

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, July 14, 2011

Harbormaster's Office, Port of Richmond, Richmond, California

John Berge (M), Pacific Merchant Shipping Association (PMSA), Acting Chair of the Harbor Safety Committee of the San Francisco Bay Region (HSC), called the meeting to order at 1010. **Alan Steinbrugge**, Marine Exchange of the San Francisco Bay Region (Marine Exchange), confirmed the presence of a quorum of the HSC.

Committee members (M) and alternates (A) in attendance with a vote: **Margot Brown** (M), National Boating Federation; **Tom Evans** (A), National Oceanographic and Atmospheric Administration (NOAA); **Aaron Golbus** (M), Port of San Francisco; **Carol Keiper** (M), Oikonos Ecosystem Knowledge; **Capt. George Livingstone** (A), San Francisco Bar Pilots (Bar Pilots); **Rob Lawrence** (A), United States Army Corps of Engineers (USACE); **Capt. Pat Murphy** (M), Blue & Gold Fleet; **Walt Partika** (A), Foss Maritime; **Linda Scourtis** (A) Bay Conservation and Development Commission, BCDC, **Capt. Ray Shipway** (A), International Organization of Masters, Mates, & Pilots; **Capt. Cynthia L. Stowe**, United States Coast Guard (USCG); **Michael Williams** (M), Port of Richmond.

Alternates present, and those reporting to the HSC on agenda items: **Capt. Mathew Bliven**, USCG; **Bob Chedsey**, California State Lands Commission (State Lands); **Capt. Jeff Cowan**, California Office of Spill Prevention and Response (OSPR), **John Craig**, America's Cup Race Management (ACRM); **Lt. Cmdr. Desarae Janzen**, USCG; **Heather Kerkering**, Central and Northern California Ocean Observing System (CeNCOOS); **Paul Milkey**, California Air Resources Board (ARB); **William Needham** (A), National Boating Federation; **Deb Self** (A), San Francisco Bay Keeper.

The meetings are always open to the public.

Approval of the Minutes

There were no corrections to the minutes of the meeting of June 9, 2011. A motion to accept the minutes was made and seconded. It passed without discussion or dissent.

Comments by the Chair – Berge

▪ **Berge** said that he was acting chair of the HSC until a new chair was appointed by OSPR. At that time he would become vice-chair of the HSC. He had met with **Joan Lundstrom**, the past chair of the HSC to discuss an orderly transition. **Berge** said that **Lundstrom** had said that the HSC was the body nearest and dearest to her heart after all her years in politics and various boards and commissions. She expressed the hope that the HSC would continue to be known for its collaborative and proactive ability to get things done.

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Coast Guard Report – Capt. Stowe

- **Capt. Stowe** said that they had had nice ribbon-cutting ceremony on June 28 to celebrate the opening of the Interagency Operations Center on Yerba Buena Island. Customs and Border Protection (CBP) and the Transportation Security Administration (TSA) will have full-time offices in the center. There is space, as required, to house representatives from the California Emergency Management Agency, OPSR, and Neptune Coalition partners.
- **Capt. Stowe** introduced **Cmdr. Jason Tama**, USCG, new Chief of Prevention Sector San Francisco. She then introduced **Capt. Bliven**, and **Craig** to give a briefing on the status of planning for the America's Cup events scheduled for 2012 and 2013.
- **Craig** said that ACRM's draft Environmental Impact Report (EIR), required by the California Environmental Quality Act (CEQA), had been released for public comment on July 11. The comment period would end on August 25, 2011. ACRM continues to work closely with the Coast Guard. **Craig** said his door was always open to those with concerns, though he and much of the staff would be in Portugal for events during the month of August.
- **Capt. Bliven** said that the Marine Task Force was working on ensuring the smooth flow of commerce. Their goal is to ensure that there is no re-routing of commercial traffic. They have reviewed the existing anchorage plans and saw no need to change them at present. Coast Guard Head Quarters was working on an economic impact statement on commercial shipping. The Neptune Coalition was working on security planning through the Coast Guard's Area Maritime Security Committee (AMSC). **Capt. Bliven's** command continues to work closely with the City and Port of San Francisco.
- **Capt. Bliven** said that the permitting application process was ongoing. The City of San Francisco had submitted applications to declare the 2012 and 2013 events as Marine Events of National Significance and a National Special Security Events. On December 1, 2011 there would be a notice of proposed rulemaking entered in the Federal Register. The required Federal EIR was due April 2012 with regulations to follow May 2012.

Capt. Shipway asked what sort of foreign flag vessels were expected to be in attendance. **Capt. Bliven** cited super-yachts carrying spectators while **Craig** mentioned that there would be foreign-flagged support vessels in the twenty to forty-five foot class.

- **Lt. Cmdr. Janzen** read from the Prevention/Response report that is attached to these minutes.

Capt. Livingstone said that the *CMA CGM Norma* is one of the new large class container ships calling Oakland. She had been safely docked after losing power in the inner harbor turning basin.

Berge asked whether the tug *Sagittarian* had been assisting the vessel it struck. **Lt. Cmdr. Ken KostECKi** said that she had been.

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- **Lt. Cmdr. Janzen** said that they are examining minimum horse power requirements for dead-ship tows that are used in other ports. They would like to have guidelines to publish in the *Harbor Safety Plan*.
- The informational flier on the Coast Guards Buoys to Beacons project that was described in **Lt. Cmdr. Janzen's** report is attached to these minutes. **Capt. Stowe** added that this project was in the preliminary stage of gathering information. **Berge** said that the Tug Operations and Navigation work groups could help out.
- **Lt. Cmdr. Janzen** said that the Port Access Route Study had been published and that comments and recommendations are sought. The study can be found at this tinyurl: <http://tinyurl.com/3lkns9>. The study includes instructions and internet links to submit comments. **Capt. Stowe** said that the process had begun in 2009 and concerned proposed changes to the traffic lanes to the entry channel. **Capt. Stowe** said that Coast Guard Headquarters would publish the new rules after the comment period.

Kuiper asked what the time line would be. **Capt. Stowe** said that the International Maritime Organization would have to concur with the proposal published after this round of comments. She estimated that the new rules were about a year away.

US Army Corp of Engineers Report – Lawrence

- **Lawrence** read from a report that is attached to these minutes. The July schedule for dredge projects is also attached to these minutes.
- **Lawrence** thanked the Coast Guard for their assistance with the removal of a sunken boat in the San Joaquin channel.

Berge thanked **Lawrence** for the new report on dredge schedules and expressed the hope that they would be included in the future.

Clearing House Report – Steinbrugge

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

OSPR Report – Capt. Cowan

- **Capt. Cowan** thanked the Coast Guard for their help on loss of propulsion incidents.
- **Capt. Cowan** introduced **Capt. Roy Mathur**, head of OSPR field staff.
- **Capt. Cowan** introduced **Capt. Jim Anderson** who will be the new commercial fishing representative to the HSC. **Scott Schaefer**, OSPR Administrator, was working on the oil spill in Montana and had not been able to complete the required paper work. **Capt. Anderson** is master of the fishing vessel *Allaine* and a member of the California Dungeness Crab Task Force. **Capt. Cowan** said that **Jim McGrath** would be the new representative for BCDC.

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- California Assembly Bill 1112 (AB1112) had passed, and been sent to the California Senate.

Berge asked if there was an increase in the per-barrel tax in the bill. **Capt. Cowan** said that the bill proposed an increase from five cents to seven cents.

- **Capt. Cowan** said that **Schaefer** would like to defer funding the video on best practices for bunker operations to see if it could be turned into a coast-wise project. The British Columbia/Pacific States Spill Task Force will hold a meeting at Monterrey in October in conjunction with the year summit of California HSC's. Representatives from Coast Guard sectors and districts are invited.

Berge said there had been good cooperation from all parties commenting on AB1112 to change the focus from a one-size-fits-all approach to focus on inspection of vessels of greatest risk.

NOAA Report – Evans, Kerkering

- **Evans** said that **Karl Kammerer** was scheduled to hold a meeting at BCDC on July 22 to discuss the placement of sensors in the Bay Area during 2012 and 2013. Those interested were invited to attend.
- **Evans** said that a new edition of chart 18022 had been released.
- **Kerkering** said that the proposed 2012 budget for NOAA would reduce its funding to 2005 levels. She said that aside from letters to Congress she was not sure what the HSC could do, but she was willing to work with the HSC and other groups. **Berge** suggested that she vet the budget through the work groups to see how safety would be affected.

Robin Blanchfield, California Coastal Commission, asked if **Kerkering** knew which parts of the budget were hit hardest. **Kerkering** said that fisheries, marine transport, and environmental decision making were on the block.

State Lands Report – Chedsey

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

Air Resources Board (ARB) Report – Milkey

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

Berge thanked ARB for amending their regulations to bring them closer in line to the pending Emission Control Area regulations.

Request OSPR Administrator to add SF HSC Committee Member representing Maritime Information Exchange Community – Berge

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- **Berge** said that under the California Government Code 8670.23 the members of an HSC may petition the OSPR Administrator to add new classes of membership to accurately represent the local maritime community. The proposal before the HSC was to petition OPSR to add a class representing maritime information exchanges. **Berge** opened the floor for discussion.

Needham asked **Berge** to define a maritime information exchange. **Berge** said that the Marine Exchange was a good example. **Partika** said that the new member would be the Marine Exchange if OPSR accepted the petition. No one spoke in opposition to **Partika's** point. **Golbus** asked if there was a fiduciary conflict since the Exchange is contracted to provide secretariat services to the HSC. **Berge** said that the secretariat contract is let by OSPR, and that **Schaefer** did not seem to see a conflict. **Berge** said that the secretariat contracts for the HSC's at San Diego, Port Huneme, and Humboldt Bay are held by port authorities that all have seats on their HSC.

Since there was no more discussion, **Berge** called for a motion to petition the OSPR administrator to add a seat for maritime information exchanges. The motion was made and seconded. There was one vote against the motion and no abstentions. **Berge** said that he would draft the letter.

Tug Work Group – Partika

- They hoped to meet in mid-August.

Navigation Work Group – Capt. Livingstone

- There was nothing to report.

Ferry Operation Work Group – Capt. Murphy

- They had met on June 1 to hear a presentation on the Port Access Route Study.

Dredge Issues and Physical Oceanographic Real Time System (PORTS) Work Groups –

- There was no one present to report.

Prevention through People Work Group – Brown

- There was nothing to report.

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PORTS Report – Steinbrugge

- Sensors for AMORCO and Avon are scheduled for autumn.
- The search for a second wind sensor site on the San Francisco water front continues.
- The voice system needs to be redone. The schedule is up to NOAA.

Shawn Bennet, BayDelta Maritime, suggested Pier 17 for the new wind sensor. **Steinbrugge** said that the Bar Pilots really wanted pier 27 because it would be closer to the cruise terminal.

Public Comment

Kerkering said that she continues to work with Weather Flow and Tide Tech about their data needs for America's Cup Race events. The work on legacy products continued, and she hoped to have more information in September.

Jim Haussener, California Marine Affairs and Navigation Conference (CMANC) said that House and Senate Bills requiring full and equitable expenditure of funds collected for the Harbor Maintenance Trust Fund were moving forward in both houses and their prospects looked good. He thanked the HSC and BCDC for their support.

Haussener said that Cal EMA had done a great job on damage assessments for California ports hurt by the Japanese tsunami. The damage assessments were needed for Federal disaster declaration requirements.

Haussener said that there would be a meeting at BCDC on July 27 to discuss permitting requirements for on call dredging contractors.

Berge asked whether the permits under discussion would help or hinder. **Haussener** said that they would add more lawyers and bureaucracy. **Lawrence** said that the process would be expedited since not every project affects habitat. **Self** asked how she could learn more about what was being discussed. **Lawrence** suggested the Dredge Materials Management Office web site which can be found at this tinyurl: <http://tinyurl.com/44eju33>

Old Business

There was none.

New Business

There was none.

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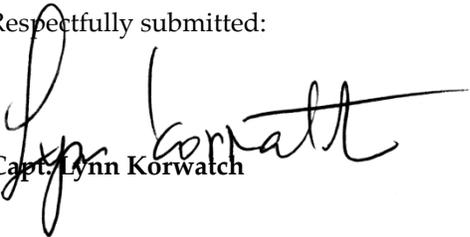
Next Meeting

Berge said that the next meeting of the HSC would commence at 1000, Thursday September 8 at the Port of Oakland's Exhibit room.

Adjournment

Berge adjourned the meeting at 1153.

Respectfully submitted:



Capt. Lynn Korwatch

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

June-11

PORT SAFETY CATEGORIES

1. Total Number of Port State Control Detentions for period:	0
SOLAS (0), MARPOL (0), ISM (0), ISPS (0)	
2. Total Number of COTP Orders for the period:	1
Navigation Safety (0), Port Safety & Security (1), ANOA (0)	
3. Marine Casualties (reportable CG 2692) within SF Bay: Allision (0), Collision (1), Fire (0), Grounding (0), Sinking (0), Steering (0), Propulsion (13), Personnel (0), Other (0), Power (0)	14
4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation: Radar (5) Gyro (1), Steering (0), Echo sounder (0), AIS (0), AIS-835 (0), ARPA (0), SPD LOG (1), R.C. (0), Other (1)	8
5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay: None	0
6. Significant Waterway events or Navigation related cases for the period: None	0
7. Maritime Safety Information Bulletins (MSIBs): None	0
Total Port Safety (PS) Cases opened for the period:	23

MARINE POLLUTION RESPONSE

* Source Identification (Discharges):

TOTAL VESSELS	4
U.S. Commercial Vessels	1
Foreign Freight Vessels	1
Public Vessels	0
Commercial Fishing Vessels	1
Recreational Vessels	1
TOTAL FACILITIES	1
Regulated Waterfront Facilities	0
Regulated Waterfront Facilities - Fuel Transfer	0
Other Land Sources	1

Mystery Spills - Unknown Sources

Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period	
1. Spills < 10 gallons	10
2. Spills 10 - 100 gallons	0
3. Spills 100 - 1000 gallons	1
4. Spills > 1000 gallons	0
5. Spills - Unknown	0

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

1. Estimated spill amount from U.S. Commercial Vessels:	1
2. Estimated spill amount from Foreign Freight Vessels:	1
2. Estimated spill amount from Public Vessels:	0
3. Estimated spill amount from Commercial Fishing Vessels:	770
4. Estimated spill amount from Recreational Vessels:	1
5. Estimated spill amount from Regulated Waterfront Facilities:	0
6. Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer:	0
7. Estimated spill amount from Other Land Sources:	1
8. Estimated spill amount from Unknown sources:	6

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

	780
Civil Penalty Cases for Period	0
Notice of Violations (TKs)	1
Letters of Warning	0

TOTAL PENALTY ACTIONS:

	1
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SIGNIFICANT PORT SAFETY AND SECURITY CASES (JUNE 2011)**MARINE CASUALTIES**

Loss of propulsion (LOP), M/V GLOBAL PIONEER, (02 Jun): Vessel experienced a LOP at Anchorage 9 when pilot ordered dead slow astern bell. LOP was due to start air system not being properly maintained nor operated in accordance with the manufacturer's specifications. LOP was not directly attributed to fuel switching. Case ~~needs~~

Loss of propulsion (LOP), FERRY ZELINSKY, (03 Jun): The FERRY ZELINSKY lost power to its port engine while transiting through San Francisco Bay. Vessel transited to SF Ferry Terminal utilizing starboard engine where it offloaded its passengers and secured operations. Cause is under investigation, case pends.

Loss of propulsion (LOP), FERRY MARIN, (06 Jun): The FERRY MARIN reported a loss of propulsion on their starboard engine and low fuel pressure alarm on the engine after departing from the SF Ferry Building en-route to Larkspur with passengers. Vessel returned to SF Ferry Terminal utilizing port engine where it offloaded its passengers and secured operations. Cause is under investigation, case pends.

Reduction of propulsion, M/V MOKARA COLOSSUS, (07 Jun): The Chief Engineer reduced Main Engine RPM due to a faulty gasket on the scavenge air box cover. Chief Engineer replaced the gasket in port and the Main Engine was restored to normal operational condition. Reduced propulsion was not fuel switching related. Case ~~needs~~

Loss of propulsion (LOP), T/V WILUTAMA, (09 Jun): Vessel lost propulsion off Point Reyes, CA, where vessel was Dead in Water for approximately 2 hrs. Vessel regained propulsion and entered port with 2 tugs under COTP order. While transiting in, the vessel lost propulsion again but was able to restart and safely make it to anchor. LOPs were caused by a faulty control valve for the Main Engine exhaust system intermittently failing causing air/compression lock of the cylinders. Valve was repaired and tested all satisfactory. LOP was not fuel ~~switching related. Case pends.~~

Loss of propulsion (LOP), M/V MINGHAI, (10 Jun): Vessel failed to respond to astern bells while in remote control but vessel responded without incident to local control in engine room. A faulty RPM pick-up sensor on the electric propeller shaft revolution indicator was determined to be the cause of the LOP. LOP was not fuel ~~switching related. Case pends.~~

Loss of propulsion (LOP), T/V OVERSEAS REYMAR, (11 Jun): Vessel failed to respond to multiple astern bells. Problem could not be duplicated and the vessel is determined to be fully operational by Class. LOP was attributed to fuel switching. Case pends.

Loss of propulsion (LOP), M/V HOPI PRINCESS, (13 June): The M/V HOPI PRINCESS experienced an LOP when the #1 cylinder received excessive fuel causing a severe detonation (back fire). Upon hearing what sounded like an explosion, ship engineers shut down the main engine to assess situation finding damage to the start air piping at the #1 cylinder. The back fire occurred due to the fuel injector leaking excess fuel into the cylinder. Repairs made in port and vessel allowed to depart. Incident was attributed to fuel switching. Case

Loss of propulsion (LOP), T/V LAUREL GALAXY, (17 Jun): Vessel lost propulsion multiple times when given stop to slow astern bell upon entering SF Bay. LOP was determined to be due to engine crew's failure to properly line up starting air system resulting in low air start pressure further compounded by air in fuel lines. The air start system was set up properly, the fuel system was bled, and fully tested satisfactory. LOP was attributed

Loss of propulsion (LOP), M/V MAERSK DARTFORD, (16 Jun): Upon entering SF Bay, the crew discovered a leak on the fuel rack. Chief Engineer stopped the Main Engine in order to make repairs to a wasted gasket on the fuel rack. Vessel then proceeded to berth without incident. Incident was attributed to fuel switching. Case ~~needs~~

Loss of propulsion (LOP), T/V CLAXTON BAY, (19 Jun): Vessel experienced a LOP while anchoring in Anchorage 9, SF Bay. Investigation determined that the LOP was caused by a fuel pump seizing from taking bottom suction from a near empty fuel tank, sucking water and sediment into the fuel system. Fuel switching was a causal factor but primary fault was attributed to using a near empty tank while maneuvering. Case pends.

Loss of propulsion (LOP), M/V CMA CGM NORMA, (19 Jun): Vessel experienced an LOP while transiting to berth in Oakland, CA due to use of Marine Gas Oil with viscosity levels below that of engine minimum viscosity requirement. Vessel took California Air Resources Board waiver and transited outbound on High Fuel Oil . LOP was attributed to fuel switching. Case pends.

Reduction in speed, TUG AMERICA, (26 June): The TUG AMERICA experienced a reduction in speed due to a fouled propeller at Pier 80, San Francisco. A car tire was wrapped around the propeller which was removed. The propeller was tested and determined fully operable. Case pends

Collision, TUG SAGITTARIAN and M/V CMB JIALING, (29 Jun): The TUG SAGITTARIAN hit the starboard aft side of the M/V CMB JIALING while the vessel was mooring up at Pittsburg. The tug came in towards the vessel too hard which left topical dents across two horizontal frames where the aft fuel oil tank is located. Cause is under investigation, case pends.

VESSEL SAFETY CONDITIONS

NONE

GENERAL SAFETY CASES

NONE

NAVIGATIONAL SAFETY

Letter of Deviation (LOD) Inop. S-Band Radar, M/V HANJIN PRETORIA (05 Jun): Vessel issued an inbound

Letter of Deviation (LOD) Inop. Gyro, M/V HORIZON ENTERPRISE (06 Jun): Vessel issued an inbound LOD.

Letter of Deviation (LOD) Inop. X-Band Radar, M/V MAHIMAHI (09 Jun): Vessel issued an inbound LOD.

Letter of Deviation (LOD) Inop. Starboard Anchor, M/V HANJIN MIAMI (10 Jun): Vessel issued inbound LOD.

Letter of Deviation (LOD) Inop. X-Band Radar, M/V HAMMONIA PACIFICUM (14 Jun): Vessel issued an

Letter of Deviation (LOD) Inop. Speed Log, M/V ITAJAI EXPRESS (15 Jun): Vessel was issued an inbound

Letter of Deviation (LOD) Inop. S-Band Radar, M/V CSL TRAILBLAZER (18 Jun): Vessel was issued an

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

F/V DEENIE LYNN - 29JUN11 - The 49ft commercial fishing vessel capsized in the vicinity of Mile Rock. The 03 persons on board were recovered by CG Station Golden Gate. The vessel owner hired a salvage company to conduct an assessment and plug the fuel vents of the vessel. Due to poor weather conditions the vessel was towed to Baker's Beach where Parker Diving was able to anchor and boom the vessel and plug the fuel vents. 30 gallons of diesel was removed and an estimated 770 gallons of diesel was discharged from the vessel during



U. S. Coast Guard Aids to Navigation Team Buoys to Beacons Project

On July 11, 2011, the Sector San Francisco Aids to Navigation Team initiated a project to transform floating buoys to fixed light structures. The project timeline is as follows (please note that these are approximate dates):

Dates	Buoy Site
11 JUL 2011	Napa River LT 6 (established)
14 JUL 2011	Sacramento River DWSC LT 36A
15 JUL 2011	San Joaquin River LT 17A
18 JUL 2011	San Joaquin River LT 18
19 JUL 2011	San Joaquin River LT 21
20 JUL 2011	San Joaquin River LT 25
18 JUL 2011	San Joaquin River LT 30
21 JUL 2011	San Joaquin River LT 32
22 JUL 2011	San Joaquin River LT 33A
25 JUL 2011	San Joaquin River LT 40
26 JUL 2011	San Joaquin River LT 54
01 AUG 2011	Oakland Outer Harbor LT 5
02 AUG 2011	Oakland Outer Harbor LT 7
03 AUG 2011	Oakland Outer Harbor LT 7A
04 AUG 2011	Oakland Outer Harbor LT 9
08 AUG 2011	Redwood Creek Entrance LT 3

Rebuild projects that remain pending are as follows:

- (1) Rebuild of Raccoon Strait LT 5 (LLNR-4375)
- (2) Rebuild of San Rafael Creek Range LT (LLNR-5835)
- (3) Permanent light disestablishment of SF South Bay LT's 16 (LLNR-5305), 17 (LLNR-5310), and 18 (LLNR-5315)
- (4) Permanent disestablishment of Suisun Bay Auxiliary Channel Buoy's 1, 2, 3, 4, 5, and 6

For additional information on this project, you may contact Lieutenant Commander DesaRae Janszen at (415) 399-7401 or DesaRae.A.Janszen@uscg.mil

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

**Report of the
U.S. Army Corps of Engineers, San Francisco District
July 14, 2011**

DEBRIS REMOVAL – The debris total for June 2011, was 35.5 tons; Dillard – 30.5 tons; Grizzly – 5 tons; the crew of the Raccoon was on disaster deployment.

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

Sacramento River Deep Water Ship Channel Deepening - The Corps is scheduled to start construction in June 2012. The Corps is actively coordinating with resource agencies and stakeholders to address comments to the DSEIR/EIS. **No change.**

HYDROGRAPHIC SURVEY UPDATE

Address of Corps' web site for completed hydrographic surveys:

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

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

Redwood City: Condition survey of **May 2011** has been posted.

San Bruno Shoal: Survey of **June 2011** has been posted.

North Ship Channel: Survey of **June 2011** has been posted.

Alameda Naval Station (Alameda Point Nav. Channel): Survey of **June 2011** has been posted.

SF-09 (Carquinez): Survey of **July 2011** has been posted;

SF-10 (San Pablo Bay): Survey of **July 2011** has been posted;

SF-11 (Alcatraz): Survey of **June 30, 2011**, has been posted.

DREDGING PLAN FOR FY11

Project	2010			2011									FY12				
	OCT FY11	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC		
Oakland Inner Harbor															500kcy	SFDODS	
Oakland Outer Harbor															500kcy	SFDODS	
Richmond Inner Harbor															550kcy	SFDODS	
Richmond Outer Harbor							ESSAYONS 12 DAYS								200kcy	SF-11	
Suisun Bay Channel							ESSAYONS 14 DAYS									175kcy	SF-16
Redwood City Harbor															150kcy	SF-11	
Crescent City														30kcy	Upland		
San Rafael															40kcy	SF-11	
Sac River Deepening															1 mcy	Upland	
Pinole Shoal							ESSAYONS 7 DAYS								100kcy	SF-16	
SF Main Ship Channel							ESSAYONS 14 DAYS						No Window		500kcy	Beach	
Humboldt Bar&Entrance				ESSAYONS 25 DAYS									No Window		1mcy	Ocean	
Humboldt Channels				YAQUINA 30 DAYS									No Window		300kcy	Ocean	
<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="width: 20%; background-color: #FF0000; height: 15px;"></div> <div style="width: 20%; background-color: #000000; height: 15px;"></div> <div style="width: 20%; background-color: #FFA500; border-style: dashed; height: 15px;"></div> <div style="width: 20%; background-color: #90EE90; height: 15px;"></div> </div> <div style="display: flex; justify-content: space-around; margin-top: 5px;"> Complete & Ongoing Contracts Government Hopper New Dredge Contract Environmental Window </div>																	



Harbor Safety Committee of the
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San Francisco Clearinghouse Report

July 14, 2011

- ✎ In June the clearinghouse did not contact OSPR regarding any possible escort violations.
- ✎ In June the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ✎ The Clearinghouse contacted OSPR 2 time in 2011 regarding possible escort violations. The Clearinghouse called OSPR 6 time in 2010, 8 time 2009; 4 times 2008; 9 times in 2007; 9 times in 2006; 16 times in 2005; 24 times in 2004; twice in 2003; twice in 2002; 6 times in 2001; 5 times in 2000.
- ✎ In June there were 90 tank vessels arrivals; 4 Chemical Tankers, 16 Chemical/Oil Tankers, 23 Crude Oil Tankers, 1 LPG, 1 Non Specific Tanker, 18 Product Tankers, and 28 Tugs with Barges.
- ✎ In June there were 321 total arrivals.

San Francisco Bay Clearinghouse Report For June 2011

San Francisco Bay Region Totals

	<u>2011</u>		<u>2010</u>	
Tanker arrivals to San Francisco Bay	62		66	
Barge arrivals to San Francisco Bay	28		33	
Total Tanker and Barge Arrivals	90		99	
Tank ship movements & escorted barge movements	262		349	
Tank ship movements	176	67.18%	207	59.31%
Escorted tank ship movements	92	35.11%	83	23.78%
Unescorted tank ship movements	84	32.06%	124	35.53%
Tank barge movements	86	32.82%	142	40.69%
Escorted tank barge movements	24	9.16%	64	18.34%
Unescorted tank barge movements	62	23.66%	78	22.35%

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

Escorts reported to OSPR 0 0

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	175		252		0		103		530	
Unescorted movements	123	70.29%	174	69.05%	0	0.00%	73	70.87%	370	69.81%
Tank ships	75	42.86%	90	35.71%	0	0.00%	40	38.83%	205	38.68%
Tank barges	48	27.43%	84	33.33%	0	0.00%	33	32.04%	165	31.13%
Escorted movements	52	29.71%	78	30.95%	0	0.00%	30	29.13%	160	30.19%
Tank ships	16	9.14%	23	9.13%	0	0.00%	7	6.80%	46	8.68%
Tank barges	36	20.57%	55	21.83%	0	0.00%	23	22.33%	114	21.51%

Notes:

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

San Francisco Bay Clearinghouse Report For 2011

San Francisco Bay Region Totals

	<u>2011</u>		<u>2010</u>	
Tanker arrivals to San Francisco Bay	367		699	
Barge arrivals to San Francisco Bay	170		371	
Total Tanker and Barge Arrivals	537		1,070	
Tank ship movements & escorted barge movements	1,733		3,528	
Tank ship movements	1,090	62.90%	2,070	58.67%
Escorted tank ship movements	541	31.22%	925	26.22%
Unescorted tank ship movements	549	31.68%	1,145	32.45%
Tank barge movements	643	37.10%	1,458	41.33%
Escorted tank barge movements	236	13.62%	683	19.36%
Unescorted tank barge movements	407	23.49%	775	21.97%

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

Escorts reported to OSPR

	2	6
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Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	1,071		1,666		0		710		3,447	
Unescorted movements	734	68.53%	1,072	64.35%	0	0.00%	407	57.32%	2,213	64.20%
Tank ships	421	39.31%	532	31.93%	0	0.00%	212	29.86%	1,165	33.80%
Tank barges	313	29.23%	540	32.41%	0	0.00%	195	27.46%	1,048	30.40%
Escorted movements	337	31.47%	594	35.65%	0	0.00%	303	42.68%	1,234	35.80%
Tank ships	127	11.86%	214	12.85%	0	0.00%	119	16.76%	460	13.34%
Tank barges	210	19.61%	380	22.81%	0	0.00%	184	25.92%	774	22.45%

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 - JUNE COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
JUNE 1 - 30, 2010	221	84	38.01
JUNE 1 - 30, 2011	187	84	44.92

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
JUNE 1 - 30, 2010	12,493,000		17,640,064	7,848,396	25,488,460
JUNE 1 - 30, 2011	10,923,000	0	15,186,223	6,472,901	21,659,124

OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
JUNE 1 - 30, 2010	1	0	0	1	1 Gallon - LCO
JUNE 1 - 30, 2011	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.

Harbor Safety Committee-San Francisco Bay Region

ARB OGV Clean Fuel Rule Update



Richmond, California
July 14, 2011

California Environmental Protection Agency



Air Resources Board

ARB OGV Clean Fuel Rule Essential Modifications Exemption Applications Summary*

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

* Summary from July 1, 2009 to June 30, 2011.

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

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

ARB OGV Clean Fuel Rule Use of Safety Exemptions*

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

*Summary from July 1, 2009 to June 30, 2011

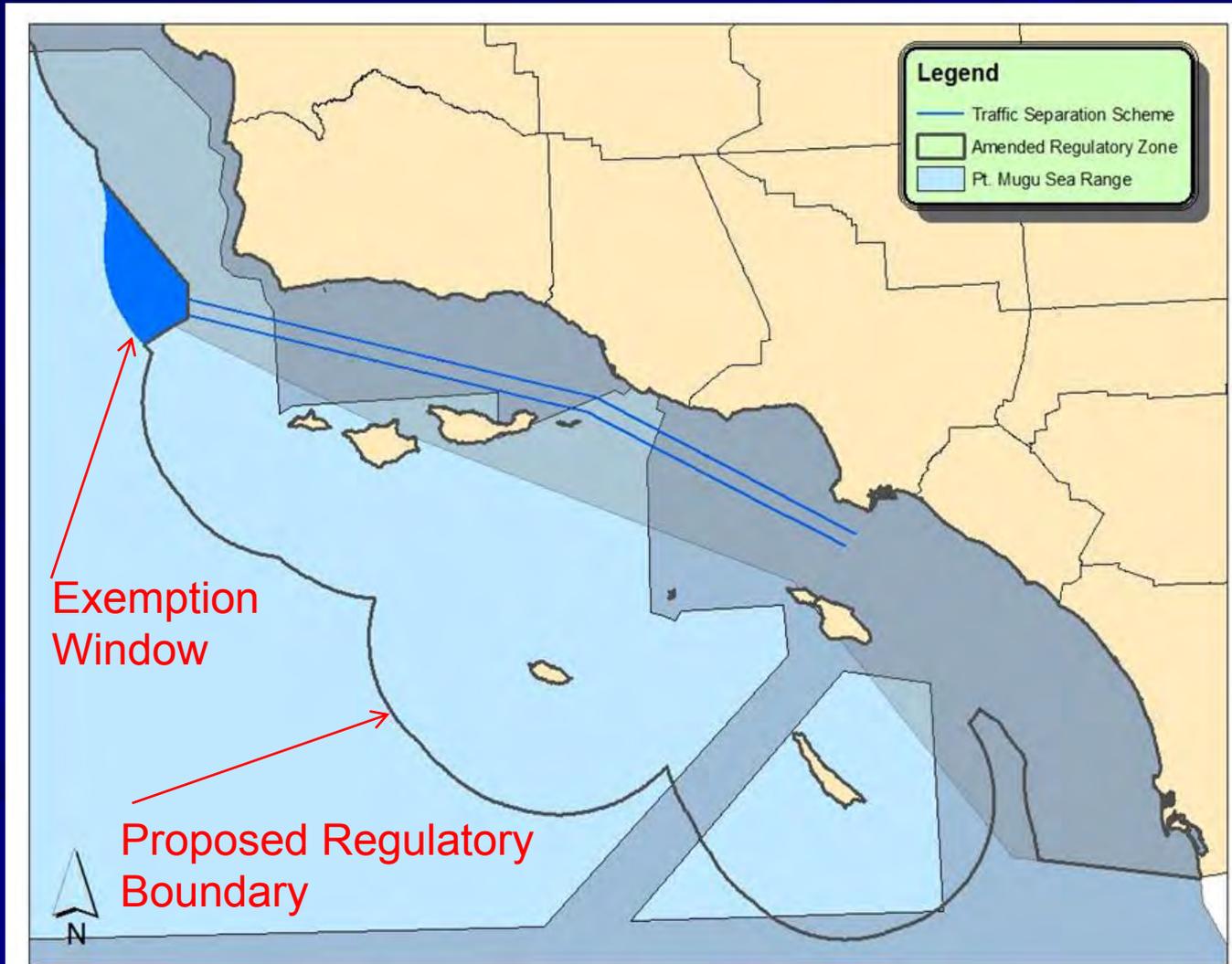
ARB OGV Clean Fuel Rule Amendments

- Amendments approved at June 23 Board Meeting
- One “15-day” change from the originally proposed amendments
 - Limit MGO fuel to 1% sulfur (reduced from 1.5% currently) on August 1, 2012, consistent with the ECA
- Amendments expected to become legally effective later this year

Summary of Amendments

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

Revised Boundary



ARB OGV Clean Fuel Rule Contact Information

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Tsunami Hazard Mapping in California



Kevin Miller
California Emergency Management Agency
Earthquake & Tsunami Program

San Francisco Harbor Safety Committee
Richmond
July 14, 2011

Japan Tsunami in California

Inundation Mapping

Maritime Projects

2011 Japan Tsunami in California

Worst since 1964

Comparable to 1960, but at low tide

High-Moderate wave amplitudes

- 9.2 Feet in Del Norte
- 2-7 Feet elsewhere

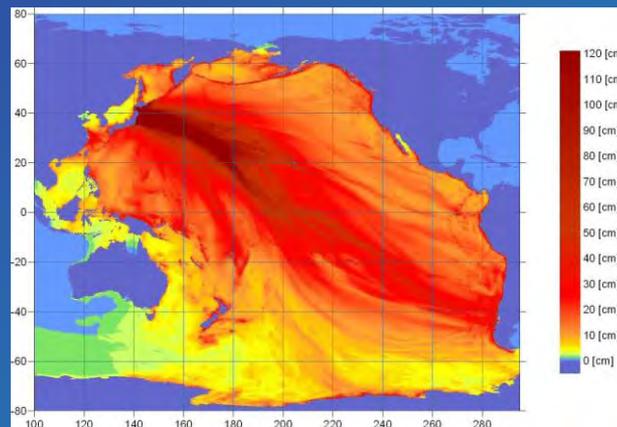
Strong currents in harbors

Erosion and scour

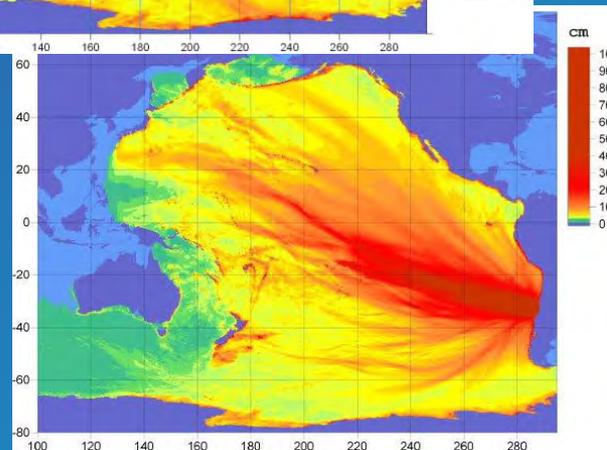
Run-up on dry land

Tsunami activity lasts for extended time

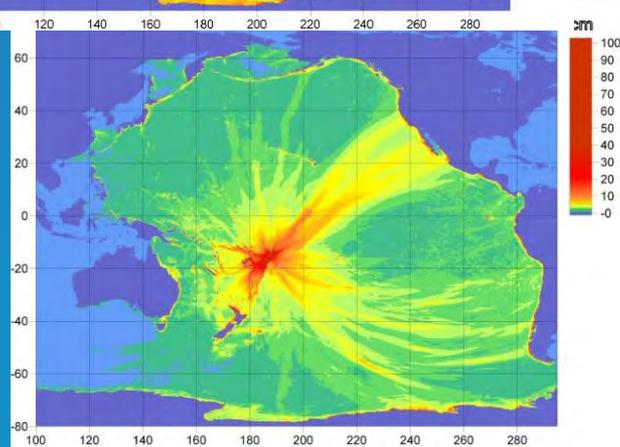
Costliest California Tsunami



**Japan
March '11**



**Chile
Feb '10**



**Samoa
Sept '09**

2011 Japan Tsunami in California

- One person swept out to sea at mouth of Klamath River.
- Statewide Damage: \$40-50 Million (preliminary estimates)
- 6 Counties Declared Emergency
- 26 Harbors Damaged (Boats sunk or damaged, Piers and Docks destroyed or damaged):
 - Crescent City Harbor
 - Santa Cruz Harbor
 - Waldo Pt. (Sausalito)
 - Berkeley Marina
 - Marina Bay (Richmond)
 - Emery Cove (Emeryville)
 - San Francisco Marina
 - Moss Landing



Tsunami Hazard Mapping Programs

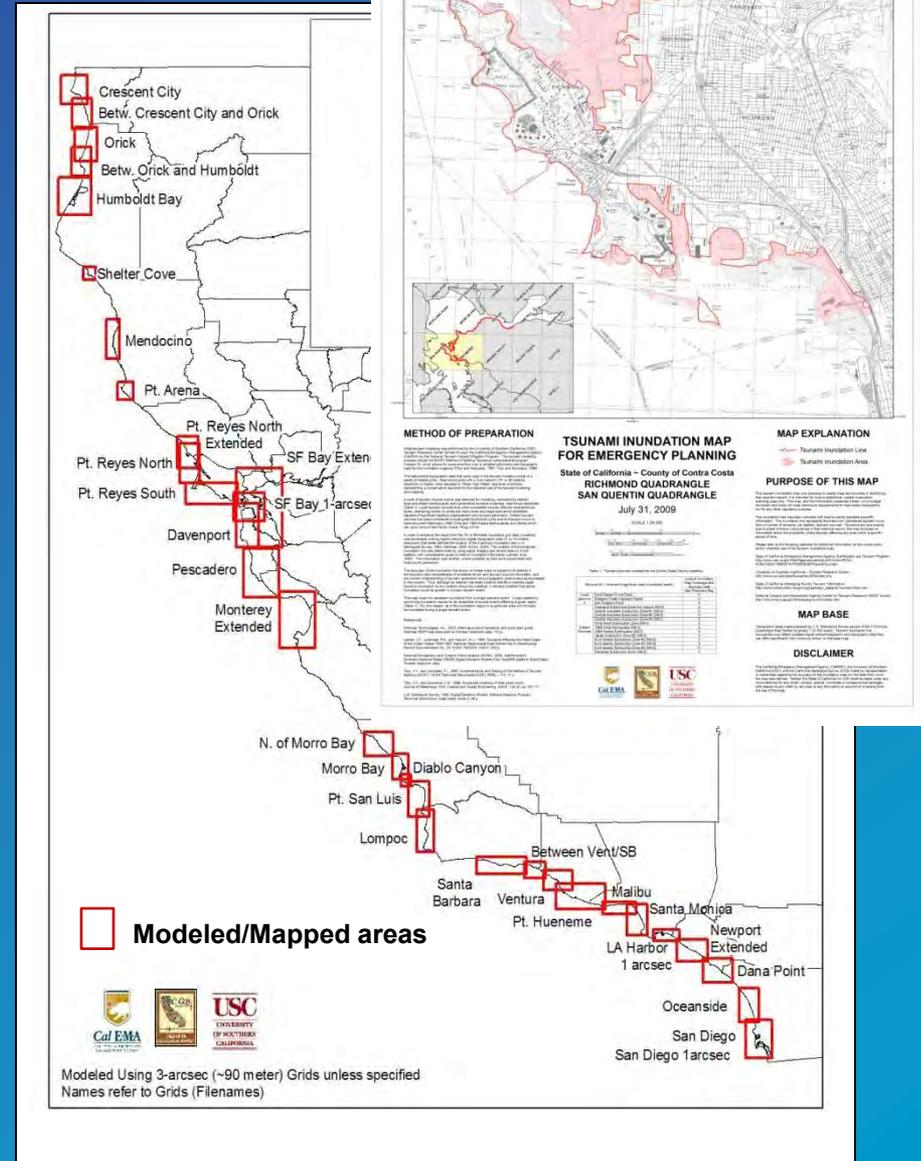
1. Tsunami Inundation Mapping

- Statewide mapping with USC
- High-resolution modeling comparison
- Guidance for Evacuation & Emergency Response Planning

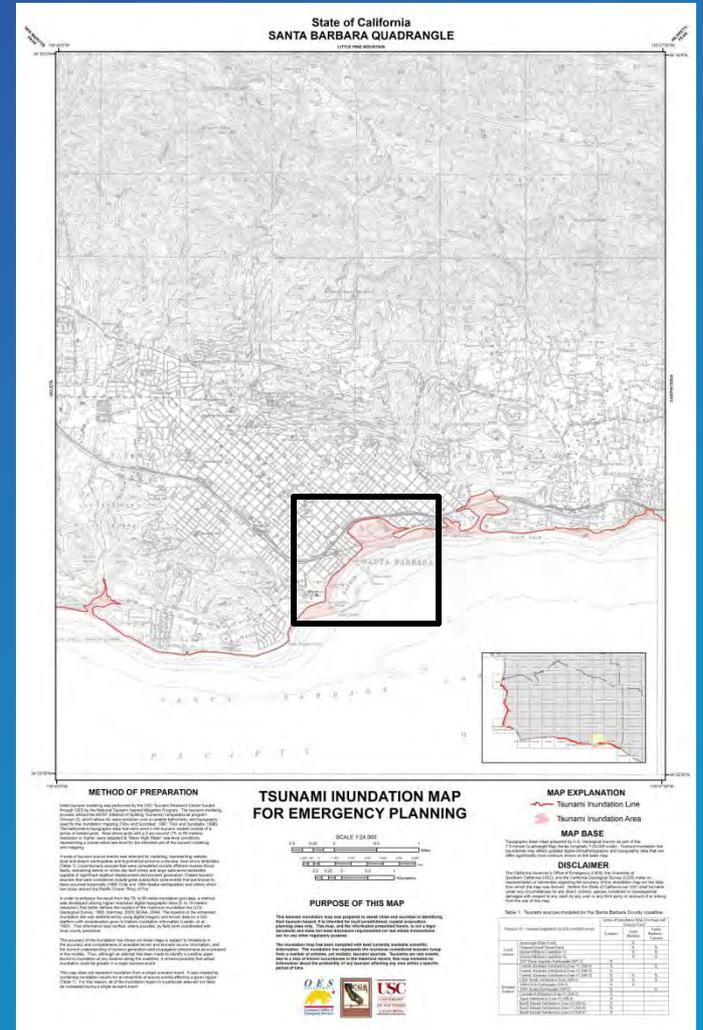
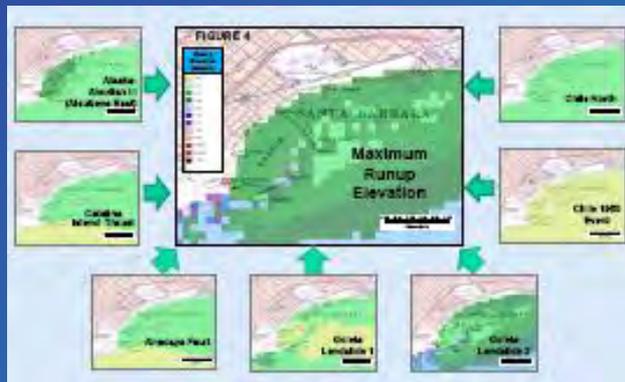
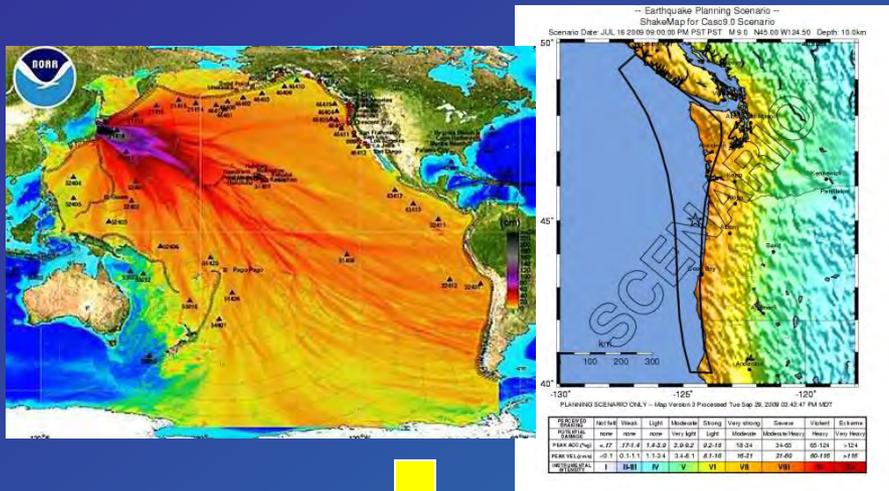
2. Probabilistic Tsunami Hazard Analysis

- Probabilistic workshop (PEER)
- Coordination URS/Caltrans
- Guidance for Land Use Planning & Building Code Development

3. Tsunami Guidance for Maritime Community



Creating the Inundation Maps



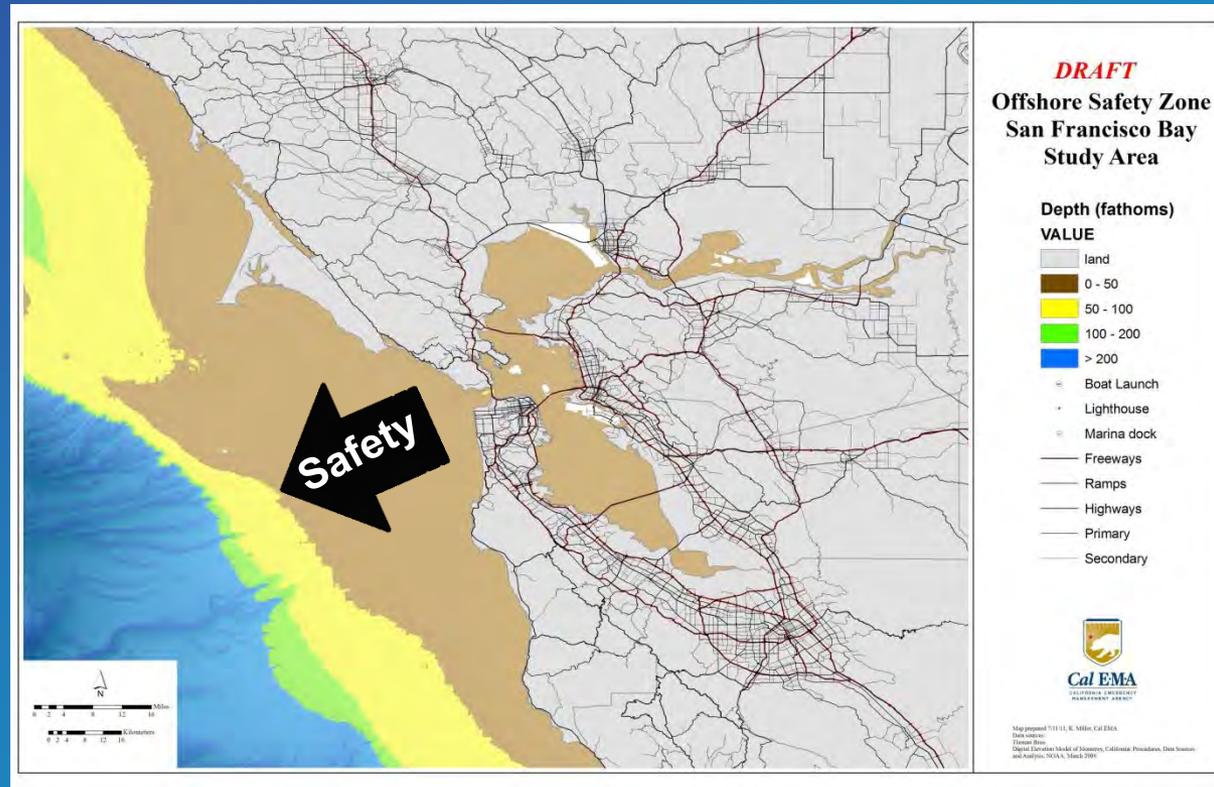
CA Tsunami Maritime Safety Goals

1. Create offshore safety zone maps [for use by harbors that recommend sending vessels to sea]
2. Create in-harbor hazard maps by modeling 5 major harbors' tsunami hazards [damaging currents]
3. Provide statewide guidance for evacuation planning and harbor protection [based on above results]



Offshore Safety Zones for Maritime Community

- Working with NOAA, West Coast states and Canada
- “Rule of thumb” for safety is 100 fathoms
- Zones will be harbor/boat specific and included in navigational charts
- Statewide Guidance for Advisory and Warning events



Offshore Safety Zones Evacuation Considerations

Guidance needs to address appropriate groups:

- Large vessels (Military / Container)
- Mid-size vessels (Fishing Fleet)
- Small vessels (Private / Recreational)

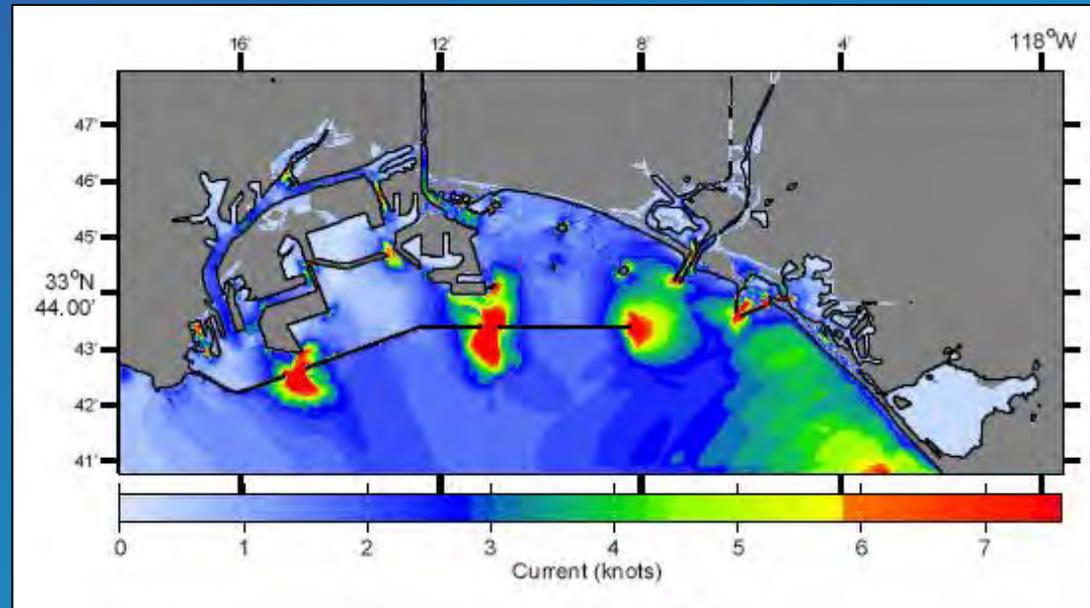
Who do you send to sea?

- Bad weather
- Enough fuel for extended periods (12-24 hours)
- Ability to get to distant ports



In-Harbor Tsunami Hazard Maps

- Working with USC and Humboldt State (FEMA funded; Sept. 2011 to Sept. 2014)
- Validation/Calibration of numerically modeled tsunami current data
- Products:
 1. Tsunami currents, inundation, and flow depth maps for 10-15 distant/local scenarios
 2. Written Guidance for evacuation and infrastructure planning



*NOAA/Pacific Marine Environmental Laboratory Report, 2010
"Distant Tsunami Threats to Ports of Los Angeles and Long Beach"*

Additional work...

Maritime data:

- Collect boat/ship inventory
- Analyze vessel positioning
- Provide evacuation time estimates

Engineering:

- Tsunami impacts on ships and infrastructure

Large ship analysis:

- Effects of tsunami currents, eddies, buoyancy, and drag



Lessons learned

- Need maritime plan for different scenarios
- Need educational materials for maritime communities
- Improve methods of keeping bystanders from danger
- Consider tidal conditions (low vs. high tide) in evacuation
- Plan for long term evacuation at sea for maritime community
- Do not return to harbor during tsunami activity



THANKS!

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