

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 11, 2015

Port of Oakland, 2nd Floor Board Room, 530 Water Street, 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: **Jim Anderson** (M), CA Dungeness Crab Task Force; **Capt. Atanas Atanasov** (A), Nation Cargo Bureau; **John Berge** (M), Pacific Merchant Shipping Association; **Margot Brown** (M), National Boating Federation; **Capt. Tom Dougherty** (M), Blue & Gold Fleet; **Jeff Ferguson** (M), NOAA; **Aaron Golbus** (M), Port of San Francisco; **Bob Gregory** (M), Foss Maritime Company; **Capt. Bruce Horton** (M), San Francisco Bar Pilots; **Lt.Col. John Morrow**, (M), US Army Corps of Engineers; **Griffin Patrick** (M), Tesoro Refining and Marketing; **Chris Peterson** (M), Port of Oakland; **Linda Scourtis** (A), Bay Conservation and Development Commission; **Deb Self** (M) *via phone*, San Francisco Bay Keeper; **Rich Smith** (M), Westar Marine Services; **Capt. Greg Stump** (M), United States Coast Guard; **Jeffrey Vine** (A), Port of Stockton.

The meetings are always open to the public.

Approval of the Minutes-

A motion to accept the minutes of the May 14, 2015 meeting was made and seconded. The minutes were approved without dissent.

Comments by Chair- Capt. Lynn Korwatch

Welcomed the committee members and audience. Announced that approval of the revised Harbor Safety Plan would be voted on today.

Coast Guard Report- Capt. Greg Stump

- Advised that Capt. Mike Day is leaving Sector SF and will be replaced by Capt. Patrick Nelson as Deputy Commander. Capt. Nelson comes from a Prevention background.
- Advised that Sector SF has sent several people, including Cmdr. Wirts, to assist with response to the recent oil spill in Santa Barbara.
- Advised that the USCG is working with the FBI and CBP among others on issues involving recreational boating and waterfront events during the 2016 Super Bowl.

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- Advised of USCG Marine Safety Alert 5-15 regarding anchor equipment and Marine Safety Alert 6-15 regarding fire extinguishing systems. Advised of USCG MSIB 4-15 regarding water jet devices.
- LCDR Rhianna Macon read from the May- 15 Prevention/Response Report (attached).
- Capt. Bruce Horton, SF Bar Pilots, advised of new anchorage rules being implemented by the Pilots. The system is color coded with green meaning fully open, yellow meaning the Bar Pilots direct vessels to specific anchorage buckets and red meaning vessels will possibly be turned away.

Army Corps of Engineers Report- Lt.Col. John Morrow

- Advised that the BCDC hearing regarding the Army Corps O&M Dredging EA/EIR has taken place and that approval was given.
- Advised that that dredge project bidding is being opened and that dredging should start in August.
- Jessica Burton Evans read from the US Army Corps of Engineers, San Francisco District Report (attached).

Clearing House Report- Alan Steinbrugge (report attached)

OSPR Report- David Mighetto (no report)

- Advised of a May 18, 2015 meeting regarding PORTS funding that took place at the SF Marine Exchange office. OSPR Administrator Tom Cullen, OSPR staff, Capt. Korwatch, Alan Steinbrugge and Chris Peterson were in attendance to discuss the issues involved with PORTS with the result being that OSPR has agreed to fund the system for at least the next several years. A 2015-2016 PORTS budget has been submitted and approved. The funding provided is for the existing PORTS system and new devices and installations are not covered.
- Advised that OSPR is involved with response to the Refugio pipeline crude oil spill in Santa Barbara. An estimated 21,000 gallons of crude is believed to have entered the ocean resulting in numerous reports of marine mammal and bird deaths. As of June 8th, the Unified Command had 101 personnel with 1,154 people in the field and an estimated 14,267 gallons of oily water mixture had been recovered with operations continuing.

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NOAA Report- Jeff Ferguson

- Advised that the Cordell Bank / Gulf of the Farallones National Marine Sanctuary was officially expanded on June 9, 2015 and will be called the Greater Farallones National Marine Sanctuary. NOAA charts are being updated.
- Advised that NRT6 has been working in Suisun Bay and will be getting a new boat in July.

State Lands Commission Report- Report attached

Work Group Reports-

HSC Plan Update Work Group- Linda Scourtis advised that the updated Harbor Safety Plan (pertinent excerpts attached) is complete and ready for HSC approval. It has been 10 years since the last major update of the Harbor Safety Plan and the HSC Work Group chairs, USCG, and NOAA helped greatly with the effort.

Recommendations for conducting Escort Training on San Francisco Bay are included in the updated Harbor Safety Plan. Bob Gregory advised that escort training recommendations are being updated to reflect the training that currently takes place during large vessel assists and to continue simulator training.

Linda Scourtis brought the committee's attention to the updated Harbor Safety Plans recommendation to delete Chapter XIX on substandard vessel inspection. A motion was made, seconded, and unanimously approved by the HSC to delete Chapter XIX.

Linda Scourtis brought the committee's attention to the updated Executive Summary included in the new plan. A motion was made, seconded and unanimously approved by the HSC to adopt the updated Executive Summary.

Linda Scourtis brought the committee's attention to updated Harbor Safety Plan Appendix J in Chapter XIV on escort training recommendations. A motion was made, seconded, and unanimously approved by the HSC to adopt these recommendations.

Capt. Korwatch called for a vote on the updated plan in its entirety. A motion was made, seconded and unanimously approved by the HSC to adopt the updated Harbor Safety Plan.

Tug Work Group- Bob Gregory advised that the Tug Work Group is still working on ATB regulations.

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Navigation Work Group- Capt. Horton advised that a meeting was upcoming.

Ferry Operations Work Group- Capt. Tom Dougherty advised that Blue & Gold Fleet would be adding new vessels to both replace and expand operations.

Dredge Issues Work Group- Griffin Patrick advised that the Dredge Issues Work Group met last month and will meet again directly after today's HSC meeting to discuss dredge bids.

PORTS Work Group- Chris Peterson thanked OSPR for their decision to continue funding PORTS.

Prevention through People Work Group- Margot Brown thanked OSPR for funding PORTS on behalf of the recreational boating community which benefits from the system. Bill Needham advised of several vessel groundings in the delta related to the construction salinity barriers due to the drought and asked if anyone had further information. Lt.Col John Morrow advised that the Army Corps issues permits but that the CA Department of Water Resources is responsible for barrier location.

PORTS Report- Alan Steinbrugge

- Thanked OSPR for continuing to fund PORTS.
- Advised that he recently removed and reinstalled the Oakland current sensor due to scheduled buoy tending.
- Advised that coordination is ongoing with the Port of San Francisco to install existing weather station equipment at Pier 27.
- Advised that an upgrade to satellite transmitters in several installations is scheduled for next year.
- John Berge commented that PORTS funding is a nationwide problem and asked if NOAA was able to help cover the costs. Jeff Ferguson advised that NOAA PORTS funding has been discussed but that it is a congressional issue involving the budget. John Berge suggested lobbying for the funding. Capt. Korwatch advised that the East Coast ports are leading the effort to get NOAA to fund PORTS and that the cost of the national system is only approximately four million dollars.

Public Comment-

- Chris Peterson advised that public rides are available on the Potomac. Details are available on the Port of Oakland website.

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- Catherine Hooper, Fleet Week consultant, advised that money has been set aside for Fleet Week in case of sequestration. Military vessels are tentatively scheduled to start arriving on October 5, 2015 and will dock at Pier 30/32 and Pier 80. The Parade of Ships is scheduled for October 9th and the vessels will be departing on October 13th. The Blue Angels airshow will also take place. The Fleet Week mission includes earthquake preparedness and an exercise is scheduled to take place involving emergency supply dispersal. More information upcoming.

Old Business-

- Jim Anderson asked if there was an update regarding the CDIP and eLoran systems and was advised that it was on the agenda for next month's HSC meeting.

New Business-

- Sean Kelley, USCG, advised that VTS partnered with the Bar Pilots in creating the Anchorage 8 and 9 berthing plans.

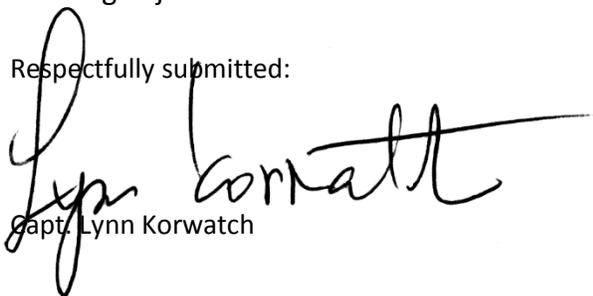
Next Meeting-

1000-1200, July 9, 2015
Port of Richmond
California Maritime Academy, Richmond Maritime Safety & Security Center
756 West Gertrude Street
Richmond, CA

Adjournment-

A motion to adjourn was made and seconded. The motion passed without dissent and the meeting adjourned at 11:02.

Respectfully submitted:



Capt. Lynn Korwatch

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

May-15

PORT SAFETY CATEGORIES*

	2015	2014	3yr Avg**
1. Total Number of Port State Control Detentions for period:	2	0	0.69
SOLAS (2), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
2. Total Number of COTP Orders for the period:	9	6	5.94
Navigation Safety (8), Port Safety & Security (0), ANOA (1)			
3. Marine Casualties (reportable CG 2692) within SF Bay: Allision (0), Collision (1), Fire (0), Capsize (0), Grounding (1), Sinking (0), Steering (0), Propulsion (3), Personnel (1), Other (5), Power (0)	11	22	13.14
4. Total Number of (routine) Navigation Safety issues/Letters of Deviation: Radar (0) Gyro (2), Steering (0), Echo sounder (0), AIS (2), AIS-835 (6), ARPA (0), SPD LOG (3), R.C. (0), Other (2)	15	3	4.33
5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay:	0	2	0.72
6. Significant Waterway events or Navigation related cases for the period:	0	1	0.47
7. Maritime Safety Information Bulletins (MSIBs):	0	0	0.47
Total Port Safety (PS) Cases opened for the period:	37	34	25.78

MARINE POLLUTION RESPONSE

Source Identification (Discharges):

VESSELS	2015	2014	3yr Avg**
U.S. Commercial Vessels	0	0	0.00
Foreign Freight Vessels	0	0	0.00
Public Vessels	0	0	0.00
Commercial Fishing Vessels	0	0	0.00
Recreational Vessels	4	7	5.50
FACILITIES			
Regulated Waterfront Facilities	0	0	0.00
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.00
Other Land Sources	1	2	1.50
Mystery Spills - Unknown Sources	10	1	5.50
Number of Oil/Hazmat Pollution Incidents within San Francisco Bay for Period			
1. Spills < 10 gallons	4	6	5.00
2. Spills 10 - 100 gallons ((0) Spill <41 gallons, (0) Spills > 42 gallons)	1	0	0.50
3. Spills 100 - 1000 gallons	0	0	0.00
4. Spills > 1000 gallons	0	0	0.00
5. Spills - Unknown (MYSTERY SHEENS)	10	4	7.00
Total:	15	10	12.50

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

1. Estimated spill amount from U.S. Commercial Vessels:	0	0	0.00
2. Estimated spill amount from Foreign Freight Vessels:	0	0	0.00
2. Estimated spill amount from Public Vessels:	0	0	0.00
3. Estimated spill amount from Commercial Fishing Vessels:	0	0	0.00
4. Estimated spill amount from Recreational Vessels:	25	4	14.50
5. Estimated spill amount from Regulated Waterfront Facilities:	0	0	0.00
6. Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer:	0	0	0.00
7. Estimated spill amount from Other Land Sources:	2	2	2.00
8. Estimated spill amount from Unknown sources:	UNK	1	1.00
TOTAL OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES (GALLONS):	~27	7	7.00
Civil Penalty Cases for Period	0	0	0.00
Notice of Violations (TKs)	0	0	0.00
Letters of Warning	6	0	3.00
TOTAL PENALTY ACTIONS:	6	0	3.00

* 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 2015)

MARINE CASUALTIES

Equipment Failure, Loss Of Propulsion (03MAY15): A foreign flag container vessel experienced an equipment failure while mooring at Oakland. The vessel loss propulsion and then experienced three failed starts while trying to moor. A COTP order was issued requiring the vessel to remain at berth until CG receives a technicians report attesting to causative factors and proper operation of propulsion and associated systems. Class attended the vessel and witnessed satisfactory operation of the start air pressure system. CG received proper documentation and COTP order was lifted. Case Closed.

****Equipment Failure/Loss of Propulsion (07MAY15):** A foreign flag bulk freight vessel experienced an equipment failure while preparing to enter the North American ECA. The vessel's main engine failed while attempting to conduct their fuel switch over from HSFO to LSFO. A COTP order was issued directing the vsl to proceed to Anchorage 9 under a tug escort and remain there until a report is received from class identifying causative factors. Class attended the vessel and witnessed satisfactory repair and operation of the main engine and associated systems. Case Closed.

Equipment Failure (19MAY15): A foreign flag cruise ship experienced an equipment failure while making preparations to depart port. The vessel was unable to depart due to a damaged hydraulic booster pump. A class survey report was received confirming that the vessel's hydraulic booster pump had been replaced and witnessed satisfactory operation of the system. Additionally vessel reported multiple backup generators. Vessel was allowed to proceed on its voyage. Case Closed.

Loss of Propulsion (22 MAY15): A foreign flag tank vessel experienced a loss of propulsion while transiting to berth. The vessel experienced the LOP for approximately 8 minutes and regained propulsion after resetting their computer system. A COTP order was issued requiring the vessel to remain at berth until proper documentation is received. CG received Class report attesting to the proper operation of the vessel's propulsion and associated systems. LOP was attributed to fuel switching. Case Closed.

Equipment Failure (22MAY15): A foreign flag bulk freight vessel experienced an equipment failure while attempting to anchor at Anchorage 9. The vessel lost their starboard anchor. A COTP order was issued for the vessel to retrieve the anchor prior to departure from the San Francisco COTP zone. Multiple diving sorties were made with negative results in finding the lost anchor. Coast Guard received documentation from class which allows vessel to operate without starboard anchor and the COTP order was lifted. Case Closed

Equipment Failure (26MAY15): A foreign flag bulk freight vessel experienced an equipment failure while attempting to anchor in Anchorage 9. The vessel was attempting to drop anchor when the windlass stopped operating properly. A COTP order was issued requiring the vessel to remain in Anchorage 9 until the starboard anchor winch system is proven to be fully operational. Class attended the vessel and witnessed proper operation of both port and starboard anchors winches. The COPT order was lifted. Case Closed.

Loss of Propulsion (27MAY15): A foreign flag tank vessel experienced a loss of propulsion while setting anchor in Anchorage 9. The vessel regained propulsion approximately 10 minutes after and was able to safely anchor. A COTP order was issued requiring the vessel to remain in Anchorage 9 until class attested to the causative factors and proper operation of the vessel's propulsion and associated systems. Class attended the vessel and witnessed repairs conducted to a leaking stem valve on fuel pump. COTP order was lifted. LOP was not attributed to fuel switching. Case Closed.

VESSEL SAFETY CONDITIONS

Vessel Detention (04MAY14): A foreign flag bulk vessel was detained due to the crew's improper knowledge of how to operate the vessel's CO2 system. Class and Coast Guard attended the vessel and witnessed proper operation and crew familiarity with the fixed CO2 fire extinguishing system and the detention was lifted. Case Closed.

Vessel Detention (21MAY15): A foreign flag tank vessel was detained due to failure to properly conduct fire drills. The crew was unable to operate SCBA system during fire drills and significant fire hazards were present in main engine room due to cleanliness. Class and Coast Guard witnessed successfully conducted fire drills, all deficiencies were cleared and the detention was lifted. Case Closed.

GENERAL SAFETY CASES

NSTR

NAVIGATIONAL SAFETY

Letter of Deviation (LOD) Inop Speed Log: Vsl issued an inbound LOD

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

Letter of Deviation (LOD) Inop Gyro: Vsl issued an inbound/outbound LOD

Letter of Deviation (LOD) Inop Speed Log: Vsl issued an inbound/outbound LOD

Letter of Deviation (LOD) Inop Anchor: Vsl issued an inbound/outbound LOD

Letter of Deviation (LOD) Inop AIS: Vsl issued an inbound LOD

Letter of Deviation (LOD) Inop AIS: Vsl issued an inbound LOD

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

LOW (28MAY15): A 65 foot historical passenger vessel sank at the graving docks in Richmond, discharging approximately 15 gallons of diesel. The responsible party hired an environmental contractor to refloat the vessel and recover the discharged product. The vessel was towed to a nearby boat yard and hauled out for repairs.

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

**Report of the
U.S. Army Corps of Engineers, San Francisco District
June 11, 2015**

1. CORPS O&M DREDGING PROGRAM

The following is this year's O & M dredging program for San Francisco Bay. The FY15 O&M dredging program is subject to change, please refer to the Local Notice to Mariner for details dredge operations.

- a. **FY15 Main Ship Channel** – Completed 29 May 2015.
 - b. **FY15 Richmond Inner Harbor** – Contract clamshell dredging scheduled to start October 2015. No change.
 - c. **FY15 Richmond Outer Harbor (and Richmond Long Wharf)** – Contract clamshell or hopper dredging scheduled to start September 2015. No change.
 - d. **FY15 Pinole Shoal** – Contract hopper or clamshell dredging scheduled to start August 2015. No change.
 - e. **FY15 Suisun Bay Channel (and New York Slough)** – Contract clamshell dredging scheduled to start August 2015. No change.
 - f. **FY15 Oakland Harbor Dredging** – Contract clamshell dredging scheduled to start September 2015. No change.
 - g. **FY14 Redwood City Harbor** – Contract was awarded to R.E. Staite (clamshell) on 29 September 2014 and dredging started on 25 October 2014. Phase I dredging (reaches 1 through 5A to -28 ft MLLW) was completed 12 December 2014. Phase II (reaches 1 through 5A to -30 ft MLLW) is scheduled to start on 15 June 2015.
 - h. **FY15 Redwood City Harbor** - Contract clamshell dredging (all reaches to -30 ft MLLW) scheduled to start September 2015. No change.
- 2. DEBRIS REMOVAL** – May was a slow month with the Dillard underway only 8 days. Debris removal for May 2015 was 22 tons. (Dillard: 12.5 tons, including 6 abandoned boats; other boats 9.5 tons, including 2 abandoned boats). Average for May from 2005 to 2014 is 45.4 tons. (Range: 13-98.5 tons).

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	RACCOON	DILLARD	MISC	TOTAL
2015	TONS	TONS	TONS	TONS
JAN	0	45	15	60
FEB	0	49.5	7	56.5
MAR	7.5	21.5	0	29
APR	0	17	10	27
MAY		12.5	9.5	22
JUN				
JUL				
AUG				
SEP				
OCT				
NOV				
DEC				

YR TOTAL
194.5

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

None to report.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

No urgent dredging in 2015.

5. OTHER WORK

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

HYDROGRAPHIC SURVEY UPDATE

Address of Corps' web site for completed hydrographic surveys:

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

The following surveys are posted;

Alameda Point Navigation Chanel: Condition survey of Nov. 2014.

Berkeley Marina (Entrance Channel): Condition survey of September 23, 2104.

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

Islais Creek Channel: Condition survey of September 25, 2014.

Main Ship Channel: Pre-dredge survey of May 18, 2015.

Mare Island Strait: Condition survey of September 24, 2014.

Marinship Channel (Richardson Bay): Condition survey of September 21, 2014.

Napa River: Condition surveys of 23-24 October 2014.

New York Slough: Condition survey of February 2-4, 2015.

Northship Channel: September 16-20, 2014 condition survey.

Oakland Entrance Channel: Post-dredge survey of Dec 2014 – Jan 2105.

Oakland Inner Harbor: Post-dredge survey (Reach 2) of Dec 2014 – Jan 2105.

Oakland Inner Harbor Turning Basin: As above.

Oakland Outer Harbor: As above.

Petaluma River: Condition survey of mid-September 2014.

Pinole Shoal Channel: Condition survey of February 24-25, 2015.

Redwood City Harbor: Post-dredge survey of Nov/Dec, 2014.

Richmond Inner Harbor: Reaches 4 and 9 post-dredge survey of March 12-13, 2015.

Richmond Outer Harbor (Longwharf): Post-dredge survey of Dec, 2014.

Richmond Outer Harbor (Southampton Shoal): Post-dredge survey of July 18-23, 2014.

Sacramento River Deep Water Ship Channel: Condition Survey April 2015.

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

San Leandro Marina (and Channel): Condition survey of March 30 – April 1, 2015.

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

Suisun Bay Channel: Condition survey of February 6-18, 2015.

Disposal Site Condition Surveys:

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

SF-09 (Carquinez): Condition survey of March 2, 2015.

SF-10 (San Pablo Bay): Condition survey of March 2, 2015.

SF-11 (Alcatraz Island): Condition Survey of May 20, 2015.

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

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

NEW WEB ADDRESS – USACE WORK PLAN: www.usace.army.mil/missions/civilworks/budget.

O&M DREDGING PLAN FOR FY15

Project	2014			2015									FY16			Volume	Placement Site
	OCT FY15	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC		
Humboldt Bar&Entrance																700kcy	HOODS
SF Main Ship Channel																350kcy	OBDS/ SF-17
Richmond Inner Harbor																350kcy	SFDODS or Upland
Richmond Outer Harbor																250kcy	SF-11
Pinole Shoal																150kcy	SF-10
Suisun Bay Channel																175kcy	SF-16
Oakland Harbor																600kcy	SFDODS or Upland
Redwood City Harbor I																350kcy	SF-11
Redwood City Harbor II																400kcy	SFDODS or Upland
Sacramento DWSC																	Upland
Stockton DWSC																	Upland

Complete & Ongoing Contracts

Government Hopper

New Dredge Contract

Environmental Window

** Work Window Extension Required



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 11, 2015

- ✎ 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 1 time so far in 2015 about possible escort violations. The Clearinghouse contacted OSPR 5 times regarding possible escort violations in 2014. The Clearinghouse contacted OSPR 1 time in 2013. The Clearinghouse contacted 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 99 tank vessel arrivals; 8 ATB's, 2 Chemical Tankers, 18 Chemical/Oil Tankers, 24 Crude Oil Tankers, 1 LPG's, 2 Non Specific Tankers, 20 Product Tankers, and 24 Tugs with Barges.
- ✎ In May there were 307 total arrivals.

San Francisco Bay Clearinghouse Report For May 2015

San Francisco Bay Region Totals

	<u>2015</u>		<u>2014</u>	
Tanker arrivals to San Francisco Bay	67		70	
ATB arrivals	8			
Barge arrivals to San Francisco Bay	24		27	
Total Tanker and Barge Arrivals	99		97	
Tank ship movements & escorted barge movements	339		317	
Tank ship movements	160	47.20%	172	54.26%
Escorted tank ship movements	103	30.38%	123	38.80%
Unescorted tank ship movements	57	16.81%	49	15.46%
Tank barge movements	179	52.80%	145	45.74%
Escorted tank barge movements	54	15.93%	29	9.15%
Unescorted tank barge movements	125	36.87%	116	36.59%

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

Escorts reported to OSPR 0 2

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	203		319		0		153		675	
Unescorted movements	100	49.26%	171	53.61%	0	0.00%	83	54.25%	354	52.44%
Tank ships	79	38.92%	125	39.18%	0	0.00%	57	37.25%	261	38.67%
Tank barges	21	10.34%	46	14.42%	0	0.00%	26	16.99%	93	13.78%
Escorted movements	103	50.74%	148	46.39%	0	0.00%	70	45.75%	321	47.56%
Tank ships	77	37.93%	102	31.97%	0	0.00%	46	30.07%	225	33.33%
Tank barges	26	12.81%	46	14.42%	0	0.00%	24	15.69%	96	14.22%

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.



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - MAY COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
MAY 1 - 31, 2014	232	102	43.97
MAY 1 - 31, 2015	218	78	35.78

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
MAY 1 - 31, 2014	16,780,500	0	20,648,869	7,514,718	28,163,587
MAY 1 - 31, 2015	14,135,000	220,000	18,052,325	9,537,646	27,589,971

OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
MAY 1 - 31, 2014	0	0	0	0	0
MAY 1 - 31, 2015	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: 11 June 2015
Subject: **Revised Harbor Safety Plan**
From: Linda Scourtis, Chair Harbor Safety Plan Work Group

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

Because no review of the plan had been conducted since 2005, the Committee Chair formed an ad hoc group composed of Work Group chairs, NOAA and the USCG, to review and revise the plan as needed. The members strove for accuracy and currency, and in a number of instances provided web linkages to allow the reader direct access to source documents.

The majority of changes (deletions shown in ~~red strikethrough~~; additions in blue) were editorial in nature, such as background on historical actions by the HSC or USCG, and requiring no vote by the Committee. All changes are reflected in the proposed revised Safety Plan transmitted last week to the Committee and the public. There are two changes the Committee will need to take action on in approving the updated Safety Plan, therefore, the HSC will vote June 11, 2015 whether to:

1. Delete Chapter XIX, Substandard Vessel Inspection
The chapter (enclosed) provided a brief background on the USCG vessel-boarding program, which the Plan Work Group found unnecessary to include in the plan; and
2. Adopt an updated Executive Summary (enclosed), which highlights Committee activities since June 2014.

Additionally, the following appendices were updated and 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: Updated low visibility guidelines for transiting under the Bay Bridge based on the USCG final report on the *Overseas Reymar* incident, as adopted by the HSC February 12, 2015.
2. Appendix B, HSC Membership: Replaced with link to the Marine Exchange HSC Members listing.
3. Appendix D, Regulations Governing the HSC: Replaced with reference to link.
4. Appendix E: Annual Work Reports
5. Appendix F: Tug Escort Violations Summary for 2014
6. Appendices G, H and I: Clearing House reports for 2014
7. Appendix J, Recommendations for Conducting Escort Training on the Bay: Changes contingent on approval by the HSC during June 11 meeting.
8. Appendix K: Sites of PORTS Instrumentation: Included the Bay Bridge air gap sensor.
9. Appendices M and N: USCG Bay Port Safety (including LOP data) and Pollution Statistics for 2014
10. Appendix O: SLC Waterborne Petroleum Statistics for 2014

XIX. ~~Substandard Vessel Inspection~~

~~Substandard Vessel Examination Program~~

~~Beginning May 1, 1994, the U.S. Coast Guard implemented a revised vessel boarding program designed to identify and eliminate substandard ships from U.S. waters. The program pursues this goal by systematically targeting the relative risk of vessels and increasing the boarding frequency on high risk (potentially substandard) vessels. Each vessel's relative risk is determined through the use of a Boarding Priority Matrix, which factors the vessel's flag, owner, operator, classification society, vessel particulars and violation history. Vessels are assigned a boarding priority from I to IV, with priority I vessels being the potentially highest risk. This program also aligns Coast Guard efforts with international initiatives through reliance upon a two-tiered boarding process, where the greatest effort and most detailed examinations are reserved for the highest risk vessels.~~

~~The International Maritime Organization adopted an amendment to the 'International Convention for the Safety of Life at Sea (SOLAS), 1974' with provisions entitled "*Special Measures to Enhance Marine Safety*," which became effective January 1, 1996. These provisions allow for operational testing during Port State examinations to ensure Masters and crews are familiar with essential shipboard procedures relating to ship safety.~~

~~The USCG Port State Control Branch continues its mission in identifying and eliminating substandard foreign commercial vessels from U.S. waters by use of the USCG's risk-based boarding priority matrix system.~~

~~At the HSC monthly meetings, the Sector reports on steering and propulsion casualties and other incidents impacting maritime safety.~~

Executive Summary 2014/2015

In addition to the annual informational updates to the Harbor Safety Plan, which are generally reflected in the appendices, the Harbor Safety Committee conducted a review of the full plan for the first time in ten years. An ad hoc work group established to oversee the review strove for accuracy and currency, and in a number of instances provided web linkages to allow the reader direct access to source documents.

Also during 2014-2015:

- The Dredging Work Group coordinated with USACE, SF Bar Pilots, involved Marine Oil Terminals and others prior to start of the dredge to ensure results in navigation channels are beneficial to stakeholders. The group also reviewed pre-dredge soundings and discussed dumping grounds to avoid return of the material to the navigation channels.
- The Ferry Operations Work Group conducted a VMAP Live IBA deployment exercise at the Vallejo Ferry Operations Base with regional passenger vessel operating companies and produced a training video.
- The Navigation Work Group formalized the temporary safety guidelines for operating in reduced visibility in the vicinity of the Bay Bridge to permanent.
- The PORTS Work Group worked with Caltrans and NOAA to install an air gap sensor on the Bay Bridge as a tool for pilots on Ultra Large Container Carriers calling the Port of Oakland.
- The Tug Work Group held several post-towing exercise meetings following the successful tow of an ULCC in Anchorage 9. The coordination of the Pilots, towing industry, and state and federal regulators resulted in a successful exercise, which demonstrated that the San Francisco Bay Area has the expertise to address towing emergencies.

Please see Appendix E, Annual Work Group reports, for additional activities over the past year.

Recommendations for conducting Escort Training on San Francisco Bay

1.0 OVERVIEW

At the inception of Escort Regulations tractor tugs were just beginning to be introduced in San Francisco Bay. Many of the maneuvers that a tractor tug could perform to help reduce speed or steer a tanker were innovative. As tractor tugs have become the dominant escorting tug these maneuvers have become common practice among all escorts and now are incorporated during normal assists performed on tankers and non-tank vessels. For example arresting maneuvers to reduce speeds are practiced on many container ships entering the port of Oakland. The training that in the past would require a full-blown drill is now accomplished during everyday operations.

In addition to on the water training, companies are making extensive use of simulators to address training in their Safety Management Systems. Often this training will incorporate all other industry segments so that there are pilots, vessel operators, and tug crew in the simulator training together. Most facilities have dual simulators so that a tug operator can be in one simulator working with the pilot and the vessel crew in the other simulator. Industry has made use of these facilities to simulate tug/vessel interactions in common navigational areas and also made use of them to simulate interactions at terminals only in the design stage.

Training will continue to play a critical role in safe transits through San Francisco Bay.

2.0 PURPOSE

To outline and define the process by which pilots, escort tug and ship crews can arrange for and participate in live escort training exercises. This process will enable training to be conducted under agreed upon conditions to promote the safety of all involved. This training process will allow opportunities for demonstration, practice and skill enhancement for emergency response maneuvers. Lessons learned and best practices developed during these training sessions should be shared between the participants.

3.0 SCOPE

These voluntary recommendations are for the use of all pilots and tug crews actively offering their services as escorts in the Bay. By extension, the users of the services, the escorted vessel crews will also be included in the scope of these recommendations.

4.0 RESPONSIBILITIES AND AUTHORITIES

The pilot, tug captain and ship master have the responsibility to evaluate prior to each training session if it is appropriate to conduct training under the current environmental conditions, which maneuvers are to be demonstrated, where the training will be conducted and at what speed. If all three parties cannot agree, the training will not proceed.

5.0 SCHEDULING EXERCISES

It is intended that these training exercises may be conducted when weather conditions and / or vessel scheduling allows. It is expected that the pilot will initiate the request to conduct these exercises, however the shipmaster or escort tug captain may initiate them. Each may decline to participate with no negative consequences should he or she feel that it is inappropriate.

Tug escort captains and / or mates qualified to conduct escort operations are to be pre-authorized by their companies to make the decision on board if requested by the pilot.

Prior to agreeing to conduct the training, the participants should consider weather, sea conditions, the degree of training of the participants, the speed of the escorted vessel and the maneuvers to be executed. Only when all parties agree that it is appropriate will the training proceed. Each party may also halt the training exercise if he or she becomes concerned for any reason.

6.0 TRAINING EXERCISES

When a training exercise is agreed to, the pilot and tug operator should carefully discuss the maneuvers that they want to demonstrate. The tug operator should be the one to specify at what speeds he will be comfortable performing the maneuvers in question based on his personal experience level and training. ~~Escort training sessions should be logged.~~

7.0 ESCORT LANGUAGE

In order to work towards a stronger bridge team, this training will encourage all participants to use a standardized tug command language.

8.0 CROSS DECK TRAINING

The San Francisco Bar Pilots, the Chevron Pilots and the independent pilots of the Bay recognize the benefit of understanding how the tug crews operate their vessels during an escort. Towards that end the pilots will be encouraged to ride on board a tug during an escort.

~~Tug crews are also encouraged to ride on board a tanker during an escort whenever possible. While it may be more difficult to arrange, training exercises should also be open to interested ship crews also.~~

9.0 TRIALS / TRAINING INFORMATION

The participants recognize that less than perfect performance may occur as part of this training process. Further, as new employees are brought on board this learning-by-doing process will continue into the future.

The participants shall not use the outcome of other organization's exercises as part of their own commercial activities. It will be acceptable to discuss one's own organization's training activities as part of your advertising if desired.

These guidelines anticipated live escort training exercises; however, few opportunities arise for on-water exercises involving tankers and tugs, with few individuals trained for emergency events. With maritime simulators becoming more sophisticated in their ability to replicate a variety of situations and with a California Maritime Academy simulator operational, the HSC found simulating local conditions to be a cost-effective alternative to on-water exercises.

The Tugs Work Group concluded that in addition to promoting simulator training for tugs escorting tankers, simulator training is applicable to tugs assisting and docking container ships, bulk carriers and chemical ships – thus providing industry-wide benefits for safe navigation.

The HSC recommends the use of simulators to improve communication between pilots and tug masters, offer in-house training to tug industry personnel, and provide valuable "lessons learned" for emergency situations in a controlled environment.