

# 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 12, 2013**

**Port of Oakland, 530 Water Street, Exhibit Room, Oakland, CA**

Capt. Lynn Korwatch (M), Marine Exchange of the San Francisco Bay Region (Marine Exchange), Chair of the Harbor Safety Committee (HSC); called the meeting to order at 10:05.

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

Committee members (M) and alternates (A) in attendance with a vote: **Jim Anderson** (M), CA Dungeness Crab Task Force; **John Berge** (M), Pacific Merchant Shipping Association; **Lt.Col. John Baker** (M), US Army Corps of Engineers; **Capt. Peter Belden** (A), Baylink Ferry/Blue and Gold Fleet; **Ted Blanckenburg** (M), AMNAV Maritime Services; **Margot Brown** (M), National Boating Federation; **Ron Chamberlain** (M), Port of Benicia; **Aaron Golbus** (M), Port of San Francisco; **Bob Gregory** (A), Foss Maritime Company; **Capt. George Livingstone** (A), San Francisco Bar Pilots; **Capt. James Marshall** (M), Chevron Shipping Company ; **Jim McGrath** (M), Bay Conservation and Development Commission; **Mike O'Brien** (A), Port of Oakland; **Deb Self** (M), San Francisco Bay Keeper; **Capt. Greg Stump** (M), United States Coast Guard; **Gerry Wheaton** (M), National Oceanic and Atmospheric Administration.

The meetings are always open to the public.

## **Approval of the Minutes-**

A motion to accept the minutes of the July 11, 2013 meeting was made and seconded. The minutes were approved without dissent.

## **Comments by Chair- Capt. Lynn Korwatch**

Welcomed the committee members and audience.

## **Coast Guard Report- Capt. Gregory Stump**

- Advised of an August 30, 2013 USCG Marine Safety Alert regarding Bridge Resource Management (BRM) in pilotage waters (attached) that was a result of the Overseas Reymar bridge allision.

# Harbor Safety Committee

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- Advised of a recent USCG MSIB regarding high-speed ferry routes in San Francisco Bay (attached) that was prompted by a fatal incident involving a recreational vessel colliding with a ferry and another near miss.
- Advised of a July 12, 2013 hazmat incident involving 19 abandoned lash barges at the Port of West Sacramento. This incident appears on the July Prevention/Response Report.
- Advised of an August 9, 2013 incident involving an adrift barge in the Stockton Channel. Tug Arthur Brusco assisted. This incident appears on the August Prevention/Response Report.
- Advised of an August 23, 2013 incident in which a decommissioned Navy vessel on a dead ship tow from Vallejo was found to have 2000 pound mines on board among other ordnance. An EOD unit from Travis Air Force Base determined that everything was inert. This incident appears on the August Prevention/Response Report.
- Advised that the America's Cup US Oracle team is down 4 to -1 to the New Zealand team. Races are on Tuesdays, Thursdays, Saturdays and Sundays.
- Lcdr. Wirts read from the July-13 Prevention/Response Report (attached) and the August-13 Prevention/Response Report (attached).
- Lcdr. Wirts advised of a September 6, 2013 USCG MSIB titled Maritime Security Awareness Reminder (attached).
- John Berge asked why the July 12 loss of propulsion case was not attributed to fuel switching given the fuel pump leak and low viscosity fuel used. Lcdr. Wirts responded that the vessels fuel pump was malfunctioning and that the leakage was not the sole cause of propulsion loss. Borderline case.
- Jeff Cowan asked why there seems to be so many incidents involving towing vessels recently. Cmdr. Tama advised that increased scrutiny and inspections by the USCG may be a factor.
- Cmdr. Tama advised that USCG district data for loss of propulsion incidents has been compiled and is available (attached).
- Cmdr. Tama advised of a recent incident at the LA/LGB port in which an OSB t-boned an oil tanker resulting in injuries. We will share relevant information about the incident when it becomes available.

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

- Advised that the Army Corps is continuing to support navigation and debris removal and that dredging is funded and on schedule for 2013. Funding for 2014 is unknown. The Army Corps is working on its 2015 budget.
- Advised of an emergency management training exercise that the Corps will be participating in with the city of San Francisco on October 8, 2013.
- Rob Lawrence read from the US Army Corps of Engineers, San Francisco District Report (attached). Debris removal down due to the Dillard's involvement with America's Cup support in July and August.
- Jim McGrath asked if both the Montezuma reuse site and the Alcatraz disposal site will be used for Oakland dredging. Jessica Burton Evans responded that they will.
- A question was asked regarding the depth of the Richmond Inner Harbor. Jessica Burton Evans answered that it will be 37 feet deep after dredging.

## **Clearing House Report- Alan Steinbrugge (report attached)**

## **OSPR Report- Jeff Cowan (report attached)**

- Advised that new members of the SF HSC have recently been sworn in. Jason Flanders is Deb Self's new alternate and Michelle Connolly is the new alternate for Chevron.
- Announced that the West Coast HSC Summit will be held on October 29<sup>th</sup> and 30<sup>th</sup> at Spring Hill Suits in Napa.
- Deb Self advised that AB 881 (Chesbro) has been put in the inactive file by the CA congress. It is now a two year bill.

## **NOAA Report- Gerry Wheaton- Nothing to Report**

## **State Lands Commission Report- Chris Beckwith (report attached)**

- August report read. July and August reports attached.

## **Work Group Reports-**

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

# Harbor Safety Committee

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**Navigation Work Group- Capt. George Livingstone** advised that the Rescue Towing Plan was being worked on. A proposed drill with CMA CGM involving the emergency tow of a new ultra large container ship has been discussed and is waiting for direction from the chair of the HSC.

- Capt. Korwatch advised that the proposed drill sounded beneficial and instructed the Navigation Work Group to proceed.
- Mike O'Brian asked where the proposed drill will be located and Capt. Livingstone answered that it will take place at the south end of Anchorage 9.
- Jeff Cowan asked if the container ship will be underway during the drill and was advised by Capt. Livingstone that it will be. A pilot will also be on board. Two tugs will be needed to maneuver the vessel. One tug to stop the vessel and another for maneuvering. Tugs with minimum 180 tons bollard pull will be required.
- Deb Self asked about a reported lack of towing capacity in San Francisco Bay. Capt. Livingstone advised that he is aware of a recommendation that a dedicated 10,000 horsepower rescue vessel be stationed to assist disabled ships. The SF Bay region has many large tugs such as the Ahbra Franco, a 9000 horsepower vessel, capable of assisting a disabled vessel which makes a dedicated standby tug unnecessary in our area. Capt. Stump advised that although Seattle has a dedicated 10,000 horsepower rescue tug stationed, SF Bay is a different type of port. Unlike Seattle, our area has many large tugs clustered in the central bay in relatively close proximity to offshore areas.
- Deb Self asked if an offshore drill had been considered or proposed. Capt. Livingstone responded that the risk of an offshore drill is too great due to the unpredictable conditions. Capt. Stump concurred.
- Deb Self asked if the Tug Work Group is going to be participating in the drill as well. Capt. Korwatch advised that both the Tug Work Group and Navigation Work Group be involved.
- Capt. Livingstone advised that practicing making tow is an important goal of the drill. Jeff Cowen advised that the practice is especially important for the ship side crew as they get little training in this area. Capt. Stump asked who is responsible for setting up the towing bridle. Capt. Livingstone stated that the tug personnel will board the ship and set up tow in cooperation with the SF Bar Pilot on board.

# Harbor Safety Committee

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- Cmdr. Tama advised of a similar drill that was recently conducted in the English Channel which might be of interest to the HSC. Capt. Korwatch stated that more information would benefit the development of towing Best Practices.
- John Berge called attention to a 2002 Pacific States/BC Oil Spill Task Force study regarding offshore tug resources along the pacific coast that was last updated in 2007 and suggested that another update is needed. Jeff Cowen advised that he will look into it. Capt. Korwatch suggested that this topic be addressed at the upcoming HSC summit in Napa. Cmdr. Tama advised that recent regulatory changes have altered ship traffic patterns with more vessels staying further offshore and entering the bay through the western traffic lane. These changes should be taken into account in any updated study.

**Ferry Operations Work Group - Capt. Peter Belden** advised that there was nothing to report.

**Dredge Issues Work Group** - there was nothing to report.

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

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

**PORTS Report- Alan Steinbrugge**

- Advised that the Amorcio tide station is online. Visibility sensors will be installed at Amorcio and at SF Pier 17 soon. The Pier 27 weather station should be online early next year.
- Capt. Livingstone asked about a NOAA current study and possible Pier 27 current meter. Alan Steinbrugge and Gerry Wheaton advised that they will look into it. Capt. Korwatch asked if any of the America's Cup infrastructure will be left behind when they leave. Aaron Golbus answered that most of the structures are temporary but he will look into the details.
- Ken Brown with Caltrans addressed the air gap sensor to be installed center span on the SF Bay Bridge. The service platform is being fabricated and the sensor should be in place within a month. Capt. Korwatch thanked Caltrans and expressed her happiness that everything is on track and advised that the new sensor will be part of the PORTS system.

# Harbor Safety Committee

## of the San Francisco Bay Region

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

- John Berge asked if Caltrans was involved with the installation of air gap sensors in Southern California. Gerry Wheaton stated that NOAA provided those sensors.
- Capt. Stump asked Caltrans about racon monitoring. Ken Brown answered that they are working on it.
- Capt. Korwatch asked if Caltrans uses visibility sensors. Ken Brown answered that they do not, although fog horns sound when visibility is reduced.
- Gerry Wheaton asked if any vessel arrivals have been canceled due to the lack of an air gap sensor on the Bay Bridge. Capt. Livingstone advised that there have been no cancelations so far, but that bigger ships are scheduled to arrive soon making the air gap sensor installation a high priority. Gerry Wheaton added that the information provided by the air gap sensor will also benefit towing.
- Deb Self asked how quickly the Bay Bridge air gap changes due to deflection. Ken Brown answered that under extreme conditions the bridge could deflect up to 12 feet but that deflection was minimal under normal conditions.

### **Public Comment-**

- Brian Hooker with Congressman Garamendi's office announced a round table conference with the Congressman to discuss maritime issues. The conference will tentatively take place on September 24, 2013 at 12:00pm here at the Port of Oakland Exhibit Room. The conference will last about two hours and lunch will be provided. Contact Brian Hooker to RSVP and to suggest agenda topics. An agenda will be distributed shortly.
- Catharine Hooper advised that due to the federal sequestration there will be no airshow or parade of ships during Fleet Week this year. The Blue Angels won't be performing. The mission of Fleet Week continues to be humanitarian assistance and emergency response. HADR exercises will be performed. Fleet Week funding for 2014 is undetermined.

### **Old Business- None**

### **New Business-**

- Jim Anderson advised that there is a lot of interest in putting up a cell tower on the Farallon Islands to provide enhanced cell service offshore. Enhanced cell service would be beneficial for whale tracking in real time and the fishing industry. There are many

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challenges such as how to keep solar panels clean and working with the Farallon officials. Point Reyes is an alternate location for the cell tower. Contact us if you're interested in offshore cell service.

- Capt. Korwatch advised that tentative plans are being made to hold the November HSC meeting at the San Francisco Exploratorium. We will keep you updated.

## **Next Meeting-**

1000-1200, October 10, 2013  
Port of Richmond, Harbormaster's Office  
1340 Marina Way South, Richmond, CA

## **Adjournment-**

A motion to adjourn was made and seconded. The motion passed without dissent and the meeting adjourned at 11:16.

Respectfully submitted:



Capt. Lynn Korwatch

# PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

**July-13**

## PORT SAFETY CATEGORIES\*

	2013	2012	3yr Avg**
<b>1. Total Number of Port State Control Detentions for period:</b> SOLAS (1), STCW (0), MARPOL (0), ISM (0), ISPS (0)	1	1	0.5
<b>2. Total Number of COTP Orders for the period:</b> Navigation Safety (0), Port Safety & Security (6), ANOA (0)	6	8	4.3
<b>3. Marine Casualties (reportable CG 2692) within SF Bay:</b> Allision (2), Collision (0), Fire (0), Capsize (0), Grounding (2), Sinking (0), Steering (0), Propulsion (5), Personnel (3), Other (3), Power (0), Flooding(0)	15	9	9.3
<b>4. Total Number of (routine) Navigation Safety Issues/Letters of Deviation:</b> Radar (2) Gyro (1), Steering (0), Echo sounder (0), AIS (0), AIS-835 (0), ARPA (0), SPD LOG (1), R.C. (0), Other (0)	4	5	4.8
<b>5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay:</b>	1	0	0.4
<b>6. Significant Waterway events or Navigation related cases for the period:</b> (1) Scaffolding and crane damage on new span of the Oakland Bay Bridge; (2) Louis Vuitton Cup Challenger Series	2	0	0.2
<b>7. Maritime Safety Information Bulletins (MSIBs):</b> MSIB 13-05: Traffic Management Guidelines for the 34th America's Cup In San Francisco Bay	1	0	0.3
<b>Total Port Safety (PS) Cases opened for the period:</b>	<b>30</b>	<b>23</b>	<b>19.7</b>

## MARINE POLLUTION RESPONSE

### Source Identification (Discharges):

	2013	2012	3yr Avg**
<b>VESSELS</b>			
U.S. Commercial Vessels	0	0	0.0
Foreign Freight Vessels	0	0	0.0
Public Vessels	1	0	0.5
Commercial Fishing Vessels	0	0	0.0
Recreational Vessels	2	1	1.5
<b>FACILITIES</b>			
Regulated Waterfront Facilities	1	0	0.5
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.0
Other Land Sources	1	0	0.5
Mystery Spills - Unknown Sources	1	3	2.0
<b>Number of Oil/Hazmat Pollution Incidents within San Francisco Bay for Period</b>			
1. Spills < 10 gallons	5	1	3.0
2. Spills 10 - 100 gallons	1	0	0.5
3. Spills 100 - 1000 gallons	0	0	0.0
4. Spills > 1000 gallons	0	0	0.0
5. Spills - Unknown	0	3	1.5
<b>Total:</b>	<b>6</b>	<b>4</b>	<b>5.0</b>
<b>TOTAL OIL DISCHARGE AND HAZARDOUS MATERIALS RELEASE VOLUMES BY SPILL SIZE CATEGORY:</b>			
1. Estimated spill amount from U.S. Commercial Vessels:	0	4	2.0
2. Estimated spill amount from Foreign Freight Vessels:	0	0	0.0
2. Estimated spill amount from Public Vessels:	1	0	0.5
3. Estimated spill amount from Commercial Fishing Vessels:	0	0	0.0
4. Estimated spill amount from Recreational Vessels:	0	0	0.0
5. Estimated spill amount from Regulated Waterfront Facilities:	100	1	50.5
6. Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer:	0	0	0.0
7. Estimated spill amount from Other Land Sources:	1	0	0.5
8. Estimated spill amount from Unknown sources:	1	0	0.5
<b>TOTAL OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES (GALLONS):</b>	<b>103</b>	<b>3</b>	<b>53.0</b>
<b>Civil Penalty Cases for Period</b>			
Notice of Violations (TKs)	1	0	0.5
Letters of Warning	0	1	0.5
<b>TOTAL PENALTY ACTIONS:</b>	<b>1</b>	<b>1</b>	<b>1.0</b>

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

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

## SIGNIFICANT PORT SAFETY AND SECURITY CASES (July 2013)

### MARINE CASUALTIES

**Grounding (5JUL):** A U.S. flag tug was towing a tank barge loaded with 75,000 barrels of oil, when the barge grounded in Anchorage 22. The barge floated free 30 minutes later when the tide rose, and the tug and barge anchored in deeper water. An underwater survey and internal inspections were conducted, with no evidence of structural damage to the hull. Case pends.

**\*\*Flooding (8JUL):** A U.S. flag small passenger vessel, with 40 passengers onboard, began taking on water inside Monterey Bay. The vessel energized their bilge pumps, commenced dewatering, and was able to keep up with the flooding. A fire boat and a Coast Guard small boat escorted the vessel safely to the pier. The flooding was caused by loose screws on the vessel's shaft seal. Case pends.

**Loss of propulsion (09JUL):** A foreign flag tank vessel experienced a loss of propulsion while anchoring in Anchorage 9. The main engine did not respond to an astern bell due to a stuck plunger valve on the No.1 fuel pump. The valve was replaced by the crew. Class and Coast Guard attended the vessel and witnessed satisfactory operation of the main engine. LOP was not attributed to fuel switching. Case closed.

**Loss of propulsion (12JUL):** A foreign flag bulk freight vessel experienced a loss of propulsion while anchoring in Anchorage 9. The main engine did not respond to an astern bell due to a malfunction of the No. 1 fuel pump and excessive leakage on two injection control valves. The crew replaced the parts. Class and Coast Guard attended the vessel and witnessed satisfactory operation of the engine. LOP was not attributed to fuel switching. Case pends.

**Grounding (18JUL):** A U.S. flag towing vessel was pushing an empty hopper barge in the vicinity of Winter Island near the start of the Sacramento River Deep Water Ship Channel, when the tug and tow were pushed off course by wind and the barge went aground. The tug freed the barge and continued its transit to Sacramento. The crew examined the barge and found no evidence of structural damage to the hull. Case pends.

**\*\*Loss of propulsion (20 Jul):** A U.S. flag integrated tug and barge experienced a loss of propulsion on both engines while enroute San Francisco Bay. A fuel line on the port engine was plugged and a coupling on the lube oil pump for the starboard engine had sheared. The crew restored operation of the port engine, but the starboard engine remained inoperable. The Coast Guard issued a COTP Order requiring the vessel to transit in San Francisco Bay with a two tug escort. On July 29 the vessel was unable to start one generator. Class attended the vessel and determined that several fuel tank vents were holed and the fuel was contaminated with rubber gasket material. The issues were corrected in the shipyard, and Class witnessed satisfactory operation of the main engines and generators. The LOP was not attributed to fuel switching. Case Pends.

**\*\*Reduction in propulsion (22Jul):** A U.S. flag towing vessel was towing an empty fuel barge off the Oregon coast, when the tug experienced a reduction in propulsion. Two cylinders on the port engine failed, and the crew shut down the engine. The Coast Guard issued a COTP order requiring a one tug escort to Anchorage 9, and a two tug escort to the pier. While conducting engine repairs, the company discovered damage to the engine block. Case pends.

### VESSEL SAFETY CONDITIONS

**Vessel Detention, (26JUL):** A foreign flag tank vessel was inspected at Anchorage 9 and detained due to the inability of the crew to adequately conduct fire drills. The vessel's crew received additional training. On July 29<sup>th</sup>, Coast Guard witnessed successful completion of a fire drill and the detention was lifted. Case closed.

### GENERAL SAFETY CASES

**Alleged Reckless Operations (02JUL):** A recreational mariner reported reckless operations of a U.S. flag ferry vessel. The Coast Guard investigated, but did not have sufficient proof that a violation occurred. Case closed.

**Man Overboard (08JUL):** A deckhand fell overboard from a U.S. flag ferry while the vessel was moored at the Ferry Building. The deckhand had minor scratches and was taken to the hospital as a precaution. Case closed.

**Dragging Anchor (09JUL):** A foreign flag tank vessel was anchored in Anchorage 9, when the vessel drug anchor approximately 174m. The vessel safely reset their anchor. Case closed.

**Rule 9 Violation (12JUL):** A foreign flag tank vessel was transiting inbound to Richmond Harbor, when the pilot reported that two recreational sailing vessels came within 100 feet of the vessel's beam. The Coast Guard contacted the company that owns one of the vessels, which is used to teach sailing students. The Investigator educated the company regarding the provisions of Rule 9, and provided them with informational documents. There was not enough information to determine the owner of the second vessel. Case closed.

### NAVIGATIONAL SAFETY

**Letter of Deviation, Inop Speed Log (08JUL):** Vsl issued an inbound/outbound LOD.

\*\*NOTE: This incident occurred outside of HSC jurisdiction

**Letter of Deviation, Inop X-Band Radar (13JUL):** Vsl issued an inbound LOD.

**Letter of Deviation, Inop Gyro Compass (15JUL):** Vsl issued an inbound LOD.

**Letter of Deviation, Inop S-Band Radar (24JUL):** Vsl issued an inbound LOD.

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

**15 JUL:** Sector San Francisco received notification from Penny Newman Grain Facility of a palm oil discharge, totaling 100 gallons, into the San Joaquin River in the Port of Stockton due to a hose gasket failure during transfer. The Incident Management Division responded and the facility hired the National Response Corporation Environmental Services (NRCES). An Notice of Violation was issued.

**12 JUL:** Sector San Francisco was notified by the Environmental Protection Agency (EPA) of an uncontrolled disposal site on Lake Washington at the Port of Sacramento. The site included multiple lighter aboard ships and four abandoned vessels. After a survey was conducted on 16 July 2013, the site was designated a significant environmental threat. Due to the non-compliance on the part of the owner to abate the threat, the vessels were seized by the city of West Sacramento. Funds from the Oil Spill Liability Trust Fund and the Superfund were acquired to abate the threat. The United States Coast Guard is coordinating with CalRecycle, DTSC, and local authorities to mitigate the site.

**\*\*NOTE:** This incident occurred outside of HSC jurisdiction

# PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

**August-13**

## PORT SAFETY CATEGORIES\*

	2013	2012	3yr Avg**
<b>1. Total Number of Port State Control Detentions for period:</b>	1	1	0.5
SOLAS (1), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
<b>2. Total Number of COTP Orders for the period:</b>	4	7	4.4
Navigation Safety (0), Port Safety & Security (4), ANOA (0)			
<b>3. Marine Casualties (reportable CG 2692) within SF Bay:</b> Allision (1), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0), Steering (2), Propulsion (10), Personnel (1), Other (3), Power (0)	17	7	9.6
<b>4. Total Number of (routine) Navigation Safety issues/Letters of Deviation:</b> Radar (2) Gyro (1), Steering (0), Echo sounder (0), AIS (2), AIS-835 (0), ARPA (0), SPD LOG (0), R.C. (0), Other (0)	5	5	4.8
<b>5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay:</b>	1	0	0.4
<b>6. Significant Waterway events or Navigation related cases for the period:</b> Louis Vuitton Cup Semi-Finals and Finals	1	1	0.2
<b>7. Maritime Safety Information Bulletins (MSIBs):</b> MSIB 13-06: High-Speed Ferry Routes in San Francisco Bay	1	0	0.3
<b>Total Port Safety (PS) Cases opened for the period:</b>	<b>30</b>	<b>21</b>	<b>20.194</b>

## MARINE POLLUTION RESPONSE

### Source Identification (Discharges):

	2013	2012	3yr Avg**
<b>VESSELS</b>			
U.S. Commercial Vessels	1	0	0.5
Foreign Freight Vessels	0	2	1.0
Public Vessels	1	0	0.5
Commercial Fishing Vessels	0	0	0.0
Recreational Vessels	1	3	2.0
<b>FACILITIES</b>			
Regulated Waterfront Facilities	0	0	0.0
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.0
Other Land Sources	2	1	1.5
Mystery Spills - Unknown Sources	5	8	6.5
<b>Number of Oil/Hazmat Pollution Incidents within San Francisco Bay for Period</b>			
1. Spills < 10 gallons	10	6	8.0
2. Spills 10 - 100 gallons	0	0	0.0
3. Spills 100 - 1000 gallons	0	0	0.0
4. Spills > 1000 gallons	0	0	0.0
5. Spills - Unknown	0	8	4.0
<b>Total:</b>	<b>10</b>	<b>14</b>	<b>12.0</b>
<b>TOTAL OIL DISCHARGE AND HAZARDOUS MATERIALS RELEASE VOLUMES BY SPILL SIZE CATEGORY:</b>			
1. Estimated spill amount from U.S. Commercial Vessels:	5	0	2.5
2. Estimated spill amount from Foreign Freight Vessels:	0	2	1.0
2. Estimated spill amount from Public Vessels:	1	0	0.5
3. Estimated spill amount from Commercial Fishing Vessels:	0	0	0.0
4. Estimated spill amount from Recreational Vessels:	1	3	2.0
5. Estimated spill amount from Regulated Waterfront Facilities:	0	0	0.0
6. Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer:	0	0	0.0
7. Estimated spill amount from Other Land Sources:	0	0	0.0
8. Estimated spill amount from Unknown sources:	5	7	6.0
<b>TOTAL OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES (GALLONS):</b>	<b>12</b>	<b>12</b>	<b>12.0</b>
Civil Penalty Cases for Period	0	0	0.0
Notice of Violations (TKs)	0	0	0.0
Letters of Warning	2	3	2.5
<b>TOTAL PENALTY ACTIONS:</b>	<b>2</b>	<b>3</b>	<b>2.5</b>

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

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

## SIGNIFICANT PORT SAFETY AND SECURITY CASES (August 2013)

### MARINE CASUALTIES

**Allision (11AUG):** A U.S. flag small passenger vessel was underway with passengers, when the vessel allided with an America's Cup special purpose aid near Pier 27. The allision ripped a 9 inch gash in the forward most sponson (the vessel was a Rigid Hull Inflatable). The vessel was issued a CG-835 no sail until repairs are complete. Case pends.

**Loss of propulsion (17AUG):** A foreign flag container vessel experienced a loss of propulsion while mooring in Oakland. The vessel's crew shortened the linkage from the Governor to the Fuel Rack to provide more fuel when the engine is operating at slow speeds. Class and Coast Guard attended the vessel and witnessed satisfactory operation of the main propulsion system. LOP was attributed to fuel switching. Case pends.

**Equipment Failure (20AUG):** A U.S. flag towing vessel was transiting to Richmond, when the vessel began discharging oil through their engine cooling system. The incident was caused by a leak in the power take off oil cooler for the port main engine. The vessel secured the port engine. Case pends.

**Loss of propulsion (22AUG):** A foreign flag bulk freight vessel was attempting to get underway from Anchorage 9, when the vessel's main diesel engines failed to start. The incident was caused by condensation in the starting air system. The crew drained the air lines. Class and Coast Guard attended the vessel and witnessed satisfactory operation of the main propulsion system. LOP was not attributed to fuel switching. Case closed.

**Reduction in Propulsion (26AUG):** A U.S. flag towing vessel experienced a reduction in propulsion while transiting to Alameda. The vessel lost propulsion on their starboard engine due to an unknown cause. The Coast Guard issued a COTP order requiring the vessel to remain at berth until the causative factors are determined and proof of proper repairs is provided. Case pends.

### VESSEL SAFETY CONDITIONS

**Vessel Detention (02AUG):** A foreign flag chemical carrier was inspected at Anchorage 9 and detained due to an inoperable emergency fire pump. The crew conducted troubleshooting and replaced a faulty relay switch. Class and Coast Guard witnessed proper operation of the emergency fire pump and the detention was lifted. Case closed.

**Voyage Termination (04AUG):** A Coast Guard Patrol Boat conducted a boarding on a U.S. flag commercial fishing vessel located 1.5NM southwest of Bolinas Bay. The boarding team found that the vessel's 2 immersion suits were unserviceable due to missing retroactive tape, missing strobe lights, parting seams, and oil soaked into the material. Additionally, there were no safety guards on the major machinery equipment in the engine room. The voyage was terminated and the vessel was escorted to the dock. Case pends.

**Voyage Termination (04AUG):** A Coast Guard Patrol Boat conducted a boarding on a U.S. flag commercial fishing vessel located 2.5NM southwest of Stinson Beach. The boarding team observed an open alcoholic container onboard the vessel, and the captain displayed behavior consistent with Boating Under the Influence (BUI). A breathalyzer was administered, and the operator tested above the allowable Blood Alcohol Concentration (BAC). The voyage was terminated and the vessel was escorted to the dock. Case pends.

**Operational Control (06AUG):** A U.S. flag towing vessel was inspected and found to have several conditions which posed a safety risk to the vessel, its crew and the marine environment. These included 20 gallons of oil in the bilges, inability to prove proper operation of the fire detection system, unserviceable life saving equipment and missing firefighting equipment. The Coast Guard issued a COTP Order requiring the vessel to correct the conditions prior to operating the vessel. Case pends.

**Voyage Termination (16AUG):** A Coast Guard Patrol Boat conducted a boarding on a U.S. flag commercial fishing vessel located 3NM west of the Golden Gate Bridge. The boarding team found that the vessel had insufficient firefighting equipment onboard and was unable to produce a sound signal. The voyage was terminated and the vessel was escorted to the dock. Case pends..

**Inert Ordnance (23AUG):** A decommissioned Navy vessel was being prepared for a dead ship tow to Brownsville, TX, when 175 mine containers were located in a lower hold of the vessel. Most of the mine containers were marked "inert", however all of the containers were not fully visible. The Coast Guard requested assistance from the Travis Air Force Base EOD unit. EOD personnel examined all of the mine containers and determined that everything was inert. Paperwork was later found that documented the mine containers were training mines, and were left in the lower hold for ballast. The vessel was safely towed out of San Francisco Bay on September 5th. Case closed.

### GENERAL SAFETY CASES

**Barge Adrift (09AUG):** A derelict barge came loose from its mooring in the vicinity of Hog Island. The barge drifted into the Stockton Deep Water Channel and blocked the waterway. A U.S. flag towing vessel moved the barge out of the channel and secured it to the shoreline. Case closed.

**Rule 9 Violation (29AUG):** A foreign flag freight vessel was transiting outbound, just east of the Golden Gate, when a recreational sailing vessel abruptly changed its course and crossed 100-200 yards in front of the bow. A Coast Guard small boat was launched and pulled alongside the sailing vessel to educate the crew on Rule 9. Case pends.

### **NAVIGATIONAL SAFETY**

**Letter of Deviation (LOD), Inop Speed Log & Inop Depth Sounder (01AUG):** Vsl issued inbound/outbound LOD.

**Letter of Deviation (LOD), Inop AIS (07AUG):** Vsl issued outbound LOD.

**Letter of Deviation (LOD), Inop AIS (09AUG):** Vsl issued inbound LOD.

**Letter of Deviation (LOD), Inop S-Band Radar (15AUG):** Vsl issued inbound LOD.

**Letter of Deviation (LOD), Inop S-Band Radar (16AUG):** Vsl issued inbound/outbound LOD.

**Letter of Deviation (LOD), Inop Gyrocompass Repeaters (20AUG):** Vsl issued inbound LOD

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

**NSTR.**

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

**Report of the  
U.S. Army Corps of Engineers, San Francisco District  
September 12, 2013**

**1. CORPS FY 2013 O&M DREDGING PROGRAM**

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

- a. **Main Ship Channel (55+2)** –Dredging completed 07 July 2013. Survey posted.
- b. **Richmond Outer Harbor (and Richmond Long Wharf)** –Dredging in the Southampton Shoal was complete in mid-August, Long Wharf is expected to start in late-September.
- c. **Richmond Inner Harbor** – Dredging started 25 August 2013, expected completion mid-October.
- d. **Oakland O & M Dredging** – 2013 dredging planned to start in early October 2013, pending contract award. Estimated completion is mid-to-late December 2013, pending environmental work window extension.
- e. **Suisun Bay Channel (and New York Slough)** - Dredging was completed 1-12 August 2013. Survey posted.
- f. **Pinole Shoal (35+2)** – Dredging started 25 August 2013 and is expected to finish mid-September.

**2. DEBRIS REMOVAL** – Total debris removal for July 2013 was 25.5 tons. (Raccoon: 6 tons; Dillard: 19.5 tons; misc: 0 tons). Average for July from 2003 to 2012 is 34.4 tons. (Range: 0 - 83 tons). Total debris removal for August 2013 was 33 tons. (Raccoon: 14 tons; Dillard: 19 tons; misc: 0 tons). Average for August from 2003 to 2012 is 49 tons. (Range: 0 - 125 tons).

**BASEYARD DEBRIS COLLECTION TOTALS:**

<b>MONTH</b>	<b>GRIZZLY</b>	<b>RACCOON</b>	<b>DILLARD</b>	<b>MISC</b>	<b>TOTAL</b>
2013	TONS	TONS	TONS	TONS	TONS
JAN	-	0	42.5	5	47.5
FEB	-	5	42.5	15	62.5
MAR	-	15	38	5	58
APR	-	27	32.5	5	64.5
MAY	-	47	51.5	0	98.5
JUN	-	68	117	0	185
JUL	-	6	19.5	0	25.5
AUG	-	14	19	0	33
SEP					
OCT					
NOV					
DEC					

YR TOTAL
574.5

**3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS**

None to report.

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

No urgent dredging so far in 2013.

## 5. OTHER WORK

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

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

### HYDROGRAPHIC SURVEY UPDATE

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

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

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

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

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

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

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

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

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

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

**New York Slough:** Post-dredge survey of August 21-22, 2013 is posted.

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

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

**Oakland Inner Harbor:** Pre-solicitation survey of July 18-25 has been posted.

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

**Oakland Outer Harbor:** Pre-solicitation survey of July 18-25 has been posted.

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

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

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

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

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

**Richmond Outer Harbor (Longwharf & Southampton Shoal):** Condition survey of July 26, 2013 was posted.

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

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

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

**Suisun Bay Channel:** Post-dredge survey of August 21-27, 2013 is posted.

Disposal Site Condition Surveys:

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

**SF-09 (Carquinez):** Sept 9, condition survey has posted (Sept 9, 2013).

**SF-10 (San Pablo Bay):** Sept 9, condition survey has been posted (Sept 9, 2013).

**SF-11 (Alcatraz):** July, August 2 & 6, Sept 5, condition surveys have been posted.

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

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

## O&M DREDGING PLAN FOR FY13

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

Complete & Ongoing Contracts  
(Dredging dates shown)

Hopper  
(Dredging dates shown)

New Dredge Contract  
(Dredging dates shown)

Environmental Window

Updated: 10 Sept 2013



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

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## San Francisco Clearinghouse Report

September 12, 2013

- ✎ In July and August the clearinghouse did not contact OSPR regarding any possible escort violations.
- ✎ In July and August the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ✎ The Clearinghouse has not contacted OSPR regarding any possible escort violations in 2013. The Clearinghouse called OSPR 3 times in 2012 regarding any possible escort violations, 3 times in 2011, 6 times in 2010, 8 times in 2009; 4 times in 2008; 9 times in 2007; 9 times in 2006; 16 times in 2005; 24 times in 2004; twice in 2003; twice in 2002; 6 times in 2001; 5 times in 2000.
- ✎ In July there were 116 tank vessel arrivals; 6 Chemical Tankers, 24 Chemical/Oil Tankers, 36 Crude Oil Tankers, 1 Non Specific Tanker, 19 Product tankers, and 30 Tugs with Barges.
- ✎ In July there were 324 total arrivals.
- ✎ In August there were 101 tank vessel arrivals; 10 Chemical Tankers, 13 Chemical/Oil Tankers, 29 Crude Oil Tankers, 2 LPG's, 17 Product Tankers, and 30 Tugs with Barges.
- ✎ In August there were 307 total arrivals.

# San Francisco Bay Clearinghouse Report For August 2013

## San Francisco Bay Region Totals

	<u>2013</u>		<u>2012</u>		
Tanker arrivals to San Francisco Bay	71		69		
Barge arrivals to San Francisco Bay	30		25		
Total Tanker and Barge Arrivals	101		94		
Tank ship movements & escorted barge movements	368		309		
Tank ship movements	215	58.42%	208	67.31%	
Escorted tank ship movements	125	33.97%	126	40.78%	
Unescorted tank ship movements	90	24.46%	82	26.54%	
Tank barge movements	153	41.58%	101	32.69%	
Escorted tank barge movements	44	11.96%	46	14.89%	
Unescorted tank barge movements	109	29.62%	55	17.80%	

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

Escorts reported to OSPR 0 1

<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	212		348		0		166		726	
Unescorted movements	92	43.40%	185	53.16%	0	0.00%	86	51.81%	363	50.00%
Tank ships	56	26.42%	109	31.32%	0	0.00%	43	25.90%	208	28.65%
Tank barges	36	16.98%	76	21.84%	0	0.00%	43	25.90%	155	21.35%
Escorted movements	120	56.60%	163	46.84%	0	0.00%	80	48.19%	363	50.00%
Tank ships	99	46.70%	125	35.92%	0	0.00%	50	30.12%	274	37.74%
Tank barges	21	9.91%	38	10.92%	0	0.00%	30	18.07%	89	12.26%

Notes:

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

# San Francisco Bay Clearinghouse Report For 2013

## San Francisco Bay Region Totals

	<u>2013</u>		<u>2012</u>	
Tanker arrivals to San Francisco Bay	455		712	
Barge arrivals to San Francisco Bay	207		333	
Total Tanker and Barge Arrivals	662		1,045	
Tank ship movements & escorted barge movements	2,653		3,446	
Tank ship movements	1,529	57.63%	2,149	62.36%
Escorted tank ship movements	837	31.55%	1,166	33.84%
Unescorted tank ship movements	692	26.08%	983	28.53%
Tank barge movements	1,124	42.37%	1,297	37.64%
Escorted tank barge movements	419	15.79%	504	14.63%
Unescorted tank barge movements	705	26.57%	793	23.01%

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

Escorts reported to OSPR 0 3

<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	1,566		2,469		0		1,259		5,294	
Unescorted movements	761	48.60%	1,248	50.55%	0	0.00%	619	49.17%	2,628	49.64%
Tank ships	514	32.82%	823	33.33%	0	0.00%	339	26.93%	1,676	31.66%
Tank barges	247	15.77%	425	17.21%	0	0.00%	280	22.24%	952	17.98%
Escorted movements	805	51.40%	1,221	49.45%	0	0.00%	640	50.83%	2,666	50.36%
Tank ships	580	37.04%	842	34.10%	0	0.00%	362	28.75%	1,784	33.70%
Tank barges	225	14.37%	379	15.35%	0	0.00%	278	22.08%	882	16.66%

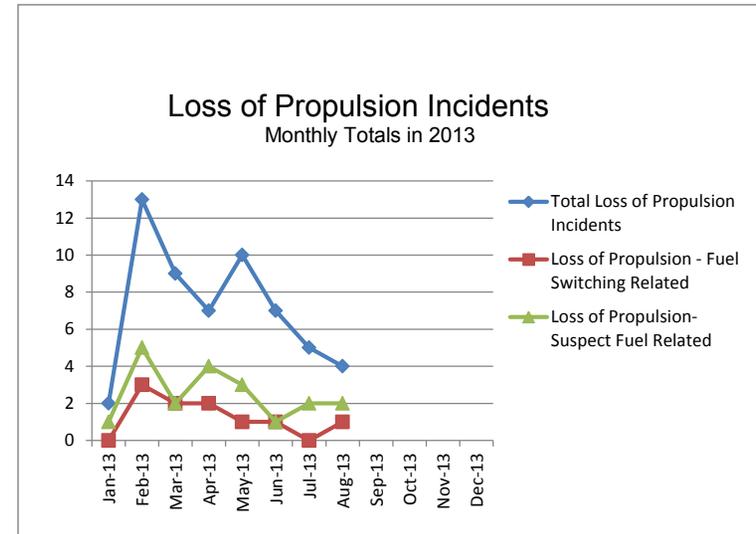
### Notes:

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.

## REPORTED LOSS OF PROPULSION INCIDENTS

Monthly Totals in 2013

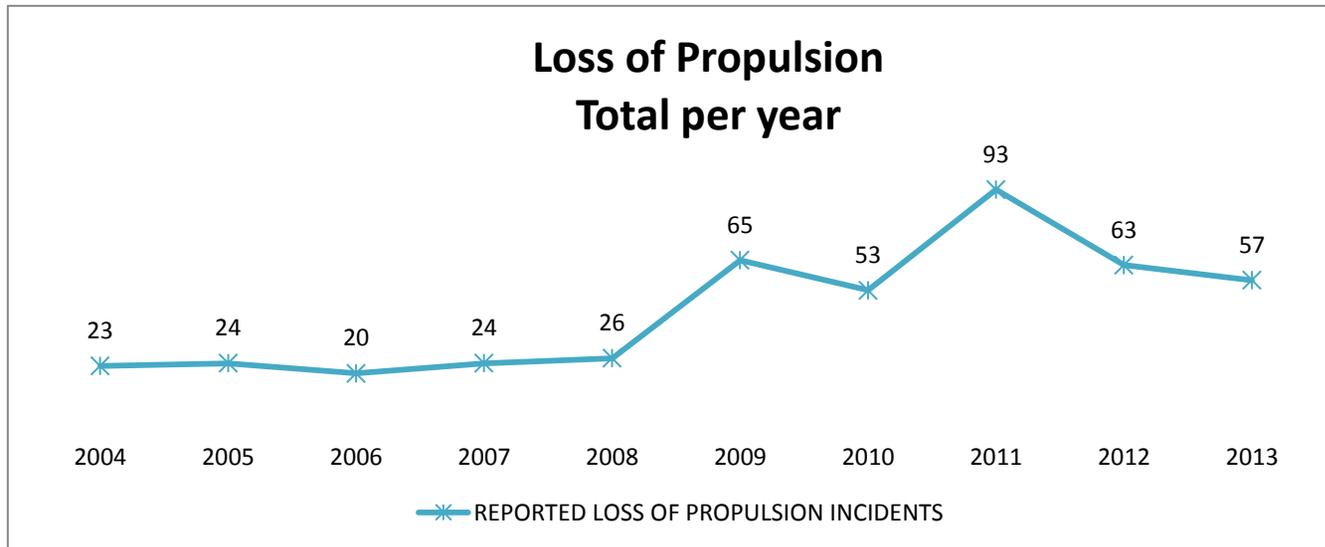
	Total Loss of Propulsion Incidents	Loss of Propulsion - Fuel Switching Related	Loss of Propulsion - Suspect Fuel Related
Jan-13	2	0	1
Feb-13	13	3	5
Mar-13	9	2	2
Apr-13	7	2	4
May-13	10	1	3
Jun-13	7	1	1
Jul-13	5	0	2
Aug-13	4	1	2
Sep-13			
Oct-13			
Nov-13			
Dec-13			
<b>Totals</b>	<b>57</b>	<b>10</b>	<b>20</b>



## REPORTED LOSS OF PROPULSION INCIDENTS

2004 - 2013

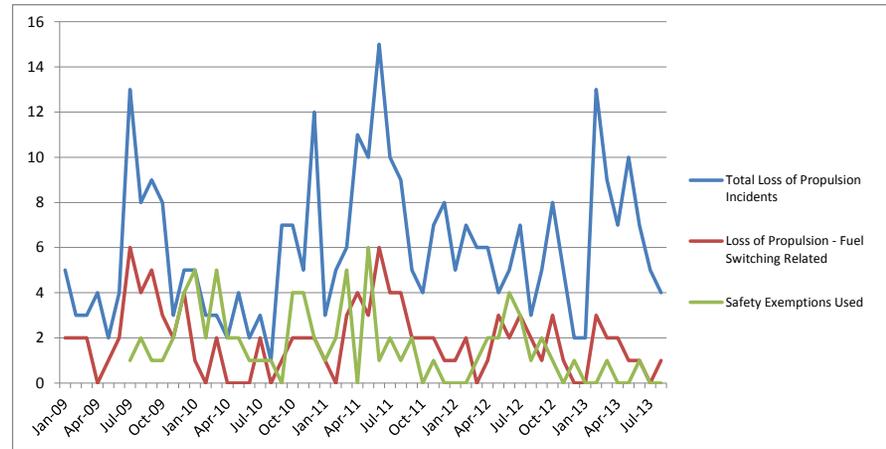
	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
<b>San Francisco</b>	15	11	10	10	12	37	26	54	37	27
<b>Los Angeles / Long Beach</b>	8	12	6	14	14	28	25	38	26	29
<b>San Diego</b>	0	1	3	0	0	0	2	1	0	1
<b>Humboldt</b>	0	0	1	0	0	0	0	0	0	0
<b>Total per year</b>	23	24	20	24	26	65	53	93	63	57



## REPORTED LOSS OF PROPULSION INCIDENTS

*Monthly Totals in 2009 - 2013*

	Total Loss of Propulsion Incidents	Loss of Propulsion - Fuel Switching Related	Safety Exemptions Used	Problems Reported by Pilots
Jan-09	5	2		
Feb-09	3	2		
Mar-09	3	2		
Apr-09	4	0		
May-09	2	1		
Jun-09	4	2		
Jul-09	13	6	1	33
Aug-09	8	4	2	25
Sep-09	9	5	1	14
Oct-09	8	3	1	14
Nov-09	3	2	2	4
Dec-09	5	4	4	6
Jan-10	5	1	5	
Feb-10	3	0	2	
Mar-10	3	2	5	
Apr-10	2	0	2	
May-10	4	0	2	
Jun-10	2	0	1	
Jul-10	3	2	1	
Aug-10	1	0	1	
Sep-10	7	1	0	
Oct-10	7	2	4	
Nov-10	5	2	4	
Dec-10	12	2	2	
Jan-11	3	1	1	
Feb-11	5	0	2	
Mar-11	6	3	5	
Apr-11	11	4	0	
May-11	10	3	6	
Jun-11	15	6	1	
Jul-11	10	4	2	
Aug-11	9	4	1	
Sep-11	5	2	2	
Oct-11	4	2	0	
Nov-11	7	2	1	
Dec-11	8	1	0	
Jan-12	5	1	0	
Feb-12	7	2	0	
Mar-12	6	0	1	
Apr-12	6	1	2	
May-12	4	3	2	
Jun-12	5	2	4	
Jul-12	7	3	3	
Aug-12	3	2	1	
Sep-12	5	1	2	
Oct-12	8	3	1	



Nov-12	5	1	0	
Dec-12	2	0	1	
Jan-13	2	0	0	
Feb-13	13	3	0	
Mar-13	9	2	1	
Apr-13	7	2	0	
May-13	10	1	0	
Jun-13	7	1	1	
Jul-13	5	0	0	
Aug-13	4	1	0	
Sep-13				
Oct-13				
Nov-13				
Dec-13				
<b>Totals</b>	<b>334</b>	<b>106</b>	<b>80</b>	<b>96</b>



## CALIFORNIA STATE LANDS COMMISSION

### HARBOR SAFETY COMMITTEE MONTHLY REPORT - JULY COMPARISON

#### VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
JULY 1- 31, 2012	205	72	35.12
JULY 1- 31, 2013	225	103	45.78

#### CRUDE OIL / PRODUCT TOTALS

	Crude Oil ( D )	Crude Oil ( L )	Overall Product ( D )	Overall Product ( L )	GRAND TOTAL
JULY 1- 31, 2012	16,193,247	415,000	20,554,324	9,201,848	29,756,172
JULY 1- 31, 2013	15,741,000	0	20,222,038	9,741,084	29,963,122

#### OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
JULY 1- 31, 2012	0	0	0	0	0
JULY 1- 31, 2013	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 - AUGUST COMPARISON

#### VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
AUGUST 1- 31, 2012	228	90	39.47
AUGUST 1- 31, 2013	243	106	43.62

#### CRUDE OIL / PRODUCT TOTALS

	Crude Oil ( D )	Crude Oil ( L )	Overall Product ( D )	Overall Product ( L )	GRAND TOTAL
AUGUST 1- 31, 2012	10,412,791	0	18,407,983	6,646,405	25,054,388
AUGUST 1- 31, 2013	16,929,276	241,526	21,329,481	8,843,512	30,172,993

#### OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
AUGUST 1- 31, 2012	0	0	0	0	0
AUGUST 1- 31, 2013	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.

**San Francisco Bay Region Harbor Safety Committee  
OSPR Report  
(As of September 2013)**

**Drills and Exercises**

Amendments will include limiting scheduled drills to accommodate OSPR staff so they can attend and participate in more drills, and re-working the drill objectives so they are more performance-based. Simplified drill objectives have been developed for Small Marine Fueling Facilities, Mobile Transfer Units and Vessels Carrying Oil As Secondary Cargo. The Notice of Proposed Rulemaking was sent out on May 13, 2013 and hearings were held on July 9 and 11, 2013. The proposed language will be changed based on the comments received and will be sent out for a 15-day comment period.

Questions regarding the proposed regulations, requests for documents, or any questions concerning the substance of this regulatory action may be directed to Joy Lavin-Jones ((916) 327-0910), or Barbara Foster ((916) 327-9406).

**Shoreline Protection Tables**

Amendments are planned to the Shoreline Protection Tables, to incorporate changes to the Area Contingency Plans and to do some streamlining/simplification of the tables. Two workshops were held to discuss the changes to the tables. It is anticipated that the Notice of Proposed Rulemaking will be e-mailed mid-September

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

**AB 881 (Chesbro):**

We are tracking the bill, and we have no position on the bill.

The bill was set for the third reading in the senate on September 4, 2013. The legislature has until September 13 to pass the bill and send it to the Governor. The Governor has until October 13 to sign or veto the bill.

**West Coast Harbor Safety Summit**

October 29 & 30 at the Spring Hill Suites (Marriott) in Napa. Attendees will include Chairs from all California Harbor Safety Committees, Puget Sound, Lower Columbia River, Hawaii and Pacific States/British Columbia Oil Spill Task Force..



**MARINE SAFETY AND SECURITY  
INFORMATION BULLETIN  
(MSIB) 13-07**

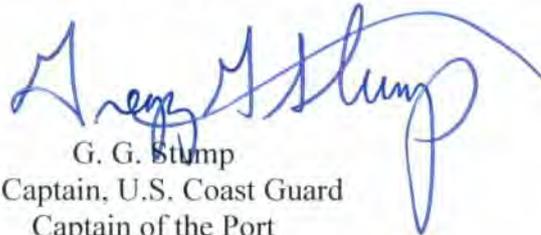
**06 Sep, 2013**

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

**Maritime Security Awareness Reminder**

As the twelfth anniversary of September 11<sup>th</sup>, 2001 approaches, all professional mariners, maritime facility operators, and recreational users of the San Francisco Bay area are reminded to maintain a vigilant posture towards the safety and security of our ports. The current situation in the Middle East, including the potential for conflict in Syria, heightens the importance of ensuring the integrity of our collective safety and security measures. Additionally, the high-profile America's Cup races will bring crowds of spectators both on the water and on land, necessitating extra scrutiny and attention to security and safety concerns. The Coast Guard relies on our close partnerships with port stakeholders and safety and law enforcement partners to ensure that all suspicious activity is swiftly reported and addressed. We also rely on the boating public to recognize and report suspicious activity. The Maritime Security (MARSEC) level around the Nation and locally remains at MARSEC Level 1, however vessel and facility operators are highly encouraged to review security plans and reporting procedures, and ensure that all security measures required for MARSEC Level 1 are in place. Thank you for your continued vigilance and commitment to keeping our waterways and ports safe and secure.

Maritime industry representatives and concerned citizens are encouraged to report suspicious activity immediately to the National Response Center at 1-800-424-8802. Should you have any questions or concerns regarding this bulletin, please contact the Sector San Francisco Command Center at (415) 399-7300.

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

**MARINE SAFETY/SECURITY**  
**INFORMATION BULLETIN (MSIB) 13-06**



Coast Guard Sector San Francisco  
Department of Homeland Security

**Safety Alert:**

**High-Speed Ferry Routes in San Francisco Bay**

This Marine Safety and Security Information Bulletin (MSIB) serves to remind both professional mariners and recreational boaters of the shared responsibility to keep a sharp look-out while operating their vessels in the vicinity of a high-speed ferry route.

Several of the high-speed ferries operating in San Francisco Bay routinely travel at speeds in excess of 30 knots. At these speeds, a high-speed ferry can travel approximately one mile in two minutes (or the length of a football field in just over eight seconds). A vessel operator who is not maintaining a sharp look-out can be easily caught off guard by one of these fast-moving vessels.

High-speed ferry routes have been established in San Francisco Bay to enhance safety by making the path of these fast-moving vessels predictable to other vessel operators; however, ferry vessels are not entitled to special rights or privileges when using these routes. These routes appear on the current versions of the National Oceanic and Atmospheric Administration (NOAA) nautical charts for San Francisco Bay. The Coast Guard strongly encourages vessel operators to familiarize themselves with these routes and to maintain a constant and vigilant look-out when operating in proximity to them.

Failure to maintain a proper look-out while operating in close proximity to a high-speed ferry route may result in a collision. A collision can result in property damage, injury, and even death. Failure to maintain a proper look-out may also result in criminal and/ or civil penalties that include up to 10 years in jail and/ or up to a \$250,000 fine.

Vessel operators who are concerned about an approaching ferry should, as early as possible, contact the ferry on VHF FM Channel 13 to make passing arrangements. Most ferries in the San Francisco Bay area are NOT required to maintain a radio watch on VHF FM Channel 16. If unable to establish communications with a ferry on VHF FM Channel 13, contact Vessel Traffic Service San Francisco on VHF FM Channel 14.

The Coast Guard strongly encourages all ferries running between points covered by the charted ferry routes to transit on the routes whenever safe to do so. The Coast Guard also encourages ferries to inform Vessel Traffic Service on VHF FM Channel 14 if deviating from those routes.

A handwritten signature in blue ink, appearing to read "G. G. Stump". The signature is stylized and cursive.

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