

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 11, 2013

Port of Richmond, Harbormaster's Office, 1340 Marina Way South, Richmond, 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 10:05.

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

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

The meetings are always open to the public.

Approval of the Minutes-

A motion to accept the minutes of the June 13, 2013 meeting was made and seconded. The minutes were approved without dissent.

Comments by Chair- Capt. Lynn Korwatch

Welcomed the committee members and audience.

Coast Guard Report- Capt. Gregory Stump

- Advised that partnering between federal, state, local and commercial organizations is critical for emergency response. The recent Sea River Maritime/Exxon oil spill response exercise and the Bay Ferry III mass casualty response exercise highlighted the importance of this partnering as did the response to the July 6, 2013 Boeing 777 plane

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crash at SFO. The Coast Guard Air Station San Francisco was involved with providing medevac's to seriously injured victims of the plane crash and report that communication between agencies was excellent during the incident due to the partnerships that have been formed.

- Advised that the new Traffic Separation Scheme (TSS) changes implemented June 1, 2013 are running smoothly. There have been very few incidents.
- Advised of a recent SAR case involving a T-Boat with approximately 20 passengers on board which had taken on three feet of water and had a malfunctioning bilge alarm. The vessels operator was only able to detect the problem by feeling the difference in movement while underway. The operator radioed the Coast Guard and they were able to assist.
- Advised of a June 20, 2013 near miss collision between a deep draft vessel and a tug and barge in the offshore precautionary area that is included on the current Prevention/Response Report. All these cases highlight the unpredictable and complicated nature of this AOR.
- Lcdr. Wirts read from the June-13 Prevention/Response Report (attached).
- Lcdr Wirts advised of the July 3, 2013 MSIB detailing the current America's Cup regulations (attached).
- Capt. Korwatch asked for the definition of a "public vessel" and was advised that U.S. government vessels such as those of the Coast Guard, Army Corps and Navy are considered public vessels.
- Capt. Shipway referenced the June HSC discussion initiated by Marina V. Secchitano regarding the fatal May 17, 2013 incident at the Port of Oakland and the lack of fixed dock ladders at the Port. He urged that this issue be addressed by the HSC. Mike O'Brian advised that the Port of Oakland has portable dock ladders and that the ladders were available and deployed at TraPac during the incident. OSHA is investigating. Capt. Korwatch proposed that the HSC let the OSHA investigation conclude, at which time the issue can be addressed by the Prevention through People Work Group. Several committee members concurred that more facts were needed before the incident should be reviewed by the HSC. Cmdr. Tama advised that the incident in question did not fall within the jurisdiction of the USCG and that the USCG was not part of the investigation.
- Capt. Korwatch asked for the latest news regarding the America's Cup. Capt. Stump advised that the first race was last Sunday and that the Emirates Team New Zealand has

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been racing solo. The five member International Jury hearing the team protest of regatta director Iain Murray's rule changes will issue their decision soon. If the International Jury sides with Iain Murray and ACEA, Italy's Luna Rossa Challenge may pull out of the race. If the International Jury decides that Iain Murray and ACEA overstepped their bounds, it is possible that the Swedish team may pull out. There is a lot of uncertainty and the focus is on the portion of the America's Cup after the Louis Vuitton Cup. Capt. Korwatch asked if recreational spectator vessels have been a problem during races and Capt. Stump replied that they were manageable and that the USCG should be fully prepared when racing heats up later in the summer. Capt. Horton thanked the USCG on behalf of the Bar Pilots for their regulation enforcement during the races and expressed appreciation for the nightly conference calls being conducted to facilitate the sharing of race information. Margot Brown asked if there was a possibility of the USCG withdrawing the America's Cup permit if the International Jury decides against Iain Murray's regulations. Capt. Stump responded that three of the 37 rule changes that have been enacted are being contested. If the International Jury finds against those rule changes, Iain Murray could present a new package that includes the 34 uncontested rule changes to be reconsidered by the USCG. ACRM has the ultimate responsibility for their event's safety and has indicated that if the International Jury decides against any of the regulations, a new package will be presented to the USCG for a new permit.

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

- Advised that the Army Corps is still committed to navigation and public safety despite their budget issues. Navigation and the America's Cup are fully supported.
- Rob Lawrence read from the US Army Corps of Engineers, San Francisco District Report (attached). Debris removal for June, 2013 was well above average and included a large section of pier removed from the Carquinez Straights.
- Capt. Amso asked how many days were scheduled for the Pinole Shoal dredging and was advised by Jessica Burton Evans that it will most likely take one to two weeks but that the plan isn't finalized yet. Mechanical dredging will be used.

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Clearing House Report- Alan Steinbrugge (report attached)

OSPR Report- Jeff Cowan (report attached)

- Workshops have been scheduled for Aug. 15th and 20th to amend OPSR's Shoreline Protection Tables (notification attached).
- John Berge advised that the prospects for passage of AB 881 (Chesbro) are good.
- John Berge asked if the regulatory process for amending Shoreline Protection Tables could be streamlined or reduced and Jeff Cowan advised that he would pass the idea on within OSPR.

NOAA Report- Gerry Wheaton

- Introduced Mary Miller with the San Francisco Exploratorium and advised of NOAA's continuing partnership with the Exploratorium.
- Advised that the SF Bar Pilots have requested a nautical chart inset. NRT6 is meeting with the Pilots to discuss the request.
- A question was raised as to why NOAA's tsunami warning email alerts have been discontinued. Gerry Wheaton was unaware of the issue and advised that he will look into it.

State Lands Commission Report- Chris Beckwith (report attached)

Work Group Reports-

Tug Work Group- Ted Blankenburg advised that there was nothing to report.

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

Ferry Operations Work Group- Capt. Tom Dougherty advised that there was nothing to report.

- Capt. Korwatch announced that Beth Gedney with the Passenger Vessel Association has recently passed away. She was a champion for mariners and a graduate of Cal. Maritime.

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

PORTS Work Group- Mike O'Brien advised that there was nothing to report.

- Capt. Horton asked what the status was regarding the air gap sensor on the Bay Bridge. Alan Steinbrugge advised that Mark Bailey with NOAA has been having trouble communicating with and getting responses from Caltrans regarding the sensors installation. Capt. Horton advised that large air draft container ships would soon be coming into the Port of Oakland and that having an air gap sensor is important for safety. Capt. Korwatch advised that Alan Steinbrugge has been working hard trying to coordinate with Caltrans, but that the sensor seems to be a low priority for them. Alan Steinbrugge advised that he would continue to do everything he can to get the air gap sensor installed on the Bay Bridge as soon as possible.

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

PORTS Report- Alan Steinbrugge

- Advised that additional visibility sensors will be installed at AMORCO and at the SF Pier 17 Exploratorium. Installation is scheduled for this fall.
- Advised that the AMORCO tide station data is not yet available, but should be soon.
- Capt. Korwatch asked if PORTS data is being displayed as an exhibit at the Exploratorium. Mary Miller advised that it is. Monitors are available for the public to view data from NOAA, PORTS and UC Berkeley.
- Capt. Korwatch advised that there is another push from maritime communities around the country to federalize the maintenance of the PORTS system which costs approximately five million dollars. Those in support of federalizing PORTS maintenance should write letters to our U.S. Senate representatives. Capt. Shipway asked if individuals should write letters or if the HSC could send one as a group. Capt. Korwatch responded that there would need to be a consensus among the committee members to write a letter as a community. A motion was made and seconded to approve the drafting of a letter in support of PORTS maintenance federalization. Capt. Korwatch advised that the letter be sent to Senator Feinstein. Capt. Shipway recommended that the letter be sent to Senator Boxer in addition to Senator Feinstein as she might be more favorable to the cause and Capt. Korwatch agreed. Capt. Shipway asked if other HSC's around the country are involved with this issue and was advised by Capt. Korwatch that they were. Jessica Burton Evans asked about the possibility of a conflict

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of interest concerning federal agencies voting on the issue. Gerry Wheaton advised that federal agencies could simply abstain from voting to avoid any conflict. A vote to have the SF HSC draft a letter in support of federalizing the cost of PORTS maintenance and sending it to California's U.S. Senate representatives was conducted and the motion passed without dissent.

Public Comment-

- John Hummer with MARAD remarked on confusion created by the original HSC agenda being sent out with the wrong address listed. Both Capt. Korwatch and Alan Steinbrugge apologized for the confusion and pointed out that a corrected agenda was sent out subsequently.
- Mary Miller commented on the Exploratorium's wonderful new location at Pier 17. Record crowds are coming out. A new exhibit on SF bay ship traffic is very popular and is enhanced by the expansive bay view's the new location provides. As previously mentioned, the Exploratorium enjoys a partnership with NOAA to collect and display data. The Exploratorium also has the ability to host research vessels. Recent public tours of a NOAA research vessel were very popular and there have been several docking requests from other research vessels as well. Thanks to Aaron Golbus with the Port of San Francisco for helping to facilitate the tours.
- Capt. Garrett Huffman announced that he will be moving to Houston, TX and will be leaving the SF HSC. Michelle Connolly will replace Capt. Huffman at Chevron on Sept. 1, 2013.
- Jeff Cowan advised of the upcoming West Coast Harbor Safety Summit on Oct. 29th and 30th, possibly to be held in Napa but the details have not been finalized.
- Veronica Boa with Cal. Maritime thanked all of the organizations that participated in the Bay Ferry III exercise. It was very successful. The Golden Bear is returning to port tomorrow having conducted two successful projects, ballast water testing and vapor sterilization in a maritime environment. There are only five spaces left in the Engineering Management and Transportation graduate program.
- Capt. Korwatch advised that the upcoming AMSC meeting is on July 16th at SF Pier 35.
- Capt. Korwatch advised of the Aug. 26th Cal. Maritime golf tournament at the Green Valley Country Club.

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- John Berge presented a poster to be placed onboard ships, informing of whale species in the area and providing contact information to report whale sightings. The poster is designed to help educate ship crews and collect data about whale locations. It has been sent out to ships agents and shipping companies for distribution. A PDF version is available on the HSC website (www.sfmex.org/support/hsc/). Jessica Burton Evans asked if the poster was meant for public vessels as well as private and was advised that it was for everyone on the water. Jim Anderson advised that there are not as many whales in the area as last year and that charter vessels should also be provided with the posters, John Berge agreed. Capt. Huffman with Chevron advised that their vessels already have the posters onboard and thanked John Berge for his efforts. Capt. Shipway also commended the posters. John Berge advised that NOAA is developing an app for reporting whale sightings as well.

Old Business- None

New Business-

- Lcdr. Wirts advised that the USCG is pushing PORTS data through AIS from two new base stations; however, there is limited interface capability so most users cannot receive the data. The USCG is also working on using AIS to send text messages to vessels although this feature is not yet implemented. A question was asked if the text messages would be sent directly to an individual ship and Lcdr. Wirts responded that the technology is for broadcast messages. Filters such as vessel location, speed or geographic triggers could be used to direct messages to desired groups of vessels. There are still bugs to be worked out. Capt. Korwatch asked if the data receiving problems for PORTS updates are caused by software or hardware incompatibility and was advised by Lcdr. Wirts that it is a software issue. In the future, AIS could be used to issue no wake notifications, fog notifications and more, but the system is still in the prototype stage.
- Lcdr. Wirts advised that a Local Notice to Mariners is in effect recommending a 10kt or lower speed for vessels approaching port. This is only a recommendation.
- Capt. Korwatch advised that the August SF HSC meeting has been canceled.

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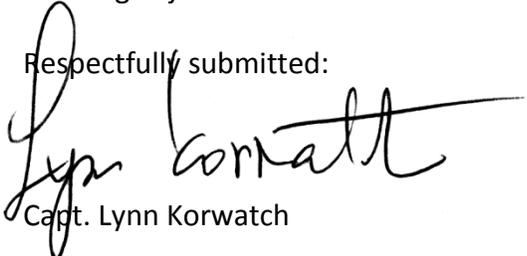
Next Meeting-

1000-1200, September 12, 2013
Port of Oakland, Exhibit Room (Street Level)
530 Water Street, Oakland, CA

Adjournment-

A motion to adjourn was made and seconded. The motion passed without dissent and the meeting adjourned at 11:24.

Respectfully submitted:



Capt. Lynn Korwatch

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

June-13

PORT SAFETY CATEGORIES*

	2013	2012	3yr Avg**
1. Total Number of Port State Control Detentions for period: SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)	0	1	0.4
2. Total Number of COTP Orders for the period: Navigation Safety (0), Port Safety & Security (5), ANOA (0)	5	8	4.1
3. Marine Casualties (reportable CG 2692) within SF Bay: Allision (0), Collision (1), Fire (0), Capsize (0), Grounding (0), Sinking (0), Steering (0), Propulsion (9), Personnel (4), Other (5), Power (1), Flooding(1)	21	14	8.7
4. Total Number of (routine) Navigation Safety issues/Letters of Deviation: Radar (1) Gyro (0), Steering (0), Echo sounder (0), AIS (1), AIS-835 (0), ARPA (0), SPD LOG (1), R.C. (0), Other (0)	3	1	4.9
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:	1	2	0.1
7. Maritime Safety Information Bulletins (MSIBs):	0	0	0.3
Total Port Safety (PS) Cases opened for the period:	30	26	18.9

MARINE POLLUTION RESPONSE

Source Identification (Discharges):

VESSELS	2013	2012	3yr Avg**
U.S. Commercial Vessels	2	1	1.0
Foreign Freight Vessels	0	0	0.1
Public Vessels	1	5	0.7
Commercial Fishing Vessels	0	1	0.3
Recreational Vessels	3	1	2.3
FACILITIES			
Regulated Waterfront Facilities	1	2	0.2
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.2
Other Land Sources	1	3	1.3
Mystery Spills - Unknown Sources	2	2	4.1
Number of Oil/Hazmat Pollution Incidents within San Francisco Bay for Period			
1. Spills < 10 gallons	10	0	5.3
2. Spills 10 - 100 gallons	0	0	0.8
3. Spills 100 - 1000 gallons	0	0	0.0
4. Spills > 1000 gallons	0	0	0.1
5. Spills - Unknown	0	0	4.3
Total:	10	2	10.2

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

1. Estimated spill amount from U.S. Commercial Vessels:	12	1	12.1
2. Estimated spill amount from Foreign Freight Vessels:	0	0	0.1
2. Estimated spill amount from Public Vessels:	7	126	3.0
3. Estimated spill amount from Commercial Fishing Vessels:	0	1	1.4
4. Estimated spill amount from Recreational Vessels:	7	1	7.0
5. Estimated spill amount from Regulated Waterfront Facilities:	1	68	0.7
6. Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer:	0	0	0.3
7. Estimated spill amount from Other Land Sources:	5	1002	51.1
8. Estimated spill amount from Unknown sources:	2	0	3.7
TOTAL OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES (GALLONS):	34	1199	70.9
Civil Penalty Cases for Period	0	0	0.1
Notice of Violations (TKs)	0	0	0.4
Letters of Warning	4	3	1.6
TOTAL PENALTY ACTIONS:	4	3	2.3

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

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

SIGNIFICANT PORT SAFETY AND SECURITY CASES (June 2013)

MARINE CASUALTIES

Loss of propulsion (03JUN): A foreign flag gas carrier was unable to start the main engine while preparing to depart Stockton. The crew conducted troubleshooting and found that 2 valves on the start air system were stuck in the closed position. The crew rebuilt and replaced the valves. Class attended the vessel and witnessed satisfactory operation of the main engine. LOP was not attributed to fuel switching. Case closed.

Injury (08JUN): A U.S. flag small passenger vessel reported 6 passengers fell off their seats and injured themselves while the vessel was transiting in the vicinity of Blossom Rock. The vessel returned to the dock and 5 passengers were transported to the hospital. They were later released, without a need for medical treatment. Case closed.

Equipment Failure (16JUN): A foreign flag container ship experienced a loss of bridge control for the main engine while transiting inbound to Oakland. The incident was due to a disconnected mechanical linkage on the engine's local control governor. The crew reconnected the linkage and bridge control was restored. Class and Coast Guard attended the vessel and witnessed satisfactory operation of the main engine. Case closed.

Reduction of propulsion (22JUN): A foreign flag tank vessel experienced a reduction of propulsion in the vicinity of the pilot station while outbound. The engine experienced 3 automatic safety slowdowns due to a low lube oil pressure alarm caused by a faulty lube oil pressure switch. The crew replaced the switch and class attended the vessel at the next port to witness satisfactory testing of the main engine. LOP was not attributed to fuel switching. Case closed.

Loss of propulsion (23JUN): A foreign flag tank vessel experienced a loss of propulsion while anchoring in Anchorage 9. The main engine did not respond to an astern bell. The Chief Engineer suspected that the viscosity of the MGO was too low, and the vessel took on new MGO. Class and Coast Guard attended the vessel and witnessed testing of the main engine. The engine responded ahead and astern on the new MGO, however it ran poorly, so the vessel requested a CARB exemption to transit on LSFO. LOP was attributed to fuel switching. Case pends.

Loss of propulsion (23JUN): A U.S. flag container vessel experienced a loss of propulsion while anchoring in Anchorage 9. The main engine did not respond to an astern bell because a spring loaded check valve on the start air system was sticking. The crew overhauled the valve and Class attended the vessel to witness satisfactory operation of the main engine. LOP was not attributed to fuel switching. Case closed.

***Equipment Failure (30JUN):** A U.S. flag small passenger vessel experienced flooding in the engine room while operating in the vicinity of the Farallon Islands with 19 passengers on board. The flooding was due to failure of a sea water supply pipe. The Captain secured the valve to the pipe, and dewatered the engine room. Coast Guard escorted the vessel safely to the pier and conducted a post rescue boarding and exam. The teams discovered several hazardous conditions, including expired lifesaving & firefighting equipment. Case pends.

VESSEL SAFETY CONDITIONS

Operational Control (13JUN): A U.S. flag towing vessel was inspected and found to have several conditions which posed a safety risk to the vessel, its crew and the marine environment. These included missing remote fuel shut off valves for the forward and aft fuel tanks. The Coast Guard issued a COTP Order requiring the vessel to correct the conditions prior to operating the vessel. The vessel complied and the COTP order was lifted. Case closed.

GENERAL SAFETY CASES

***Near Miss (20JUN):** A foreign flag tanker and a U.S. flag towing vessel experienced a 100 yard CPA in the precautionary area, south of the "SF" buoy. Coast Guard investigated the incident and the tank vessel Master was issued a letter of warning for COLREGS violation. Case closed.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inop X-band Radar (06JUN): Vsl issued an inbound LOD.

Letter of Deviation (LOD), Inop AIS (13JUN): Vsl issued an inbound LOD.

Letter of Deviation (LOD), Inop Speed Log (17JUN): Vsl issued an inbound/outbound LOD.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Hydraulic Oil Spill, Ferry Terminal (25JUN): Command Center (SCC) received a National Response Center report of a hydraulic oil (ISO 46) spill from a ruptured hydraulic line underneath a gangway used to embark passengers at a Ferry Terminal dock while a ferry was alongside the pier. The reporting party secured the source, boomed off the dock and ferry, deployed oil absorbent pads, and contacted with National Response Corporation for clean up. Coast Guard and OSPR responded and monitored the clean up that included the DEL NORTE, gangway and pier. The RP determined a total of 27 gallons of hydraulic oil was discharged. IMD issued a Notice of Violation. CASE CLOSED.

*NOTE: This incident occurred outside of HSC jurisdiction

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

**Report of the
U.S. Army Corps of Engineers, San Francisco District
July 10, 2013**

1. CORPS FY 2013 O&M DREDGING PROGRAM

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

- a. **Main Ship Channel (55+2)** –Dredging is **completed 07 July 2013**. Survey will be **posted by 19 July 2013**
- b. **Richmond Outer Harbor (and Richmond Long Wharf)** – **Dredging is scheduled to start in September 2013, pending contract award.**
- c. **Richmond Inner Harbor** – **Dredging is scheduled to start in September 2013, pending contract award.**
- d. **Oakland O & M Dredging** – **2012 Dredging episode is complete. FY2013 dredging planned to start in early October 2013.**
- e. **Suisun Bay Channel (and New York Slough)** Dredging is scheduled to start in early Aug 2013. **No change.**
- f. **Pinole Shoal (35+2)** — Dredging is scheduled to start in **September 2013**, pending contract award.

2. DEBRIS REMOVAL – Total debris removal for June 2013 was 185 tons. (Raccoon: 68 tons; Dillard: 117 tons; misc: 0 tons). Average for June from 2003 to 2012 is 29 tons. (Range: 0 - 77.5 tons). The debris collected by the Raccoon included a 130-foot collapsed pier section in Carquinez Straits that was floating free towards the shipping and ferry lanes. June was windy and had many minus, low tides that cause large pier sections to collapse.

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	GRIZZLY	RACCOON	DILLARD	MISC	TOTAL
2013	TONS	TONS	TONS	TONS	TONS
JAN	-	0	42.5	5	47.5
FEB	-	5	42.5	15	62.5
MAR	-	15	38	5	58
APR	-	27	32.5	5	64.5
MAY	-	47	51.5	0	98.5
JUN	-	68	117	0	185
JUL	-				
AUG	-				
SEP					
OCT					
NOV					
DEC					

YR TOTAL
516

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

None to report.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

No urgent dredging so far in 2013.

5. OTHER WORK

San Francisco Bay to Stockton - This project received approximately \$1.5 million in the FY 13 work plan. The study plan is being revised to comply with Corps SMART Planning guidelines.

Sacramento River Deep Water Ship Channel Deepening – The project received no money in the FY 13 work plan. The study will be put on hold.

HYDROGRAPHIC SURVEY UPDATE

Address of Corps' web site for completed hydrographic surveys:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Oakland Outer Harbor: Post-dredge surveys dated April, May, and July were posted July 2.

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

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

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

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

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

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

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

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

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

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

Disposal Site Condition Surveys:

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

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

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

SF-11 (Alcatraz): July 5 condition survey has been posted.

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

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

O&M DREDGING PLAN FOR FY13

Project	2012			2013									2014			Volume	Placement Site		
	OCT FY13	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT FY14	NOV	DEC				
Humboldt Bar&Entrance				ESSAYONS 13 DAYS												500kcy	HOODS		
Humboldt Channels								YAQUINA 8 DAYS									300kcy	HOODS	
SF Main Ship Channel								Contract Hopper									350kcy	SF-17	
Richmond Inner Harbor																		200kcy	SF-11
Richmond Outer Harbor																		300kcy	SF-11
Pinole Shoal																		150kcy	SF-10
Suisun Bay Channel											YAQUINA 30 DAYS							200kcy	SF-16
Oakland Inner Harbor																		400kcy	Upland/SF-11/SFDODS
Oakland Outer Harbor																		400kcy	Upland/SF-11/SFDODS



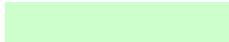
Complete & Ongoing Contracts



Gov't Hopper



New Dredge Contract



Environmental Window

Updated:09 July 2013



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

San Francisco Clearinghouse Report

July 11, 2013

- ✎ 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 not contacted OSPR regarding any possible escort violations in 2013. The Clearinghouse called OSPR 3 times in 2012 regarding any possible escort violations, 3 times in 2011, 6 times in 2010, 8 times in 2009; 4 times in 2008; 9 times in 2007; 9 times in 2006; 16 times in 2005; 24 times in 2004; twice in 2003; twice in 2002; 6 times in 2001; 5 times in 2000.
- ✎ In June there were 107 tank vessel arrivals; 8 Chemical Tankers, 20 Chemical/Oil Tankers, 29 Crude Oil Tankers, 2 LPG's, 17 Product Tankers, and 31 Tugs with Barges.
- ✎ In June there were 315 total arrivals.

San Francisco Bay Clearinghouse Report For June 2013

San Francisco Bay Region Totals

	<u>2013</u>		<u>2012</u>	
Tanker arrivals to San Francisco Bay	76		66	
Barge arrivals to San Francisco Bay	31		28	
Total Tanker and Barge Arrivals	107		94	
Tank ship movements & escorted barge movements	342		282	
Tank ship movements	156	45.61%	189	67.02%
Escorted tank ship movements	96	28.07%	97	34.40%
Unescorted tank ship movements	60	17.54%	92	32.62%
Tank barge movements	186	54.39%	93	32.98%
Escorted tank barge movements	66	19.30%	29	10.28%
Unescorted tank barge movements	120	35.09%	64	22.70%

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	206		324		0		148		678	
Unescorted movements	104	50.49%	155	47.84%	0	0.00%	64	43.24%	323	47.64%
Tank ships	65	31.55%	95	29.32%	0	0.00%	33	22.30%	193	28.47%
Tank barges	39	18.93%	60	18.52%	0	0.00%	31	20.95%	130	19.17%
Escorted movements	102	49.51%	169	52.16%	0	0.00%	84	56.76%	355	52.36%
Tank ships	77	37.38%	119	36.73%	0	0.00%	53	35.81%	249	36.73%
Tank barges	25	12.14%	50	15.43%	0	0.00%	31	20.95%	106	15.63%

Notes:

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

San Francisco Bay Clearinghouse Report For 2013

San Francisco Bay Region Totals

	<u>2013</u>		<u>2012</u>	
Tanker arrivals to San Francisco Bay	384		712	
Barge arrivals to San Francisco Bay	177		333	
Total Tanker and Barge Arrivals	561		1,045	
Tank ship movements & escorted barge movements	1,910		3,446	
Tank ship movements	1,097	57.43%	2,149	62.36%
Escorted tank ship movements	574	30.05%	1,166	33.84%
Unescorted tank ship movements	523	27.38%	983	28.53%
Tank barge movements	813	42.57%	1,297	37.64%
Escorted tank barge movements	340	17.80%	504	14.63%
Unescorted tank barge movements	473	24.76%	793	23.01%

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

Escorts reported to OSPR 0 3

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	1,122		1,767		0		933		3,822	
Unescorted movements	557	49.64%	877	49.63%	0	0.00%	444	47.59%	1,878	49.14%
Tank ships	387	34.49%	591	33.45%	0	0.00%	248	26.58%	1,226	32.08%
Tank barges	170	15.15%	286	16.19%	0	0.00%	196	21.01%	652	17.06%
Escorted movements	565	50.36%	890	50.37%	0	0.00%	489	52.41%	1,944	50.86%
Tank ships	379	33.78%	579	32.77%	0	0.00%	259	27.76%	1,217	31.84%
Tank barges	186	16.58%	311	17.60%	0	0.00%	230	24.65%	727	19.02%

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, 2012	194	85	43.81
JUNE 1 - 30, 2013	232	98	42.24

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
JUNE 1 - 30, 2012	14,565,375	0	17,888,284	8,055,079	25,943,363
JUNE 1 - 30, 2013	13,944,167	0	19,104,392	7,664,277	26,768,669

OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled OTHER / 1 GALLON
JUNE 1 - 30, 2012	1	0	0	1	
JUNE 1 - 30, 2013	1	0	0	1	DIESEL / 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.



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.



MARINE SAFETY AND SECURITY INFORMATION BULLETIN (MSIB) 13-05



03 July, 2013

U.S. Department of Homeland Security, Coast Guard Sector San Francisco

Enforcement of the 34th America's Cup Regulated Area on San Francisco Bay

This summer, the Coast Guard will enforce special local regulations and safety zones to regulate the on-water activities associated with the 34th America's Cup sailing events taking place in San Francisco Bay from July 4, 2013 until September 23, 2013. These special regulations create no-entry zones, transit-only zones and traffic management measures to facilitate the safe and continuous flow of commerce during times when the America's Cup regulated area is enforced.

The following guidelines summarize the measures in place during times when the America's Cup Primary Regulated Area is enforced. Figure 1 provides a visual depiction of the areas described below:

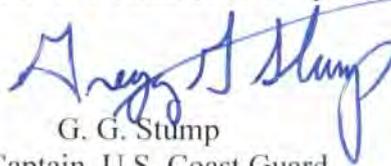
1. The Race Area, bounded by America's Cup support vessels, is closed to all unauthorized vessel traffic, except for those permitted by the Captain of the Port (COTP) or Patrol Commander (PATCOM). Vessel operators who desire to enter or operate within the Race Area must contact PATCOM on VHF Channel 23A to obtain permission to do so. (Enclosure 1, Area A)
2. The Coast Guard will enforce a transit zone along the City of San Francisco waterfront primarily for commercial vessels that need access to pier space or facilities along the waterfront, or need to transit along the waterfront due to the nature of their route or service. Recreational vessels needing access to/from their berth space or other waterfront facilities and services may also be permitted to use the transit zone. The transit zone will be marked by America's Cup support vessels and buoys. No vessel may anchor, block, loiter in, or otherwise impede transit in the transit zone. Eastern sections of the transit zone will be temporarily closed as races finish, and vessels will need to request permission for entry from PATCOM as described above. (Enclosure 1, Area B)
3. The Coast Guard will enforce a non-motorized vessel zone. This area is closed to all motorized vessels and all other vessels greater than 20 feet. All vessels are prohibited from anchoring in this designated area. This area also contains the existing National Park Service Wildlife Protection Area, extending 300 ft from shore along the westernmost portion of Crissy Field, which is closed to all vessels. (Enclosure 1, Area C)
4. The Coast Guard will enforce no-loitering areas during races, one south of the Race Area and one northeast of the Race Area between North Channel Lighted buoys "1" and "2" and the southern boundary of Anchorage 7. No vessels may anchor or loiter in these waters, except with the permission of PATCOM. (Enclosure 1, Areas D & F)
5. The Coast Guard will enforce a no-entry Safety Zone at the northeast corner of the Race Area. (Enclosure 1, Area)
6. The area between North Channel Lighted buoys "1" and "2" and the Bay Bridge will be enforced as a one-way traffic zone for all vessels greater than 1,600 gross tons. In

general, vessels greater than 1,600 gross tons should use the D-E span of the Bay Bridge unless safety of navigation dictates otherwise.

7. The National Park Service will enforce a 500-ft no-entry zone surrounding Alcatraz Island to protect nesting birds. This no-entry zone will be marked by buoys. (Enclosure 1, Area G)
8. The Eastbound and Westbound San Francisco Bay Traffic Lanes will be closed to all vessels greater than or equal to 100 gross tons. All traffic greater than or equal to 100 gross tons will use the Deep Water (two-way) Traffic Lane during the race periods, unless otherwise authorized by the Captain of the Port (COTP). Vessels of 100 gross tons or greater that need to deviate from these measures must obtain permission from the COTP by contacting the San Francisco Vessel Traffic Service (VTS) via VHF-FM Channel 14 or by calling (415) 556-2760.
9. No vessel may anchor in Anchorage 7, delineated in 33 CFR 110.224(e)(4), except with the permission of the COTP. Vessels encountering emergencies that require anchoring in Anchorage 7 should contact VTS on VHF-FM Channel 14 or by calling (415) 556-2760.

Mariners are reminded that San Francisco Bay is designated as a narrow channel or fairway, and that Rule 9 of the Inland Rules of the Road applies to interactions between deep draft vessels and small, recreational craft. While Rule 9 is in effect, Rule 18 – which prescribes responsibilities between vessels – does not apply. **This means that all sailing vessels and any other vessels less than 20m in length do not have right of way over deep draft vessels in the San Francisco Bay.** For all other vessel interactions, Rule 18 applies.

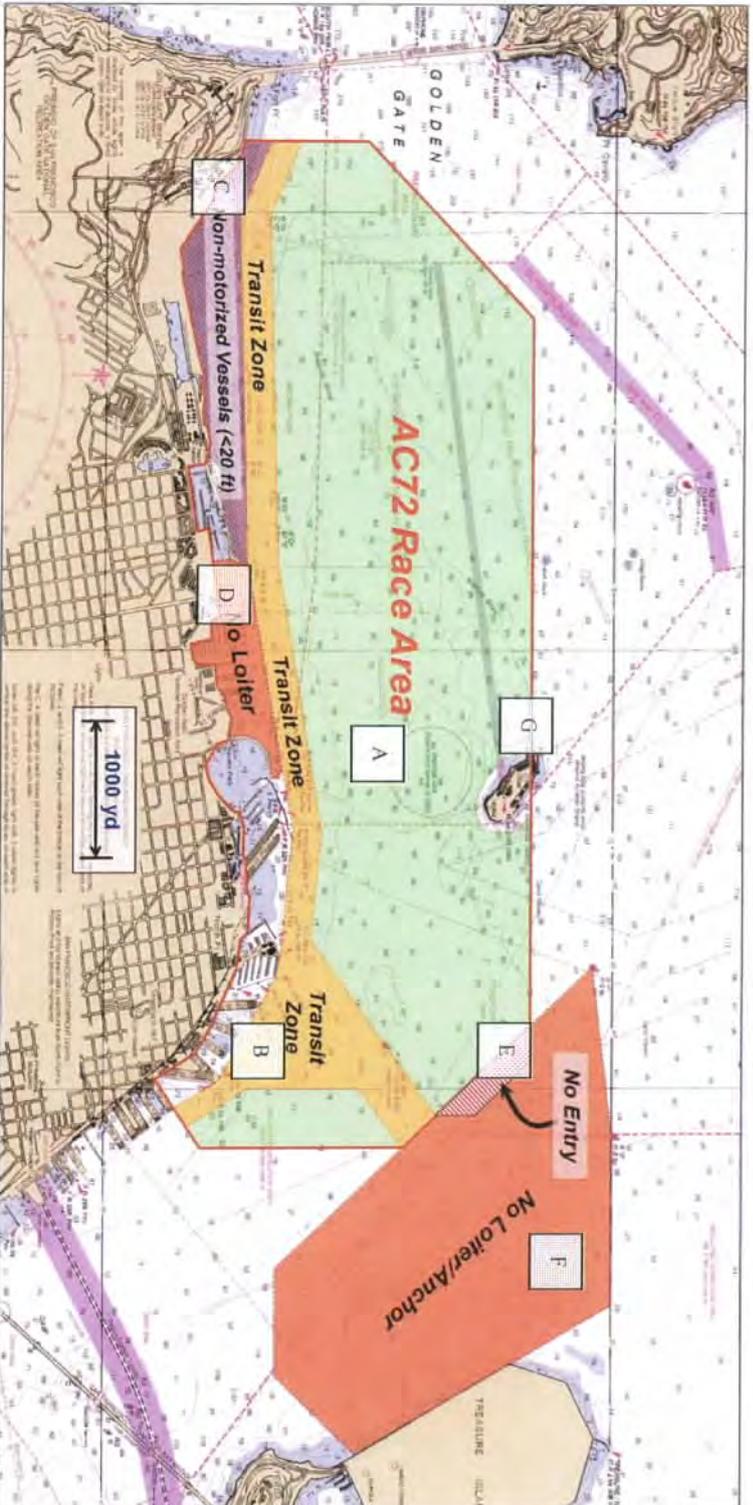
For questions or concerns pertaining to these measures, members of the public may contact Sector San Francisco via (415) 399-3530. All mariners should exhibit caution while operating in vicinity of the America's Cup sailing events. Vessel masters, pilots and operators are encouraged to report vessels not complying with the measures described in this bulletin. Reports can be made to the VTS via VHF-FM Channel 14 or by calling (415) 556-2760; or the Sector San Francisco Command Center on VHF-FM Channel 16 or by calling (415) 399-3451.



G. G. Stump
Captain, U.S. Coast Guard
Captain of the Port

Enclosures: (1) America's Cup Regulated Area and Management Zones

2013 America's Cup Management Zones



Key:

Area A	Race Area – Closed to all unauthorized traffic
Area B	Transit Zone – For vessels needing access to/from the San Francisco waterfront. No vessel may anchor, block, loiter in, or impede transit.
Area C	No-motorized Vessel Zone – No motorized vessels and no vessels > 20 ft. No entry within 300ft of shore along westernmost portion of Crissy Field.
Area D	No Loitering Zone – No loitering or anchoring within the zone.
Area E	No Entry Zone – Safety zone with no access/entry.
Area F	No Loitering or Anchoring Zone – no loitering or anchoring within the zone.
Area G	No Entry Zone – No entry within 500ft of the Alcatraz shoreline.



OFFICE OF SPILL PREVENTION AND RESPONSE (OSPR) WORKSHOPS

Discussion of Draft Proposed Amendments to OSPR's Shoreline Protection Tables

These tables outline the shoreline protection requirements for California's coastal areas and applies to all vessels of 300 gross tons or greater.

Two Workshops have been scheduled as follows:

Thursday, August 15, 2013

9:00 a.m. – 1:00 p.m.

Bay Model Visitor's Center

2100 Bridgeway

Sausalito, CA

Tuesday, August 20, 2013

9:00 a.m. – 1:00 p.m.

Department of Fish and Wildlife

4665 Lampson Avenue

Los Alamitos, CA

The draft proposed regulations as well as a brief description of the changes have been posted at the following website for your review:

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

Questions regarding these Workshops or the posted documents can be directed to Ms. Joy Lavin-Jones: (916) 327-0910 or e-mail Joy.Lavin-Jones@Wildlife.ca.gov.

Please RSVP Ms. Lavin-Jones if you plan to attend.

Thank you for your interest and participation.