS-PORTS Display: Future State(?)

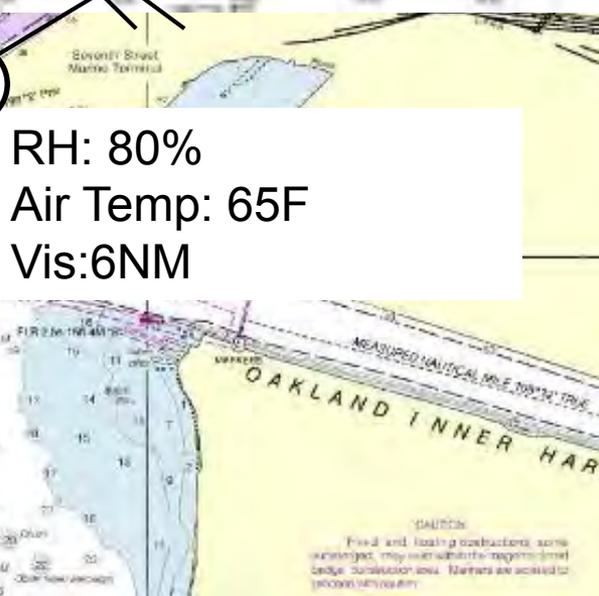


A Vertical Clearance: 204'



W

RH: 80%
Air Temp: 65F
Vis: 6NM



GAUGES
Fixed and floating obstructions, some unlighted, may not submit to the magnetic line of sight. Soundings are in feet. Markers are subject to removal without notice.