

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, September 11, 2008

7th Floor Conference Room, Port of Oakland, Oakland, California

Joan Lundstrom, Chair of the Harbor Safety Committee of the San Francisco Bay Region (HSC), Bay Area Conservation and Development Commission (BCDC); called the meeting to order at 1013. **Capt. Lynn Korwatch**, Marine Exchange of the San Francisco Bay Region (Marine Exchange), confirmed a quorum of the HSC.

The following committee members (M) and alternates (A) were in attendance: **Capt. Esam Amso** (A), Valero Marketing and Supply Company; **Capt. Marc Bayer** (M), Tesoro Refining & Marketing Company; **John Berge** (M), Pacific Merchant Shipping Association (PMSA); **Ted Blanckenburg** (A), AMNAV Maritime Services; **Margot Brown** (M), National Boating Federation; **Len Cardoza** (M), Port of Oakland; **Ron Chamberlain** (M), Port of Benicia; **Capt. John Cronin** (M), Matson Navigation Company; **Capt. Paul Gugg** (M), United States Coast Guard (USCG); **Capt. Bruce Horton** (M), San Francisco Bar Pilots (Bar Pilots); **Robert J. Lawrence** (M), U.S. Army Corps of Engineers (COE); **Pat Murphy** (M), Blue & Gold Fleet; **William Nickson** (A), Transmarine Navigation Corporation; **Linda Scourtis** (A), Bay Area Conservation and Development Commission (BCDC); **Marina V. Secchitano** (M), Inland Boatmen's Union; **Keith Stahnke** (A), San Francisco Bay Area Water Emergency Transportation Authority (WETA); **Tom Wilson** (M), Port of Richmond.

Also present and reporting to the HSC were **William Burns**, USCG Auxiliary; **Lt. Col. Lawrence Farrell**, COE; **Bud Leland**, OSPR; **Lt. Cmdr. Kevin Mohr**, **Kaitlin Ortega**, Marine Exchange; USCG; **Capt. Gary Toledo**, California Office of Spill Prevention and Response, (OSPR).

The meetings are always open to the public.

Approval of the Minutes

On page four, in the third paragraph under the Navigation Workgroup report, the second sentence should be corrected to read: "... one representative from dry cargo operators and one representative from tanker operators."

A motion to accept the minutes July 10, 2008 as corrected was made and seconded. The motion passed without discussion or dissent.

Comments by the Chair – Lundstrom

- **Stephen L. Edinger**, Acting Administrator for OSPR, had written a letter to **Lundstrom** that acknowledged receipt of the HSC's final report on the COSCO Busan's allision with the Bay Bridge. He

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thanked the members of the HSC for their effort and professionalism.

- The next item on the agenda for the HSC is to work with OSPR to identify local best maritime practices. It will be very important to make the public aware of the issues and the effort to make the region safer for all. The initial agenda item for the Navigation Work Group will be to consider under what conditions the bar should be closed, Ferry Operations will look at speed in poor conditions, and the Tug Escort Work Group will look at tug and barge operations in poor conditions. Everyone's input will be needed in this project. All meetings are open to the public, and they are encouraged to attend and participate in the discussions.
- Work group assignments were updated. If there are any questions, speak to **Lundstrom**.
- The California Department of Transportation (Cal Trans) has applied for a research grant to study new bridge fendering systems. The HSC supports that action by Cal Trans.
- The state legislature had passed eleven of thirteen proposed bills in the wake of the COSCO Busan allision. One bill that did not pass was AB 2411 which would have extended tug escort regulation. This is an issue that the HSC has been involved in over the years.

Coast Guard Report – Capt. Gugg

- The date of the meeting was the seventh anniversary of the terrorist attacks in New York and Washington. It was a good day to remember that we should not become complacent in our efforts.
- It was a busy week. They had participated in the Prevention First Symposium sponsored by State Lands, a spill response exercise with Chevron, and the heads of Coast Guard units in the Pacific were in town for meetings.
- He was thrilled to see **Lt. Col. Farrell** in attendance.
- The managers of the Ports and Waterways Safety Assessment passed along their thanks for all of the help and participation they had received from the community.

Berge asked if there had been any local participation in the Chevron exercise. **Capt. Gugg** said that representatives from Contra Costa County had been part of the unified command.

Lt. Cmdr Mohr read from a report attached to these minutes.

Clearinghouse Report – Kaitlin Ortega

Ortega read from a report that is attached to these minutes.

Lundstrom asked if the HSC was happy with the new format of the report. It was the informal consensus of the HSC that they would be content with the new format if escort numbers were added.

OSPR Report – Capt. Toledo

Capt. Toledo introduced **Leland** to speak about the HSC's report on the COSCO Busan allision.

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- Leland thanked the HSC for the tremendous job they had done on the report. It had been a challenge to educate legislators on maritime issues and the report was like a beacon in a storm.
- A state audit of OSPR's response had recently been completed. It reported that OSPR needed better coordination and liaison with local government and media. **Leland** said that OSPR had been surprised by the need for information. He said that going forward the assumption must be that if information isn't being delivered in real time, then it is behind time.

Capt Toledo began his report:

- OSPR will be sharing examples of best practices from Los Angeles/Long Beach. One example he cited had to do with ending the practice of moving container cranes while ships were docking. He said that the best practices had been included in the section of *The Coast Pilot* that covers Los Angeles/Long Beach.
- OSPR would be holding workshops in late September to discuss proposed regulatory changes. These mainly had to do with spill response regulations.
- The legislature had passed a bill to increase fines on owners of abandoned vessels as well as allow state agencies to sell abandoned vessels and keep the proceeds. The goal was to respond proactively to potential sources of oil leaks, rather than to wait for them to begin leaking. The Governor had not signed the bill at the time of the HSC meeting.
- OSPR was pleased to learn that NOAA had begun a pilot program in Tamps to attach Physical Oceanographic Real Time System (PORTS) information to Automated Information System (AIS) transmissions.

Capt. Gugg asked if there was any funding for raising vessels. **Capt. Toledo** said that he didn't know. **Capt. Gugg** suggested that in most cases they could end up with vessels of negative value. **Brown** said that the California Department of Boating and Waterways had for several years received one half million dollars in its annual budget for removing abandoned vessels. **Lt. Cmdr Mohr** said that it never seemed to be enough.

Capt. Horton said that there was no problem with moving cranes in the Bay Area. **Lundstrom** said that it was still a good idea to write it up as a best practice. **Berge** said that PMSA would be glad to coordinate a coast-wise effort to make sure this best-practice covered the entire west coast.

Secchitano asked that labor be included in any list of stakeholders with an interest in best practices.

NOAA Report – Lundstrom

Lundstrom said that she had received an email from **Gerry Wheaton** (M), NOAA, indicating that the new ferry routes would go on the charts.

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US Army Corp of Engineers (COE) Report – Lawrence

Lundstrom welcomed **Lt. Col Farrell** to the meeting. She said that it was the first time that a district commander had attended a meeting of the HSC at the beginning of his tenure, rather than at the end.

Lawrence read from a report that is attached to these minutes.

Capt. Bayer asked where dredge spoils from Pinole Shoal and Suisun Bay would be disposed. **Lawrence** said that spoils from Pinole were to be used in the Hamilton Field wetlands restoration project, while spoils from Suisun would be deposited adjacent to the channel.

Lt. Col. Farrell said that he had done two tours of duty in Iraq. He said that on the anniversary of 9/11 every American can be proud of the good work being done in Iraq by all branches of the military. He went on to say that he looks forward to meeting local stakeholders, and learning about their needs and issues.

Capt. Bayer and **Capt. Horton** expressed their thanks for the recent quick action on a survey of Pinole Shoal.

A discussion followed in which several issues were raised, including sunken vessels, dredging priorities, and other matters. **Lundstrom** said that the HSC would prepare a letter on the issues for **Lt. Col. Farrell's** reference.

State Lands Commission Report –

State Lands staff was attending their symposium in Long Beach.

Tug Escort Work Group – Blanckenburg

- Their next meeting was scheduled for September 19, to discuss crew training for escorts.

Navigation Work Group – Capt. Horton

There was nothing to report.

Ferry Operations Work Group – Lundstrom

There was nothing to report.

Prevention Though People Work Group – Brown

- Their next meeting was scheduled for September 18. Items on the agenda included an increasing numbers of inappropriate radio calls to Coast Guard Vessel Traffic Service, and whether there was an

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increasing language problem with arriving vessels. **Brown** expressed the hope that a representative from the Bar Pilots could attend.

Berge asked what had led the work group to conclude that there was a problem. **Lundstrom** said that it was only the beginning of the discussion and that they were looking for data.

Plan Work Group – Scourtis

- The template for updates would soon go out to workgroup chairs.

Lundstrom said that updates to the local plan were a yearly requirement. The effort had been delayed in 2008 due to the report on the *COSCO Busan* allision.

PORTS Work Group – Capt. Bayer

- The installation of the wind sensor on the Benicia-Martinez Railroad Bridge had been delayed by NOAA's response to Hurricane Ike.
- Any facility planning on upgrading any of their sensors should talk to NOAA to make sure that they are compatible with PORTS.
- The integration of PORTS into AIS is very exciting news.

PORTS Report – Capt. Korwatch

- NOAA teams would be visiting the area in October for their annual calibration and certification of local sensors.

Public Comment

Sean Kelly, Coast Guard VTS, said that they would be posting a customer satisfaction survey on the Marine Exchange web site. They also had two job openings.

A representative from the National Parks Association thanked everyone for their help in the successful Festival of Sail.

Capt. Korwatch said that the Marine Exchange would be celebrating its 160th birthday in 2009, so they are looking for a good venue to host their annual May Day party.

Old Business

Berge asked about the status of a letter to Cal Trans. **Lundstrom** said that this was covered by the letter of support for their grant proposal. **Berge** expressed the concern that any changes in fendering could cause a

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loss of horizontal clearance. **Lundstrom** said that the grant proposal was for research. **David Sulouff**, USCG, said that any proposed change in clearance or look was governed by Federal law and subject to a nine to twelve month permitting process, including a period for public comment.

New Business

There was no new business.

Next Meeting

Capt. Korwatch said that the next meeting would convene at 1000, October 9, 2008, at the Port of Richmond's Harbor Master's office.

Adjournment

Lundstrom adjourned the meeting at 1144.

Respectfully submitted,



Lynn Korwatch
Executive Secretary

USCG SECTOR SAN FRANCISCO

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

July-08

PORT SAFETY CATEGORIES

TOTAL

Total Port Safety (PS) Cases opened for the period:	15
1. Total Number of Port State Control Detentions for period:	2
SOLAS (2), MARPOL (0), ISM (0), ISPS (0)	
2. Total Number of COTP Orders for the period:	5
Navigation Safety (0), Port Safety & Security (5), ANOA (0)	
3. Marine Casualties (reportable CG 2692) within SF Bay: Allison (0), Collision (0), Fire (1),	4
Grounding (0), Sinking (0), Steering (0), Propulsion (1), Personnel (2), Other (0)	
4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation	4
Radar (3), Steering (0), Gyro (0), Echo sounder (0), AIS (1), AIS-835 (0)	
5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay	0
6. Significant Waterway events or Navigation related cases for the period:	0
7. Maritime Safety Information Bulletins (MSIBs):	0

MARINE POLLUTION RESPONSE

TOTAL

Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period	34
* Source Identification (Discharges and potential Discharges):	
TOTAL VESSELS	12
Commercial Vessels	5
Public Vessels (Military)	2
Commercial Fishing Vessels	1
Recreational Vessels	4
TOTAL FACILITIES	10
Regulated Waterfront Facilities	1
Other Land Sources	9
UNKNOWN/UNCONFIRMED	12
*Spill Information	
Pollution Cases Requiring Clean-up	0
Federally Funded Cases	1
Oil Discharge and Hazardous Materials Release Volumes by Spill Size Category:	
1. Spills < 10 gallons	7
2. Spills 10 - 100 gallons	1
3. Spills 100 - 1000 gallons	0
4. Spills > 1000 gallons	0
5. Spills - Unknown	25
Total Oil Discharge and/or Hazardous Material release volumes:	228
1. Estimated spill amount from Commercial Vessels:	8
2. Estimated spill amount from Public Vessels:	0
3. Estimated spill amount from Commercial Fishing Vessels:	1
4. Estimated spill amount from Recreational Vessels:	16
5. Estimated spill amount from Regulated Waterfront Facilities:	0
6. Estimated spill amount from Other Land Sources:	203
7. Estimated spill amount from Unknown sources:	0
Penalty Action:	
Civil Penalty Cases for Period	0
Notice of Violations (TKs)	2
Letters of Warning	3

**** SIGNIFICANT PORT SAFETY & SECURITY (PSS) CASES ****

*** A. MARINE CASUALTIES - PROPULSION / STEERING**

Marine Casualty - Loss of Propulsion, T/V NS SPIRIT (30 Jul). Vessel lost propulsion west of SF Bay while inbound from sea buoy. Vessel's Pilot steered south of the main shipping channel and anchored. A COTP order was issued requiring verification of repairs prior to entering SF Bay. A class survey was conducted and located an excessive amount of soot inside the silencer. After the soot was cleaned, class verified that the engine was in normal working condition, and the COTP order was lifted. Vessel proceeded to port without incident.

*** B. MARINE CASUALTIES - VESSEL SAFETY CONDITIONS**

Marine Casualty - Personnel Injury, MARAD M/V CAPE HENRY (1 Jul). Vessel was moving its gangway when a stanchion broke free and struck the Boatswain in the shoulder. The member was taken to the hospital and placed on two days of light duty due to severe bruising. The mariner subsequently tested positive for amphetamines as a result of the post-casualty drug test, and was charged for drug use by CG investigators. Revocation of the member's CG credential pending.

Marine Casualty - Personnel Injury, M/V SOLITARY (3 Jul). VTS San Francisco broadcasted a slow bell warning on channel 14 for Pier 3 upon request of the Port Captain of Alcatraz Cruises, while the M/V SOLITARY conducted repairs to the M/V ESCAPE. Later in the day, a large wake from an unknown source hit the M/V SOLITARY and M/V ESCAPE resulting in the injury of a worker. The strain on the lines sheered the welds of a stanchion serving as a point where the vessels were tied together, and hit the crewmember in the head causing a laceration. The crewmember was sent to the hospital and received five days off from work and four stitches. An investigation on transits in the area during the incident was completed by the VTS. Two vessels were in the area at the time of the event including the ferry vessel SONOMA and the USCGC TERN. Crewmembers were Drug and Alcohol tested with negative results. Although it was inconclusive which vessel caused the wake, both vessels conducted a safety stand down to highlight the importance of wake management. The investigation into the injury also revealed that the vessels' lines were tied to a boat stanchion vice a cleat or bollard, which contributed to the casualty.

Marine Casualty - Fire, M/V CLEAN BAY II (31 Jul). Station Golden Gate launched a smallboat along with CGC HAWKSBILL after the oil spill recovery vessel reported a fire in its engine room. The fire was extinguished using three CO2 extinguishers and three dry chemical extinguishers, and a CG helicopter verified that no pollution had entered the water surrounding the vessel. CGC HAWKSBILL escorted CLEAN BAY II to Richmond with the vessel using its starboard engine. Technicians determined that the cause of the fire was a crack in the #8 cylinder. The resulting blow by caused pressure to build up in the crank case and spray hot, atomized lube oil onto the exhaust manifold and turbo charger, igniting the atomized oil. A CG 835 was issued to the vessel requiring verification of repairs. Repairs were conducted and the CG 835 was lifted.

*** C. COAST GUARD - GENERAL SAFETY/SECURITY CASES**

General Safety - ISPS I Exam, T/V BUM YOUNG (3 Jul). Vessel was vetted by Sector SF as a High Interest Vessel (HIV) in accordance with NVIC 06-03 CH2, requiring an International Ship and Port Facility Security (ISPS) examination as a result of its Indonesian port calls. A COTP order was issued directing the vessel to Anch 9 for the exam. On 08 Jul the vessel passed a satisfactory security exam and the COTP order was lifted.

General Safety - S/V KAISEI (25 Jul). Vessel requested temporary CG Certificate of Inspection for service as a moored attraction during Festival of Sail. Several safety deficiencies were noted during the inspection, and a COTP order was issued requiring the vessel to make corrections prior to departing SF Bay. On 31 Jul the vessel's repairs were verified, and the COTP order was lifted.

General Safety - T/V FAIRCHEM GENESIS (30 Jul): During a Certificate of Compliance exam aboard the vessel, Sector SF Port State Control inspectors identified nine deficiencies including a detainable deficiency for failure of three consecutive fire drills. Vessel was issued a COTP order detaining the vessel under SOLAS authority, restricting the vessel to SF Bay and restricting cargo operations. On 31 Jul the crew demonstrated a satisfactory fire drill, and the COTP order was rescinded.

*** D. COAST GUARD - NAVIGATIONAL SAFETY**

Navigation Safety - LOD INOP Radar, T/V MAERSK BERING (4 Jul). Vessel issued inbound LOD for 10cm S-band radar with 2NM visibility restriction. On 8 Jul vessel provided tech report attesting to repairs, and LOD was lifted.

Navigation Safety - LOD INOP Radar, M/V MAERSK PHUKET (14 Jul). Vessel was granted an inbound LOD for an inoperable 10 cm S-band radar with a 2NM visibility restriction. Upon arrival, the suspected problem with the radar was fixed, but technician found additional discrepancies. Repair parts were located in LALB and the vessel was granted an outbound LOD with a 2NM visibility restriction.

Navigation Safety - LOD INOP Radar, M/V HANJIN PHILADELPHIA (28 Jul). Vessel issued inbound LOD for 3cm X-band radar. Repairs were made the same day and the LOD was lifted.

Navigation Safety - LOD INOP AIS, M/V HATSU EXCEL (31 Jul). Vessel received outbound LOD for inoperable AIS. The vessel, bound for China, was scheduled for repairs upon arrival, and was not allowed back into U.S. waters until repairs had been made.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION (IMD) CASES:

IMD--Unnamed Recreational Vsl (19 Jul). Recreational vessel sunk at Town Marina dock in Redwood City, discharged approximately 15 gallons of diesel. IMD verified mitigation of spill and vessel repairs by owner, and issued Letter of Warning.

IMD--T/V ABUL KALAM AZAD (26 Jul): Vessel discharged approximately 5-10 gallons of hydraulic oil from the oil cooling system while loading stores in Anch 9, and hired contractors to mitigate the spill. IMD issued a Notice of Violation.

SIGNIFICANT PORT SAFETY INFORMATION or EXERCISES

None.

USCG SECTOR SAN FRANCISCO

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

August-08

PORT SAFETY CATEGORIES

TOTAL

Total Port Safety (PS) Cases opened for the period:	9
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:	3
Navigation Safety (0), Port Safety & Security (2), ANOA (1)	
3. Marine Casualties (reportable CG 2692) within SF Bay: Allison (0), Collision (0), Fire (0),	3
Grounding (0), Sinking (0), Steering (1), Propulsion (1), Personnel (0), Other (1)	
4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation	
Radar (1), Steering (0), Gyro (0), Echo sounder (0), AIS (2), AIS-835 (0)	3
5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay	0
6. Significant Waterway events or Navigation related cases for the period:	0
7. Maritime Safety Information Bulletins (MSIBs):	0

MARINE POLLUTION RESPONSE

TOTAL

Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period	51
* Source Identification (Discharges and potential Discharges):	
TOTAL VESSELS	13
Commercial Vessels	2
Public Vessels (Military)	3
Commercial Fishing Vessels	1
Recreational Vessels	7
TOTAL FACILITIES	16
Regulated Waterfront Facilities	2
Other Land Sources	14
UNKNOWN/UNCONFIRMED	22
*Spill Information	
Pollution Cases Requiring Clean-up	0
Federally Funded Cases	0
Oil Discharge and Hazardous Materials Release Volumes by Spill Size Category:	
1. Spills < 10 gallons	13
2. Spills 10 - 100 gallons	3
3. Spills 100 - 1000 gallons	0
4. Spills > 1000 gallons	0
5. Spills - Unknown	35
Total Oil Discharge and/or Hazardous Material release volumes:	156
1. Estimated spill amount from Commercial Vessels:	11
2. Estimated spill amount from Public Vessels:	10
3. Estimated spill amount from Commercial Fishing Vessels:	2
4. Estimated spill amount from Recreational Vessels:	12
5. Estimated spill amount from Regulated Waterfront Facilities:	5
6. Estimated spill amount from Other Land Sources:	116
7. Estimated spill amount from Unknown sources:	0
Penalty Action:	
Civil Penalty Cases for Period	0
Notice of Violations (TKs)	2
Letters of Warning	2

** SIGNIFICANT PORT SAFETY & SECURITY (PSS) CASES **
* A. MARINE CASUALTIES - PROPULSION / STEERING
Marine Casualty - Steering, M/V PERALTA (8 Aug). While departing Pier 41 for SF Ferry Building, vessel's port rudder steering hydraulic unit would not respond. The captain used the remaining starboard rudder to safely return to Pier 41 and disembarked passengers. The cause of the casualty was determined to be faulty hydraulic valves and debris in the hydraulic system. CG inspectors verified repairs, and the vessel was allowed to re-enter service.
Marine Casualty - Loss of Propulsion, P/V ZELINSKI (15 Aug). Vessel reported loss of starboard engine while departing Angel Island. A CG 835 order was issued detailing necessary repairs. The cause of the casualty was found to be a faulty injector. Repairs were verified on 16 Aug, and the vessel's 835 order was cleared.
* B. MARINE CASUALTIES - VESSEL SAFETY CONDITIONS
Marine Casualty - Other, M/V SEALAND COMET (27 Aug). Vessel was lowering its starboard lifeboat during a fire drill when the boat did not slow or stop upon activation of the brake lever. The lifeboat stopped when it came in contact with the starboard gangway. An examination of the brake mechanism and shoes found the brake lever incorrectly positioned on the shaft. The boat sustained damage to the fiberglass hull and docking bumper on the port side. Although the fiberglass damage was mostly cosmetic, CG inspectors required it to be repaired to prevent further damage from delamination due to water and weather. An additional 20-man SOLAS liferaft was installed until completion of repairs to lifeboat and davit, which were verified prior to the vessel departing SF Bay.
* C. COAST GUARD - GENERAL SAFETY/SECURITY CASES
General Safety - ISPS I Exam, T/V BUM SHIN (1 Aug). Vessel was vetted by Sector SF as a High Interest Vessel (HIV) in accordance with NVIC 06-03 CH2, requiring an ISPS I examinations as a result of its Indonesian port calls. A COTP order was issued directing the vessel to Anch 9 for the exam. Vessel passed a satisfactory exam the same day, and the COTP order was lifted.
General Safety - ANOA Violation, M/V BBC ORINOCO (8 Aug). Sector SF Port State Control found that the vessel did not submit an Advanced Notice of Arrival for entering SF Bay. Vessel requested to enter the SF Bay at 1900 on 11 Aug, however, due to the federal 96-hour ANOA policy the vessel was not allowed to enter until 0610 on 12 Aug. Once the vessel was vetted by Port State Control, it became apparent that it posed a security risk due to prior port calls in accordance with NVIC 06-03 CH2, requiring an ISPS I examination. A COTP order was issued directing the vessel to Anch 9 for the exam. An ISPS I security exam was conducted the same day, and the vessel was allowed to proceed to port.
* D. COAST GUARD - NAVIGATIONAL SAFETY
Navigation Safety - LOD INOP Radar, T/V BUM SHIN (1 Aug). Vessel was granted an inbound LOD for an inoperable 10cm S-band radar. Repairs were verified on 6Aug and the LOD was lifted.
Navigation Safety - LOD INOP AIS, M/V OOCL LONG BEACH (5 Aug). Outbound LOD was granted for innoperable AIS during vessel's departure from SF Bay. Repairs were required at the vessel's next U.S. port call (LA).
Navigation Safety - LOD INOP AIS, M/V ANDES HIGHWAY (25 Aug). Vessel granted inbound LOD for inoperable AIS. Repairs were verified on 26Aug, and the LOD was lifted.
SIGNIFICANT INCIDENT MANAGEMENT DIVISION (IMD) CASES:
None.
SIGNIFICANT PORT SAFETY INFORMATION or EXERCISES
None.



San Francisco Bay Region
Tank Vessel Escort Clearing House

c/o Marine Exchange of the San Francisco Bay Region
Fort Mason Center, Building B, Suite 325
San Francisco, California 94123-1308

San Francisco Clearinghouse Report

September 11, 2008

- ❖ In July the clearinghouse called OSPR twice about possible escort violations.
- ❖ In August the clearinghouse did not contact OSPR about possible escort violations.
- ❖ In July the clearinghouse was notified that one vessel arrived at the Pilot Station without escort paperwork; in August the clearinghouse was not notified of any.
- ❖ The Clearinghouse has contacted OSPR 3 times so far in 2008 about possible escort violations. The Clearinghouse called 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 July there were 114 tank vessels arrivals; 2 LPG's, 5 Chemical Tankers, 9 Chemical/Oil Carriers, 30 Crude Oil Tankers, 27 Product Tankers, plus 41 tugs with barges.
- ❖ In August there were 108 tank vessels arrivals; 1 LPG, 6 Chemical Tankers, 12 Chemical/Oil Carriers, 23 Crude Oil Tankers, 23 Product Tankers, plus 43 tugs with barges.
- ❖ In July there were 331 total arrivals.
- ❖ In August there were 320 total arrivals.

San Francisco Bay Clearinghouse Report For July 2008

San Francisco Bay Region Totals

		<u>2007</u>
Tanker arrivals to San Francisco Bay	73	69 <i>(before 2008 barge arrivals were not totaled)</i>
Barge arrivals to San Francisco Bay	38	
Total Tanker and Barge Arrivals	111	
Tank ship movements & escorted barge movements	259	362
Tank ship movements	195	209
Escorted tank ship movements	98	106
Unescorted tank ship movements	97	103
Tank barge movements	64	153
Escorted tank barge movements	26	78
Unescorted tank barge movements	38	75

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

Escorts reported to OSPR 2 1

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	159		245		0		131		535	
Unescorted movements	78	49.06%	128	52.24%	0	0.00%	68	51.91%	274	51.21%
Tank ships	72	45.28%	96	39.18%	0	0.00%	44	33.59%	212	39.63%
Tank barges	6	3.77%	32	13.06%	0	0.00%	24	18.32%	62	11.59%
Escorted movements	81	50.94%	117	47.76%	0	0.00%	63	48.09%	261	48.79%
Tank ships	71	44.65%	95	38.78%	0	0.00%	46	35.11%	212	39.63%
Tank barges	10	6.29%	22	8.98%	0	0.00%	17	12.98%	49	9.16%

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 August 2008

San Francisco Bay Region Totals

			<u>2007</u>
Tanker arrivals to San Francisco Bay	65		77
Barge arrivals to San Francisco Bay	43		<i>(before 2008 barge arrivals were not totaled)</i>
Total Tanker and Barge Arrivals	108		
Tank ship movements & escorted barge movements	338		367
Tank ship movements	192	56.80%	231
Escorted tank ship movements	85	25.15%	120
Unescorted tank ship movements	107	31.66%	111
Tank barge movements	146	43.20%	136
Escorted tank barge movements	65	19.23%	72
Unescorted tank barge movements	81	23.96%	64
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	216		323		0		171		710	
Unescorted movements	109	50.46%	179	55.42%	0	0.00%	95	55.56%	383	53.94%
Tank ships	76	35.19%	107	33.13%	0	0.00%	40	23.39%	223	31.41%
Tank barges	33	15.28%	72	22.29%	0	0.00%	55	32.16%	160	22.54%
Escorted movements	107	49.54%	144	44.58%	0	0.00%	76	44.44%	327	46.06%
Tank ships	63	29.17%	80	24.77%	0	0.00%	40	23.39%	183	25.77%
Tank barges	44	20.37%	64	19.81%	0	0.00%	36	21.05%	144	20.28%

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 2008

San Francisco Bay Region Totals

			<u>2007</u>
Tanker arrivals to San Francisco Bay	568		785 <i>(before 2008 barge arrivals were not totaled)</i>
Barge arrivals to San Francisco Bay			
Total Tanker and Barge Arrivals	568		
Tank ship movements & escorted barge movements	2,826		3,907
Tank ship movements	1,735	61.39%	2,241
Escorted tank ship movements	828	29.30%	1,121
Unescorted tank ship movements	907	32.09%	1,120
Tank barge movements	1,091	38.61%	1,666
Escorted tank barge movements	492	17.41%	869
Unescorted tank barge movements	599	21.20%	797

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

Escorts reported to OSPR 4 9

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	1,614		2,651		0		1,329		5,594	
Unescorted movements	814	50.43%	1,408	53.11%	0	0.00%	688	51.77%	2,910	52.02%
Tank ships	609	37.73%	901	33.99%	0	0.00%	356	26.79%	1,866	33.36%
Tank barges	205	12.70%	507	19.12%	0	0.00%	332	24.98%	1,044	18.66%
Escorted movements	800	49.57%	1,243	46.89%	0	0.00%	641	48.23%	2,684	47.98%
Tank ships	535	33.15%	802	30.25%	0	0.00%	344	25.88%	1,681	30.05%
Tank barges	265	16.42%	441	16.64%	0	0.00%	297	22.35%	1,003	17.93%

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.

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

**Report of the
U.S. Army Corps of Engineers, San Francisco District
September 11, 2008**

1. CORPS 2008 O&M DREDGING PROGRAM

The following is this years O & M dredging program for San Francisco Bay.

- a. **Main Ship Channel** – Dredging is underway. There are about 9,000 yards of material remaining. This will be dredged as the dredge alternates between the Main Ship Channel and Richmond Harbor. Surveys will be done after the dredging is completed and posted as soon as is possible. **Nothing new to report.**
- b. **Richmond Outer Harbor (and Richmond Long Wharf)** – **Dredging has been completed and the post-dredge surveys are posted.**
- c. **Richmond Inner Harbor** – **Dredging has been completed and the post-dredge surveys are posted.**
- d. **Oakland O & M Dredging** – The Outer Harbor is planned to be dredged in August, with the material going to the Hamilton restoration site. Inner Harbor maintenance dredging will be done along with the deepening of that area (which is on-going). **Nothing new to report.**
- e. **Suisun Bay Channel** – Suisun Bay Channel and New York Slough will be dredged starting in **October this year. This dredging should take about three weeks.**
- f. **Pinole Shoal** - Pinole Shoal will be dredged under the same contract as Suisun, right after Suisun. **The contract has been awarded. This dredging is scheduled to begin at the beginning of November. The Joint Venture and the dredge contractor can work together to change this date. (Hamilton contract for O&M material)**
- g. **Redwood City/San Bruno Shoal** – **The bid opening was September 8, 2008. If responsive bids are submitted and a contract is awarded, dredging will hopefully begin sometime this November.**

2. DEBRIS REMOVAL **The debris total for July and August 2008**

Raccoon - July 10 tons / 4 - days underway due to crew shortage - August 11 tons / 2 days underway due to crew shortage, side note. Several of the Raccoon and Grizzly crew are on standby for deployment to hurricane relief if needed.

	Grizzly	Raccoon	Total						
September	12.50	0.00		13					
October	16.50	0.00		17					
November	32.00			32					
December	4.50			5					
Jan. 2008	57.00	0.00		57					
Feb	38.00			38					
March	16.50	0		17					
April	35.00	0		35					
May	8.00	10		18					
June	2.00	11		13					
July	0.00	10		10					
August	0.00	11		11					
Totals	222.00	42.00	0.00	266					

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

Oakland 50-ft Deepening Project - Deepening of Oakland's Outer Harbor began on March 16, 2007. Completion targeted for September 2008, for the entire Outer Harbor. The rock pile. The project team has no yet decided what to do with it. It is right now not scheduled to be removed until that part of the Harbor is deepened in October of next year. The rock is presumed to be 6' and less, and is not considered to be a navigational hazard. The rock does show up in the Alameda side of the channel on recent surveys. **Nothing new to report.**

4. EMERGENCY (URGENT & COMPELLING) DREDGING

There has been no emergency dredging in FY 2008.

5. OTHER WORK

a. **San Francisco Bay to Stockton** The project team conducted two very successful public scoping meetings - on March 26 and April 2, co-hosted by local sponsors Port of Stockton and Contra Costa County Water Agency. Key attendees were: regulatory and resource agencies, EBMUD, DOT, CALTRANS, League of Women Voters, reclamation districts, oil companies, and local landowners. The team continues to receive written comments for the EIS/R. This project is moving forward. **Nothing new to report.**

b. **Sacramento River Deep Water Ship Channel Deepening** FY 2008 money will be carried over to FY 2009 and used for continued testing and disposal site evaluation.

6. HYDROGRAPHIC SURVEY UPDATE

Address of Corps' web site for completed hydrographic surveys. **New surveys.**

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

Main Ship Channel – Survey was completed in March 2008 and has been posted.

Pinole Shoals – **Surveys completed in September 2008 have been posted.**

Suisun Bay Channel, Bullshead Channel – **Survey dated August 2008 has been posted.**

Suisun Bay Channel – Surveys dated April 2008 have been posted.

Redwood City – Surveys completed in February 2008 have been posted.

San Bruno Shoal – Surveys completed in February and March 2008 have been posted.

Oakland Outer Harbor – **Surveys dated May/June 2008 have been posted.**

Southampton Shoal and Richmond Long Wharf – **Surveys completed in August 2008 have been posted.**

Richmond Inner Harbor: **Surveys completed in July 2008 have been posted.**

North Ship Channel: Surveys completed 12-13 and 20-21 March 2008 have been posted.

San Leandro Marina: **Surveys completed in January 2008 have been posted.**

Larkspur Ferry Terminal: **Surveys completed in July 2008 have been posted.**

Harbor Safety Committee

of the San Francisco Bay Region

*Mandated by the California Oil Spill
Prevention and Response Act of 1990*

Barton Newton
Chief, Structure Maintenance & Investigations
Department of Transportation
Division of Maintenance
1801 30th Street
Sacramento, CA 95816

Subject: Protective Fendering of Bridges Adjacent to High Volume Maritime Traffic

Dear Mr. Newton:

The Harbor Safety Committee (HSC) of the San Francisco Bay Region appreciates the efforts of Caltrans to enhance the technology and standards of the protective bridge fendering around bridge piers adjacent to high volume marine traffic.

As you previously told the Committee, Caltrans designs, builds and maintains bridge fender systems to the standards adopted by the American Association of State Highway and Transportation Officials (AASHTO) and the U.S. Coast Guard. In your recent letter, you state that Caltrans intends to request funding from AASHTO for 2009/2010 for a research study of new bridge protective fender system systems.

The HSC applauds the proposal by Caltrans to take the initiative to update design standards as California has two of the busiest harbors in the United States – Los Angeles/Long Beach and the San Francisco Bay Region – which contain a number of vulnerable bridges. The Committee would certainly be willing to write a supportive letter to AASHTO on behalf of the research proposal.

Please contact me at (415) 461-4566 if we can be of assistance.

Sincerely,

Joan L. Lundstrom, Chair
Harbor Safety Committee of the
San Francisco Bay Region

Cc: Harbor Safety Committee
Captain Paul Gugg, Captain of the Port



DEPARTMENT OF THE ARMY
SAN FRANCISCO DISTRICT, U.S. ARMY CORPS OF ENGINEERS
1455 MARKET STREET
SAN FRANCISCO, CALIFORNIA 94103-1398

REPLY TO
ATTENTION OF

May 22, 2008

Executive Office

SUBJECT: Your letter dated April 25, 2008, concerning my May 8, 2008, briefing to the Harbor Safety Committee (HSC)

Ms. Joan Lundstrom, Chair
Harbor Safety Committee of the San Francisco Bay Region
Fort Mason Center, Building B, Suite 325
San Francisco, California 94123-1380

Dear Ms. Lundstrom:

It was a pleasure to finally meet you and the members of the HSC. I am sending this letter to repeat a few key points from my briefing and to ask that you include the *District on the agenda for the next HSC meeting*. We wish to present a briefing on the Draft Engineering Circular (EC) Assessment and Reporting of Acoustic Clearance Surveys in Deep-Draft Navigation Projects.

Concerning the issue of timely reporting of survey depths to the maritime community, I described the delays in 2007 and the improvements in our survey posting times to date in 2008, with most surveys being posted within 12 working days after survey completion (in accordance with our SOP) and only 5 surveys being posted more than 18 working days after survey completion. I expect further improvements this summer when we upgrade to RTK GPS (Real Time Kinematic Global Positioning System) for position and elevation control and to a more advanced inertial motion unit (IMU) for vessel motion filtering. To emphasize the importance of timely posting of surveys, any navigation channel surveys not posted within 12 working days will be elevated to the attention of the District Commander.

Although we are discussing navigation channel surveys, it must be emphasized that our Condition Surveys are performed to manage the development of construction projects and the Before-Dredge and After-Dredge surveys are used to compute dredged material volumes. These surveys are "Not for Navigation" and, even though we will strive to post them within 12 working days after survey completion, prompt posting of surveys cannot undermine our construction management responsibilities.

The District's mission and funding are not aligned with the HSC vision of more frequent Corps surveying of several SF Bay channels. For other outside agencies, such as FEMA and the EPA, I mentioned that MOUs were negotiated for these agencies to pay for USACE positions which would allow USACE participation in otherwise unfunded efforts. This is something the HSC might wish to pursue with my successor.

As this was my only meeting with the HSC during my tenure, I will recommend that my successor attend at least one HSC meeting quarterly.

Sincerely,

A handwritten signature in black ink that reads "Craig W. Kiley".

Craig W. Kiley
Lieutenant Colonel, U.S. Army
Commanding



DEPARTMENT OF FISH AND GAME

<http://www.dfg.ca.gov>

Office of Spill Prevention and Response

Executive Office

1700 K Street, Ste 250

Sacramento, CA 95811

(916) 445-9326



August 20, 2008

Ms. Joan Lundstrom, Chairperson
San Francisco Bay Harbor Safety Committee
C/o Bay Conservation and Development Commission
48 Frances Avenue
Larkspur, California 94939

Dear Ms. Lundstrom,

I have received and read the San Francisco Bay Area Harbor Safety Committee's July 2008, Final Report addressing Governor Schwarzenegger's directive to analyze the incident involving the Cosco Busan allision with the San Francisco Bay Bridge. My sincere thanks go to you and the other members of the San Francisco Bay Area Harbor Safety Committee (HSC) for your untiring efforts and professionalism in producing this important document.

Following the November 7, 2007 incident, HSC was tasked by the Office of Spill Prevention and Response with analyzing navigational safety issues and recommending appropriate preventative measures. The comprehensive Final Report is evidence of the long hours spent by HSC members in the analysis of the incident and subsequent formation of recommendations. It appears that numerous regulations and recommended procedures were already in place at the time of the incident but tragically were not adhered to in earnest. The Final Report emphasizes the need to promote communication and the adherence to recommended "Best Maritime Practices" as well as, existing regulations and policies. HSC's Final Report has been forwarded to the appropriate agencies for review while en route to the Governor's Office.

I look forward to continuing collaborative efforts with the maritime community which is well represented by HSC. The publicly accessible and continuous efforts of HSC to improve maritime safety are exceptionally valuable to the State of California.

Sincerely,

Stephen L. Edinger
Acting Administrator

cc: Office of Spill Prevention and Response
Gary Toledo/OSPR Liaison

Harbor Safety Committee

of the San Francisco Bay Region

*Mandated by the California Oil Spill
Prevention and Response Act of 1990*

2 September 2008

Captain Steven R. Barnum, NOAA
Director, Office of Coast Survey
N/CS, SSMC3-6147
1315 East-West Highway
Silver Spring, MD 20910

Dear Captain Barnum:

Today scheduled ferry transits account for approximately 70% of the vessel traffic in the San Francisco Bay Region, carrying over 5 million commuters last year. The volume of ferry traffic is expected to increase with new ferry routes and additional transits along existing routes converging at the San Francisco Ferry Building. Of concern, within the last three years Coast Guard Vessel Traffic Service (VTS) reported several near collisions between ferries.

Given this situation, to lower the risk of ferry collisions the San Francisco Harbor Safety Committee (HSC) established a ferry traffic routing protocol. The protocol includes designated routes and waypoints, and prescribed communications procedures. The protocol also includes a safe maneuvering zone around the San Francisco Ferry Terminal. Since implementation of this protocol in November 2006, VTS has noticed an overall increase in closest point of approach between ferries, especially ferries running at high speed.

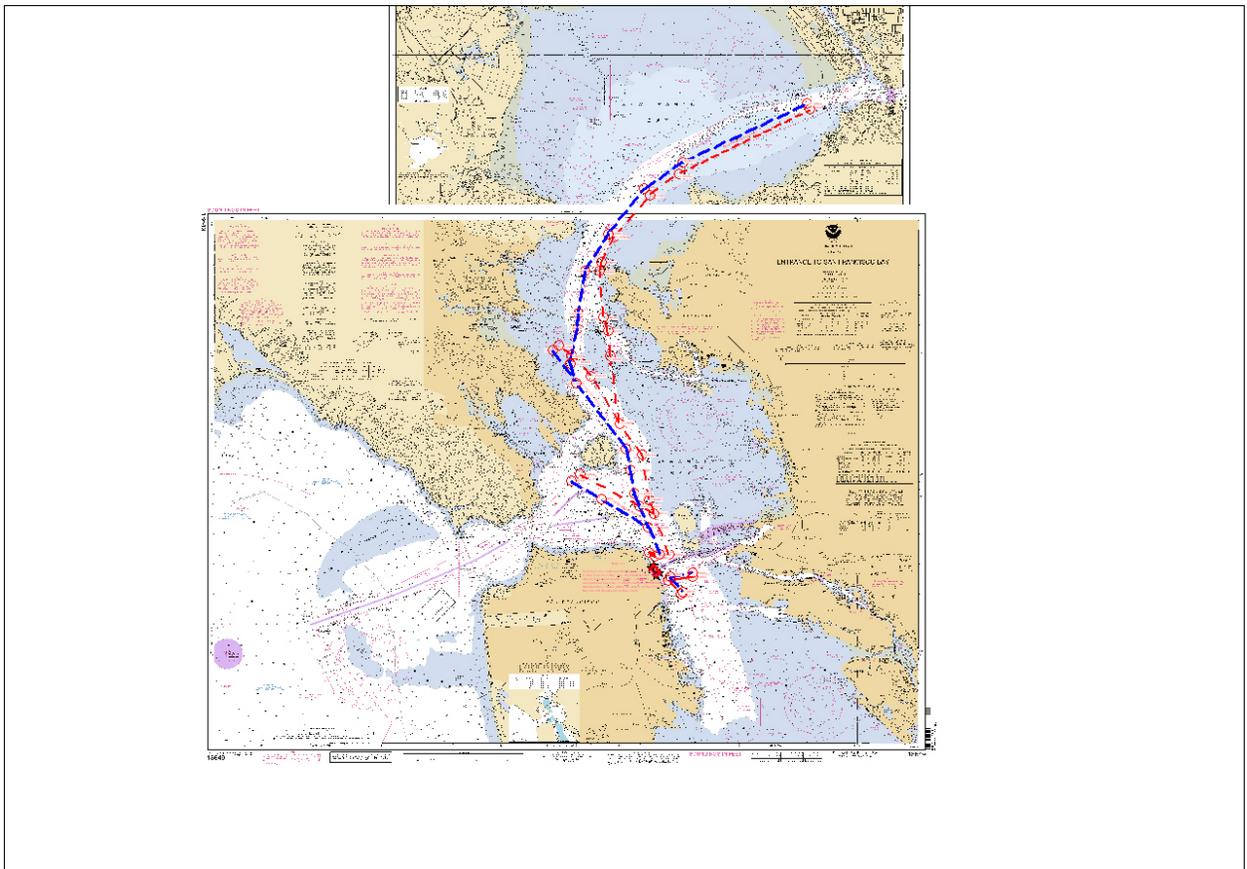
The 20-member San Francisco Bay Harbor Safety Committee, appointed by the State Office of Spill Prevention and Response, represents diverse interests in the Bay, including four port authorities, tanker, cargo and barge operators, ferries, bar pilots, labor, conservationists, recreational boaters, the San Francisco Bay Conservation and Development Commission (BCDC), the U.S. Coast Guard, Army Corps of Engineers, and the National Oceanic and Atmospheric Administration (NOAA). The San Francisco Harbor Safety Committee (HSC) was officially sworn in September 18, 1991. The California Office of Spill Prevention and Response provides funding for support services for its meetings.

The new ferry routes and San Francisco Ferry Terminal safe maneuvering area were voted on and agreed to by one hundred percent of the voting members at the

San Francisco Harbor Safety Committee on May 8, 2008. The recommended changes to the chart and US Coast Pilot 7 concerning the ferry routes and maneuvering zone are discussed below.

For the routes to contribute to safety for non-ferries (e.g., recreational boaters, fishing vessels, piloted ships, etc.), these other vessel operators must know the locations of the routes, waypoints, and safe maneuvering areas. Mariners should be able to refer to nautical charts and US Coast Pilot for these details.

To make this possible, the San Francisco HSC requests that the ferry routes and San Francisco Ferry Terminal safe maneuvering area be added to NOAA nautical charts and to US Coast Pilot 7.



Harbor Safety Committee

of the San Francisco Bay Region

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San Francisco Ferry Routes. US Coast Guard Vessel Traffic Service recommended the now agreed-upon routes to the HSC based on thorough analysis

and feedback from local maritime experts. Scientists from George Washington University and Virginia Commonwealth University developed computer models to show how the routes would reduce the overall number of vessel-to-vessel encounters throughout the region. In modeling the routes several variations were tested.

The attached chartlets show the routes and waypoints. The attached Microsoft Excel spreadsheet describes the precise latitude-longitude coordinates for the waypoints. The spreadsheet is used by VTS and by mariners to plot the routes by connecting the waypoints. The waypoint names are used by VTS and mariners when discussing the routes.

To minimize clutter, we do not recommend labeling the waypoints with symbols or text on NOAA nautical charts. For route line we recommend using the same graphic representation and not used on the Puget Sound charts—a single dotted line with the Ferry Route symbol. The following note is also recommended.

“Mariners are cautioned that Ferries operating in San Francisco Bay may deviate from the routes due to inclement weather, traffic conditions, navigational hazards, or other emergency conditions. Standard ferry routes within the waters of San Francisco Bay are not displayed on this chart.”

Maneuvering Zone for SF Ferry Building. The San Francisco Harbor Safety Committee also recommends adding a Maneuvering Zone in the area of the Ferry Building on Chart 18650. Numerous Ferry Boats maneuver through this area at various times depending on transit times. The San Francisco Harbor Safety Committee is strongly concerned for the safety of other vessels transiting the area when ferries maneuver into the San Francisco Ferry piers. The rectangular boundary for the maneuvering zone is shown in red on the chartlet below. The geographic position of each corner is listed on the attached excel spreadsheet.

Harbor Safety Committee

of the San Francisco Bay Region

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The point of contact pertaining to specifics concerning the maneuvering zone is:

Mr. John M. Davey
Maritime Operations Manager
Port of San Francisco, Pier 1
San Francisco, CA 94111
(415) 274-0522
John_Davey@sfport.com

The point of contact for the San Francisco Harbor Safety Committee is:

Joan Lundstrom, Chair
48 Frances Avenue
Larkspur, CA 94939

Should you have questions regarding this letter, please contact me at
jlundstrom@larkspurcityhall.org or phone (415) 461-4566.

Sincerely,

*Joan L. Lundstrom, Chair
Harbor Safety Committee of the
San Francisco Bay Region*

Cc: Gerry Wheaton, Navigation Manager for California, NOAA
Captain Paul Gugg, U.S. Coast Guard Captain of the Port

#WP	WP Name	WP Lat/Lon	LAT D M S.S	LONG D M S.S			XTE Nm	COG	Leg Dist Nm
1	GEDSO	37°48.3230 N / 122°22.9553 W	37 48 19.38	122 22 57.318	19.38	57.32	0.000 Nm	0 ° T	0.000 Nm
2	TULLA	37°49.6881 N / 122°23.5708 W	37 49 41.286	122 23 34.248	41.29	34.25	0.150 Nm	340 ° T	1.449 Nm
3	BODEY	37°50.1491 N / 122°23.7790 W	37 50 08.95	122 23 46.74	8.95	46.74	0.150 Nm	340 ° T	0.489 Nm
4	PELEG	37°51.6500 N / 122°24.0790 W	37 51 39.00	122 24 4.74	39.00	4.74	0.150 Nm	351 ° T	1.520 Nm
5	LIKEN	37 52.7080 N / 122 25.0322 W	37 52 42.48	122 25 01.93	42.48	1.93	0.150 Nm	325 ° T	1.298 Nm
6	KHORY	37°54.9730 N / 122°25.4289 W	37 54 58.38	122 25 25.73	58.38	25.73	0.200 Nm	352 ° T	2.29 Nm
7	JAYCE	37°55.8000 N / 122°25.5289 W	37 55 48.00	122 25 31.73	48.00	31.73	0.150 Nm	355 ° T	0.831 Nm
8	ONFRE	37°56.2600 N / 122°25.7101 W	37 56 15.60	122 25 42.61	15.60	42.61	0.000 Nm	343 ° T	0.482 Nm
9	JOSUP	37°57.8001 N / 122°25.8691 W	37 57 48.01	122 25 52.15	48.01	52.15	0.100 Nm	355 ° T	1.545 Nm
10	GONZO	37°58.1000 N / 122°25.8002 W	37 58 06.00	122 25 48.01	6.00	48.01	0.100 Nm	10 ° T	0.305 Nm
11	FERON	37°58.9457 N / 122°25.2609 W	37 58 56.74	122 25 15.65	56.74	15.65	0.100 Nm	27 ° T	0.946 Nm
12	ELSIE	38°00.3311 N / 122°23.7561 W	38 00 19.86	122 23 45.37	19.87	45.37	0.100 Nm	41 ° T	1.824 Nm
13	COOSA	38°01.0450 N / 122°22.5430 W	38 01 02.70	122 22 32.58	2.70	32.58	0.100 Nm	53 ° T	1.193 Nm
14	HASIL	38°03.2100 N / 122°16.9991 W	38 03 12.60	122 16 59.95	12.60	59.95	0.100 Nm	64 ° T	4.87 Nm

#WP	WP Name	WP Lat/Lon	LAT DMS.S	LONG DMS.S			XTE		COG	Leg Dist
1	GEDSO	37°48.3230 N / 122°22.9553 W	37 48 19.38	122 22 57.318	19.38	57.318			0 ° T	0.000 Nm
2	TULLA	37°49.6881 N / 122°23.5708 W	37 49 41.286	122 23 34.248	41.286	34.248	Nm	0.100	340 ° T	1.449 Nm
3	ROCCO	37°49.9489 N / 122°24.1938 W	37 49 56.934	122 24 11.628	56.934	11.628	Nm	0.150	298 ° T	0.557 Nm
4	MORAD	37°51.0128 N / 122°26.7092 W	37 51 0.768	122 26 42.552	0.768	42.552	Nm	0.150	298 ° T	2.25 Nm
#WP	WP Name	WP Lat/Lon	LAT DMS.S	LONG DMS.S			XTE		COG	Leg Dist
1	DORIN	37°47.4411 N / 122°22.9619 W	37 47 26.466	122 22 57.714	26.466	57.714			0 ° T	0.000 Nm
2	BEBEK	37°46.9901 N / 122°22.4480 W	37 46 59.406	122 22 26.88	59.406	26.88	Nm	0.050	138 ° T	0.607 Nm
#WP	WP Name	WP Lat/Lon	LAT DMS.S	LONG DMS.S			XTE		COG	Leg Dist
1	DORIN	37°47.4411 N / 122°22.9619 W	37 47 26.466	122 22 57.714	26.466	57.714			0 ° T	0.000 Nm
2	PAUSA	37°47.5820 N / 122°21.9480 W	37 47 34.92	122 21 56.88	34.92	56.88	Nm	0.050	80 ° T	0.814 Nm

#WP	WP Name	WP Lat/Lon	LAT DMS.S	LONG DMS.S			XTE		COG	Leg Dist
1	GISSO	37°48.3230 N / 122°22.9553 W	37 48 19.38	122 22 57.318	19.38	57.318			0 ° T	0.000 Nm
2	TULLA	37°49.6881 N / 122°23.5708 W	37 49 41.286	122 23 34.248	41.286	34.248	Nm	0.100	340 ° T	1.449 Nm
3	BODEY	37°50.1491 N / 122°23.7790 W	37 50 08.9496	122 23 46.74	8.9496	46.74	Nm	0.100	340 ° T	0.489 Nm
4	PELEG	37°51.6500 N / 122°24.0790 W	37 51 39.00	122 24 04.74	39	4.74	Nm	0.150	351 ° T	1.520 Nm
5	LIKEN	37°52.7080 N / 122°25.0322 W	37 52 42.48	122 25 01.932	42.48	1.932	Nm	0.100	325 ° T	1.298 Nm
6	WAMEL	37°54.0300 N / 122°26.2289 W	37 54 18.00	122 26 13.734	18	13.734	Nm	0.100	324 ° T	1.625 Nm
7	KEDER	37°54.8191 N / 122°26.7788 W	37 54 49.146	122 26 46.728	49.146	46.728	Nm	0.100	331 ° T	0.901 Nm
8	ROVEN	37°54.9890 N / 122°27.0518 W	37 54 59.34	122 27 03.108	59.34	3.108	Nm	0.100	308 ° T	0.274 Nm
9	PLAGA	37°55.3324 N / 122°27.6001 W	37 55 19.944	122 27 36.006	19.944	36.006	Nm	0.100	308 ° T	0.552 Nm
#WP	WP Name	WP Lat/Lon	LAT DMS.S	LONG DMS.S			XTE		COG	Leg Dist
1	ZURNA	37°48.2500 N / 122°23.5553 W	37 48 15.00	122 23 33.318	15	33.318			0 ° T	0.000 Nm
2	KONDA	37°48.4000 N / 122°23.7774 W	37 48 24.00	122 23 46.644	24	46.644	Nm	0.100	311 ° T	0.231 Nm

#WP	WP Name	WP Lat/Lon	LAT D M S.S	LONG D M S.S		XTE		COG	Leg Dist
1	CIRCA	38°03.3989 N / 122°17.1327 W	38 03 23.93	122 17 7.96	23.93	7.96		0 ° T	0.000 Nm
2	BERDY	38°01.4300 N / 122°22.3791 W	38 01 25.80	122 22 22.75	25.80	22.75	Nm	0.100	245 ° T 4.58 Nm
3	ELKIN	38°00.5603 N / 122°23.9921 W	38 00 33.62	122 23 59.53	33.62	59.53	Nm	0.100	236 ° T 1.540 Nm
4	EASHA	37°59.0500 N / 122°25.5002 W	37 59 03.00	122 25 30.01	3.00	30.01	Nm	0.100	218 ° T 1.922 Nm
5	HOSEN	37°57.8001 N / 122°26.5002 W	37 57 48.01	122 26 30.01	48.01	30.01	Nm	0.100	212 ° T 1.478 Nm
6	MURDO	37°56.3989 N / 122°26.7788 W	37 56 23.93	122 26 46.73	23.93	46.73	Nm	0.100	189 ° T 1.418 Nm
7	HUBER	37°55.8801 N / 122°26.8288 W	37 55 52.81	122 26 49.73	52.81	49.73	Nm	0.000	184 ° T 0.520 Nm
8	ROVEN	37°54.9890 N / 122°27.0518 W	37 54 59.34	122 27 03.11	59.34	3.11	Nm	0.050	191 ° T 0.908 Nm
9	MAVIS	37°54.7199 N / 122°27.1190 W	37 54 43.19	122 27 07.14	43.19	7.14	Nm	0.050	191 ° T 0.274 Nm
10	VADIT	37°54.0700 N / 122°26.8788 W	37 54 04.20	122 26 52.73	4.20	52.73	Nm	0.100	164 ° T 0.677 Nm
11	NINNA	37°51.8670 N / 122°24.7560 W	37 51 52.02	122 24 45.36	52.02	45.36	Nm	0.150	143 ° T 2.77 Nm
12	MURRY	37°51.1449 N / 122°24.5896 W	37 51 08.69	122 24 35.38	8.69	35.38	Nm	0.150	170 ° T 0.734 Nm
13	KIVER	37°50.3509 N / 122°24.4077 W	37 50 21.05	122 24 24.46	21.05	24.46	Nm	0.150	170 ° T 0.807 Nm
14	ROCCO	37°49.9489 N / 122°24.1938 W	37 49 56.93	122 24 11.63	56.93	11.63	Nm	0.100	157 ° T 0.436 Nm
15	BAXIE	37°49.2371 N / 122°23.8151 W	37 49 14.23	122 23 48.91	14.23	48.91	Nm	0.100	157 ° T 0.772 Nm
16	AADEN	37°48.3330 N / 122°23.3332 W	37 48 19.98	122 23 19.99	19.98	19.99	Nm	0.100	157 ° T 0.981 Nm

#WP	WP Name	WP Lat/Lon	LAT D M S.S	LONG D M S.S	XTE		COG	Leg Dist
1	LUTER	37°50.7835 N / 122°27.0780 W	37 50 47.01	122 27 04.34	47.01	4.734	0 ° T	0.000 Nm
2	ZIREL	37°50.1684 N / 122°25.7797 W	37 50 10.104	122 25 46.782	10.104	46.782	Nm 0.150	121 ° T Nm 1.196
3	BAXIE	37°49.2371 N / 122°23.8151 W	37 49 14.226	122 23 48.906	14.226	48.906	Nm 0.150	121 ° T Nm 1.810
4	AADEN	37°48.3330 N / 122°23.3332 W	37 48 19.98	122 23 19.992	19.98	19.992	Nm 0.100	157 ° T Nm 0.981
#WP	WP Name	WP Lat/Lon			XTE		COG	Leg Dist
1	CHIYO	37°47.0640 N / 122°22.2963 W	37 47 03.84	122 22 17.778	3.84	17.778	0 ° T	0.000 Nm
2	HABUS	37°47.5779 N / 122°22.8807 W	37 47 34.674	122 22 53.382	34.674	53.382	Nm 0.050	318 ° T Nm 0.691
#WP	WP Name	WP Lat/Lon	LAT D M S.S	LONG D M S.S	XTE		COG	Leg Dist
1	DOWIE	37°47.7050 N / 122°21.9701 W	37 47 42.3	122 21 58.206	42.3	58.206	0 ° T	0.000 Nm
2	HABUS	37°47.5779 N / 122°22.8807 W	37 47 34.674	122 22 52.842	34.674	52.842	Nm 0.050	260 ° T Nm 0.731

#WP	WP Name	WP Lat/Lon	LAT D M S.S	LONG D M S.S		XTE		COG	Leg Dist
1	SORBO	37°55.1582 N / 122°27.8321 W	37 55 09.492	122 27 49.926	9.492	49.926		0 ° T	0.000 Nm 1.323
2	VADIT	37°54.0700 N / 122°26.8788 W	37 54 04.2	122 26 52.728	4.2	52.728	Nm	0.100	145 ° T Nm 2.77
3	NINNA	37°51.8670 N / 122°24.7560 W	37 51 52.02	122 24 45.36	52.02	45.36	Nm	0.100	143 ° T Nm 0.734
4	MURRY	37°51.1449 N / 122°24.5896 W	37 51 08.694	122 24 35.376	8.694	35.376	Nm	0.150	170 ° T Nm 0.807
5	KIVER	37°50.3509 N / 122°24.4077 W	37 50 21.054	122 24 24.462	21.054	24.462	Nm	0.100	170 ° T Nm 0.436
6	ROCCO	37°49.9489 N / 122°24.1938 W	37 49 56.934	122 24 11.628	56.934	11.628	Nm	0.100	157 ° T Nm 0.772
7	BAXIE	37°49.2371 N / 122°23.8151 W	37 49 14.226	122 23 48.906	14.226	48.906	Nm	0.100	157 ° T Nm 0.981
8	AADEN	37°48.3330 N / 122°23.3332 W	37 48 19.98	122 23 19.992	19.98	19.992	Nm	0.100	157 ° T Nm

Corner	Lat/Lon	
a	37°47.9474 N / 122°23.5717 W	Then to "b"
b	37°47.8537 N / 122°23.7290 W	Then to "c"
c	37°47.6050 N / 122°23.4995 W	Then along the shoreline to "d"
d	37°47.6974 N / 122°23.3446 W	Then back to "a"

Investigations into Causes of and Response to Cosco Busan Oil Spill

September 11, 2008 Harbor Safety Committee update (current as of 8.15.08)

Linda Scourtis, BCDC

State Government Inquiries

State Board of Pilot Commissioners

1. Through the Incident Review Committee (IRC), the Board investigates actions on the part of the pilot that may have contributed to the incident. The board will work with the HSC work group as it also considers lessons learned from the incident. *Update:* Pilot retired effective October 1, 2008.

Executive Director: Capt. Pat Moloney, 415.397-2253

2. Established a standing Navigation Technology Committee. The purpose is “to investigate the different types of navigation systems generally found on ships calling on the San Francisco Bay Area and the sufficiency of pilot training in the use of such systems; to evaluate lap top computers, GPS units and other portable electronic chart systems that can be brought aboard ships by pilots to assist in navigation...The committee shall establish a dialogue with the Harbor Safety Committee and its cognizant subcommittees in the exchange of relevant information.”

Update: HSC Navigation work group reviewed BOPC recommendations and delivered its report to the HSC for a vote July 10.

Governor’s Investigation into causes of and response to the oil spill

The Governor directed OSPR, in coordination with the Governor’s Office of Emergency Services and the Department of Fish and Game, to review procedures and identify areas for improvement including prevention, preparation, response, notification, and cleanup; assess natural resource damage and the associated economic impact to fishermen, small businesses and state and local economies; assess environmental damage to water and beaches; identify the best ways to return the environment to its natural state. The SF Harbor Safety Committee reviewed known facts of the incident and developed recommendations to improve vessel transit safety in San Francisco Bay, submitting the following report to OSPR:

SF Harbor Safety Committee forwarded findings of the PORTS work group to OSPR Feb 1, 2008. HSC reports containing Tug Escorts, Prevention through People and Navigation Work Group recommendations were submitted to OSPR March 19 and 20, 2008. Ferry Operations Work Group recommendations on ferry routing in the Central Bay were forwarded to OSPR May 21, as were recommendations by the Navigation Work Group on vessel speed and crew staffing. Navigation Work Group report on pilot use of portable navigation tools was submitted July 16, 2008.

A final packet of HSC reports with findings and recommendations to improve navigation in the Bay was submitted to OSPR July 24, 2008.

California State Legislature

State Assembly special hearing on spill response held in Emeryville November 15, 2007. State Senate Joint Informational Hearing of Natural Resources and Governmental Organization subcommittees held a special hearing November 30, 2007, on the state response to the spill.

The following bills related to navigational issues that may be of interest to the Harbor Safety Committee have been introduced in the State Legislature in response to the Cosco Busan spill:

SB 1217, Yee, would add Section 1157.5 to the Harbors and Navigation Code, to require the Board of Pilot Commissioners to submit an annual report to the Legislature, beginning February 2010, that provides information on each pilot and trainee, vessel movements, investigations of reported incidents, and the financial status of the Board of Pilot Commissioners. Sponsored by the SF Bar Pilots Association and supported by PMSA. Amended May 6, 2008, to include stronger language regarding incident reports and additional fiscal reporting requirements tied to the passage of SB 1627.

On Assembly floor: third reading. If passed will return to Senate floor for concurrence vote.

SB 1627, Wiggins, would place the Board of Pilot Commissioners under the direct oversight of the Business, Transportation and Housing Agency, as opposed to its current independent status. The Department of Finance is required to complete Finance and Performance Audits of the Board by the end of 2009, with BT&H comments on any recommendations included in the audits due within six months of completion. The bill also clarifies that all additional state administrative costs will be borne by the Board Operations special fund and creates new special funds for pilot and trainee training. Sponsored by PMSA and supported by the SF Bar Pilots Association, Save the Bay, the Ocean Conservancy and the California Trade Coalition.

On Assembly floor: third reading. If passed will return to Senate floor for concurrence vote.

AB 2032, Hancock, would amend Section 4670.40 of the Government Code to increase the Oil Spill Prevention and Administration Fee (OSPAPF) maximum from \$0.05 to \$0.08 per barrel, and amend Section 46012 of the Revenue and Taxation Code to adjust annually for inflation the Oil Spill Response Trust Fund.

On Senate floor: third reading. If passed will return to Assembly floor for concurrence vote.

AB 2441, Lieber, would amend Section 8670.17.2 of the Government Code to require the OSPR Administrator to adopt regulations governing tug escorts for vessels carrying hazardous materials entering, leaving or navigating state harbors.

Did not pass out of Senate Appropriations Committee.

Other Organizations

San Francisco Bar Pilots

The San Francisco Bar Pilots internal review of its policies and procedures as well as of the Harbor Safety Committee Safety Plan will produce recommendations to improve shipping safety. The pilots will work with the HSC work group to inform our efforts.

Update: The HSC included in its March 19, 2008, report to OSPR, "Guidelines for Navigating in Reduced Visibility" developed primarily by the Bar Pilots and Coast Guard. The Guidelines apply to specific "Critical Maneuvering Areas" in the Bay.

Capt Pete McIssac: 415.362-5436

Federal Government Inquires

National Transportation Safety Board (NTSB)

Will consider equipment and navigation systems as well as human error in looking into the cause of the accident: the performance of the master, pilot and crew, as well as the operation and maintenance of equipment and navigation systems. A second focus of the NTSB investigation is on the response to the spill.

Public hearing held April 2008. Report is currently under review, expect early autumn release.

U.S. Coast Guard: Incident Specific Preparedness Review (ISPR)

Will evaluate the effectiveness of the Coast Guard's oil spill response and communications efforts, as well as the overall preparedness system. The following are the investigating agencies: San Francisco, OSPR, Pacific States-British Columbia Oil Spill Task Force, Baykeeper, PMSA, NOAA and the USCG. *Chair: Rear Admiral Carlton Moore, Ret.*

Update: An initial report was released January 28, 2008, which concentrated on the first two weeks of response to the spill (<http://uscg.mil/foia/CoscoBuscan/CoscoBusanISPRFinal.pdf>). The final report expanded on some Phase I focus issues and added a number that extend beyond the first two weeks of the incident.

Final report released May 16, 2008, available at <http://www.uscg.mil/FOIA/CoscoBuscan/part2.pdf>

Congressional Inquiry

Special Senate briefing with the USCG spill response was held in Washington, D.C., November 14, 2007. Special hearing on the Coast Guard spill response held by the House Subcommittee on Coast Guard and Maritime Transportation in San Francisco November 19, 2007. The congressional panel focused on a number of issues, including what caused the ship to hit the bridge, whether there were adequate communications and equipment on board, and why there were delays in reporting the spill and its severity.

Further inquiry into preparation for and response to the spill was conducted by the Department of Homeland Security Inspector General. IG's review of the U.S. Coast Guard's response to the allision, dated April 9, 2008 found at: http://www.dhs.gov/xoig/assets/mgmttrpts/OIG_08-38_Apr08.pdf.

Federal legislation to require pilots to carry their own navigational laptop computers while piloting a vessel, to raise liability limits for cargo ship owners to cover cleanup costs and damages, and for double hulling of cargo ships proposed in Congress.

S. 2430, Boxer/Feinstein ("Maritime Emergency Prevention Act of 2007"), would authorize the VTS to command the pilot of a vessel to modify the speed or direction of a vessel in an emergency or hazardous conditions as determined by the VTS director. Also would require a federally licensed pilot to carry and use a laptop computer equipped with a navigation system where determined by the pilotage authority that a computer is practical and necessary.

The HSC voted on March 13, 2008, to accept the Prevention through People Work Group's recommendation that no additional authority be proposed for the Coast Guard to regulate shipping and control vessel movements, recognizing that the best skills for maneuvering a vessel originate from onboard the vessel itself, and not from the Vessel Traffic Service. Transmitted to OSPR March 20.

The HSC stated in comment letters dated April 17, 2008 to Senators Boxer and Feinstein, that no additional Coast Guard VTS authority is needed.

The HSC Navigation Work Group reviewed recommendations adopted by the Board of Pilot Commissioners regarding use of portable navigation systems, which were approved by the full HSC and submitted to OSPR July 16, 2008.

S. 2699, Lautenberg/Boxer (“Oil Spill Prevention Act of 2008”), would require new vessels (contracted for construction after the date of enactment of the Act or delivered after August 1, 2010), with an aggregate capacity of 600 cubic meters or more of fuel oil to have double hulls, oil fuel being defined as “oil used as fuel in connection with the propulsion and auxiliary machinery of the vessel in which such oil is carried.”

S. 2841, Feinstein (“Marine Emergency Protocol and Hull Requirement Act of 2008”), would amend the Oil Pollution Act of 1990 to require new cargo ships over 5,000 gross tons to have a double hull protecting their fuel tanks by 2010, and existing ships to be retrofitted by 2024. The bill also would direct the Coast Guard to assume direct authority of all vessels during adverse conditions, or "enhanced danger" situations, such as an act of war or terrorism, low visibility, or after a large oil spill or hazardous materials discharge.

H.R. 5428, Tauscher/Woolsey/Filner (“Vessel Navigation and Safety Improvement Act”), would direct the Coast Guard to issue regulations requiring pilots of vessels 300 gross tons or greater to carry and utilize a portable electronic device that is equipped for navigational purposes and capable of connection to AIS, and require pilot training on such devices.

As stated above, the HSC approved the Navigation Work Group recommendation regarding portable navigation systems.