

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 12, 2012

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

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 1002. **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), California Dungeness Crab Task Force; **Shawn Bennett** (A), Baydelta Maritime; **John Berge** (M), Pacific Merchant Shipping Association (PMSA); **Margot Brown** (M), National Boating Federation; **Ron Chamberlain** (M), Port of Benicia; **Aaron Golbus** (M), Port of San Francisco; **Garrett Huffman** (A), Chevron Shipping Company; **Capt. George Livingstone** (A), San Francisco Bar Pilots; (Bar Pilots); **Jim McGrath** (M), Bay Conservation and Development Commission, (BCDC); **Capt. Pat Murphy** (M), Blue & Gold Fleet; **William Nickson** (A), Transmarine Navigation; **Mike O'Brien** (M), Port of Oakland; **Deb Self** (M), San Francisco Bay Keeper; **Rich Smith** (M), Westar Marine Services; **Lt. Cmdr. Jason Tama**, United States Coast Guard (USCG); **Maj. Ryan Thompson**, US Army Corps of Engineers (USACE); **Gerry Wheaton**, National Oceanic and Atmospheric Administration (NOAA), **Michael Williams** (M), Port of Richmond.

Alternates present, and those reporting to the HSC on agenda items: **Capt. Matt Bliven**, USCG; **Michael Carver**, Cordell Bank National Marine Sanctuary; **Bob Chedsey**, California Office of Spill Prevention and Response (OSPR); **Capt. Jeff Cowan**, California Office of Spill Prevention and Response (OSPR); **Capt. Tom Cullen**, OSPR; **John Craig**, America's Cup Race Management; **Chad Mason**, Water Emergency Transport Authority (WETA); **Linda Scourtis** (A), BCDC; **David Stevens**, California State Lands Commission (State Lands); **Lt. Cmdr. Amy Wirts**, USCG.

The meetings are always open to the public.

Approval of the Minutes

A motion to accept the minutes of the meeting of June 14 was made and seconded. It passed without discussion or dissent.

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Comments by the Chair – Capt. Korwatch

- **Capt. Korwatch** welcomed **Capt. Cullen**, the newly appointed Administrator of OSPR.

Coast Guard Report – CDR Tama

- Introduced **Lt. Cmdr. Wirts**, new Chief of the Waterways Branch, and **Lt. Cmdr. Nicole Vaughan**, Assistant Chief of Vessel Inspections.
- A conference in Portland on the pending enforcement of the North American Emissions Control Area (ECA) had been well attended. The Coast Guard gave presentations on lessons learned and best practices based on the California experience with fuel-switching regulations.
- It was good news that there had been no loss-of-propulsion incidents in May that were due to fuel switching.
- There had been many close calls involving fishing vessel in the off shore traffic lanes. Coast Guard was making an extra effort to get the word out on Rules 9 and 10. The salmon season was the best in some years so there were more boats on the water including new mariners and some whose skills may have become rusty.
- Sector San Francisco continued to ramp up enforcement and education on illegal passenger vessel operations in anticipation of America's Cup events to begin later in the summer. Twenty-five hundred dollars in fines had been levied so far.
- Specials regulations for America's Cup events were in the final stages prior to publication. There had been some changes due to the seventy-seven comments received.
- **Capt. Bliven** said that there was little else for the Coast Guard to report on regarding America's Cup events and introduced **Craig**.
- **Craig** said that they were looking forward to America's Cup World Series races scheduled for August 21 to 26, 2012. He thanked the HSC for their help. Two things that were to be tried at that event were a live broadcast of the event on marine VHF channel 20 and registration of the race course markers by Automated Identification System (AIS) beacons.
- **Lt. Cmdr. Wirts** read from the Prevention/ Response report that is attached to these minutes.

Capt. Livingstone said that the failure of the pilot ladder had occurred at night leaving the pilot hanging by his arms. It was fortunate that the pilot had been able to pull himself up. **Capt. Cowan** said that the ship would be boarded the next time it visited. He said that if the pilot ladder had been allowed to deteriorate, it was likely there were other problems on board as well. **Capt. Pete Bonebakker**, ConocoPhillips, asked whether the case was being managed

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through the International Safety Management Code. **Lt. Cmdr Tama** said that he would check on that.

Smith asked whether the kite-boarder described in the report had been prosecuted. Lt. Cmdr Tama said that he could not say. He did add that the Coast Guard had made an official determination that such craft were subject to the same regulations as sailing vessels. **Capt. Murphy** said that their operators were reporting a lot of incidents with sail-boards surfing the wakes of their ferries. He said this was a problem every summer. **CDR Tama** said that the Coast Guard had recently met with the Board Sailing Association and were hoping for positive developments.

US Army Corp of Engineers Report – Maj. Thompson

- The dredge *Essayons* was scheduled to be in the Bay on July 17, with dredging of the main ship channel to begin on July 19.
- **Lawrence** read from the report that is attached to these minutes.

Clearing House Report – Steinbrugge

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

OSPR Report – Capt. Cullen

- **Capt. Cullen** said that he was thrilled to be working with HSC's again. He said that he had loved attending HSC meetings during his time in the Coast Guard and had learned a lot.
- Spills of a gallon, or more, were down from the previous year. Loss-of-propulsion incidents attributed to fuel switching were trending down.
- OSPR had well-passed its two audits.
- Preparations to increase monitoring of fuel transfer operations at anchorage were on pace.
- OSPR was working with the sponsor of Assembly Bill 2005 that would simplify contingency plans for large motor yachts under three hundred tons. OSPR seeks to have the plans on file ninety-six hours prior to arrival, rather than fourteen days after, since the vessels can carry up to two hundred thousand gallons of fuel. **Capt. Cullen** was hopeful that the change would be made.
- **Governor Brown** had directed **Capt. Cullen** to come up with a way to manage and fund an inland spill prevention program. In the most recent year examined there were up to one

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thousand reportable events along inland waterways. Changes to existing laws would be required, as would a per-barrel tax on inland oil producers. OSPR's goal is to come up with a scoring system based on history, probability, and impact. **Capt. Cullen** and OSPR are open to suggestions.

- OSPR had met with spill management teams at the Shell Club House at Martinez. They discussed announced drills and how to develop an exercise program. OSPR's goal is to develop competence rather than to fail people.

Wheaton said that when the new contingency rules for super-yachts could be included in the following edition of *Coast Pilot 7* after they were ready.

NOAA Report – Wheaton

- **Wheaton** introduced **Logan Johnson**, the new chief meteorologist for the National Weather Service Monterey/San Francisco Bay Area office.
- The tsunami debris sighting program was receiving good cooperation from vessels at sea. Shoreline reports were increasing.
- **Wheaton** introduced **Carver**.

Whales, Ship Strikes, and Vessel Traffic – Carver

- The Cordell Bank and Gulf of the Farallones advisory councils had sponsored a joint work group with industry representation and the Coast Guard Port Access Route Study to develop a plan to mitigate whale strikes off the entrance to San Francisco Bay.
- Their report has been submitted to the International Maritime Organization. A copy of the report can be found on the Cordell Banks website: <http://tinyurl.com/c2aje62>
- In summary, the recommendations rely on changes to the offshore traffic lanes and the development of a dynamic management plan that relies on the actual observation of whales in the region rather than a static seasonal plan.

Sean Kelley, USCG, asked whether there was any data, from similar schemes already in existence on the East Coast that would show a decrease in whale strikes. **Carver** said there was none.

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Capt. Cowan asked how much notice would be given to mariners to allow them to slow down or choose an alternate traffic lane. **Carver** said that was still to be worked out, but they were starting the discussion with a forty-eight hour notice.

Golbus asked how predictable the whales were. **Carver** said that it was difficult to predict when and where they would appear. But it was predictable that once they had appeared in a location they were likely to stay in the same vicinity for weeks at a time.

Berge said that the report had clearly stated that it was not known whether slower ship speeds would help protect the whales. **CDR Tama** said that they had already seen an increase in the number of vessels transiting the western traffic lanes (where fewer whales are reported) due to California's fuel-switching regulations, and that this was likely to increase with the implementation of the ECA.

Kelley and **Anderson** commented on the number of whales seen this season. **Carver** said that the population for fin and blue whales had not changed but that other species were recovering.

State Lands Report – Stevens

- **Stevens** read from a report that is attached to these minutes.
- **Stevens** reminded everyone of the Prevention First Symposium scheduled for October 23-24, 2012. http://www.slc.ca.gov/News/Prevention_First.html

Tug Operations Work Group – Bennett

- They were still receiving useful comments on best practices for dead-ship tow plans. They hope to have all comments in, and work completed, by the September meeting.

Navigation Work Group – Capt. Livingstone

- There was nothing to report.

Ferry Operation Work Group – Capt. Murphy

- They continue to review the Vessel Mutual Assistance Plan.

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Dredge Issues Work Groups –

- There was nothing to report.

Physical Oceanographic Real Time System (PORTS) –

- There was nothing to report.

Prevention through People Work Group – Brown

- They had a meeting scheduled for August 9 to continue the effort to spread safety information to under-informed operators of diverse craft on Bay waters.

PORTS Report – Steinbrugge

- Sensors will be installed at Pier 27, San Francisco, in 2014 after the passenger terminal is complete.
- The AMORCO water-level sensor was scheduled to be installed in October.

Public Comment

There was none.

Old Business

There was none.

New Business

CDR Tama was able to confirm that the Coast Guard had boarded to inspect the vessel with the pilot ladder issue described earlier in these minutes. He could not add further details at that time.

Proposed Richmond Ferry Terminal Project Briefing – Mason

- A copy of Mason's briefing can be found on the Marine Exchange website by following the following tinyurl: <http://tinyurl.com/93ydc8r>

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Golbus asked whether existing room at the San Francisco Ferry terminal was being taken into consideration. **Capt. Murphy** said that Blue & Gold would operate the new run and was working on the issue.

Next Meeting

Capt. Korwatch said that the next regularly scheduled meeting of the HSC was scheduled for 1000, September 13 at the Water Street Exhibit Room, Port of Oakland, Oakland, California.

Adjournment

A motion to adjourn was made and seconded. It passed without discussion or dissent. The meeting adjourned at 1140.

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

June-12

PORT SAFETY CATEGORIES

	2012	2011	3yr Avg
1. Total Number of Port State Control Detentions for period:	1	0	0.4
SOLAS (1), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
2. Total Number of COTP Orders for the period:	8	1	2.2
Navigation Safety (4), Port Safety & Security (4), ANOA (0)			
3. Marine Casualties (reportable CG 2692) within SF Bay: Allision (1), Collision (1), Fire (0), Grounding (0), Sinking (1), Steering (3), Propulsion (5), Personnel (3), Other (3), Power (0)	14	14	8.0
4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation: Radar (1) Gyro (0), Steering (0), Echo sounder (0), AIS (0), AIS-835 (0), ARPA (0), SPD LOG (0), R.C. (0), Other (0)	1	8	4.8
5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay:	0	0	0.4
6. Significant Waterway events or Navigation related cases for the period:	0	0	0.1
7. Maritime Safety Information Bulletins (MSIBs): None	0	0	0.1
Total Port Safety (PS) Cases opened for the period:	24	23	16

MARINE POLLUTION RESPONSE

* Source Identification (Discharges):

VESSELS	2012	2011	3yr Avg
U.S. Commercial Vessels	0	1	1
Foreign Freight Vessels	0	1	0
Public Vessels	2	0	1
Commercial Fishing Vessels	0	1	0
Recreational Vessels	2	1	3
FACILITIES			
Regulated Waterfront Facilities	1	0	0
Regulated Waterfront Facilities - Fuel Transfer	0	0	0
Other Land Sources	0	1	3
Mystery Spills - Unknown Sources	1	6	7
Number of Oil/Hazmat Pollution Incidents within San Francisco Bay for Period			
1. Spills < 10 gallons	5	10	7
2. Spills 10 - 100 gallons	0	0	1
3. Spills 100 - 1000 gallons	0	1	0
4. Spills > 1000 gallons	0	0	0
5. Spills - Unknown	1	0	7
Total:	6	11	15
TOTAL OIL DISCHARGE AND HAZARDOUS MATERIALS RELEASE VOLUMES BY SPILL SIZE CATEGORY:			
1. Estimated spill amount from U.S. Commercial Vessels:	0	1	30
2. Estimated spill amount from Foreign Freight Vessels:	0	1	0
2. Estimated spill amount from Public Vessels:	6	0	2
3. Estimated spill amount from Commercial Fishing Vessels:	0	770	26
4. Estimated spill amount from Recreational Vessels:	1	1	20
5. Estimated spill amount from Regulated Waterfront Facilities:	1	0	2
6. Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer:	0	0	1
7. Estimated spill amount from Other Land Sources:	0	1	94
8. Estimated spill amount from Unknown sources:	0	0	5
TOTAL OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES (GALLONS):	8	774	180
Civil Penalty Cases for Period	0	0	0
Notice of Violations (TKs)	0	1	1
Letters of Warning	2	0	2
TOTAL PENALTY ACTIONS:	2	1	3

SIGNIFICANT PORT SAFETY AND SECURITY CASES (June 2012)**MARINE CASUALTIES**

Loss of power, (01 June): A U.S. flag ferry vessel experienced a Main Generator failure while getting underway from the San Francisco Ferry Building. The ferry returned to the pier and offloaded its passengers. It was found that the generator's sea strainer was clogged by seaweed. The strainer was cleaned and the vessel returned to normal service. Case closed.

Allision, (08 June): A U.S. flag ferry vessel allided with the pier while mooring. During the approach, the Master unsuccessfully attempted to shift conning control from the pilot house to the port bridge wing. There was not sufficient time to regain positive control, and the vessel allided with the pier causing damage to the vessel above the waterline. No injuries were reported. Case

Loss of propulsion, (08 June): A U.S. flag small passenger vessel lost propulsion due to a fouled prop. The vessel was towed into Pier 39 by another passenger vessel. The master had a local diver remove a large piece of construction grade plastic sheeting

Equipment failure, (09 June): The pilot embarkation ladder failed on a foreign flag container vessel while the pilot was attempting to board the vessel. The rope on one side of the ladder parted at the third rung from the bottom, but the pilot was able to safely climb aboard the vessel. The vessel's crew later determined that the rope was rotten. Case pends.

Loss of propulsion, (12 June): A foreign flag chemical carrier experienced a loss of propulsion while anchoring in Anchorage 9. The vessel's main engine failed to respond to an astern bell due to a loose electrical connection. The crew conducted repairs. Class and Coast Guard attended the vessel and witnessed satisfactory engine testing. LOP was not attributed to fuel switching.

Loss of propulsion, (16 June): A U.S. flag small passenger vessel experienced a loss of propulsion when their engine overheated. There were 8 passengers onboard, and the vessel safely anchored. The vessel was later towed to the dock. Company maintenance personnel found a leak in the cooling system and replaced the leaking component. Coast Guard attended the vessel

Loss of steering, (24 June): A foreign flag tank vessel experienced a loss of steering while transiting downbound in the San Joaquin River. The vessel switched to non-follow up mode and regained steering control. The vessel anchored safely at New York Point to conduct troubleshooting. The vessel later shifted to Anchorage 9 under a tug escort. The vessel's crew determined that the incident was caused by a faulty relay in the steering control system, and the part was replaced. Class and Coast Guard attended the

Loss of propulsion, (24 June): A U.S. flag container vessel lost both propulsion and steering while approaching the pier. The incidents were unrelated. The vessel regained both propulsion and steering and safely moored. The loss of propulsion was caused when the pneumatic brake valve became stuck during a series of engine commands. The steering casualty was caused by a faulty electrical contact. The vessel's crew overhauled the valve on the start air system and cleaned the electrical contact on the steering system. Class and Coast Guard attended the vessel and witnessed satisfactory testing of the propulsion and steering. LOP was not

Collision, (26 June): A kite boarder was attempting to jump the wake of a U.S. flag small passenger vessel, when the kite landed on the vessel and became entangled with the antenna. The vessel had 43 passengers onboard at the time. The vessel's crew released the kite from the antenna and recovered the kite boarder from the water. There were no injuries, but there was minor

Loss of propulsion, (27 June): A foreign flag chemical carrier experienced a loss of propulsion while anchoring at Anchorage 9. The vessel's crew determined that the incident was caused by human error when the first engineer moved the engine control lever too quickly. Class and Coast Guard attended the vessel and witnessed satisfactory engine testing. LOP was not attributed to fuel

VESSEL SAFETY CONDITIONS

Vessel Detention, (12 JUN): A foreign flag bulk freight vessel was inspected in Pittsburgh and detained due to the crew's inability to conduct fire drills. The crew received additional training. Coast Guard witnessed satisfactory completion of a fire drill and the

GENERAL SAFETY CASES

None

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inop X-Band Radar, (29 June): Vsl issued an inbound LOD.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

NSTR.

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

**Report of the
U.S. Army Corps of Engineers, San Francisco District
July 12, 2012**

1. CORPS FY 2012 O&M DREDGING PROGRAM

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

- a. **Main Ship Channel (55+2) –Dredging to start in mid July.**
- b. **Richmond Outer Harbor (and Richmond Long Wharf) – Dredging to start in late July.**
- c. **Richmond Inner Harbor – Dredging to start late September.**

Oakland O & M Dredging – FY13 Dredging to start in October, pending availability of funds. **No Change.**

- d. **Suisun Bay Channel (and New York Slough) –** Coordinating action to address shoal in Bullshead Reach prior to August. Dredging to start in August. **No change.**
- e. **Pinole Shoal (35+2) – Dredging to start in early August.**
- f. **Redwood City/San Bruno Shoal –** Coordinating knockdown action to address high spots. No planned dredging. **No change.**

The Essayons had add'l unscheduled repairs at the beginning of July (specifically, a dry dock period of 30 Jun - 7 July). She will be mobilizing to SF Bay on 17 July and plans to start work on the Main Ship Channel around 19 July.

DEBRIS REMOVAL – Total debris removal for June 2012 was 0 tons (Raccoon: 0 tons; Dillard: 0 tons; other: 0 tons). Very minimal debris mission last month due to other operational commitments, repairs to vessels and modifications to the knockdown apparatus. Average for June from 2002 to 2011 is 33.45 tons. (Range: 5 - 77.5 tons).

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	GRIZZLY	RACCOON	DILLARD	MISC	TOTAL
2012	TONS	TONS	TONS	TONS	TONS
JAN	-	51	54	20	125
FEB	-	36	28.5	-	64.5
MAR	-	51	37.5	8	96.5
APR	-	67	20.5	2	89.5
MAY	-	72	25.5	-	97.5
JUN	-	0	0	0	0
JUL					
AUG					
SEP					
OCT					
NOV					
DEC					

YR TOTAL
473

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

None to report.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

No urgent dredging so far in 2012.

5. OTHER WORK

San Francisco Bay to Stockton - This project has received some funding. The Corp is conducting some environmental modeling, economic modeling and is looking into selecting a placement site. **No change.**

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

HYDROGRAPHIC SURVEY UPDATE

Address of Corps' web site for completed hydrographic surveys:

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

Main Ship Channel: Pre-dredge survey completed April 24, 2012 was posted April 26, 2012.

Pinole Shoal Channel: Condition survey of mid- to late Feb (16th-24th) were posted on Feb 28.

Suisun Bay Channel: Condition survey of May 7-17, 2012 was posted on May 25.

New York Slough: Condition survey of May 14-15, 2012 was posted on May 25.

Bull's Head Shoal: Condition survey of June 19, 2012 was posted on June 20.

Redwood City Harbor: Condition survey of mid-March was posted May 3, 2012.

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

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

Oakland Inner Harbor Turning Basin: Survey completed April 2010 has been posted.

Oakland Inner and Outer Harbors: Post-knockdown composite surveys dated May 31 were posted June 1, 2012

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

Oakland Inner Harbor - Post-knockdown composite surveys dated June 20 were posted (no date).

Southampton Shoal: Condition survey of mid-March 2012 was posted on March 27.

Richmond Inner Harbor: Condition survey of late March 2012 was posted on March 29.

Richmond Outer Harbor: Condition survey of March 22, 2011 was posted on March 27.

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

Northship Channel: Condition survey of June 2011 has been posted.

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

San Rafael Across-the-Flats and San Rafael Creek: Post-dredge surveys completed last Jan were posted on Feb 8.

Alameda Naval Station Survey (Alameda Point Navigation Channel): Survey completed in June 2011 has been posted.

Disposal Site Condition Surveys:

SF-08 (Main Ship Channel Disposal Site): Survey completed in April 2011 has been posted.

SF-09 (Carquinez): Condition survey of July 10 was posted July 11.

SF-10 (San Pablo Bay): Condition survey of July 3, was posted on July 5.

SF-11 (Alcatraz): Condition survey of July 2, was posted on July 5.

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

SF-17 (San Francisco Harbor or Ocean Beach Disposal Site): April 2012 survey has been posted (date unknown).

FY12 O&M DREDGING PLAN

Project	2011			2012									2013			Volume	Placement Site	
	OCT FY12	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT FY13	NOV	DEC			
Humboldt Bar&Entrance						ESSAYONS 28 DAYS										1mcy	HOODS	
Humboldt Channels																300kcy	HOODS	
SF Main Ship Channel								ESSAYONS 7 DAYS								170kcy	SF-17	
Richmond Inner Harbor	*											*			200kcy	SFDODS		
Richmond Outer Harbor								ESSAYONS 9 DAYS								200kcy	SF-11	
Pinole Shoal								ESSAYONS 3 DAYS								50kcy	SF-10	
Suisun Bay Channel			*						*	*		YAQUINA 30 DAYS				175kcy	SF-9/SF-16	
Oakland Inner Harbor	*												*			200kcy	SFDODS	
Oakland Outer Harbor	*												*			200kcy	SFDODS	
Redwood City Harbor	*																	
San Rafael	*																	

Complete & Ongoing Contracts

Government Hopper

Knockdown

New Dredge Contract

Environmental Window

* Requires resource agencies' approval of Environmental Window Extension



Harbor Safety Committee of the
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San Francisco Clearinghouse Report

July 12, 2012

- ✎ 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 has contacted OSPR 1 time in 2012 regarding any possible escort violations. The Clearinghouse called OSPR 3 times in 2011, 6 times in 2010, 8 times in 2009; 4 times in 2008; 9 times in 2007; 9 times in 2006; 16 times in 2005; 24 times in 2004; twice in 2003; twice in 2002; 6 times in 2001; 5 times in 2000.
- ✎ In June there were 94 tank vessel arrivals; 6 Chemical Tankers, 13 Chemical/Oil Tankers, 25 Crude Oil Tankers, 1 LPG, 21 Product Tankers, and 28 Tugs with Barges.
- ✎ In June there were 294 total arrivals.

San Francisco Bay Clearinghouse Report For June 2012

San Francisco Bay Region Totals

	<u>2012</u>		<u>2011</u>	
Tanker arrivals to San Francisco Bay	66		62	
Barge arrivals to San Francisco Bay	28		28	
Total Tanker and Barge Arrivals	94		90	
Tank ship movements & escorted barge movements	282		262	
Tank ship movements	189	67.02%	176	67.18%
Escorted tank ship movements	97	34.40%	92	35.11%
Unescorted tank ship movements	92	32.62%	84	32.06%
Tank barge movements	93	32.98%	86	32.82%
Escorted tank barge movements	29	10.28%	24	9.16%
Unescorted tank barge movements	64	22.70%	62	23.66%

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	187		261		0		128		576	
Unescorted movements	132	70.59%	183	70.11%	0	0.00%	88	68.75%	403	69.97%
Tank ships	82	43.85%	95	36.40%	0	0.00%	51	39.84%	228	39.58%
Tank barges	50	26.74%	88	33.72%	0	0.00%	37	28.91%	175	30.38%
Escorted movements	55	29.41%	78	29.89%	0	0.00%	40	31.25%	173	30.03%
Tank ships	18	9.63%	23	8.81%	0	0.00%	16	12.50%	57	9.90%
Tank barges	37	19.79%	55	21.07%	0	0.00%	24	18.75%	116	20.14%

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 2012

San Francisco Bay Region Totals

	<u>2012</u>		<u>2011</u>	
Tanker arrivals to San Francisco Bay	377		706	
Barge arrivals to San Francisco Bay	181		306	
Total Tanker and Barge Arrivals	558		1,012	
Tank ship movements & escorted barge movements	1,846		3,275	
Tank ship movements	1,124	60.89%	2,100	64.12%
Escorted tank ship movements	573	31.04%	1,053	32.15%
Unescorted tank ship movements	551	29.85%	1,047	31.97%
Tank barge movements	722	39.11%	1,175	35.88%
Escorted tank barge movements	248	13.43%	463	14.14%
Unescorted tank barge movements	474	25.68%	712	21.74%

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

Escorts reported to OSPR 1 3

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	1,129		1,720		0		814		3,663	
Unescorted movements	761	67.40%	1,105	64.24%	0	0.00%	440	54.05%	2,306	62.95%
Tank ships	446	39.50%	563	32.73%	0	0.00%	243	29.85%	1,252	34.18%
Tank barges	315	27.90%	542	31.51%	0	0.00%	197	24.20%	1,054	28.77%
Escorted movements	368	32.60%	615	35.76%	0	0.00%	374	45.95%	1,357	37.05%
Tank ships	134	11.87%	253	14.71%	0	0.00%	136	16.71%	523	14.28%
Tank barges	234	20.73%	362	21.05%	0	0.00%	238	29.24%	834	22.77%

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.



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - JUNE COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
JUNE 1 - 30, 2011	187	84	44.92
JUNE 1 - 30, 2012	194	85	43.81

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
JUNE 1 - 30, 2011	10,923,000	0	15,186,223	6,472,901	21,659,124
JUNE 1 - 30, 2012	14,565,375	0	17,888,284	8,055,079	25,943,363

OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
JUNE 1 - 30, 2011	0	0	0	0	0
JUNE 1 - 30, 2012	1	0	0	1	Other / 1 gallon

*** 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.

TUG WORK GROUP

San Francisco Bay Harbor Safety Committee

From: Tug Workgroup
Subject: Recommended addition to Harbor Safety Plan addressing best practices for dead ship tows in the San Francisco Bay Area
Date: May 24, 2012

Introduction

The U. S. Coast Guard Sector San Francisco proposes that the Tug Escort Work Group establish best practice guidelines for dead ship towing operations within San Francisco Bay Area and its Tributaries (reference Paragraph 1, Page 1 of the San Francisco Harbor Safety Plan). The USCG requests that the Work Group address issues related to towing a dead ship while navigating San Francisco Bay. Since Aug 18, 2011 the Tug Workgroup has met several times and agreed to take on this project as requested by the USCG. Various stakeholders have been present for the meetings and in a combined effort the following document has been successfully completed.

Context

As defined in 33 CFR 160.204, a hazardous condition means “any condition that may adversely affect the safety of any vessel, bridge, structure, or shore area or the environmental quality of any port, harbor, or navigable waterway of the United States.” Towing of a dead ship – a vessel where propulsion or control is unavailable for normal operation – has the potential to create unique hazards. Should the towing vessel lose its ability to direct and move the towed vessel, the dead ship would be adrift, unmanned, and wholly unable to avoid accident. Furthermore, the dead ship may contain oil and other substances that could create an environmental hazard upon rupture.

The Captain of the Port (COTP) Sector San Francisco has determined that the tow of a dead ship constitutes a hazardous condition, and in accordance with 33 CFR 160.215, whenever there is a hazardous condition, the owner, operator, agent, master, or person in charge of the subject vessel shall immediately notify the COTP. To facilitate this notification process, address potential safety concerns and ensure the safe, on-time departure of such towing evolutions, the USCG proposes that the HSC Tug Work Group develop best practice guidelines for dead ship tows in the San Francisco Bay Area. Within these best practice guidelines, the USCG also proposes that the HSC Tug Work Group develop a minimum towing capacity standard to ensure that towing vessels of adequate class are assigned to maintain position and control during these dead ship tows.

Recommended Harbor Safety Committee Best Practice for Dead Ship Tows in the San Francisco Bay Area

Dead Ship Towing Overview

In today's maritime industry there are various operations which include the towing of a "Dead Ship." These operations can take place within a confined harbor, within the same port, and between Domestic and/or International destinations. During these operations there are many different variables which are to be considered during all stages of the operation. At times independent contractors are hired to coordinate all components involved which include but are not limited to hiring the tug companies, pilots and linesman. In other circumstances stakeholders directly contract with the towing companies for their services.

Regardless of how the project is contracted the objective of this Best Maritime Practice is to provide industry with a guideline for what is to be taken into consideration when planning and executing the towing operation involving a "Dead Ship."

1. **Vessel Representative Responsibilities:** The Vessel Representative of the Dead Ship Tow Project should execute the following measures directly after the Tow has been confirmed.
 - a. Fully review the vessel specifics of the ship to be towed.
 - b. Complete a Dead Ship Tow Plan to ensure a safe and efficient route that is sure to accommodate navigational clearances, tides/currents, marine projects, and vessel traffic. The tow plan should include but is not limited to the following;
 - Vessel
 - Vessel Type
 - VIN (if applicable)
 - LOA
 - Draft
 - Air Draft
 - Beam
 - Location of origin
 - Vessel's destination
 - POC Name/24hr Phone
 - Weather Conditions
 - Tides/Currents
 - Lead Tug Name and Class
 - Lead Tug Master Name
 - Pilot Designator/Name if Applicable
 - Assist Tugs Name and Class
 - Tug Working Frequency
 - Diagrams of Tow Configurations for Intended Route

- c. Ensure that tugs assigned adhere to the minimum towing capacities listed below

BP=Bollard Pull

<u>Class</u>	<u>Static BP Ahead</u>	<u>Static BP Astern</u>
A+*	100,000	100,000
A	85,000	55,000
B	60,000	45,000
C	35,000	20,000
D	20,000	10,000

*Tractor Tug

<u>Vessel's LOA in Feet</u>	<u>Draft In Feet</u>	<u>Tugs Required</u>
Greater Than 1000'	N/A	A+,A+,A+,A+
900'-1000'	Greater than 38'	A+,A+,A+,A+
900'-1000'	Less than 38'	A+,A+,A+,A
750'-900'	All	A+,A+,A,A A,A,B, or
550'-750'	All	A,B,C,C
400'-550'	All	A,B,C
300-400	All	B,C
200-300	All	C,C
0-200		C

- d. Develop and employ a towing arrangement that enables the towing vessel(s) to maintain control of the dead ship at all times.
- e. Ensure that the personnel assigned to conduct the tow hold the appropriate licenses in accordance with Title 46, Code of Federal Regulations (CFR), Part 15.

Note It is recommended that a State Licensed Pilot be contracted for all Dead Ship Tows greater than 550 feet LOA transiting through the UP Railroad Bridge.

- f. Contact Sector San Francisco Waterways Safety via (415) 399-7443 no less than 48 hours prior to the intended Dead Ship Tow to notify them of the intended operation and to verify that a Tow Plan has been completed and is in place.

Note Sector San Francisco Waterways Safety Branch may request to review a copy of the Dead Ship Tow Plan at any time.

2. **Vessel Representative/Pilot Responsibilities :** Prior to the commencement of the scheduled tow, the Vessel Representative shall perform the following.
- a. Hold a pre-departure conference with all concerned parties to review the tow plan.
 - b. Be prepared to answer the following questions:
 - Do tugs assigned have the towing capacity to maintain control of the vessel at all times?
 - Do navigational clearances along the proposed route accommodate vessel specifications?
 - Are there any marine projects that would reduce clearances along proposed route?
 - Are the winds forecasted to exceed 25 knots along the intended route?
 - Is visibility less than ½ NM?
 - Does any of the above warrant any deviation from the existing Tow Plan.
 - c. Report to Vessel Traffic Service (VTS) San Francisco prior to conducting operations within the VTS Service Area and as dictated upon commencement of the operation in accordance with 33 CFR 161.18.
 - d. If special circumstances prevent the vessel or towing personnel from adhering to the best practice guidelines herein, the vessel representative should contact the Sector San Francisco Waterways Safety via (415) 399-7443 to justify deviation(s).

3. **Tug Workgroup Recommendations to the Harbor Safety Committee:**

- a. The HSC Tug Work Group recommends that the “Best Practice for Dead Ship Tows in the San Francisco Bay Area” be added to the San Francisco Harbor Safety Plan.
- b. The Work Group recommends the Harbor Safety Committee review the “Best Practice for Dead Ship Tows in the San Francisco Bay Area” within one year of adoption.