

Harbor Safety Committee

of the San Francisco Bay Region

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

Harbor Safety Committee of the San Francisco Bay Region

Thursday, September 11, 2014

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

John Berge (M), Pacific Maritime Shipping Association, Vice-Chair of the Harbor Safety Committee (HSC); called the meeting to order at 10:06.

Alan Steinbrugge (A), San Francisco 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 Company; **Jim Anderson** (M), CA Dungeness Crab Task Force, **John Berge** (M), Pacific Maritime Shipping Association; **Margot Brown** (M), National Boating Federation; **Mary Brown** (M), Horizon Lines; **Michelle Connolly** (M), Chevron Shipping Company; **Capt. Tom Dougherty** (M), Blue & Gold Fleet; **Aaron Golbus** (M), Port of San Francisco; **Capt. George Livingstone** (A), San Francisco Bar Pilots; **Jim McGrath** (M), Bay Conservation and Development Commission; **Lt.Col. John Morrow** (M), US Army Corps of Engineers; **Capt. Griffin Patrick** (A), Tesoro Refining and Marketing; **Chris Peterson** (M), Port of Oakland; **Deb Self** (M), San Francisco Bay Keeper; **Capt. Ray Shipway** (M), Int'l Org. of masters, Mates and Pilots; **Janie Singleton** (M), Port of Richmond; **Alan Steinbrugge** (A), San Francisco Marine Exchange; **Capt. Greg Stump** (M), United States Coast Guard; **Gerry Wheaton** (M), NOAA; **Gregory Zeligman** (A), Starlight Marine Services.

The meetings are always open to the public.

Approval of the Minutes-

- Leslie Abramson, NOAA, submitted corrections to her presentation on whale notifications which will be incorporated in the final version of the July minutes.
- A motion to accept the minutes of the July 10, 2014 meeting was made and seconded. The minutes were approved without dissent.

Comments by Chair- John Berge

- Welcomed the committee members and audience. Advised that he was filling in for Capt. Lynn Korwatch.
- Introduced Janie Singleton, Port of Richmond, as a new member of the HSC with extensive maritime experience.
- Announced that the SF HSC won the 2012/2013 HSC of the Year Award at the national HSC conference in Philadelphia on August 25, 2014. Cmdr. Wirts, who was instrumental in drafting the award application, read the award letter to the committee.

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Coast Guard Report- Capt. Greg Stump

- Advised of two recent maritime incidents. On August 27, the vessel Pine Galaxy was disabled by fire offshore and had to be escorted into port by three tugs as a Dead Ship Tow. Last week, the vessel Ocean Life lost propulsion and emergency anchored near the Benicia Bridge. The ship's anchor damaged an underwater electric cable that brings power to San Francisco. Electricity was re-routed but repairs will be costly.
- Advised of recent protests at the Port of Oakland over ZIM vessels berthed there. ZIM is an Israeli shipping company. Protests have blocked port entrances and forced one vessel to depart without unloading cargo.
- Advised of MSIB 14-07 issued on August 1, 2014 regarding enforcement of navigational rules in San Francisco Bay (attached).
- Advised of MSIB 14-04 Safety Alert regarding pack-less/dripless shaft seal maintenance.
- Cmdr. Wirts read from the July-14 and August-14 Prevention/Response Reports (attached).
- Cmdr. Wirts advised of a July treated sewage spill from San Francisco's SE Water Pollution Plant. Jim McGrath advised that he would follow up to make sure this incident was reported correctly.

Army Corps of Engineers Report- Lt.Col. John Morrow

- Recognized today's anniversary of the 9/11 terrorist attacks.
- Advised that Army Corps Maj. Adam Czekanski has been awarded the Soldier's Medal for his actions rescuing a person off the tracks at the Orinda BART station on January 24, 2014. The Soldier's Medal is the Army's highest award given in peacetime.
- Rob Lawrence read from the US Army Corps of Engineers, San Francisco District Report (attached).
- Capt. Amso asked if the Yaquina surveyed the Pinole Shoal Channel after dredging. Jessica Burton Evans answered negative but advised that the post-dredge survey will be posted shortly.
- Capt. Shipway asked if dredge material from Oakland was being taken to Collinsville. The Army Corps answered affirmative.
- The Army Corps advised that the Dillard and Raccoon will be in the shipyard into October but that the smaller vessels will be working in the meantime.

Clearing House Report- Alan Steinbrugge (report attached)

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OSPR Report- David Mighetto

- Advised that Jim McGrath, BCDC, has been re-appointed as a member of the HSC. Linda Scourtis, SF Bay Conservation Commission, has been re-appointed as an alternate. Janie Singleton, Port of Richmond, has been appointed as a new member. Oaths of office will be taken.
- Advised of the upcoming HSC Summit on October 28, 2014 at Springhill Suites in Napa, CA. An agenda will be distributed through the Marine Exchange. Bakken crude rail transport will be discussed.

NOAA Report- Gerry Wheaton

- Announced that he is retiring on September 30, 2014 and that this will be his last HSC meeting. He thanked the committee members for their work and support. Jeff Ferguson, who has been with NOAA for 27 years, will be replacing Gerry Wheaton as NOAA representative on the committee. His bio is attached.
- Advised that Logan Johnson, NOAA meteorologist, is planning to attend the October or November HSC meeting to present information regarding the possibility of an El Nino.

State Lands Commission Report- Chris Beckwith (report attached)

- Announced that the Prevention First 2014 Pollution Prevention Symposium is on October 7-8, 2014 in Long Beach, CA. Information available at slc.ca.gov.

Discussion on the Status of Mile Rocks Light- Capt. George Livingstone

- Advised that despite the difficulties, the Bar Pilots would like to see Mile Rocks Light re-lit as soon as possible. Mile Rocks is a recreational boating safety hazard that is very difficult to see at night. Commercial ships have AIS but many smaller recreational vessels don't, increasing the danger.
- John Berge advised that this issue can be addressed in the HSC's Navigation Work Group.
- Cmdr. Wirts advised that Mile Rocks Light has been out since September, 2013 and has not been re-lit due to unsafe conditions. The physical structure holding the light is not sound and requires replacement. Funds have been requested but not yet allocated. Mile Rocks is currently marked as an E-ATON on AIS.

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Work Group Reports-

Tug Work Group- Gregory Zeligman advised that a meeting was held last week to discuss ATB regulations. The recent Pine Galaxy Dead Ship Tow was also discussed. Execution of the Dead Ship Tow went very well and followed the HSC's BMP guidelines approved earlier this year. No new meeting is currently scheduled.

Navigation Work Group- Capt. George Livingstone advised that there was nothing to report. A meeting will be scheduled for next month. Advised that the pilot onboard the vessel Ocean Life, which lost propulsion and emergency anchored last week, will be given a commendation for his actions avoiding collision with the UP Railroad Bridge.

Ferry Operations Work Group- Capt. Tom Dougherty advised that simulator exercises and training are ongoing.

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

PORTS Work Group- Chris Peterson advised that there was nothing to report.

Prevention through People Work Group- Margot Brown advised that the recreational boating community supports the Bar Pilot's request to have Mile Rocks Light re-lit and asked if an official letter from the HSC could help make this a priority for the USCG. John Berge suggested that this be taken up by the Navigation Work Group and then brought to the HSC for a vote. Capt. Stump advised that a letter may be beneficial. Cmdr. Wirts advised that funding for fixing Mile Rocks Light was not approved for USCG FY14 but would be requested again next year. Money is the issue as the repairs will be costly. Privately funding the project is also a possibility.

John Berge advised that state bill SB 941 is on the Governor's desk. This bill would mandate the issuance of vessel operator cards for recreational boaters requiring a written test.

PORTS Report- Alan Steinbrugge

- Advised that the Bay Bridge Air Gap Sensor data was still not available due to satellite antenna issues.
- Advised that installation of the Pier 27 weather station will be initiated soon.

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Public Comment-

- Veronica Boe, California Maritime, advised of several upcoming events. Fleet Week and Homecoming are in October. Cal. Maritime's new athletic center ribbon cutting is on October 10, 2014. The school's annual gala is on November 1, 2014. The new Maritime Safety and Security Center will be opening in November, 2014. Chevron is donating an engine simulator to the campus for training purposes.

Old Business-

- Jim Anderson asked if closed off areas for events such a Fleet Week can be marked on AIS. Cmdr. Wirts advised that they currently only have the ability to mark individual points on AIS but the ability to use polygons will be added in the future. AIS text messaging for vessels approaching closed off areas is a possibility. Gerry Wheaton commented that clutter could become a problem for AIS as it can be for NOAA charts.
- John Berge advised that Gerry Wheaton, Al Storm with OSPR and Capt. Pete Bonebakker with Phillips 66 are retiring and recognized their contributions to the HSC. Certificates of appreciation were presented.

New Business- None

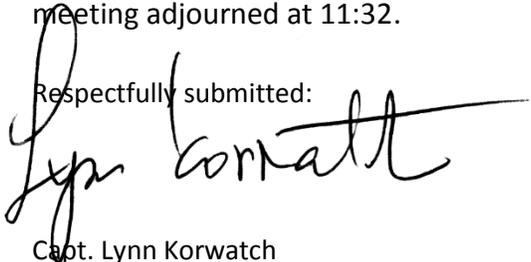
Next Meeting-

1000-1200, October 9, 2014
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 11:32.

Respectfully submitted:



Capt. Lynn Korwatch

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

July-14

PORT SAFETY CATEGORIES*

	2014	2013	3yr Avg**
1. Total Number of Port State Control Detentions for period:	0	1	0.58
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
2. Total Number of COTP Orders for the period:	5	6	5.89
Navigation Safety (5), Port Safety & Security (0), ANOA (0)			
3. Marine Casualties (reportable CG 2692) within SF Bay: Allision (1), Collision (0), Fire (0), Capsize (0), Grounding (1), Sinking (0), Steering (1), Propulsion (8), Personnel (0), Other (2), Power (0), Flooding(0)	12	15	12.67
4. Total Number of (routine) Navigation Safety issues/Letters of Deviation: Radar (0) Gyro (0), Steering (0), Echo sounder (0), AIS (1), AIS-835 (0), ARPA (0), SPD LOG (1), R.C. (0), Other (0)	2	2	4.44
5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay:	1	1	0.75
6. Significant Waterway events or Navigation related cases for the period:	0	0	0.39
7. Maritime Safety Information Bulletins (MSIBs):	0	0	0.39
Total Port Safety (PS) Cases opened for the period:	20	25	25.11

MARINE POLLUTION RESPONSE

Source Identification (Discharges):

VESSELS	2014	2013	3yr Avg**
U.S. Commercial Vessels	0	0	0.89
Foreign Freight Vessels	1	0	0.14
Public Vessels	1	1	1.00
Commercial Fishing Vessels	0	0	0.42
Recreational Vessels	8	2	3.64
FACILITIES			
Regulated Waterfront Facilities	0	1	0.31
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.11
Other Land Sources	9	1	1.67
Mystery Spills - Unknown Sources	7	1	4.11

Number of Oil/Hazmat Pollution Incidents within San Francisco Bay for Period

1. Spills < 10 gallons	7	5	6.39
2. Spills 10 - 100 gallons	3	1	1.03
3. Spills 100 - 1000 gallons	0	0	0.11
4. Spills > 1000 gallons	2	0	0.11
5. Spills - Unknown	14	0	4.39
Total:	26	6	11.81

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

1. Estimated spill amount from U.S. Commercial Vessels:	0	0	16.87
2. Estimated spill amount from Foreign Freight Vessels:	0	0	0.08
2. Estimated spill amount from Public Vessels:	0	1	6.31
3. Estimated spill amount from Commercial Fishing Vessels:	0	0	5.74
4. Estimated spill amount from Recreational Vessels:	12.5	0	11.76
5. Estimated spill amount from Regulated Waterfront Facilities:	0	100	4.82
6. Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer:	0	0	0.14
7. Estimated spill amount from Other Land Sources: (Sewage)	5305520	1	147483.19
8. Estimated spill amount from Unknown sources:	20	1	6.40

TOTAL OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES (GALLONS):

	5305552.5	103	147535.32
Civil Penalty Cases for Period	1	0	0.11
Notice of Violations (TKs)	0	1	0.47
Letters of Warning	4	0	1.89
TOTAL PENALTY ACTIONS:	5	1	12.78

* 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 2014)

MARINE CASUALTIES

Loss of propulsion (10July): A foreign flag chemical carrier experienced a loss of propulsion while transiting inbound to Stockton. The vessel had water ingress into the LSMGO which led to a shutdown of the Number 3 ship service generator causing two of four cylinders with seized fuel pumps. Vessel lost power. The vessel drained all of the water from the MGO was issued a COTP order to transit to Anchorage 9 on LSHFO. Class & Coast Guard attended the vessel and A Condition of Class was given for number 3 generator. The vessel had two other working generators. **LOP was not attributed to fuel switching.** Case closed.

Loss of steering (12July): A foreign flag tank vessel experienced a loss of steering while transiting inbound to Richmond Long Wharf. While conducting prearrival checks the vessel experienced a loss of its port steering pump. The vessel immediately shifted to its starboard steering pump. The vessel replaced its port steering pump and satisfactorily tested the steering gear in all modes. Class and Coast Guard attended the vessel and witnessed satisfactory operation of the system. Case Closed

Loss of propulsion (12July): A foreign flag tank vessel experienced a loss of propulsion while transiting inbound to Anchorage 9. COTP was issued requiring a one tug escort from Mile Rock to Anchorage 9. The vessel reported broken engine control linkage for fuel injector racks. The linkage was refitted and a class report was given to the vessel attesting to the repairs. Class and Coast Guard attended vessel and witnessed satisfactory operation of the system. **LOP was not attributed to fuel switching.** Case Closed.

Loss of propulsion (22July): A foreign flag tank carrier experienced a loss of propulsion while conducting pre-departure checks. A Captain of the Port (COTP) order was issued for the vessel to remain at berth. Class Report was obtained and Coast Guard inspectors attended the vessel and found that a lube oil filter had failed. Filter was replaced. **LOP was not attributed to fuel switching.** Case Closed.

Loss of propulsion (25July): A U.S. Flag passenger vessel experienced a loss of their Port Main Engine while transiting to Pier 41 in SF with 247 passengers. The P/V continued to Pier 41 on their starboard engine. An 835 No Sail was issued to prove proper operation of their engine. On 07AUG14 CG Marine Inspector attended vessel to conduct sea trials. Cleared 835. Case Closed.

Reduction in propulsion (29July): A U.S Flag passenger vessel had experienced a reduction in propulsion due to generator problems. The p/v returned safely to the Ferry Terminal in San Francisco and disembarked all passengers. An 835 No Sail was issued to prove proper operation of their propulsion system. Case Pends

Allision (26July): A foreign flag tank vessel allided with the pier at Valero Benicia Marine Terminal. The vessel was in ballast and pulling into the pier to conduct a transfer. The shock absorbers appeared to have collapsed, the dock buckled and the guard rails appeared bent. There were no injuries, no pollution and no damage to the ship the time. No COTP order issued. Case Closed.

VESSEL SAFETY CONDITIONS

NSTR

GENERAL SAFETY CASES

NSTR

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inop AIS Pilot Plug, (04July): Vessel's AIS Pilot plug discovered to be inop while inbound.

Letter of Deviation (LOD), Inop Speed Log, (23July): Vsl issued inbound/outbound LOD.

Letter of Deviation (LOD), Inop X-Band Radar, (23July): Vsl issued inbound LOD.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (4July): A 40ft recreational pontoon live-aboard became partially submerged in the Red Wood Creek near Bair Island Aquatics Center, discharging approximately 10 gallons of gasoline.

Letter of Warning, (17July): A 36ft sailing vessel discharged approximately a half gallon of oil overboard at Emeryville Marina from an oil leak caused by a blown engine rear seal.

Letter of Warning, (21July): A 35ft recreational vessel lost approximately 1 gallon of oil down a scupper from a leaky container on the fantail that caused a sheen at Antioch City Marina.

Letter of Warning, (30July): A 38ft recreational vessel experienced a leak in a fuel line causing diesel fuel to flood the bilge and activate bilge pumps, discharging approximately 20 gallons overboard at Pier 39 Marina.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

August-14

PORT SAFETY CATEGORIES*

	2014	2013	3yr Avg**
1. Total Number of Port State Control Detentions for period:	0	1	0.56
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
2. Total Number of COTP Orders for the period:	8	4	6.11
Navigation Safety (8), Port Safety & Security (0), ANOA (0)			
3. Marine Casualties (reportable CG 2692) within SF Bay: Allision (0), Collision (0), Fire (1), Capsize (0), Grounding (0), Sinking (0), Steering (2), Propulsion (7), Personnel (0), Other (1), Power (1)	12	17	12.75
4. Total Number of (routine) Navigation Safety issues/Letters of Deviation: Radar (3) Gyro (0), Steering (0), Echo sounder (0), AIS (0), AIS-835 (0), ARPA (0), SPD LOG (0), R.C. (0), Other (0)	3	5	4.44
5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay:	2	1	0.72
6. Significant Waterway events or Navigation related cases for the period:	2	1	0.44
7. Maritime Safety Information Bulletins (MSIBs):	1	1	0.42
Total Port Safety (PS) Cases opened for the period:	28	30	25.44

MARINE POLLUTION RESPONSE

Source Identification (Discharges):

VESSELS	2014	2013	3yr Avg**
U.S. Commercial Vessels	0	1	0.89
Foreign Freight Vessels	0	0	0.14
Public Vessels	0	1	0.94
Commercial Fishing Vessels	1	0	0.42
Recreational Vessels	10	1	3.86
FACILITIES			
Regulated Waterfront Facilities	1	0	0.33
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.11
Other Land Sources	2	2	1.67
Mystery Spills - Unknown Sources	1	5	4.00
Number of Oil/Hazmat Pollution Incidents within San Francisco Bay for Period			
1. Spills < 10 gallons	5	10	6.28
2. Spills 10 - 100 gallons	0	0	1.03
3. Spills 100 - 1000 gallons	1	0	0.14
4. Spills > 1000 gallons	0	0	0.11
5. Spills - Unknown	9	0	4.56
Total:	15	10	11.89
TOTAL OIL DISCHARGE AND HAZARDOUS MATERIALS RELEASE VOLUMES BY SPILL SIZE CATEGORY:			
1. Estimated spill amount from U.S. Commercial Vessels:	0	5	16.87
2. Estimated spill amount from Foreign Freight Vessels:	0	0	0.08
2. Estimated spill amount from Public Vessels:	0	1	6.14
3. Estimated spill amount from Commercial Fishing Vessels:	265	0	13.10
4. Estimated spill amount from Recreational Vessels:	9	1	11.95
5. Estimated spill amount from Regulated Waterfront Facilities:	2	0	4.88
6. Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer:	0	0	0.14
7. Estimated spill amount from Other Land Sources:	0	0	147483.19
8. Estimated spill amount from Unknown sources:	unk	5	6.40
TOTAL OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES (GALLONS):	276	12	147542.77
Civil Penalty Cases for Period	0	0	0.11
Notice of Violations (TKs)	0	0	0.47
Letters of Warning	3	2	1.81
TOTAL PENALTY ACTIONS:	3	2	12.53

* 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 (AUGUST 2014)

MARINE CASUALTIES

Equipment failure (02AUG): A foreign flag tank vessel experienced a periodical failure of the Bridge's Main Engine Remote Control while transiting inbound. A COTP order was issued directing them to proceed to anchorage 9 under a two tug escort and remain at anchorage until documentation was received from class. The COTP order was amended to allow the vessel to transit, under a two tug escort, to conduct cargo operations. The tech report was received on 5AUG14 and the COTP order was lifted. Case closed.

Loss of propulsion (03AUG): A U.S. flag ferry vessel experienced a loss of propulsion while IVO Pier 39. The loss was due to a casualty of the water jets; the vessel was towed safely to Pier 39 and was issued a CG-835 No-Sail. The casualty was repaired and the 835 No-Sail was lifted. LOP was not attributed to fuel switching. Case closed.

Loss of propulsion (03AUG): A foreign flag chemical carrier experienced a loss of propulsion while alongside Berth 2 at Richmond Long Wharf. Line handlers refused to moor the vessel due to facilities. A COTP order was issued to the vessel directing them to remain at Berth 2 with two tugs on scene until documentation was received from the classification society surveyor attesting to the causative factors and proper operation of the vessel's main engine propulsion and associated systems. Documentation was provided and the COTP was lifted prior to conducting cargo operations. Case closed.

****Equipment failure (07AUG14):** A foreign flag container ship experienced a loss of #3 generator while transiting outbound from Los Angeles, CA. The vessel's agent reported all generators were fully operational. COTP Order was issued requiring a two tug escort inbound and to remain at berth until completion of a class survey report. Cleaning and removal of all oil residues in E/R was required and the COTP order was lifted. Case closed.

****Loss of propulsion (10 AUG):** A foreign flag container ship experienced a loss of propulsion while en route to Los Angeles, CA. A temporary repair allowed the vessel to leave LA and transit to San Francisco' condition of class issued. A Captain of the Port (COTP) order was issued requiring the vessel to have a 1 tug escort while transiting from Mile Rock to Berth in Oakland, anywhere within SF Bay, and while outbound. Class attended vessel, found satisfactory repairs. Case closed.

Loss of propulsion (10AUG): A foreign flag bulk freight vessel experienced a loss of propulsion while maneuvering at Anchorage 9. The vessel had ordered a stern bell and it took the vessel 3 to 4 minutes to respond; a Captain of the Port (COTP) Order was issued to the vessel requiring it to remain in anchorage 9 until the cause of the casualty was determined by the Classification Society and corrected. The classification society surveyor's report was received including causative factors, satisfactory repairs, and proper operation of the vessel's machinery and the COTP order was lifted. Case closed.

Equipment failure (11AUG): A foreign flag container ship experienced an equipment failure of their emergency steering pump while transiting inbound toward San Francisco harbor. The pilot reported the issue and a COTP was issued requiring the vessel to maintain an emergency steering watch in aft steering with good communications to the bridge. Tech report received and a condition of class was issued with the requirement for repairs to be made in Tacoma, WA. Vessel departed under same COTP requirements. Case closed.

****Loss of propulsion (19AUG):** A foreign flag chemical tanker experienced a loss of propulsion while transiting approximately 75nm offshore. The vessel voluntarily secured her engines to assess propulsion difficulties and discovered a leak in the fuel pump. After making repairs, and proceeding to San Francisco, a COTP order was issued to remain at Anchorage 9 until causative factors were determined by Class and repairs verified. COTP order lifted 20AUG14. Case closed.

VESSEL SAFETY CONDITIONS

NSTR

GENERAL SAFETY CASES

****Dead Ship Tow (27AUG):** On 13 August, 2014, the motor vessel Pine Galaxy suffered a fire onboard the vessel in the Engine Work Shop. Preliminary reports indicated that the temperature gauge on the number three generator lube oil system fell off causing lube oil to atomize and catch fire. The fire was localized to one side of the ship but spread vertically taking the main machinery wiring out of service. The vessel had no power or propulsion. ICP was stood up. A three tug escort brought the vessel into port (Dead Ship Tow) the vessel was brought to pier 80 where the cargo tanks were inerted. The vessel then shifted to BAE for ship repairs. A COTP order was given to the vessel, and a Coast Guard Form B. The vessel will require major repairs done attested by class, and another full completed by Coast

****NOTE:** Initial incident occurred outside of HSC jurisdiction.

Guard inspectors. Case pends.

NAVIGATIONAL SAFETY

Inop X-Band Radar (05AUG): Vsl issued an LOD by an alternate COTP. An operational control was placed requiring the vessel to submit a satisfactory technicians report prior to departure from the San Francisco Bay. The report was received and the operational control lifted. Case closed.

Inop X-Band Radar (05AUG): Vsl issued an inbound LOD. Tech Report provided. Case Closed.

Inop X-Band Radar (28AUG): Vsl issued an inbound LOD. Tech Report provided. Case Closed.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

(04AUG): A U.S. commercial fishing vessel ran aground at Ocean Beach, Golden Gate National Recreation Area. Sector San Francisco coordinated removing the pollution threat from the vessel while the National Park Service coordinated salvage operations.

**NOTE: Initial incident occurred outside of HSC jurisdiction.

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

**Report of the
U.S. Army Corps of Engineers, San Francisco District
September 11, 2014**

1. CORPS O&M DREDGING PROGRAM

The following is this year's O & M dredging program for San Francisco Bay. The FY14 O&M dredging program is subject to change, please refer to the Local Notice to Mariner for details dredge operations.

- a. **FY14 Main Ship Channel** – Contract Hopper (BAYPORT) completed dredging in late June 2014.
- b. **FY14 Richmond Inner Harbor** – Contract clamshell, planned start mid to late-October 2014.
- c. **FY14 Richmond Outer Harbor (and Richmond Long Wharf)** – Government Hopper (ESSAYONS) completed dredging 27 June 2014 – 11 July 2014. Post-dredge survey is posted on the website.
- d. **FY14 Pinole Shoal** – Government Hopper (ESSAYONS), completed dredging 11-14 July 2014 and Government Hopper (YAQUINA) completed additional dredging 19-21 August 2014. Post-dredge survey from 6-12 August 2014 (ESSAYONS work) is posted on the website, post-dredge survey from 4 September 2014 (YAQUINA work) will be posted shortly.
- e. **FY14 Suisun Bay Channel (and New York Slough)** - Government Hopper (YAQUINA), completed dredging 11-29 August 2014. Post-dredge survey was completed 9-10 September 2014, and will be posted within 2 weeks .
- f. **FY14 Oakland O & M Dredging-** Contract #1 awarded to Dutra (clamshell), dredging started 1 August 2014 and is expected to be complete by 30 September 2014. Contract #2 is expected to start dredging in early to mid-November 2014.
- g. **FY14 Redwood City Harbor-** Contract clamshell, planned start mid to late-October 2014.

2. DEBRIS REMOVAL – Debris removal for July 2014 was 38 tons (Dillard: 24 tons; and small boats: 14 tons). Average for July from 2004 to 2013 is 32 tons. (Range: 0 – 83 tons). Debris removal for August 2014 was 71 tons (Dillard: 26 tons; and small boats: 45 tons; includes 9 derelict boats). Average for August from 2004 to 2013 is 43 tons. (Range: 0 – 88 tons). The Dillard and Raccoon will be in the shipyard for a expected 2-3 week haul out in September. We will be

utilizing our smaller vessel fleet to respond to calls and for patrols of the federal channels and connecting water ways

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	RACCOON	DILLARD	MISC	TOTAL
2013	TONS	TONS	TONS	TONS
JAN	0	35	0	35
FEB	0	6	25	31
MAR	0	8.5	2.5	11
APR	0	28	4.5	32.5
MAY	0	29	4.5	33.5
JUN	0	70	13	83
JUL	0	24	14	38
AUG	0	26	45	71
SEP				
OCT				
NOV				
DEC				

YR TOTAL
335

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

None to report.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

No urgent dredging so far in 2014.

5. OTHER WORK

San Francisco Bay to Stockton - This project received \$800,000 in the FY 14 work plan. **No change.**

Sacramento River Deep Water Ship Channel Deepening – The project received no funding in the FY 14 work plan. The study is on hold. **No change.**

HYDROGRAPHIC SURVEY UPDATE

Address of Corps' web site for completed hydrographic surveys:

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

Alameda Point Navigation Chanel: Condition survey of Sept. 2012 is posted.
Berkeley Marina (Entrance Channel): January 7, 2013 condition survey is posted.
Bull's Head Shoal: February 15, 2013 condition survey is posted.
Islais Creek Channel: December 12-13, 2012 condition survey is posted.
Main Ship Channel: Post-dredge survey of June 24-25, 2014 is posted.
Mare Island Strait: Condition survey of October 2012 is posted.
Marinship Channel (Richardson Bay): Condition survey of Dec.18, 2012 is posted.
Napa River: Condition surveys of early- to mid-April 2012 is posted.
New York Slough: Pre-dredge survey of July 30-31, 2014 is posted.
Northship Channel: November 20-26, 2012 condition survey is posted.
Oakland Entrance Channel: Condition survey completed 15 July 2014 is posted
Oakland Inner Harbor: Condition survey completed 15 July 2014 is posted.
Oakland Inner Harbor Turning Basin: Condition survey completed 15 July 2014 is posted
Oakland Outer Harbor: Pre-dredge survey of August 13-18, 2014 is posted.
Pinole Shoal Channel: Post-dredge survey of August 6-12, 2014 is posted.
Redwood City Harbor: Condition survey of August 4-5, 2014 is posted.
Richmond Inner Harbor: Condition survey of May 28-29, 2014 is posted.
Richmond Outer Harbor (Longwharf): Post-dredge survey of July 28, 2014 is posted.
Richmond Outer Harbor (Southampton Shoal): Post-dredge survey of July 18-23, 2014 is posted.
San Bruno Shoal: Condition survey of April 15, 2014 is posted.
San Leandro Marina (and Channel): Condition survey of April 30 – May 2, 2012 is posted.
San Rafael Across-the-Flats / San Rafael Creek: Condition surveys of May 2013 are posted.
Suisun Bay Channel: Pre-dredge survey of July/August 2014 is posted.

Disposal Site Condition Surveys:

SF-08 (Main Ship Channel Disposal Site): Condition survey of March 2013 is posted.
SF-09 (Carquinez): Condition survey of Sept. 2013 is posted.
SF-10 (San Pablo Bay): Condition survey of Sept. 2013 is posted.
SF-11 (Alcatraz): Condition survey of August 5, 2014 is posted.
SF-16 (Suisun Bay Disposal Site): Condition survey of May, 2012 is posted.
SF-17 (Ocean Beach Disposal Site): Condition survey of March 2013 is posted.

O&M DREDGING PLAN FOR FY14

Project	2013			2014									FY15			Volume	Placement Site
	OCT FY14	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC		
Humboldt Bar&Entrance																500kcy	HOODS
SF Main Ship Channel																350kcy	SF-17
Richmond Inner Harbor																350kcy	SFDODS or Upland
Richmond Outer Harbor																150kcy	SF-11
Pinole Shoal																150kcy	SF-10
Suisun Bay Channel																70kcy	SF-16
Oakland Inner Harbor																330 kcy	Montezuma Wetland Restoration Project
Oakland Outer Harbor																	
Redwood City Harbor																350kcy	SF-11
<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="width: 20%; border-bottom: 2px solid red; margin-bottom: 5px;"></div> <div style="width: 20%; border-bottom: 2px solid black; margin-bottom: 5px;"></div> <div style="width: 20%; border-bottom: 2px dashed red; margin-bottom: 5px;"></div> <div style="width: 20%; border-bottom: 2px solid green; margin-bottom: 5px;"></div> </div> <div style="display: flex; justify-content: space-around; margin-top: 5px;"> Complete & Ongoing Contracts Hopper New Dredge Contract Environmental Window </div>																	



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

San Francisco Clearinghouse Report

September 11, 2014

- ✎ In July the clearinghouse did not call OSPR regarding any possible violations.
- ✎ In July the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ✎ In July there were 85 tank vessel arrivals; 2 Chemical Tankers, 17 Chemical/Oil Tankers, 21 Crude Oil Tankers, 3 LPG's, 1 Non Specific Tanker, 18 Product Tankers, and 23 Tugs with Barges.
- ✎ In July there were 284 total arrivals.

- ✎ In August the clearinghouse contacted OSPR one time regarding a possible violations.
- ✎ In August the clearinghouse received one notification of a vessel arriving at the Pilot Station without escort paperwork.
- ✎ The Clearinghouse has contacted OSPR 5 times regarding possible escort violations in 2014. The Clearinghouse called OSPR 1 time in 2013. The Clearinghouse called OSPR 3 times in 2012 regarding any possible escort violations, 3 times in 2011, 6 times in 2010, 8 time 2009; 4 times 2008; 9 times in 2007; 9 times in 2006; 16 times in 2005; 24 times in 2004; twice in 2003; twice in 2002; 6 times in 2001; 5 times in 2000.
- ✎ In August there were 88 tank vessel arrivals; 6 Chemical Tankers, 19 Chemical/Oil Tankers, 27 Crude Oil Tankers, 2 LPGs, 1 Non Specific Tankers, 11 Product Tankers, and 22 Tugs with Barges.
- ✎ In August there were 294 total arrivals.

San Francisco Bay Clearinghouse Report For July 2014

San Francisco Bay Region Totals

	<u>2014</u>		<u>2013</u>	
Tanker arrivals to San Francisco Bay	62		86	
Barge arrivals to San Francisco Bay	23		30	
Total Tanker and Barge Arrivals	85		116	
Tank ship movements & escorted barge movements	290		375	
Tank ship movements	146	50.34%	217	57.87%
Escorted tank ship movements	94	32.41%	138	36.80%
Unescorted tank ship movements	52	17.93%	79	21.07%
Tank barge movements	144	49.66%	158	42.13%
Escorted tank barge movements	34	11.72%	35	9.33%
Unescorted tank barge movements	110	37.93%	123	32.80%

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

Escorts reported to OSPR 0 0

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	178		275		0		129		582	
Unescorted movements	85	47.75%	149	54.18%	0	0.00%	70	54.26%	304	52.23%
Tank ships	69	38.76%	109	39.64%	0	0.00%	46	35.66%	224	38.49%
Tank barges	16	8.99%	40	14.55%	0	0.00%	24	18.60%	80	13.75%
Escorted movements	93	52.25%	126	45.82%	0	0.00%	59	45.74%	278	47.77%
Tank ships	72	40.45%	94	34.18%	0	0.00%	43	33.33%	209	35.91%
Tank barges	21	11.80%	32	11.64%	0	0.00%	16	12.40%	69	11.86%

Notes:

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

San Francisco Bay Clearinghouse Report For August 2014

San Francisco Bay Region Totals

	<u>2014</u>		<u>2013</u>	
Tanker arrivals to San Francisco Bay	66		71	
Barge arrivals to San Francisco Bay	22		30	
Total Tanker and Barge Arrivals	88		101	
Tank ship movements & escorted barge movements	294		368	
Tank ship movements	163	55.44%	215	58.42%
Escorted tank ship movements	112	38.10%	125	33.97%
Unescorted tank ship movements	51	17.35%	90	24.46%
Tank barge movements	131	44.56%	153	41.58%
Escorted tank barge movements	26	8.84%	44	11.96%
Unescorted tank barge movements	105	35.71%	109	29.62%

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

Escorts reported to OSPR 1 0

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	176		287		0		123		586	
Unescorted movements	76	43.18%	145	50.52%	0	0.00%	53	43.09%	274	46.76%
Tank ships	59	33.52%	43	14.98%	0	0.00%	37	30.08%	139	23.72%
Tank barges	17	9.66%	102	35.54%	0	0.00%	16	13.01%	135	23.04%
Escorted movements	100	56.82%	142	49.48%	0	0.00%	70	56.91%	312	53.24%
Tank ships	80	45.45%	110	38.33%	0	0.00%	48	39.02%	238	40.61%
Tank barges	20	11.36%	32	11.15%	0	0.00%	22	17.89%	74	12.63%

Notes:

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

San Francisco Bay Clearinghouse Report For 2014

San Francisco Bay Region Totals

	<u>2014</u>		<u>2013</u>	
Tanker arrivals to San Francisco Bay	463		728	
Barge arrivals to San Francisco Bay	185		320	
Total Tanker and Barge Arrivals	648		1,048	
Tank ship movements & escorted barge movements	2,452		3,544	
Tank ship movements	1,241	50.61%	1,995	56.29%
Escorted tank ship movements	839	34.22%	1,160	32.73%
Unescorted tank ship movements	402	16.39%	835	23.56%
Tank barge movements	1,211	49.39%	1,549	43.71%
Escorted tank barge movements	290	11.83%	544	15.35%
Unescorted tank barge movements	921	37.56%	1,005	28.36%

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

Escorts reported to OSPR 5 1

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	1,470		2,334		0		1,103		4,907	
Unescorted movements	672	45.71%	1,235	52.91%	0	0.00%	555	50.32%	2,462	50.17%
Tank ships	541	36.80%	844	36.16%	0	0.00%	375	34.00%	1,760	35.87%
Tank barges	131	8.91%	391	16.75%	0	0.00%	180	16.32%	702	14.31%
Escorted movements	798	54.29%	1,099	47.09%	0	0.00%	548	49.68%	2,445	49.83%
Tank ships	619	42.11%	831	35.60%	0	0.00%	370	33.54%	1,820	37.09%
Tank barges	179	12.18%	268	11.48%	0	0.00%	178	16.14%	625	12.74%

Notes:

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

Commissioner Jim McGrath has been reappointed to the San Francisco Bay Harbor Safety Committee as Member representing the San Francisco Bay Conservation and Development Commission (BCDC) by the Department of Fish and Wildlife, Office of Spill Prevention and Response. The term of the appointment is from July 13, 2014 through July 14, 2017.

Ms. Linda Scourtis has been reappointed to the San Francisco Bay Harbor Safety Committee as alternate representing the San Francisco Bay Conservation and Development Commission (BCDC) by the Department of Fish and Wildlife, Office of Spill Prevention and Response. The term of the appointment is from July 13, 2014 through July 14, 2017.

Ms. Janie Singleton has been appointed to the San Francisco Bay Harbor Safety Committee as Member representing the Port of Richmond by the Department of Fish and Wildlife, Office of Spill Prevention and Response. The term of the appointment is from September 11, 2014 through January 8, 2017.

OSPR'S West Coast Harbor Safety Committee Summit will be held at the **Springhill Suits**, 101 Gateway Road East, Napa California (707) 253-1900 on October 28, 2014. The Summit meeting is open to the public and starts at 0900 in the Springhill Suites Chardonnay Room. This is a one day event where OSPR and the Pacific States / British Columbia Oil Spill Task Force get together to share information, ideas and accomplishments of each west coast harbor safety committee. An agenda is being finalized and will be made available through the Marine Exchange.



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - AUGUST COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
AUGUST 1 - 31, 2013	242	106	43.80
AUGUST 1 - 31, 2014	220	111	50.45

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
AUGUST 1 - 31, 2013	16,929,276	241,526	21,329,481	8,843,512	30,172,993
AUGUST 1 - 31, 2014	12,877,000	0	17,917,303	6,657,062	24,574,365

OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
AUGUST 1 - 31, 2013	0	0	0	0	0
AUGUST 1 - 31, 2014	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.

Jeffrey Ferguson (email: jeffrey.ferguson@noaa.gov)

I have spent my 27 year NOAA career working throughout NOAA's Mapping and Charting programs.

My career started after I graduated from the University of Colorado, Boulder with a B.S. in Aerospace Engineering. I joined the NOAA Corps and was first assigned to the NOAA Ship DAVIDSON, which conducted ocean mapping projects in Alaska and on the U.S. West Coast (with imports that included; anchoring off Santa Barbara Harbor, Port Hueneme and San Francisco). After a tour with a National Geodetic Survey (NGS) field party, I had office assignments with NGS then Coast Survey. Second sea tour was as Operations Officer on the NOAA Ship MT MITCHELL, conducting hydrographic surveys in the Gulf of Mexico. After a final assignment in Seattle as multibeam data processing officer, I resigned from the NOAA Corps after 12 years with a rank of Lieutenant Commander.

Shortly thereafter, I became a civilian employee with Coast Survey's Hydrographic Survey's Division in Silver Spring, MD, managing HSD's Hydrographic Surveying contracting program. After several years, I became Deputy Chief of HSD, then Chief. As Chief of HSD, I oversee all major hydrographic surveying data acquisition and processing conducted by Coast Survey via the NOAA hydrographic fleet and the contracting program.

I am looking forward to returning to technical work and interacting with customers at the local level, ensuring that NOAA and Coast Survey is responsive to their needs.

I have a lovely wife of 22 years, an 11 year old son and 8 year old daughter. They are all looking forward to exploring California. I am returning to my roots, having been born and raised in the San Fernando Valley.