

# Harbor Safety Committee

of the San Francisco Bay Region

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

## Minutes

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

**Thursday, September 10, 2009**

**Exhibit Room, Port of Oakland, Oakland, California**

**Joan Lundstrom**, Chair of the Harbor Safety Committee of the San Francisco Bay Region (HSC), San Francisco Bay Conservation and Development Commission (BCDC); called the meeting to order at 1007. **Allen Steinbrugge**, Marine Exchange of the San Francisco Bay Region (Marine Exchange), confirmed a quorum of the HSC.

Committee members (M) and alternates (A) in attendance with a vote Valero Marketing and Supply Company; **Capt. Marc Bayer**(M), Tesoro Refining & Marketing; **John Berge** (M), Pacific Merchant Shipping Association (PMSA); **Ted Blanckenberg** (M), AMNAV Maritime Services; **Margot Brown** (M), National Boating Federation; **Ron Chamberlain** (M), Port of Benicia; **Capt. Thomas M. Cullen**, United States Coast Guard (USCG); **Lt. Col. Laurence M. Farrell**, United States Army Corps of Engineers (USACE); **William Nickson** (A), Transmarine Navigation; **Eric Osen**, (M), Chevron Shipping Company; **Chris Peterson** (M), Port of Oakland; **Marina V. Secchitano** (M), Inlandboatmen's Union; **Rich Smith** (M), Westar Marine Services; **Gerry Wheaton** (M), National Oceanic and Atmospheric Administration (NOAA); **Thomas Wilson** (M), Port of Richmond.

Alternates present, and those reporting to the HSC: **Rolando Caabay**, California State Lands Commission (State Lands); **Steve Edinger**, California Office of Spill Prevention and Response (OSPR); **Capt. Lynn Korwatch**, Marine Exchange; : **Capt. Esam Amso** (A); **William Needham** (A), National Boating Federation; **Rob Laurence**, (USACE); **Linda Scourtis** (A), BCDC; **Peggy Taricco**, California Air Resource Board (CARB). **Capt. Gary Toledo**, OSPR, **Samuel Wehn**, Trans Bay Cable LLC.

The meetings are always open to the public.

## Approval of the Minutes

The approval of the July 9 minutes was deferred to the October 8 meeting for corrections.

## Comments by the Chair – Lundstrom

- The death of **Capt. Fred Henning** (M), Baydelta Maritime; was noted. He had been an active member of the HSC, chair of the Tug Escort Work Group, and an alumnus and active supporter of the California Maritime Academy (CMA). The meeting would be adjourned in his honor. **Lundstrom** asked **Capt. Bayer** to speak. **Capt. Bayer** said that he had taken over **Capt. Henning's** responsibilities as chair of the golf tournament in support of CMA. He said that the proceeds of the tournament would go towards endowing a scholarship at CMA in **Capt. Henning's** honor. **Lundstrom** said that there was also a fund started to support the education of **Capt. Henning's** two children. She asked for a moment of silence in honor of **Capt. Henning**.
- **Lundstrom** said that the issue of vessels arriving to the Bay Area switching to low sulfur fuels would take up a large part of the meeting's agenda. Representatives from other State HSC's had been invited to attend the day's meeting. OSPR was planning a summit of the chairs of State HSC's to consider the issue. **Lundstrom** introduced Steve Edinger, OSPR Administrator in attendance for this issue.

# Harbor Safety Committee

of the San Francisco Bay Region

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

- **Lundstrom** said that the second major item on the agenda would be a briefing on the status of the trans-bay power cable project. The HSC had previously addressed the issue during the approval process for the cable, and had given advice that the project should consider safety in its planning, and coordinate with local stakeholders to that end.
- **Lundstrom** said that she was in the process of updating work group assignments for the October meeting of the HSC. **Eric Osen**, Chevron Shipping Company, would be taking the place of **Richard Nagasaki** (M), Chevron Shipping Company on the Navigation Work Group.

## Coast Guard Report – Capt. Cullen

- **Capt. Paul Gugg** (M), USCG, was traveling on duty. He had asked **Capt. Cullen** to report that he had attended **Capt. Henning's** wonderful memorial service. **Capt. Gugg** would always have fond memories of **Capt. Henning**.
- **Capt. Cullen** said that **Capt. Gugg** was pleased with the community's interest in the issue of fuel switching. There had been several close calls for vessels that were caused by fuel switching, but the rapid response of the community had, so far, prevented any unwonted consequences.
- USCG, Sector San Francisco, had recently completed a productive table-top exercise of the Vessel Mutual Assistance Program (VMAP) at the San Francisco Airport's emergency operations center. The goal of the exercise was to test a response to a passenger plane ditching in Bay, similar to the recent case of a passenger plane ditching in the Hudson River. The exercise had identified several issues that needed to be fixed. **Capt. Cullen** expressed his thanks to **Kaitlin Ortega**, Director of Internal Operations, Marine Exchange, and her staff, for their help in staging the exercise.
- Fleet Week is coming up. Anyone who wants to see rehearsal of the air shows up close, can talk to **Capt. Cullen** about space on USCG vessels controlling the security zones. There will be no closer seats.
- **Capt. Cullen** introduced several new uniformed members of the USCG rotating into the Bay Area, including **Lt. Cmdr. Desarae Janszen**, Chief of Waterways, who would be giving the statistical briefing and report on significant port safety and security cases. **Lt. Cmdr. Janzen**, read from reports for July and August that are attached to these minutes.

**Berge** asked whether the failure of the o-ring on the *Maersk Jewel* was related to switching to low sulfur fuel. **Lt. Cmdr. Kara Satra**, USCG, said that the vessel had switched fuel prior to the failure. **Lundstrom** spoke to the point that the HSC had asked USCG to keep track of any potential incidents caused by fuel switching. **Capt. Cullen** said that greater detail on suspected fuel switching cases was included in the August report from the USCG that is attached to these minutes.

**Lt. Cmdr. Kiley Ross**, USCG, said that USCG was taking a closer look at potential problems caused by fuel switching. From July 2009 there were six possible fuel switching incidents under investigation, followed by four for August, and one for September to the date of the HSC meeting. **Lt. Cmdr. Ross** was not prepared to say whether the increase in reported incidents was due to increased scrutiny of cases that might not have been reportable in the past. He said that, none the less, USCG takes the issue seriously, and is tracking vessels that experience multiple problems while visiting California ports. In some cases, escort tugs had been required.

**Lt. Cmdr. Ross** said that, as a result of the publicly noticed meeting of the Navigation Work Group of the HSC, was working to provide data to interested parties. **Capt. Toledo** said that OSPR would be very interested in any data that USCG was supplying to state agencies.

**Wilson** raised the issue of the increase in reported incidents, and wondered how the situation could be managed.

**Lundstrom** asked him to keep his examples in mind for discussion after the briefing by the California Air Resources Board (CARB).

# Harbor Safety Committee

of the San Francisco Bay Region

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

US Army Corp of Engineers Report – Lt. Col. Farrell

- A new debris boat is scheduled to arrive in the Bay Area on December 1.

**Laurence** read a report that is attached to these minutes. He drew the attention of those in attendance to a flow chart that is attached to these minutes. He said that he would speak to the flow chart at the October meeting.

## Clearing House Report – Steinbrugge

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

## OSPR Report – Capt. Toledo

- **Capt. Murphy** had been appointed as the primary representative for ferry operators. **Capt. Peter Belden**, Baylink Ferry / Blue & Gold Fleet will be the new alternate for ferry operators. **Osen**, Chevron Shipping, was appointed to replace **Richard Nagasaki**, Chevron Shipping as a tanker operator representative. **Capt. David Hobbs**, National Cargo Bureau, had been transferred to the east coast. A replacement for him had not been named. **Blanckenburg** was appointed as the new representative for tug operators.
- **Capt. Henning** had been a valuable member of the HSC for several years. He had been active on the workgroups even before he became a member. He was an active member of the community, whose contributions would be sadly missed. **Capt. Toledo** offered his condolences to Capt. Henning's family.
- The new contracts for the HSC secretariat service and Physical Oceanographic Real-Time System (PORTS) maintenance were in the queue to be executed. Capt. Toledo will keep everyone informed as the situation develops.
- A summit for the state HSC's would be held in Sacramento on November 3, 2009 to discuss issues caused by fuel switching. It was likely that only the chairs would be invited.
- The best achievable technology work group, for cleanups after oil spills, had met in Sacramento on September 25. They were in the process of editing their draft report. Capt. Toledo thanked all who helped out.

**Edinger** thanked everyone for all the work they had been doing. He complimented the HSC on the way they jump on an issue. He also thanked the USCG for their loss of propulsion report.

**Lundstrom** greeted **Capt. John Betts**, Los Angeles Pilots Organization, and chair of the navigation work group for the Los Angeles / Long Beach HSC. She said that he was visiting to hear the presentation on fuel switching by the California Air Resources Board.

## NOAA Report – Wheaton

- A new edition of chart 18650 had been published. It included the ferry routes on it, and the maneuvering zone at the San Francisco Ferry Building was described in the notes. A new edition of chart 18652 had been published in August.
- *NRT 6* was in Humboldt, California, working on a project with USACE.
- **Wheaton** recognized **Heather Kerkering**, Monterey Bay Research Institute, and **Julie Thomas**, Scripps Institution of Oceanography, who have previously appeared before the HSC to brief it on items of interest to the community. NOAA has signed a memorandum of understanding to work on projects with the Exploratorium Science Museum in San Francisco. **Kerkering** would be working on that project.
- No rain was forecast for the next ten days. A moderate *El Niño* was developing, but it was too early to say what effect it would have on the upcoming season.

# Harbor Safety Committee

of the San Francisco Bay Region

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

**Sean Kelley**, USCG Vessel Traffic Service (VTS), asked when the ferry routes would be in the *Coast Pilot*. **Wheaton** said that was in the works.

## State Lands Commission Report – Caabay

**Caabay** read from a statistical report that is attached to these minutes.

## Report on August 12<sup>th</sup> Special Meeting with CARB Regarding Low Sulphur Fuel Switching – Lundstrom

- A summary of the meeting had been provided to members of the HSC and those that signed up to receive them. The meeting was well attended. There were representatives from the Pacific Coast, as well as some people visiting from the East Coast. Representatives from Maersk Line, that had attended the meeting, had submitted some corrections to the summary report.
- The goal of the HSC is to work for zero incidents. Our region is home to three National Marine Sanctuaries, eleven bridges, and underwater rocks in, or near shipping lanes. It was the consensus of those in attendance to ask USCG to track incidents that might be related to fuel switching. A process to report such data to CARB needs to be established. The San Francisco Bar Pilots are also tracking possible incidents. OSPR had been working with VTS to track vessel patterns in convergence zones off shore, with an eye towards possible changes. It was also the consensus of the meeting that CARB should host a public forum where technical representatives from industry could speak to the issues they are facing with switching to low sulphur fuel.

## Briefing and Discussion: Essential Modification and Safety Exemptions in the CARB Ocean-Going Vessel Fuel Regulation – Taricco

- **Taricco** introduced members of the CARB staff who were in attendance. They were **Bonnie Soriano**, **Paul Milkey**, who had previously briefed the HSC when the regulations were in the works; and CARB staff legal counsel, Steve Adams. **Taricco** then provided some introductory comments regarding implementation of the Ocean-going Vessel Fuel Regulation and then Bonnie Soriano gave a Power Point presentation about the Safety Exemption and Essential Modification Exemption provisions in the regulation which is attached to these minutes.
  - After the presentation, **Taricco** said that CARB was ready to work with the HSC and the USCG in any way they can. They are aware that there is not a central location for reporting operational experiences that may not be required to be reported to the USCG and there is not a good mechanism to collect all of the pertinent information. They are working on a survey to collect consistent information, and she invited anyone interested to provide input. The survey was scheduled to be ready in the third or fourth week of September.
- Wilson** suggested that CARB submit a draft of their survey to the HSC before it was sent out. **Taricco** said that they would be happy to work with representatives from the HSC.

**Capt. Bayer** said that the survey should be formally presented to the HSC for comment. He also said that CARB should seek comment from people in the industry besides technical representatives. **Taricco** said that CARB would provide a draft of the survey to the HSC for comment.

**Kelley** suggested some sort of feedback mechanism through a web site, so that masters and operators that aren't based in the region could give their comments. **Taricco** said that CARB was working on that.

**Lundstrom** said that since the issue was state-wide, other HSC's should have the same opportunity to comment. **Capt. Toledo** said that a draft should be made available to the public if it was to be reviewed by the HSC. **Lundstrom** said that it could be posted on the Marine Exchange web site, where other HSC documents are housed.

# Harbor Safety Committee

of the San Francisco Bay Region

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

**Capt. Bayer** asked to read a letter from the Western States Petroleum Association (WSPA). **Capt. Toledo** asked whether that should be considered under New Business. **Lundstrom** said that it was her opinion that the letter was related to the discussion. She said that it did not need to be raised under New Business since there was no item on the agenda for the HSC to take any formal action on any matter. **Edinger** consulted privately with OSPR's legal counsel, and said that the letter could be read.

**Capt. Bayer** read the letter, attached to these minutes, expressing WSPA's concern with the dramatic increase in main engine propulsion failures during the month of July. WSPA requested that the San Francisco and Los Angeles/Long Beach Harbor Safety Committees urge that CARB lift monetary and legal sanctions for noncompliance with low sulphur fuel switching regulations for one year until October 1, 2010 to allow ship owners to develop procedures and modify equipment without threat of regulatory retaliatory measures.

**Berge** read a letter from PMSA, attached to these minutes, to similarly request the HSC to urge CARB to suspend issuance of violations and collection of non-compliance fees until the increased risks are fully evaluated and resolved. PMSA also urged that CARB collect data on incidents with the goal of minimizing risks and to create a forum to disseminate the "lessons learned" to vessel operators in a timely and effective manner.

**Lundstrom** said that discussion of the requests, and a possible vote would be on the October 8 meeting agenda.

The CARB lawyer said that he did not understand why suspension of the fines was being asked for. **Berge** said that the non-compliance fees came without a phase in period. **Milkey** said that there is no fee associated with the use of the safety exemption or essential modification exemption. **Capt. Bayer** said that by the time a request for waiver was submitted according to CARB's procedure, which takes a minimum of 45 days to process, it would be too late to prevent an operational failure.

**Taricco** said that CARB was happy to meet with anyone prior to October 18, 2009.

A representative of Friends of the Earth spoke in favor of the existing regulations. He said that the regulations address important health and environmental issues. He said it would be imprudent to suspend the fines. He said that they are concerned about the level of preparation in the industry. He said that more effort should have been made to get people prepared.

**Lundstrom** said that WSPA had been working with the Coast Guard and CARB to establish best practices. She said that the issue is international in scope and not just a matter for members of WSPA or PMSA. **Capt. Bayer** said that there had been no serious casualties to date because of training, but it would be hard to predict how any event could play out in the future. **Berge** said that the classification societies had also been hard at work on the training issue, and he thought a grace period to apply lessons learned was not unreasonable.

**Lundstrom** said that at the October 8 HSC meeting, best practices technology and training would be discussed. Our HSC would continue to communicate with the Los Angeles / Long Beach HSC on the matter.

**Jackie Dragon**, Pacific Environmental supported the existing regulations. She said that they addressed important environmental and health issues. She said that Maersk had voluntarily sought to come into compliance ahead of time, and suggested that the HSC engage with them about what needed to be done.

**Milkey** said that it was possible to apply for an essential modifications exemption to the regulations in advance of arrival for any vessel in a company's fleet, so he did not understand some of the comments made. **Lundstrom** asked him to provide written clarification that could be attached to the minutes.

# Harbor Safety Committee

of the San Francisco Bay Region

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

**Lundstrom** called a recess in the meeting at 1225. At 1230, she called the meeting back to order.

## **Transbay Cable Project Update – Wehn.**

▪ **Wehn** introduced **Ian Austin**, USR Corporation, **Joan Lamphier**, representing the city of Pittsburg, California, and **P. J. Galvin** who gave a Power Point presentation that described the unique nature of the public-private partnership, some of the technology featured in the project, and the schedule of vessels due to arrive to work on the project.

**Lundstrom** said that in the interest of time, the HSC was most interested in a detailed description of where the cable would be laid, since that would have the greatest impact on harbor safety. **Wheaton** said that he was interested in that because NOAA had begun discussions with USACE about realigning the Federally designated channels. **Capt. Bayer** said that he had seen some more detailed charts at their presentation at VTS the previous week, and he asked if those were available to show the HSC.

**Capt. Rick Hurt**, San Francisco Bar Pilots, asked when the project had first been put out for review of navigational safety concerns. **Wehn** said that the survey had been done in 2005 by Alpine Ocean.

**Lundstrom** said that the HSC had gone on record recommending that the project work with Coast Guard and the Bar Pilots to ensure that the cable would not interfere with safety. **Wehn** said that safety on such a large project was of natural concern to them because any accident could endanger the large investment made. **Kelley** said that they had met with VTS and the USCG Waterways Management branch to go over the route in detail. He said that two areas of concern had been identified, and that there would be a meeting that afternoon to go over them in more detail.

**Capt. Bayer** said that he did not think the project would impede commercial traffic, but he did suggest that they reach out to inform the recreational boating community.

**Capt. Pete Bonebakker**, ConocoPhillips, asked where he could see the detailed charts. **Kelley** said that they could be provided to the Marine Exchange to be posted on the web site. **Wilson** suggest that such detailed charts be protected by a password system. **Steinbrugge** said that he could provide them by email to those that requested them.

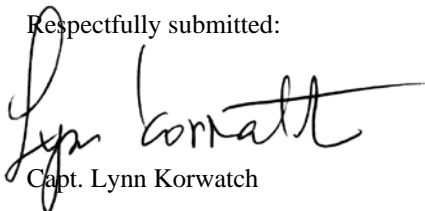
## **Work Group Reports:**

**Lundstrom** said that due to the extraordinary length of the meeting, the regular Work Group Reports would be skipped. She asked work group chairs to submit their reports by email to be attached to these minutes.

**Capt. Korwatch** begged the Chair's indulgence to introduce **Kaitlin Ortega**, Director of Internal Operations, and **Howard Weiss**, Vessel Support Specialist. She said that to most of the community outside of the present meeting, people like Weiss, are the Marine Exchange.

**Lundstrom** adjourned the meeting at 1300.

Respectfully submitted:



Capt. Lynn Korwatch

# USCG SECTOR SAN FRANCISCO

## PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

July-09

### PORT SAFETY CATEGORIES

<b>Total Port Safety (PS) Cases opened for the period:</b>	<b>20</b>
<b>1. Total Number of Port State Control Detentions for period:</b>	<b>0</b>
SOLAS (0), MARPOL (0), ISM (0), ISPS (0)	
<b>2. Total Number of COTP Orders for the period:</b>	<b>4</b>
Navigation Safety (3), Port Safety & Security (1), ANOA (0)	
<b>3. Marine Casualties (reportable CG 2692) within SF Bay: Allision (1), Collision (1), Fire (0), Grounding (0), Sinking (0), Steering (0), Propulsion (11), Personnel (0), Other (0)</b>	<b>13</b>
<b>4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation:</b>	<b>3</b>
Radar (1), Steering (0), Gyro (1), Echo sounder (0), AIS (1), AIS-835 (0)	
<b>5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay:</b>	<b>0</b>
<b>6. Significant Waterway events or Navigation related cases for the period:</b>	<b>0</b>
<b>7. Maritime Safety Information Bulletins (MSIBs):</b>	<b>0</b>

### MARINE POLLUTION RESPONSE

<b>Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period</b>	<b>15</b>
* Source Identification (Discharges and potential Discharges):	
<b>TOTAL VESSELS</b>	
Commercial Vessels	1
Public Vessels (Military)	0
Commercial Fishing Vessels	0
Recreational Vessels	4
<b>TOTAL FACILITIES</b>	
Regulated Waterfront Facilities	1
Other Land Sources	4
<b>TOTAL UNKNOWN/UNCONFIRMED</b>	
<b>*Spill Information</b>	
Pollution Cases Requiring Clean-up	2
Federally Funded Cases	0
<b>TOTAL OIL DISCHARGE AND HAZARDOUS MATERIALS RELEASE VOLUMES BY SPILL SIZE CATEGORY:</b>	
1. Spills < 10 gallons	6
2. Spills 10 - 100 gallons	1
3. Spills 100 - 1000 gallons	0
4. Spills > 1000 gallons	0
5. Spills - Unknown	8
<b>TOTAL OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES:</b>	
1. Estimated spill amount from Commercial Vessels:	0.25
2. Estimated spill amount from Public Vessels:	0
3. Estimated spill amount from Commercial Fishing Vessels:	0
4. Estimated spill amount from Recreational Vessels:	0.52
5. Estimated spill amount from Regulated Waterfront Facilities:	0
6. Estimated spill amount from Other Land Sources:	53
7. Estimated spill amount from Unknown sources:	0.5
<b>TOTAL PENALTY ACTIONS:</b>	
Civil Penalty Cases for Period	0
Notice of Violations (TKs)	0
Letters of Warning	2

## SIGNIFICANT PORT SAFETY AND SECURITY CASES

### MARINE CASUALTIES - PROPULSION STEERING

**Marine Casualty- Loss of Propulsion, M/V NIU POLYNESIA (2 July):** Vsl lost propulsion off shore. COTP order issued, requiring vsl not to enter the Main Shipping channel until tug escort arrived. Vsl escorted to Oakland Berth 25. The cause was a faulty high pressure start air relief valve, repairs completed. COTP order lifted. Case Pends.

**Marine Casualty- Allision, TUG SAN JOAQUIN RIVER (08 July):** Vsl pushing one barge allided with the Fruitvale bridge. No serious damage reported to tug or bridge piling. Case Closed.

**Marine Casualty- Loss of Propulsion, P/V BAY ROCKET (09 July):** Vsl lost propulsion on port engine while underway with passengers. On July 10th, inspection conducted and problem found to be two circuit breakers that provide power to the engine control circuit and ignition. Repairs made. Vsl resumed operations. Case Closed.

**Marine Casualty- Collision, RECREATIONAL VSL EAGLES WINGS & F/V SOLE MAN (12 July):** While underway 1.5 NM south of Alcatraz island during a Charter fishing cruise, the R/V Eagles Wings collided with the F/V Sole Man. F/V Sole Man was struck approximately 15 feet aft of the bow. No injuries on either vsl. Master of Eagles Wings was looking at his GPS/Radar at the time of collision. Master was issued a Rule 5 violation. Case Closed.

**Marine Casualty- Loss of Propulsion, M/V HANJIN ELIZABETH (13 July):** Vsl lost propulsion while underway to the San Francisco sea buoy. Regained propulsion after 1-2 minutes. COTP order for one tug escort into SF bay. Engine Stoppage related to #6 piston temperature cooling outlet temperature increase. Repairs

**Marine Casualty- Loss of Propulsion, M/V KIEL EXPRESS (13 July):** Vsl lost propulsion while inbound to Oakland Bar Channel just north of Anchorage 8. COTP order for vsl to Anchorage 8 until cause of failure found and corrected. Cause determined to be rust and debris in start air supply line to the start air distributor. Received a Class report on July 14th stating that repairs were completed, COTP order lifted. Case Closed.

**Marine Casualty- Loss of Propulsion, T/V OVERSEAS NEWCASTLE (15 July):** Vsl lost propulsion while underway to SF. COTP order issued requiring vsl to proceed to berth in Benicia with a two tug escort and effect repairs. Class reported that the vessel stopped the main engine in order to troubleshoot a main engine low lube oil alarm and that the cause was sludge in a control air line for the lube oil system, causing the low lube oil pressure alarm. Rectified by ship's force, repair completed on 16 July, and the COTP order was lifted. Case Closed.

**Marine Casualty- Loss of Propulsion, M/V APL PHILIPPINES (16 July):** Vsl lost propulsion while docking at the APL terminal in Oakland. Cause was attributed to engine stalling at low RPMs at a dead slow bell. Dead slow ahead RPM's wre adjusted from 23 to 26 to correct stalling. Vsl departed San Francisco harbor on the 17th of July. Case Closed.

**Marine Casualty- Loss of Propulsion, T/V JACQUES JACOB (25 July):** 50NM SW of the San Francisco Sea Buoy. Vsl was conducting prearrival tests of main engine and switched from engine room to bridge control, upon restarting the main engine the #5 and #6 cylinders were not firing. The fuel cut out safety device on #5 and 6 cylinders had been activated cutting the fuel supply. Vsl's crew troubleshot and reset the safety devices in two hours. Possible cause was the safety device's sensitivity to temperature difference in the two fuels. Case Closed.

**Marine Casualty- Loss of Propulsion, T/V MAERSK JEWEL (27 July):** Vsl lost propulsion while 38NM SW of the San Francisco Sea Buoy. A substantial fuel leak developed from an O-ring on a fuel oil valve, and the main propulsion plant was stopped to conduct repairs. COTP order issued for transit to Stockton and provide a class report attesting to repairs. COTP order lifted. Case Closed.

**Marine Casualty- Loss of Propulsion, M/V MAUI (27 July):** Vsl lost propulsion while outbound of Oakland Estuary near Berth 60. Cause of casualty was a failed bus tie breaker supplying power from the main diesel generator. Vsl dropped anchor, and was towed back to berth by three tugs. COTP order issued to remain at Berth 68 until replacement of the damaged bus tie breaker. Bus tie breaker replaced on July 30, COTP order lifted. Case Closed.



**Marine Casualty- Loss of Propulsion, M/V MAERSK PHUKET (29 July):** Vsl lost propulsion while inbound Oakland Estuary near Berth 40. COTP order issued until cause of failure determined. Main engine failed to start in astern mode while in bridge control. Repairs made, vessel's class report received August 30th, COTP order lifted. Case Pends.

**Marine Casualty- Loss of Propulsion, M/V APL KOREA (30 July):** Vsl lost propulsion while inbound San Francisco Harbor near Pier 39. Three tugs arrived on scene and towed the vsl to Anchorage 7. Cause of casualty was attributed to a mechanical failure of the camshaft. Repairs were effected, and vsl was shifted to Oakland Berth 62. Case Pends.

### **VESSEL SAFETY CONDITIONS**

**Marine Casualty- Firefighting Procedures, M/V PROGRESS II (07 July):** During a Non-Priority Vessel inspection, the crew of the vsl failed two consecutive fire drills, and several temporary repairs in the engine room were unsatisfactory. A COTP order was issued to detain the vsl until repairs were complete, and a successful fire drill could be conducted. On June 9th, crew of vsl passed fire drill. On June 11th, cleared deficiencies and lifted COTP order. Case Closed.

### **GENERAL SAFETY/SECURITY CASES**

**COTP Order - Pending Crew Control Security Plan, T/V HORIZON THEONI, (21 July):** Customs and Border Patrol requested a COTP order to provide crew security. COTP order issued to vsl requiring an updated security plan and four armed guards while berthed in Crockett, Ca. COTP order lifted when vsl transited out of San Francisco Bay on 26 July. Case Closed.

**COTP Order - Pending Interim Operating Authorization Letter, M/V BOSPORUS BRIDGE, (22 July):** This vsl's interim operating authorization letter has lapsed and a COTP order was issued requiring a tug escort while transiting into, out of, and around San Francisco Bay. Case Pends.

**COTP Order - Pending Interim Operating Authorization Letter, M/V ANTONIA SCHULTE, (23 July):** This vsl's interim operating authorization letter has lapsed and a COTP order was issued requiring a tug escort while transiting into, out of, and around San Francisco Bay. Case Pends.

### **NAVIGATIONAL SAFETY**

**Navigation Safety - LOD RADAR, M/V OCEAN ID (06 July):** Vsl requested an inbound LOD due to one inoperable ARPA radar. On July 9th a tech report was received stating the radar was operational, LOD lifted. Case closed.

### **SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES**

**NONE TO REPORT**

### **SIGNIFICANT PORT SAFETY INFORMATION OR EXERCISES**

**NONE TO REPORT**

# USCG SECTOR SAN FRANCISCO

## PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

August-09

### PORT SAFETY CATEGORIES

Total Port Safety (PS) Cases opened for the period:

19

1. Total Number of Port State Control Detentions for period:

2

SOLAS (0), MARPOL (0), ISM (0), ISPS (2)

2. Total Number of COTP Orders for the period:

0

Navigation Safety (0), Port Safety & Security (0), ANOA (0)

3. Marine Casualties (reportable CG 2692) within SF Bay: Allision (1), Collision (0), Fire (0), Grounding (2),

14

Sinking (1), Steering (0), Propulsion (9), Personnel (1), Other (0)

4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation:

2

Radar (1), 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:

1

6. Significant Waterway events or Navigation related cases for the period:

0

7. Maritime Safety Information Bulletins (MSIBs):

0

### MARINE POLLUTION RESPONSE

Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period

32

\* Source Identification (Discharges and potential Discharges):

#### TOTAL VESSELS

Commercial Vessels

6

Public Vessels (Military)

1

Commercial Fishing Vessels

0

Recreational Vessels

8

#### TOTAL FACILITIES

Regulated Waterfront Facilities

0

Other Land Sources

6

#### TOTAL UNKNOWN/UNCONFIRMED

#### \*Spill Information

Pollution Cases Requiring Clean-up

9

Federally Funded Cases

3

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

32

1. Spills < 10 gallons

6

2. Spills 10 - 100 gallons

3

3. Spills 100 - 1000 gallons

3

4. Spills > 1000 gallons

0

5. Spills - Unknown

20

#### TOTAL OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES:

1622

1. Estimated spill amount from Commercial Vessels:

126

2. Estimated spill amount from Public Vessels:

0.1

3. Estimated spill amount from Commercial Fishing Vessels:

0

4. Estimated spill amount from Recreational Vessels:

494

5. Estimated spill amount from Regulated Waterfront Facilities:

0

6. Estimated spill amount from Other Land Sources:

1001

7. Estimated spill amount from Unknown sources:

1

#### TOTAL PENALTY ACTIONS:

2

Civil Penalty Cases for Period

0

Notice of Violations (TKs)

2

Letters of Warning

0

## SIGNIFICANT PORT SAFETY AND SECURITY CASES

### MARINE CASUALTIES - PROPULSION/STEERING

**Marine Casualty- Loss of Propulsion, ITB MOKU PAHU (2 August):** Vsl lost propulsion on STBD engine while underway to San Francisco Harbor. Cause of casualty was a failed cylinder liner that led to an increase in crankcase pressure. COTP order issued, requires vsl to transit into San Francisco Bay with a one tug escort. Received report from vsl's class society stating STBD engine was fixed on August 11th, COTP order lifted. Case Closed.

**Marine Casualty- Loss of Propulsion, T/V STENA VISION (04 August):** While transiting in inbound to SF bay, starboard engine failed to start in astern mode during the pre-arrival test. COTP order was issued for a two tug escort to Anchorage 9 to address problem. Engine failed to start due to fuel rack feed back sensor providing a faulty signal to the governor. Report stated that flange connecting the sensor and the governor had fractured. The port engine was checked and had similar fracture in the coupling, which was also repaired. Case Pends

**Marine Casualty- Loss of Propulsion, M/V HANJIN NEWPORT (10 August):** Vsl's engine was stopped for 5 minutes while pilot boarded during inbound transit to SF Bay. The subsequent engine start resulted in a momentary engine run before it stopped. COTP order was issued and vsl transited with tug escort to Oakland berth 56. Engine failure was due to rise in MDO temperature on the hot engine and associated drop in viscosity during the engine stopped period. COTP order was issued for the outbound transit requiring a one tug escort. The owner plans to install a fuel cooling heat exchanger to lower the temperature of the MDO. Case Pends

**Marine Casualty- Loss of Propulsion, Ferry Vessel MARE ISLAND (13 August):** While underway from Mare Island to San Francisco, the vsl's port programmable logic controller (PLC) failed. The PLC controlled the jet thrust nozzle, bucket, and steering nozzle. Vsl returned to dock without incident. Tech rep replaced port PLC, awaiting report. Case Pends.

**Marine Casualty- Loss of Propulsion, Ferry Vessel SAN FRANCISCO (13 August):** While underway from San Francisco to Larkspur, the vsl's clutch began to disengage from drive to neutral. 835 issued to vsl. Casualty arose from a loose wire in the electrical box that controlled the clutch. Received tech report stating wire was replaced, 835 rescinded. Case Closed.

**Marine Casualty- Personnel, Vessel Assist Vessel OLD RIVER (14 August):** Vsl allided with Dike 9 break wall, Mare Island at 9:45 PM while transiting out of Mare Island Straits resulting in an operator fatality. No

**Marine Casualty- Loss of Propulsion/Allision, Ferry Vessel ENCINAL (21 August):** While maneuvering outbound from Pier 39 to Sausalito with 90 people on board, the vsl lost propulsion and allided with the pier. Vsl subsequently moored up and disembarked all passengers, no injuries reported. A "No Sail" order was issued requiring vsl to remain at pier until loss of propulsion is identified. Case Pends.

**Marine Casualty- Loss of Propulsion, M/V TASMAN RESOLUTION (22 August):** Vsl lost power of main engine propulsion during transit to Anchorage 8. COTP order was issued for one tug escort within SF Bay. Discovered the fuel shut down valve for cylinders 3 and 4 of main engine indicated fault. It was also found that the solenoid coil of the fuel shut down valve was defective. Repairs were made using the ship's spare. Shut down valves for cylinders 1 & 2 and 5 & 6 were checked, tested and found operational by the attending Class Surveyor. COTP order was lifted on 28 August 2009. Case Pends.

**Marine Casualty- Loss of Propulsion, M/V KING DORIAN (24 August):** On 24 Aug 2009 at approx. 0123, while vessel was maneuvering on departure from Shell Martinez to Anchorage 9, the Main Engine experienced automatic stop due to loss of fuel pressure. COTP was issued directing the vessel to Anchorage 23 with tug escort. Vessel reported that the suction valve inlet of fuel oil supply pump No. 1 was left closed that caused the pressure to drop from normal operating pressure. The valve was placed to open condition and the main engine was reported functioning normal. Classification society oversaw the testing of bridge control and

**Marine Casualty- Loss of Propulsion, M/V HANJIN ELIZABETH (25 August):** Vsl experienced a loss of propulsion in the turning basin during transit out of Port of Oakland. COTP order was issued for vsl to return to berth with two tug assist. Loss of propulsion was due to a loose control air supply connection to the governor. The connection was tightened and control was regained. To prevent future loss of propulsion, Vsl class society issued a Condition of Class to replace all valves with the pneumatic engine control system and blow through (clean) all pipes to remove contamination. Replacement is to be completed by 26 October 2009 by attending Class Surveyor. COTP was issued requiring an outbound tug escort and was lifted on 27Aug2009. Case Pends

**Marine Casualty - Grounding, M/V SH GRACE (28 August):** While transiting to Sacramento, the vsl ran aground near light 50. COTP order issued for vsl to remain berthed until cause of casualty determined and a hull survey completed. Cause of casualty was a sheering to port side while transiting. COTP order lifted on the 29th of August. Case Pends.

**Marine Casualty - Grounding, M/V TASMAN RESOLUTION (28 August):** While transiting to San Francisco from Stockton, the vsl allegedly ran aground near light 34. Cause of grounding is pending investigation completion. Case Pends.

**Marine Casualty - Allision, M/V VOC ROSE (29 August):** While transiting to the Port of Stockton Berth #12, the vsl allided with a wooden piling used to support the pier. Cause of allision unknown. Case Pends.

### VESSEL SAFETY CONDITIONS

**COTP Order - Safety Deficiencies, M/V CIELO DI MONFALCONE (05 August):** COTP order issued due to unsatisfactory fire drills. Vsl crew completed satisfactory fire drills on the 10th of August, COTP order lifted. Case Closed.

**Marine Casualty- Firefighting Procedures, M/V C. EMERALD (19 August):** During an ISPS II inspection, the crew of the vsl failed two consecutive fire drills, and firefighting equipment was in disrepair. A COTP order was issued to detain the vsl until repairs were complete, and a successful fire drill could be conducted. Adequate fire drill was witnessed and repairs completed on August 21st, COTP order lifted. Case Closed.

### GENERAL SAFETY/SECURITY CASES

NONE TO REPORT

### NAVIGATIONAL SAFETY

**Navigation Safety - Rule 9 Violation, S/V BIANCA (20 August):** Vsl committed a rule 9 violation by almost crossing in front of the M/V ANL Binburra IVO Oakland outer harbor. S/V BIANCA turned away at the last second, before striking the ANL Binburra's STBD bow. Letter of Warning being prepared for owner of S/V BIANCA. Case Pending.

**Navigation Safety - LOD 3 CM RADAR, T/V CABO HELLAS (22 August):** Vsl was granted an inbound LOD for an inoperable 3 cm radar monitor. On August 24th a tech report was received stating that the monitor was repaired, LOD was lifted. Case Closed.

**Navigation Safety - LOD AIS, M/V TASMAN RESOLUTION (23 August):** Vsl was issued an inbound LOD for a malfunctioning AIS. Tech report received that AIS had been fixed and LOD lifted on August 28th. Case Closed.

### SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

**Tug WENONAH (August 17)** - A 100' tug sunk at Treasure Island Pier 1. Sector SF opened the fund for \$500,000 for clean up of the vsl. 1034 gallons of oil products were recovered from the vessel, including 466 gallons from on water recovery. 12 batteries were removed from the vsl as well as other various HAZMAT. Case Pends.

**Foss T/B fdh26-1 (26 August):** on 26Aug Sector San Francisco received a report of a vessel at Richmond Inner Harbor at IMTT facility. The barge discharged approx 170 gallons of hydraulic oil due to a ruptured line 115

**P/C CF2265GL (31 August):** A grounded 30' vsl was discharging gasoline in the Oakland/Alameda Estuary. Sector SF opened the fund for \$5000 to boom the vsl and mitigate the spill. Case Pends.

**SIGNIFICANT PORT SAFETY INFORMATION OR EXERCISES**

**NONE TO REPORT**

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

**Report of the  
U.S. Army Corps of Engineers, San Francisco District  
September 10, 2009**

**1. CORPS FY 2009 O&M DREDGING PROGRAM**

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

- a. **Main Ship Channel** – Dredging is completed. **Surveyed at the end of July and posted.**
- b. **Richmond Outer Harbor (and Richmond Long Wharf)** – Dredging is complete to -35 feet MLLW. **No Change.**
- c. **Richmond Inner Harbor** – Currently being dredged to -38 feet MLLW. Scheduled to be completed in August. **No Change.**
- d. **Oakland O & M Dredging** – **Dredging of the Outer Harbor began in July. Should be finishing soon.**
- e. **Suisun Bay Channel** – **Contract awarded August 31 to Dutra. Dredging scheduled to begin in September. Bullshead Shoal advanced maintenance to -37+2 is part of the same contract.**
- f. **Pinole Shoal** – **Same contract as Suisun. Advanced maintenance to -37+2 in selected locations.**
- g. **Redwood City/San Bruno Shoal** – **The Corps plans to dredge 85,000 cubic yards of material this September. Disposal is to be at Bair Island. Additional dredging via a new contract begins in October. Approximately 550,000 cy of sediment will be disposed at Hamilton and SF-11.**
- h. **San Leandro Marina Channel** - **On 20 Aug 09, the District awarded the contract to dredge the San Leandro Marina Channel. Dredging to -5+2(?) to begin October 1.**

**2. DEBRIS REMOVAL – JULY** - Total 52 tons: Raccoon 45 tons - on one day- Richmond Inner Harbor old Pier 23 collapse. The Pier was largely dilapidated prior to the collapse. It is possible it may have had help from a barge or a ship as there was little to no way that the dilapidated pier would have been able to support any real loads. Grizzly 7 tons

**AUGUST** - Total 13 tons: Raccoon 10 tons - only one day underway last month. Grizzly 3 tons.

	Grizzly	Raccoon	Other	Total						
September			26		26					
October	20.50		6		27					
November			5		5					
December			12		12					
Jan. 2009	25		15	5	45					
Feb. 2009	2		8	2	12					
March	26		25		51					
April	11		15		26					
May	4.5		12		17					
June	9		23	5	37					
July	7		45		52					
August	3		10		13					
Totals	107.00		202.00	12.00	323					

### 3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

**Oakland 50-ft Deepening Project** – The Outer Harbor deepening has been completed. The Inner Harbor deepening is still on-going and is scheduled to be completed this fiscal year. **No change.**

### 4. EMERGENCY (URGENT & COMPELLING) DREDGING

There has been no emergency dredging in FY 2009.

### 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. This project is moving forward. **No change.**

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. **No change.**

### 6. HYDROGRAPHIC SURVEY UPDATE

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

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

Main Ship Channel: Survey completed in **July** 2009 has been posted.

Pinole Shoal: **Post-dredge** surveys completed in **July** 2009 have been posted.

Suisun Bay Channel, New York Slough: Surveys completed in March 2009 have been posted.

Bull's Head Channel: **August condition survey has been posted.**

Redwood City: Survey completed in May 2009 has been posted.

San Bruno Shoal: Surveys completed in May 2009 have been posted.

Oakland Entrance Channel and Inner Harbor: Surveys completed in **July** 2009 have been posted.

Brooklyn Basin South Channel (Inner Harbor) - Surveys completed in March 2009 have been posted.

Oakland Outer Harbor: Surveys completed in March 2009 have been posted.

Southampton Shoal and Richmond Long Wharf: Surveys completed in **July** 2009 have been posted.

Richmond Inner Harbor: **Surveys completed in May and June 2009 have been posted.**

North Ship Channel: Surveys completed April 2009 have been posted.

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

San Rafael Creek and San Rafael Across the Flats: Surveys completed April and May 2009 have been posted.

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

Mare Island Strait Channel: Surveys completed in August 2008 have been posted.

Alameda Naval Station Survey (Alameda Point Navigation Channel): Survey completed in May 2009 has been posted.

Disposal Site Condition Surveys:

SF-09 (Carquinez) and SF-10 (San Pablo Bay) **July** 2009 surveys have been posted.

**SF-11 (Alcatraz): The August 2009 survey has been posted. This survey indicates the depth on the south side of the disposal site is now at -31.3 feet MLLW (-30.8 in July); indicating continuing dispersion of sediment.**





---

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 10, 2009

- ✎ In July the clearinghouse contacted OSPR 2 times regarding any possible escort violations.
- ✎ In August the clearinghouse did not call OSPR regarding any possible escort violations.
- ✎ In July the clearinghouse did not receive any notifications of any vessels arriving at the Pilot Station without escort paperwork.
- ✎ In August the clearinghouse did not receive any notifications of any vessels arriving at the Pilot Station without escort paperwork.
- ✎ The Clearinghouse has contacted OSPR 7 times 2009 about possible escort violations. The Clearinghouse called 4 times 2008; 9 times in 2007; 9 times in 2006; 16 times in 2005; 24 times in 2004; twice in 2003; twice in 2002; 6 times in 2001; 5 times in 2000.
- ✎ In July there were 91 tank vessels arrivals; 3 Chemical Tankers; 5 Chemical/Oil tankers; 23 Crude Oil Tankers; 1 LPG; 20 Product tankers, and 39 tugs with barges.
- ✎ In July there were 285 total arrivals.
- ✎ In August there were 109 tank vessels arrivals; 10 Chemical Tankers, 8 Chemical/Oil Tankers, 20 Crude Oil Tankers, 3 LPG's, 28 Product Tankers, and 40 tugs with barges.
- ✎ In August there were 297 total arrivals.

# San Francisco Bay Clearinghouse Report For July 2009

## San Francisco Bay Region Totals

			<u>2008</u>	
Tanker arrivals to San Francisco Bay	52		73	
Barge arrivals to San Francisco Bay	39		38	
Total Tanker and Barge Arrivals	91		111	
Tank ship movements & escorted barge movements	342		259	
Tank ship movements	168	49.12%	195	75.29%
Escorted tank ship movements	84	24.56%	98	37.84%
Unescorted tank ship movements	84	24.56%	97	37.45%
Tank barge movements	174	50.88%	64	24.71%
Escorted tank barge movements	82	23.98%	26	10.04%
Unescorted tank barge movements	92	26.90%	38	14.67%

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

Escorts reported to OSPR 2 2

<b>Movements by Zone</b>	<b>Zone 1</b>	<b>%</b>	<b>Zone 2</b>	<b>%</b>	<b>Zone 4</b>	<b>%</b>	<b>Zone 6</b>	<b>%</b>	<b>Total</b>	<b>%</b>
Total movements	186		318		0		151		655	
Unescorted movements	83	44.62%	164	51.57%	0	0.00%	74	49.01%	321	49.01%
Tank ships	54	29.03%	83	26.10%	0	0.00%	31	20.53%	168	25.65%
Tank barges	29	15.59%	81	25.47%	0	0.00%	43	28.48%	153	23.36%
Escorted movements	103	55.38%	154	48.43%	0	0.00%	77	50.99%	334	50.99%
Tank ships	55	29.57%	82	25.79%	0	0.00%	37	24.50%	174	26.56%
Tank barges	48	25.81%	72	22.64%	0	0.00%	40	26.49%	160	24.43%

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 2009

## San Francisco Bay Region Totals

			<u>2008</u>	
Tanker arrivals to San Francisco Bay	69		65	
Barge arrivals to San Francisco Bay	40		43	
Total Tanker and Barge Arrivals	109		108	
Tank ship movements & escorted barge movements	376		338	
Tank ship movements	206	54.79%	192	56.80%
Escorted tank ship movements	91	24.20%	85	25.15%
Unescorted tank ship movements	115	30.59%	107	31.66%
Tank barge movements	170	45.21%	146	43.20%
Escorted tank barge movements	67	17.82%	65	19.23%
Unescorted tank barge movements	103	27.39%	81	23.96%

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

Escorts reported to OSPR 0 0

<b>Movements by Zone</b>	<b>Zone 1</b>	<b>%</b>	<b>Zone 2</b>	<b>%</b>	<b>Zone 4</b>	<b>%</b>	<b>Zone 6</b>	<b>%</b>	<b>Total</b>	<b>%</b>
Total movements	215		362		0		167		744	
Unescorted movements	111	51.63%	210	58.01%	0	0.00%	88	52.69%	409	54.97%
Tank ships	77	35.81%	113	31.22%	0	0.00%	42	25.15%	232	31.18%
Tank barges	34	15.81%	97	26.80%	0	0.00%	46	27.54%	177	23.79%
Escorted movements	104	48.37%	152	41.99%	0	0.00%	79	47.31%	335	45.03%
Tank ships	59	27.44%	91	25.14%	0	0.00%	39	23.35%	189	25.40%
Tank barges	45	20.93%	61	16.85%	0	0.00%	40	23.95%	146	19.62%

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 2009

## San Francisco Bay Region Totals

			<u>2008</u>	
Tanker arrivals to San Francisco Bay	546		769	
Barge arrivals to San Francisco Bay	343		474	
Total Tanker and Barge Arrivals	889		1,243	
Tank ship movements & escorted barge movements	3,021		4,045	
Tank ship movements	1,677	55.51%	2,417	59.75%
Escorted tank ship movements	787	26.05%	1,143	28.26%
Unescorted tank ship movements	890	29.46%	1,274	31.50%
Tank barge movements	1,344	44.49%	1,628	40.25%
Escorted tank barge movements	599	19.83%	712	17.60%
Unescorted tank barge movements	745	24.66%	916	22.65%

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

Escorts reported to OSPR 7 4

<b>Movements by Zone</b>	<b>Zone 1</b>	<b>%</b>	<b>Zone 2</b>	<b>%</b>	<b>Zone 4</b>	<b>%</b>	<b>Zone 6</b>	<b>%</b>	<b>Total</b>	<b>%</b>
Total movements	1,787		2,871		0		1,341		5,999	
Unescorted movements	877	49.08%	1,553	54.09%	0	0.00%	675	50.34%	3,105	51.76%
Tank ships	579	32.40%	881	30.69%	0	0.00%	305	22.74%	1,765	29.42%
Tank barges	298	16.68%	672	23.41%	0	0.00%	370	27.59%	1,340	22.34%
Escorted movements	910	50.92%	1,318	45.91%	0	0.00%	666	49.66%	2,894	48.24%
Tank ships	524	29.32%	766	26.68%	0	0.00%	319	23.79%	1,609	26.82%
Tank barges	386	21.60%	552	19.23%	0	0.00%	347	25.88%	1,285	21.42%

### 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 - AUGUST COMPARISON

#### VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
AUGUST 1 - 31, 2008	245	97	39.59
AUGUST 1 - 31, 2009	212	92	43.4

#### CRUDE OIL / PRODUCT TOTALS

	Crude Oil ( D )	Crude Oil ( L )	Overall Product ( D )	Overall Product ( L )	GRAND TOTAL
AUGUST 1 - 31, 2008	12,890,000		19,134,270	12,204,685	31,338,955
AUGUST 1 - 31, 2009	9,405,000	555,000	18,269,000	8,075,854	26,344,854

#### OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
AUGUST 1 - 31, 2008	1	1	0	2	Crude Import / 5 gal
AUGUST 1 - 31, 2009	0	1	0	1	Other / 115 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 - JULY COMPARISON

#### VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
JULY 1 - 31, 2008	241	132	54.77
JULY 1 - 31, 2009	236	117	49.58

#### CRUDE OIL / PRODUCT TOTALS

	Crude Oil ( D )	Crude Oil ( L )	Overall Product ( D )	Overall Product ( L )	GRAND TOTAL
JULY 1 - 31, 2008	15,150,000		21,254,993	12,827,512	34,082,505
JULY 1 - 31, 2009	11,506,500	527,000	18,473,310	9,451,323	27,924,633

#### OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
JULY 1 - 31, 2008	0	0	0	0	0
JULY 1 - 31, 2009	0	0	0	0	0

\*\*\* Disclaimer:

Please understand that the data is provided to the California State Lands Commission from a variety of sources; the Commission cannot guarantee the validity of the data provided to it.

# Harbor Safety Committee San Francisco Bay Region



**Port of Oakland**  
September 10, 2009

California Environmental Protection Agency



**Air Resources Board**

# Background

- **Follow-up from August Harbor Safety Committee Meeting- Navigation Subcommittee to provide information on two exemption provisions**
  - **Safety Exemption**
  - **Essential Modifications Exemption**
- **Information included in Marine Notice 2009-2, issued May 7, 2009**  
**<http://www.arb.ca.gov/ports/marinevess/ogv.htm>**



# Regulation Provides a Safety Exemption

- **Safety exemption applies if**
  - The master determines that compliance would endanger the safety of the vessel, crew, cargo or passengers
  - Due to severe weather conditions, equipment failure, fuel contamination, or other extraordinary reasons beyond the master's reasonable control
- **Safety exemption applies only as long and to the extent necessary to secure safety**
  - Master takes all reasonable precautions after the incident to avoid or minimize repeated claims of exemption
  - Master notifies ARB of a safety exemption claim within 24 hours and submits documentation to establish condition within 4 working days after incident ends

# Industry Use of Safety Exemption

- 3 vessels have requested and have been granted a safety exemption
  - Insufficient fuel quantity due to delay (7/2/09)
  - Fuel leakage in fuel system (8/9/09)
  - Auxiliary boiler operation problems (8/24/09)

# Regulation Provides an Essential Modifications Exemption

- **This provision is granted when vessel operators/owners demonstrate that they cannot meet the fuel requirements without “essential modifications” to the vessel**
  - Regulation provides a definition of an “Essential Modification”
  - Exemption is granted by ARB based on a demonstration of need
  - Vessels must meet operational requirements of exemption

# Definition of an “Essential Modification”

- **“Essential Modification” means**
  - The addition of new equipment or replacement of existing components with modified components
  - That can be demonstrated to be necessary to comply with the regulation
- **Essential modifications do not include:**
  - Changes that are made for convenience or automation
  - Replacement of components that would be replaced in the absence of this regulation
  - Additional tankage is considered essential only if it has insufficient capacity for a complete voyage within CRW

# Essential Modifications Exemption Demonstration of Need

- **The owner/operator provides an Essential Modification Report (or Application) at least 45 days prior to a vessel's first visit**
- **The Essential Modification Report (Application)**
  - Identifies the specific essential vessel modifications
  - Demonstrates that modifications to the vessel are necessary to meet the fuel requirements
  - Identifies the maximum extent to which the vessel can meet the requirements without modifications
- **ARB has 30 days to act on application and may request additional information with an additional review period**

# Essential Modifications Exemption Applications Summary

- **Majority of applications are for tankers**
  - Large boilers used to drive steam turbines for offloading crude
  - Small number of unique configurations
    - main engines used to offload crude
    - limited tankage
  - Some tanker applications include all regulated equipment: auxiliary boilers, auxiliary engines and main engines

# Essential Modifications Exemption Applications Summary

(Vessel Totals for Each Type of Equipment)

Status	Number of Vessels	Main Engines Only	Aux Boilers and Main Engines	Aux Boilers Only
Open Applications	168	5	54	109
Completed	159	2	6	151
Total	327	7	60	260

- All completed applications for large, steam atomized tanker auxiliary boilers were approved (157)

- Completed applications with main engine requests
  - 6 approved (insufficient tankage)
  - 2 denied (finding of sufficient tankage)

# Contact Information

**Bonnie Soriano**  
**(Lead Staff)**  
**(916) 327-6888**  
**bsoriano@arb.ca.gov**

**Peggy Taricco**  
**(Manager)**  
**(916) 323-4882**  
**ptaricco@arb.ca.gov**

**Paul Milkey**  
**(Staff)**  
**(916) 327-2957**  
**pmilkey@arb.ca.gov**

**Dan Donohoue**  
**(Branch Chief)**  
**(916) 322-6023**  
**ddonohou@arb.ca.gov**

<http://www.arb.ca.gov/marine>





Western States Petroleum Association  
Credible Solutions • Responsive Service • Since 1907

9/2/2009

Ms. Joan Lundstrom/Captain John Strong  
Chairs, San Francisco/LA-LB Harbor Safety Committees

**Re: Low Sulfur Fuel Switching Safety Concerns due to CARB Main Engine Rule**

Dear Ms. Lundstrom and Captain Strong:

The Western States Petroleum Association (WSPA) is a non-profit trade organization representing companies that explore for, produce, refine, distribute and market petroleum and petroleum products in California and in five other western states. Our member companies represent the majority of tank vessel operators and marine oil terminals in all California ports. We appreciate the opportunity to express our concern regarding the potential for a serious deep draft navigation casualty with the potential for loss of life or a catastrophic environmental incident. This significant safety risk is a result of the July 1, 2009 implementation of the California Air Resources Board (CARB) Main Engine Rule. This rule requires ocean-going vessels to switch to low sulfur MDO or MGO within 24 nautical miles of the California coast.

WSPA has historically been and continues to be supportive of clean air initiatives in the State of California and has a track record of working closely with CARB on clean air policies. The development of the CARB Main Engine Rule was no different. We applaud CARB for its efforts to mitigate air emissions from marine vessels which are expected to result in substantial reductions of particulate matter (PM), NOX and SOX along the California coast. The rule is ambitious and, with the exception of timing, in line with future USEPA and IMO policy.

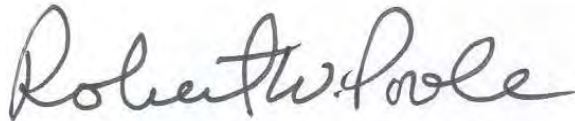
WSPA is deeply concerned about the potential unintended consequences of premature implementation of this rule. Specifically, WSPA believes that the probability of a main engine failure due to this rule could result in a significant vessel casualty. This has been clearly demonstrated by a dramatic increase in main engine propulsion failures during the month of July 2009. Another concern with the main engine rule is the requirement to operate boilers on distillate fuel; the majority of boilers on tank vessels are not designed to operate on distillate fuel. If boilers are operated on distillate it could lead to an increased risk of furnace explosion.

At the August 12, 2009 San Francisco Harbor Safety Committee Navigation Work Group meeting, these concerns and others were voiced by numerous vessel operators. Based on this testimony and the facts presented at the Aug. 12 meeting, WSPA feels that the quick

implementation of this rule poses significant risk for a major incident in or near a California port. While we believe the issues identified with fuel switching can be overcome with proper analysis and engine modifications, this analysis requires time. We request the support of the San Francisco and Los Angeles/Long Beach Harbor Safety Committees in providing ocean-going vessel operators immediate relief from the regulatory requirement of operating ships main engines and boilers in a high risk mode. We suggest that the monetary and legal sanctions against vessels be temporarily lifted for one year until October 1, 2010. This will allow the operators of regulated vessels to implement the lessons learned over the past couple of months. This will also allow ship owners to develop procedures and modify equipment without the threat of regulatory retaliatory measures.

Thank you in advance for your consideration of our request.

Respectfully,

A handwritten signature in black ink that reads "Robert W. Poole". The signature is written in a cursive, flowing style.

**Bob Poole**  
Senior Coordinator

CC:  
COTP Sector San Francisco  
COTP Sector LA/LB  
Steve Edinger, OSPR





September 9, 2009

Ms. Joan Lundstrom/Captain John Strong  
Chairs, San Francisco/LA-LB Harbor Safety Committees

**Re: Low Sulfur Distillate Fuel Safety Concerns Resulting from CARB Regulation**

Dear Ms. Lundstrom and Captain Strong:

The Pacific Merchant Shipping Association (PMSA) represents ocean-carrier lines and terminal operators at the west coast ports of the United States. We have been involved in the development of the California Air Resources Board low-sulfur distillate fuel regulation from the outset. Throughout that process we have submitted comments regarding our concerns about the possible safety implications of the regulation. PMSA has also been a strong advocate for the implementation of these types of regulation at the national and international level. We also worked closely with the Ports of Los Angeles and Long Beach in implementing a voluntary fuel switching program with the goal of making the transition easier by gaining valuable experience prior to the implementation of current regulation. It is from this perspective that we wish to take this opportunity to express our concern to the Harbor Safety Committees regarding the recent incidents resulting from the use of low-sulfur distillate fuels at the San Francisco and San Pedro Bay ports and suggest a way forward to reduce that risk.

PMSA has historically been and continues to be supportive of clean air initiatives, we are proud of the record of our member companies in voluntarily taking the lead in implementing measures to reduce air emissions. Those efforts have included the use of low-sulfur fuels, voluntary speed reductions, use of shore-side power, and other technologies. We have opposed the enactment of this regulation to the extent that the State of California has inappropriately asserted extra-territorial authority over vessels involved in interstate and foreign trade outside of state waters. Instead we have strongly supported the efforts of U.S. EPA and the International Maritime Organization (IMO) that is expected to result in a much more comprehensive Emission Control Area for all United States and Canada ports, that will have the same fuel requirements but greater emission benefits.

Based on the reports of propulsion issues raised in recent Harbor Safety Committee meetings, PMSA is deeply concerned about the potential unintended but foreseeable consequences resulting from the implementation of this rule. Specifically, PMSA believes that any increased risk of a vessel incident resulting from a main engine failure or faulty engine performance is unacceptable. Our concern has only been heightened by the dramatic increase in main engine propulsion issues that have occurred since the implementation of the regulation. We were particularly distressed to learn that CARB was

aware of boilers that were unsafe to operate on distillate fuel, and had actually issued essential modification exemptions, but had taken no steps to inform the vessel operators of boilers that are not designed to operate on distillate fuel. The potential risk of a boiler explosion should have been made public and blanket exemptions provided as soon as those boilers were identified.

At the August 12, 2009 San Francisco Harbor Safety Committee Navigation Work Group meeting, these concerns and others were voiced by numerous vessel operators. Based on this testimony and the facts presented at the August 12 meeting, PMSA would suggest that the Harbor Safety Committees urge CARB to suspend issuance of violations and collection of non-compliance fees until the increased risks are fully evaluated and resolved. In the interim, CARB should use the inspection, record keeping and reporting mechanisms created to support the regulation as an opportunity to collect data with the goal of minimizing risks until there is some certainty that the implementation of this rule does not pose a significant risk for a major incident in or near a California port. CARB should, in cooperation with the Harbor Safety Committees, the U.S. Coast Guard, engine and boiler manufactures, and fuel providers, create a forum to disseminate the lessons learned to the vessel operators in a timely and effective manner. We believe that better understanding of the issues identified with the use of low-sulfur distillate fuel and fuel switching can be overcome with proper analysis and vessel modifications.

We recognize that this process will take time and we are not advocating that the Harbor Safety Committees request the suspension of the regulation, only for a more careful and considered implementation process that is based on the actual experience of the vessels, with the goal of minimizing risk by not punishing prudent measures taken to protect the safe operation of the vessel. This will allow the operators of regulated vessels to implement the lessons learned while continuing to reduce air emissions where it is safe to do so.

Thank you in advance for your consideration of our request. If you have additional questions or suggestions, please feel free to contact me at (562) 377-5671 (office), (310) 918-3535 (mobile), or by e-mail at [tgarett@pmsaship.com](mailto:tgarett@pmsaship.com).

Sincerely,

A handwritten signature in black ink that reads "T.L. Garrett". The signature is written in a cursive style with a large, prominent "T" and "G".

T.L. Garrett  
Vice President

Dredge Issues Work Group Report

The official name of the Dredge Issues Work Group is "Dredge Issues Group"  
**"DIG"**.

The work group met twice since the last Harbor Safety Committee meeting, August 6 and August 31.

The DIG discussed hydrographic surveys and the ACE's migration from single beam to multibeam survey technology. ACE acquired multibeam survey equipment and is in the process of calibrating it before publishing surveys with the new technology. NOAA Response Team 6 (NRT6) presently has this technology in the bay and offered up their boat and equipment to work in concert with ACE while they test and prepare to implement it.

At the first meeting LTC Don Davis, ACE, requested that DIG determine which channels be surveyed first with the multibeam technology. ACE intends to work with the marine community to resolve how we use the new data and work through concerns that may arise between the old and new systems. This work has not yet been completed.

The group requested that ACE develop a list of surveyed channels so that each channel could be reviewed for frequency of surveys and better utilize ACE's equipment going forward.

Rob Lawrence, ACE, was tasked with developing flow charts in order for the group to better understand the process required for annual maintenance dredging from cradle to grave.

DIG reviewed the authorized navigation channels in the Bay to determine if realignment of existing channels is warranted in order to take advantage of naturally deep water and reduce the amount of dredge maintenance. At the August 31 meeting we met in Hercules and reviewed San Bruno Shoal, Redwood City, Oakland, Southhampton Shoal, Richmond, North Ship, Pinole Shoal, Bulls Head and Avon to NY Point, channels and identified a number of areas for improvement.

The next step in the process for eventual realignment and maintenance is a letter to LTC Farrell, the district commander, requesting ACE to review the channels.

Respectfully,  
Marc Bayer

# PORTS Expansion Status Report

---

*September 10, 2009 San Francisco Harbor Safety Committee Meeting*

The possible 6 expansion sites are listed below. All the wind bird locations will likely also have air temperature and barometric pressure. One contractor will do the 5 wind bird installation. Once all 5 sites are located he will come out and confirm what needs to be order to complete the installation. We expect to be at or under budget but this cannot be confirmed until after all sites are located.

The Martinez Tide station funds are allocated and if we go over budget there will be 4 wind birds instead of 5 installed.

1. New York Point / Pittsburg Wind Bird – Still looking for a suitable site.
2. Martinez 5 (Amorco) Tide Station – NOAA will install the station. The paperwork to do the work is working through government channels.
3. Rodeo 3-5 (Oleum) Wind Bird – Proposed location at the upriver inshore corner of the dock. The Refinery is checking on requirements for the location.
4. Richmond Inner Harbor Wind Bird – Proposed location Identified at the top of the large cement warehouse at Point Potrero Turn.
5. San Francisco Pier 27/29 Wind Bird – Proposed location identified at the face of the pier just inside the security fence.
6. Oakland Outer Harbor – The Pilots and the Port of Oakland are looking for a location that is workable for the Port and will give the Pilots useful information.