

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 13, 2012

Port of Oakland Exhibit Room, 530 Water St, Oakland, California

Capt. Lynn Korwatch (M), Marine Exchange of the San Francisco Bay Region (Marine Exchange), Chair of the Harbor Safety Committee (HSC); called the meeting to order 1007.

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

Committee members (M) and alternates(A) in attendance with a vote: **Capt. Esam Amso** (M), Valero Marketing and Supply Co.; **Lt Col. John Baker**, US Army Corps of Engineers (USACE); **Shawn Bennett** (A), Baydelta Maritime; **John Berge** (M), Pacific Merchant Shipping Association (PMSA); **Margot Brown** (M), National Boating Federation; **Ron Chamberlain** (M), Port of Benicia; **Capt. Andy Cook** (M), Chevron Shipping Company; **Capt. Tom Doughery** (M), Blue & Gold Fleet; **Capt. Jay Jewess**, United States Coast Guard (USCG); **Carol Keiper** (A), Oikonos Ecosystem Knowledge; **Capt. George Livingstone** (A), San Francisco Bar Pilots; (Bar Pilots); **Jim McGrath** (M), Bay Conservation and Development Commission, (BCDC); **William Nickson** (A), Transmarine Navigation; **Chris Peterson** (M), Port of Oakland; **Capt. Ray Shipway** (A), Masters Mates and Pilots; **Rich Smith** (M), Westar Marine Services; **Gerry Wheaton**, National Oceanic and Atmospheric Administration (NOAA).

The meetings are always open to the public.

Approval of the minutes

Corrections to some USCG titles and names were submitted by Sean Kelley USCG.

A motion to accept the minutes, as corrected, of the meeting of July 12 was made and seconded. The minutes passed without dissent.

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Comments by Chair – Capt. Korwatch

- **Capt. Korwatch** introduced Patricia Strobel from the Maine Exchange who was taking the meeting minutes.

Coast Guard Report – Capt. Jay Jewess

- America's Cup World Series was held August 21 -26, 2012. From a safety standpoint all went as well as expected. There were no major complaints. There were about 150,000 spectators and hundreds of vessels. The next races are October 4 – 7, 2012.
- Richmond refinery fire had a large impact on oil shipments. Refined products only are now being transported to the Richmond terminal. The fire was well contained with the refinery.
- NOAA is working to operationalize recommendations on how to minimize whale strikes
- Coast Guard subcommittee with NOAA and the State are focusing on communication efforts with regards to the handling of tsunami debris.
- San Francisco Harbor Safety Statistics read by Lt. Davis. Attached to minutes.

Question from the audience was asked whether ground in Suisun Bay was in navigational channel. Lt. Davis advised she was unsure but would check.

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

- **Lt. Colonel John Baker** said he is originally from Texas. He was commissioned in 1995 and has served in a variety of engineer district and troop unit assignments across the U.S. and through three combat tours in Afghanistan and Iraq. He has 17 years of Army history.
- **Jessica Burton Evans** read from attached report to minutes.
- Question from public asked when the survey update for bulls Head channel was anticipated. Jessica Evans responded that she will get back to him.

Harbor Safety Committee

of the San Francisco Bay Region

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

Clearing House Report – Alan Steinbrugge

- In August OSPR was contacted one time. **Alan Steinbrugge** read from report attached to minutes.

OSPR Report – Captain Jeff Cowan

- **Captain Cowan** read from a report that is attached to the minutes.

Question was asked if all ships had a US Coast Pilot on board. Capt. Cowan replied no, vessels carry either the Coast Pilot or the British Admiralty Sailing Directions. There is a failure to communicate directly about fuel switching because of carriage requirements.

He advised that information goes out via email. If they conduct a trial, they can rectify the situation before they come to CA.

USCG Cmdr. Tama said that ships know refuel best practices. A recent case in August a vessel had tremendous trouble switching fuel. Getting folks to understand how important best practices are is key.

Capt. Cullen, OSPR Administrator, advised the new OSPR Deputy Administrator is Yvonne Addassi who has 20 years of experience at OSPR in the scientific branch. Capt. Cullen said they are 2/3 of the way having full OSPR leadership in place. Capt. Cullen advised that due to travel restrictions no OSPR personal from Sacramento will be attending Prevention First in Long Beach. Capt. Cullen noted that the California HSC chairs meeting scheduled for Long Beach after Prevention First has been postponed. Sixty percent of response time is spent on the inland spill response program. Capt. Cullen There is not a steady stream of fee collections. Replenishment occurs through legal settlements.

A question from the audience asked if OSPR's funding came from the State general fund. Capt. Cullen replied the OSPR funding came from a per barrel tax not the state general fund.

Harbor Safety Committee

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Capt. Cullen swore in Capt. Tom Dougherty (primary) and Capt. Peter Belden (alternate) for a 3 year term in the HSC Ferry Operators seat.

NOAA – Gerry Wheaton

Weather Report provided the National Weather Service was read aloud. The National Weather Service will make a presentation at the November 8 HSC meeting on the winter weather and El Nino.

There is a new APP from Intellicast that provides a weather overlay using the nautical chart as a base map.

Lorenzo Looper Metro Cruise Services advised that at future HSC meeting they will provide a Pacific Rim map of confirmed debris areas in California. As of yet, no debris from the Japan earthquake and tsunami has been confirmed in California. Reports that **Looper** receives will be distributed at HSC meeting.

Question was asked how do you confirm debris? **Looper** advised the first responder reports to NOAA then NOAA does the analysis.

Capt. Korwatch asked how long does NOAA require determining where and when debris originated.

Capt. Jeff Cowan advised they located a soccer ball with a name on it. That was how they validated this. It is not an easy task. There is no set time frame. **Jessica Burton Evans** asked if there is a plan or discussion about intercepting debris before it comes in. **Lorenzo Looper** said the main goal is to better define the information. Coast Guard and NOAA are coordinating with other agencies, local vendors and salvagers.

- Wheaton advised the West Coast Fisheries and Sanctuaries are working on whale strikes and vessel routing information around SF Bay and Southern California.

Harbor Safety Committee

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*Mandated by the California Oil Spill
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- NOAA is working on a real time Coast Pilot through web updates which will be updated within five days of a change. The East Coast will be first. Once the program is up and going Coast Guard Headquarters will review requirements. There may be a possibility of downloading sections specific to the areas being transited.

Question was asked who was issuing recommendations. **Gerry Wheaton** advised not sure but they work closely with the Sanctuary and Fisheries people. The only whales were seen in August.

- Wheaton advised that NOAA “Distances Between U.S. Ports” is now only available on the internet at: <http://www.nauticalcharts.noaa.gov/nsd/distances-ports>.

CA State Lands Commission Report – David Stephens.

- Read from a report attached to minutes.

Capt. Korwatch asked if there were any new trends as a result of the Chevron refinery fire. **David Stephens** advised Chevron is receiving gas oil but not crude oil, the same number of ships just different products.

Prediction and Mitigation of Passing Ship Interaction Effects – Scott Fenical, Coast and Harbor Engineering

- Coast & Harbor Engineering's (CHE) has offices in Seattle, Texas and Florida. They have extensive experience in analysis and predictions of vessel hydrodynamic effects from deep-draft vessels and fast-ferries on berthing areas, port structures and shorelines.

There is a growing concern over ship size in the Port of Oakland, original equations were developed based on lab data. Predictions were incorrect due to lack of many factors

CHE has performed hydrodynamic models load calculations. Impact analysis includes dynamic mooring analysis (mooring lines, bollards, fenders), shoreline

Harbor Safety Committee

of the San Francisco Bay Region

*Mandated by the California Oil Spill
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erosion, and habitat impacts. The hydrodynamic model can calculate detailed ship-induced water surface elevation fluctuations. At the Port of Oakland wave data was collected, different speeds noted and draw down effects noted. This work was done to assist with the larger vessel starting to call the Port of Oakland. They checked to see if existing moorings were still o.k. and helped confirm procedures for the safe transit of large vessels through the Port of Oakland.

Question was asked if ship crew handling the line was considered. **Scott Fenical** said that conservative assumptions that are made generally coordinate with everyone involved.

Capt. Amso asked if they looked at the mooring to if rusted or had issues.

Scott Fenical said they looked and also looked at terminal operation limits.

Lt. Colonel John Baker asked if there were rules of thumb to spot check designs. **Scott Fenical** said Optimoor software is a mooring analysis computer program .They are trying to simplify so it can be calculated in a software package. There are no rules of thumb.

Lt. Colonel John Baker asked what happens if you don't have enough money for authorized depth. How does that play into safety?

Scott Fenical said generally speaking practical concerns about maneuvering and dredging are looked at.

Capt. Korwatch asked if they are primarily looking at landside mooring lines, nylon rails and questioned if that has an impact.

Scott Fenical said yes. There are new thoughts about mooring configurations on ships in terms of mooring line technology and guidelines.

Jessica Burton Evans asked if a channel depth or berth depth was shallower, would forces increase? **Scott Fenical** said if it is a shallower depth and same vessel draft, yes.

Harbor Safety Committee

of the San Francisco Bay Region

*Mandated by the California Oil Spill
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Capt. George Livingstone advised the Port of Oakland funded a simulation study. CHE was brought in and came up with vital information and data that affected operating procedures on ships. It was a tremendous amount of effort.

Scott Fenical advised that the full version of the presentation will be presented at Prevention First.

Tug Work Group – Shawn Bennett

- October 9 is the next tug workgroup. The meeting will discuss Best Maritime Practices for Dead Ship Tows.

Navigation Work Group – Capt. Livingstone

- There was nothing to report.

Ferry Operations Work Group – Tom Doherty?

- There was nothing to report.

Dredge Issues Work Group – Capt. Esam Amso

- There was nothing to report.

PORTS Work Group – Chris Peterson

- There was nothing to report.

Prevention through People Work Group – Margot Brown

- The National Harbor Safety Meeting was held in Pennsylvania. There were 320 attendees 223 of which were Coast Guard personnel. There was relatively little representation of other Harbor Safety Committees. The theme was more maritime safety instead of marine safety. Vice Admiral Peter Neffenger made

Harbor Safety Committee

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opening remarks on maritime safety and communication safety concerns. There were six presentations for best HSC of the year. LA/LB presentation presented work done by SF HSC. Their video presentation indicated that the work was done with the SF HSC.

Capt. Korwatch commented that New York put together a video educating boaters and the community regarding sharing waterways. In the 2014 the HSC in Philadelphia will celebrate their 50th anniversary.

PORTS report – Alan Steinbrugge

- The week of October 29, 2012 the buoy current sensors at Oakland bar channel 3 and Southampton channel 6 will be serviced. The same week NOAA has planned the installation of the tide stations at Amorco Wharf.

Public Comment

Catharine Hooper, SFFWA Operations Consultant advised that San Francisco Fleet week is a city and county of S.F. event. It is a not for profit event that has occurred for the last 31 years. Its mission is to continue to focus on Humanitarian Assistance and Disaster Response preparations while bringing together the military to thank them. On Oct. 3, 2012, seven of the assets will arrive. They are the USS Boxer, two U.S. Navy destroyers, a Royal Canadian Vessel, two smaller sister vessels, and the US Coast Guard Sherman. Oct. 5 there will be a Weapons Display at Alameda, near USS Hornet which will be open to public. Oct. 6 is the Parade of ships into the bay. Oct. 9 the ships are scheduled for departure.

Old Business

- There was none

Harbor Safety Committee

of the San Francisco Bay Region

*Mandated by the California Oil Spill
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New business

- There was none

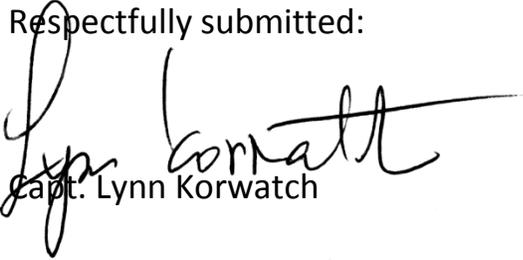
Next meeting

Capt. Korwatch said the next regularly scheduled meeting of the HSC is scheduled for 1000, Thursday, October 11 at the Port of Richmond, Richmond Harbormaster's Office, 1340 Marina Way South, Richmond, California

Adjournment

A Motion to adjourn was made and seconded. It passed without discussion or dissent. The meeting adjourned at 1158.

Respectfully submitted:



Capt. Lynn Korwatch

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

July-12

PORT SAFETY CATEGORIES

	2012	2011	3yr Avg*
1. Total Number of Port State Control Detentions for period: SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)	0	0	0
2. Total Number of COTP Orders for the period: Navigation Safety (6), Port Safety & Security (1), ANOA (1)	8	0	2
3. Marine Casualties (reportable CG 2692) within SF Bay: Allision (1), Collision (0), Fire (0), Grounding Sinking (0), Steering (1), Propulsion (2), Personnel (1), Other (3), Power (0)	9	9	8
4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation: Radar (0) Gyo Steering (1), Echo sounder (0), AIS (2), AIS-835 (0), ARPA (0), SPD LOG (2), R.C. (0), Other (0)	5	7	5
5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay:	0	1	0
6. Significant Waterway events or Navigation related cases for the period:	0	0	0
7. Maritime Safety Information Bulletins (MSIBs): None	0	0	0
Total Port Safety (PS) Cases opened for the period:	22	17	15

MARINE POLLUTION RESPONSE

* Source Identification (Discharges):

VESSELS	2012	2011	3yr Avg*
U.S. Commercial Vessels	0	0	1
Foreign Freight Vessels	0	0	0
Public Vessels	0	1	1
Commercial Fishing Vessels	0	0	0
Recreational Vessels	1	1	3
FACILITIES			
Regulated Waterfront Facilities	0	0	0
Regulated Waterfront Facilities - Fuel Transfer	0	0	0
Other Land Sources	0	1	3
Mystery Spills - Unknown Sources	3	1	4
Number of Oil/Hazmat Pollution Incidents within San Francisco Bay for Period			
1. Spills < 10 gallons	1	3	7
2. Spills 10 - 100 gallons	0	1	1
3. Spills 100 - 1000 gallons	0	0	0
4. Spills > 1000 gallons	0	0	0
5. Spills - Unknown	3	0	7
Total:	4	4	15

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

1. Estimated spill amount from U.S. Commercial Vessels:	0	0	30
2. Estimated spill amount from Foreign Freight Vessels:	0	0	0
2. Estimated spill amount from Public Vessels:	0	1	6
3. Estimated spill amount from Commercial Fishing Vessels:	0	0	24
4. Estimated spill amount from Recreational Vessels:	1	1	20
5. Estimated spill amount from Regulated Waterfront Facilities:	0	0	3
6. Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer:	0	0	1
7. Estimated spill amount from Other Land Sources:	0	16	118
8. Estimated spill amount from Unknown sources:	3	0	5
TOTAL OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES (GALLONS):	4	18	206
Civil Penalty Cases for Period	0	0	0
Notice of Violations (TKs)	0	0	1
Letters of Warning	1	1	2
TOTAL PENALTY ACTIONS:	1	1	2

* Note: Totals reflect true values before being rounded.

SIGNIFICANT PORT SAFETY AND SECURITY CASES (July 2012)

MARINE CASUALTIES

Loss of propulsion & steering (01Jul 2012): A U.S. flag container vessel lost power and steering while approaching the dock. The vessel moored safely at the dock. The cause of the loss of power was determined to be a rapid succession of engine orders, which caused the pilot valve to be momentarily ineffective. The steering failure was due to a faulty relay, which was replaced by the crew. Class attended the vessel and witnessed satisfactory operation of both systems. The LOP was not attributed to fuel switching. Case pends.

Loss of propulsion, (22 July): A foreign flag chemical carrier experienced a loss of astern propulsion while anchoring at Anchorage 9. The loss of propulsion was due to insufficient air supply after a rapid series of engine order commands. Class and Coast Guard attended the vessel and witnessed satisfactory operation of the air supply system. LOP was not attributed to fuel switching. Case pends.

Grounding, (26 July): A U.S. flag towing vessel notified the Coast Guard that one of its two barges was soft aground in Suisun Bay. There was no pollution or visible damage to the barge. The barge was refloated without incident and the vessel continued on its voyage. Case pends.

Allision, (28 July): A U.S. flag ferry vessel allided with the pier. As a result of the allision, a plexiglas window popped out and struck a passenger in the back of the head/neck. The injury was minor and did not require medical attention. There was no further damage to the vessel. The plexiglas window was replaced. Case closed.

Equipment failure, (31 July 2012) A U.S. flag ferry vessel experienced a low hydraulic alarm on one of their steering units. The crew discovered a failure of a hydraulic line. The cause of the failure was due to chaffing. The crew of the vessel replaced the hose and Coast Guard witnessed proper operation of the steering gear. Case pends.

VESSEL SAFETY CONDITIONS

Illegal Passenger Vessel Operation (21 Jul): The Coast Guard received a report of a sailing vessel conducting illegal chartering. Station San Francisco located the vessel and conducted a safety boarding. The boarding team found 1 master on board, and 19 passengers-for-hire (12 adults & 7 children). The master did not hold a Coast Guard license and the vessel did not have a Coast Guard Certificate of Inspection. The vessel did not have a sufficient number of child size life preservers on board. The voyage was terminated and the vessel was escorted to the dock. Case pends.

GENERAL SAFETY CASES

None.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inop AIS, (09JUL): Vsl issued an inbound LOD.

Letter of Deviation (LOD), Inop Speed Log, (10JUL): Vsl issued an inbound/outbound LOD.

Letter of Deviation (LOD), Inop AIS Pilot Plug, (12JUL): Vsl issued an inbound/outbound LOD.

Letter of Deviation (LOD), Inop Follow-Up & Auto-Pilot Steering Mode, (21 July): Vsl issued an inbound LOD.

Letter of Deviation (LOD), Inop Speed Log, (24 July): Vsl issued an inbound LOD.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Nothing significant to report.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

August-12

PORT SAFETY CATEGORIES

	2012	2011	3yr Avg*
1. Total Number of Port State Control Detentions for period:	1	1	0
SOLAS (0), STCW (0), MARPOL (0), ISM (1), ISPS (0)			
2. Total Number of COTP Orders for the period:	7	0	3
Navigation Safety (6), Port Safety & Security (1), ANOA (0)			
3. Marine Casualties (reportable CG 2692) within SF Bay: Allision (1), Collision (1), Fire (0), Grounding	7	9	8
Sinking (0), Steering (0), Propulsion (4), Personnel (0), Other (0), Power (1)			
4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation: Radar (3) Gyro	5	3	5
Steering (0), Echo sounder (0), AIS (0), AIS-835 (0), ARPA (0), SPD LOG (2), R.C. (0), Other (0)			
5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay:	0	3	0
6. Significant Waterway events or Navigation related cases for the period:	1	0	0
7. Maritime Safety Information Bulletins (MSIBs): None	0	0	0
Total Port Safety (PS) Cases opened for the period:	21	16	16

MARINE POLLUTION RESPONSE

* Source Identification (Discharges):

VESSELS	2012	2011	3yr Avg*
U.S. Commercial Vessels	0	0	1
Foreign Freight Vessels	2	0	0
Public Vessels	0	2	1
Commercial Fishing Vessels	0	1	0
Recreational Vessels	3	2	2
FACILITIES			
Regulated Waterfront Facilities	0	0	0
Regulated Waterfront Facilities - Fuel Transfer	0	0	0
Other Land Sources	1	2	2
Mystery Spills - Unknown Sources	8	5	4
Number of Oil/Hazmat Pollution Incidents within San Francisco Bay for Period			
1. Spills < 10 gallons	6	9	7
2. Spills 10 - 100 gallons	0	0	1
3. Spills 100 - 1000 gallons	0	0	0
4. Spills > 1000 gallons	0	0	0
5. Spills - Unknown	8	3	6
Total:	14	12	15
TOTAL OIL DISCHARGE AND HAZARDOUS MATERIALS RELEASE VOLUMES BY SPILL SIZE CATEGORY:			
1. Estimated spill amount from U.S. Commercial Vessels:	0	0	30
2. Estimated spill amount from Foreign Freight Vessels:	2	0	0
2. Estimated spill amount from Public Vessels:	0	6	6
3. Estimated spill amount from Commercial Fishing Vessels:	0	0.1	24
4. Estimated spill amount from Recreational Vessels:	3	2	20
5. Estimated spill amount from Regulated Waterfront Facilities:	0	0	3
6. Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer:	0	0	1
7. Estimated spill amount from Other Land Sources:	0	0	117
8. Estimated spill amount from Unknown sources:	7	0	5
TOTAL OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES (GALLONS):	12	8.1	205
Civil Penalty Cases for Period	0	0	0
Notice of Violations (TKs)	0	0	1
Letters of Warning	3	6	2
TOTAL PENALTY ACTIONS:	3	6	2
* Note: Totals reflect true values before being rounded.			

SIGNIFICANT PORT SAFETY AND SECURITY CASES (August 2012)

MARINE CASUALTIES

Loss of Propulsion /Vessel Detention (01AUG): A foreign flag tank vessel experienced a loss of propulsion at sea while transiting from Mexico to San Francisco. The vessel was issued a COTP order requiring a tug escort for inbound transit to Anchorage 9, during which the vessel experienced another loss of propulsion. Vessel was detained under the ISM Code for multiple safety deficiencies. Vessel remained under detention for 2 weeks. Flag, Class and Coast Guard attended the vessel and witnessed satisfactory operation of the main engine and attested that all detainable deficiencies had been rectified. LOP was not attributed to fuel switching. Case closed.

Loss of Propulsion (3 AUG): A foreign flag bulk freight vessel experienced a loss of propulsion while transiting outbound from the Port of Oakland. The Master reported that the main engine failed to start when the pilot ordered a slow astern bell. The C/E stated that the engine failed to start because of the lack of fuel pressure while running on Marine Gas Oil (MGO). C/E also mentioned that it was his first experience changing from HFO to MGO and the change-over procedures were not ship-specific. Engine parameters were adjusted. Coast Guard attended the vessel and witnessed proper operation of the system. LOP was attributed to fuel switching. Case closed.

Loss of propulsion (07 AUG): A foreign flag tank vessel experienced an engine casualty during pre-arrival checks while transiting inbound to the Port of San Francisco. The main engine did not respond to astern order from the bridge. After unsuccessful troubleshooting, the vessel was granted an exemption from California Air Resource Board (CARB) requirements. The vessel was issued a COTP order requiring a two tug escort for inbound transit. Vessel transited inbound and was inspected by CG, engine technician and class surveyors. Class and Coast Guard witnessed satisfactory operation of the main engine using LSFO. LOP was attributed to fuel switching. Case pends.

Loss of Propulsion (19 AUG): A foreign flag bulk freight vessel experienced a loss of propulsion while transiting outbound from the Santa Barbara Channel en route to San Francisco Bay. The vessel experienced a low pressure level alarm on the #10 cylinder on the main engine. The vessel was issued a COTP order requiring a one tug escort for inbound transit. The LOP was caused by a fuel leak due to a cracked o-ring. Class and Coast Guard attended the vessel and witnessed proper repairs & operation of the system. LOP was not attributed to fuel switching. Case pends.

Loss of power (21 AUG): A foreign flag container vessel experienced intermittent power outages while en route to the SF Bay. The vsl was escorted in with a three tug escort and safely moored at berth in Oakland, CA. Coast Guard, Class and technical representative attended the vsl and identified a faulty electrical relay as the source of the blackouts. Satisfactory testing of vsl generators witnessed; vsl transited outbound with a two tug escort. Case pends.

Allision (24 AUG) A U.S. flagged ferry experienced a problem with their steering while under way with 54 passengers in the vicinity the bay bridge. The ship swayed right puncturing the starboard quarter of the vessel while mooring at pier 39. Issued CG-835 to determine cause and to provide effective repairs and prove proper operation. Discovered a broken deflector nozzle on the starboard jet unit. CG inspected newly installed deflector nozzle on stbd engine, all sat. Pending approval of repairs to vessel's hull. Case pends.

VESSEL SAFETY CONDITIONS

None.

GENERAL SAFETY CASES

None.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inop X-Band Radar (04 AUG): Vsl issued an inbound LOD.

Letter of Deviation (LOD), Inop X-band radar (18 AUG): Vsl issued an inbound LOD.

Letter of Deviation (LOD), Inop X-band radar (21 AUG): Vsl issued an inbound LOD.

Letter of Deviation (LOD), Inop Speed Log (23 August): Vsl issued an in/outbound LOD.

Letter of Deviation (LOD), Inop Speed Log (27 August): Vsl issued an in/outbound LOD.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Container Leak, (22 AUG): A foreign flag container vessel reported hazardous material leaking from a container while the vessel was at berth in the Ports America Facility in Oakland. USCG and Oakland Haz-Mat team responded. The vessel, facility, and shipper coordinated and NRC was hired to safely remove the affected container from the vessel. No product was discharge in the water.

**Harbor Safety Committee
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**Report of the
U.S. Army Corps of Engineers, San Francisco District
September 13, 2012**

1. CORPS FY 2012 O&M DREDGING PROGRAM

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

- a. **Main Ship Channel (55+2) –Dredging completed 21-27 July 2012 by ESSAYONS.**
- b. **Richmond Outer Harbor (and Richmond Long Wharf) – Dredging completed 27 July - 11 August 2012 by ESSAYONS.**
- c. **Richmond Inner Harbor – Dredging to start late October, pending contract award.**
- d. **Oakland O & M Dredging – Dredging to start in October, pending availability of funds. No Change.**
- e. **Suisun Bay Channel (and New York Slough) – Dredging of Bullshead Shoal complete 17-20 June 2012. Dredging of Suisun Bay Channel and New York Slough completed 1-16 August 2012 by YAQUINA .**
- f. **Pinole Shoal (35+2) – Dredging Completed 11-15 August 2012 by ESSAYONS.**
- g. **Redwood City/San Bruno Shoal –Dredging Complete 16-23 August 2012, by YAQUINA**

DEBRIS REMOVAL Total debris removal for July 2012 was 32 tons (Raccoon: 28 tons; Dillard: 2 tons; other: 2 tons). Average for July from 2002 to 2011 is 34.5 tons. (Range: 0 - 83 tons - down for service). Total debris removal for August 2012 was 31.5 tons (Raccoon: 19 tons; Dillard: 8.5 tons; other: 4 tons). Average for August from 2002 to 2011 is 51.9 tons. (Range: 0 - 125 tons - down for service).

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	GRIZZLY	RACCOON	DILLARD	MISC	TOTAL
2012	TONS	TONS	TONS	TONS	TONS
JAN	-	51	54	20	125
FEB	-	36	28.5	-	64.5
MAR	-	51	37.5	8	96.5
APR	-	67	20.5	2	89.5
MAY	-	72	25.5	-	97.5
JUN	-	0	0	0	0
JUL	-	28	2	2	32
AUG	-	19	8.5	4	31.5
SEP					
OCT					
NOV					
DEC					

YR TOTAL
536.5

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

None to report.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

No urgent dredging so far in 2012.

5. OTHER WORK

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

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

HYDROGRAPHIC SURVEY UPDATE

Address of Corps' web site for completed hydrographic surveys:

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

Main Ship Channel: Post-dredge survey completed August 15, was posted August 20.

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

Suisun Bay Channel: Post-dredge survey of August 17-23 was posted on August 29.

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

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

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

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

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

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

Oakland Outer Harbor: Condition survey dated August 13-14 was posted August 20.

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

Oakland Inner Harbor - Condition survey dated July 25-August 13 was posted on August 20.

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

Richmond Inner Harbor: Pre-solicitation survey dated July 18-19 was posted on August 3.

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

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

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

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

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

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

Richardson Bay/Marinship Channel: Condition survey dated August 15 was posted on Aug 21.

Disposal Site Condition Surveys:

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

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

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

SF-11 (Alcatraz): Condition survey of August 7 was posted on August 9.

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

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

FY12 O&M DREDGING PLAN

Project	2011			2012									FY13			Planned Volume	Placement Site
	OCT FY12	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC		
Humboldt Bar&Entrance						ESSAYONS 28 DAYS		■								1mcy	HOODS
Humboldt Channels																300kcy	HOODS
SF Main Ship Channel								ESSAYONS 7 DAYS		■						170kcy	SF-17
Richmond Inner Harbor	■ *												*	▨		200kcy	SFDODS
Richmond Outer Harbor									ESSAYONS 12 DAYS		■					200kcy	SF-11
Pinole Shoal									ESSAYONS 3 DAYS		■					50kcy	SF-10
Suisun Bay Channel			■ *						■ * ■ *		■	YAQUINA 24 DAYS (total)			175kcy	SF-9/SF-16	
Oakland Inner Harbor	■ *												*	▨		200kcy	SFDODS
Oakland Outer Harbor	■ *												*	▨		200kcy	SFDODS
Redwood City Harbor	■ *										■	YAQUINA 7 DAYS			25kcy	SF-11	
Moss Landing											■	YAQUINA 5 DAYS			12kcy	SF-14	
San Rafael	■ *																

Complete & Ongoing Contracts

Government Hopper

Knockdown

New Dredge Contract

Environmental Window

* Requires resource agencies' approval of Environmental Window Extension



Harbor Safety Committee of the
San Francisco Bay Region Clearing House
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San Francisco Clearinghouse Report

September 13, 2012

- ✎ In July the clearinghouse did not contact OSPR regarding any possible escort violations.
- ✎ In August the clearinghouse contacted OSPR regarding one possible escort violation.
- ✎ In July and August the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ✎ The Clearinghouse has contacted OSPR 2 times in 2012 regarding any possible escort violations. The Clearinghouse called OSPR 3 times in 2011, 6 times in 2010, 8 times in 2009; 4 times in 2008; 9 times in 2007; 9 times in 2006; 16 times in 2005; 24 times in 2004; twice in 2003; twice in 2002; 6 times in 2001; 5 times in 2000.
- ✎ In July there were 108 tank vessel arrivals; 4 Chemical Tankers, 24 Chemical/Oil Tankers, 30 Crude Oil Tankers, 3 LPG's, 20 Product Tankers, and 27 Tugs with Barges.
- ✎ In July there were 316 total arrivals.
- ✎ In August there were 94 tank vessel arrivals; 6 Chemical Tankers, 17 Chemical/Oil Tankers, 19 Crude Oil Tankers, 1 LPG's, 26 Product Tankers, and 25 Tugs with Barges.
- ✎ In August there were 293 total arrivals.

San Francisco Bay Clearinghouse Report For August 2012

San Francisco Bay Region Totals

	<u>2012</u>		<u>2011</u>	
Tanker arrivals to San Francisco Bay	69		76	
Barge arrivals to San Francisco Bay	25		26	
Total Tanker and Barge Arrivals	94		102	
Tank ship movements & escorted barge movements	309		311	
Tank ship movements	208	67.31%	220	70.74%
Escorted tank ship movements	126	40.78%	91	29.26%
Unescorted tank ship movements	82	26.54%	129	41.48%
Tank barge movements	101	32.69%	91	29.26%
Escorted tank barge movements	46	14.89%	45	14.47%
Unescorted tank barge movements	55	17.80%	46	14.79%

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

Escorts reported to OSPR 1 1

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	183		289		0		135		607	
Unescorted movements	65	35.52%	124	42.91%	0	0.00%	59	43.70%	248	40.86%
Tank ships	41	22.40%	80	27.68%	0	0.00%	37	27.41%	158	26.03%
Tank barges	24	13.11%	44	15.22%	0	0.00%	22	16.30%	90	14.83%
Escorted movements	118	64.48%	165	57.09%	0	0.00%	76	56.30%	359	59.14%
Tank ships	94	51.37%	125	43.25%	0	0.00%	50	37.04%	269	44.32%
Tank barges	24	13.11%	40	13.84%	0	0.00%	26	19.26%	90	14.83%

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 Region Harbor Safety Committee Meeting

OSPR Report 13 September 2012

1. Thank SF VTS for their observing a ship outside the checkin area having trouble in early August. Ship subsequently obtained a fuel safety exemption and proceeded safely into port with escort.

2. Spending restrictions, particularly for *non-mission-critical* travel imposed by Governors office until further notice (we expect two months). OSPR HQ participation in the Prevention First Conference in Long Beach has been canceled; we plan to have SoCal OSPR reps participate in Prevention First, as able. The Technical Advisory Committee (TAC) and West Coast Harbor Safety Summits that were originally scheduled to be held before and after the PF conference will be re-scheduled (TAC already re-scheduled for Nov). Exploring dates and venues for future Summitt meeting.

3. Ship Arrivals

July	August		
839	777	Ship Arrivals	
50	46	First Timers (Fuel Switching)	Both 6% of Total
7	3	LOPs	.8% and .4% of Total
3	1	Fuel Related LOPs	

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First Time Ships suffering fuel related LOP.

4. The new AB 1112, OSPS's have not been hired yet.

5. The California State Auditor released the following report, 2011-123, Oil Spill Prevention and Administration Fund: The Department of Fish and Game and the Office of Spill Prevention and Response Need to Improve Their Administration of the Spill Fund.

This report is available on Web site <http://www.bsa.ca.gov>

Executive Summary

<http://www.bsa.ca.gov/reports/summary/2011-123>

Fact Sheet in PDF Format

<http://www.bsa.ca.gov/pdfs/factsheets/2011-123.pdf>

San Francisco Bay Region Harbor Safety Committee Meeting OSPR Report 13 September 2012

Report in PDF Format

<http://www.bsa.ca.gov/pdfs/reports/2011-123.pdf>

6. Undergoing Dept. of Finance Audit for implementing AB 1112. Should be completed by end of October and out for distribution after 01 January 2013.



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - JULY COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
JULY 1 - 31, 2011	222	88	39.64
JULY 1 - 31, 2012	205	72	35.12

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
JULY 1 - 31, 2011	13,889,000	345,000	18,294,900	7,904,651	26,199,551
JULY 1 - 31, 2012	16,493,247	415,000	20,554,324	9,201,848	29,756,172

OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
JULY 1 - 31, 2011	0	0	0	0	0
JULY 1 - 31, 2012	0	0	0	0	0

*** Disclaimer:

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



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT FOR YEAR 2010

VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
JANUARY 1, 2010 to DECEMBER 31, 2010	2631	1139	43.29

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
JANUARY 1, 2010 to DECEMBER 31, 2010	147,016,955	300,000	205,374,688	93,651,082	299,025,770

OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
JANUARY 1, 2010 to DECEMBER 31, 2010	*** PLEASE SEE ATTACHED. ***				

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CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - AUGUST COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
AUGUST 1 - 31, 2011	202	86	42.57
AUGUST 1 - 31, 2012	227	90	39.65

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
AUGUST 1 - 31, 2011	14,291,500	0	18,218,911	8,803,419	27,022,330
AUGUST 1 - 31, 2012	10,412,791	0	18,492,983	6,645,544	25,138,527

OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled Crude-Other / 1 Gallon
AUGUST 1 - 31, 2011	1	0	0	1	
AUGUST 1 - 31, 2012	0	0	0	0	0

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