

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 10, 2015

Port of Oakland, Exhibit Room

530 Water Street

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 10:10.

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; **Ted Blanckenburg** (A), AMNAV Maritime Services; **MJR James Boyette**, (M), US Army Corps of Engineers; **Margot Brown** (M), National Boating Federation; **Mary Brown** (M), Sea-Logix, LLC; **Michelle Connolly** (A), Chevron Shipping Company; **Jeff Ferguson** (M), NOAA; **Aaron Golbus** (M), Port of San Francisco; **Capt. Bruce Horton** (M), San Francisco Bar Pilots; **Duncan McFarlane** (A), Shell Martinez; **Jim McGrath** (M), Bay Conservation and Development Commission; **Chris Peterson** (M), Port of Oakland; **Deb Self** (M), Baykeeper (via phone); **Janie Singleton** (M), Port of Richmond; **Rich Smith** (M), Westar Marine Services; **Capt. Greg Stump** (M), United States Coast Guard.

The meetings are always open to the public.

Approval of the Minutes-

A motion to accept the minutes of the July 9, 2015 meeting was made and seconded. The minutes were approved with the following corrections:

- Jeff Ferguson advised that charts were updated to reflect the new boundaries of both Greater Farallones National Marine Sanctuary and Cordell Bank National Marine Sanctuary.
- John Berge advised that both the ILWU and PMA were working together to bring additional labor to the region to ease the shortage.

Comments by Chair- Capt. Lynn Korwatch

Welcomed the committee members and audience.

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Coast Guard Report- Capt. Greg Stump

- Advised that abandoned vessels have been a problem recently and thanked the Army Corps, Port of San Francisco and Chevron for their assistance with removal. LTJG Leigh Van Lear heads the USCG Abandoned Vessel Work Group.
- Advised that Caltrans has proposed using explosives as part of the old Bay Bridge demolition. The USCG is reviewing the plan and no details are available yet. If approved, the demolition will take place in November, 2015.
- Advised that the Urban Shield security exercise is this weekend, September 12-13, 2015. The aim of the multi-agency exercise is to simulate emergency response/rescue to a disaster or terrorist attack, strengthen partnerships and improve preparedness. The drill will take place in San Francisco near Pier 54.
- Advised of a recent close call in which an outbound tank vessel was able to avert disaster after being on collision course with a drifting container ship offshore. This incident highlights the importance of vessel communication.
- Advised of several MSIBs issued by the USCG. MSIB 07-15 was issued on August 26, 2015 regarding Tianjin, China explosions and precautions for possible contamination. MSIB 09-15 was issued on August 26, 2015 regarding implementation of out of the waster survival craft requirements for commercial vessels. MSIB 15-07 was issued as a safety alert by Sector SF regarding the potential night time navigation hazard created by commercial fishing vessel "work lights".
- Introduced Cmdr. Jennifer Stockwell as the new head of Prevention.
- Advised that USCG rules prohibit the publishing of causal factors relating to ongoing investigations and this information can no longer be provided on the monthly report.
- Mickey Price, USCG, advised that District Eleven ATON Mariner Radio Activated Sound Signal (MRASS) installation is scheduled for the week of September 28, 2015. Contact Mickey Price for more information: mickey.t.price@uscg.mil.
- Mickey Price advised that the USCG is conducting WAMS surveys for the Bay Bridge and Oakland Channel entryways. Surveys will be distributed soon and comments are welcome.
- Mickey Price advised that the USCG has approved installation of real/physical AIS transmitters on selected buoys in SF Bay, most likely in the Oakland harbor. SF Bay will be the first region in the country to use this technology. Capt. Korwatch asked if the new system will have the capability to push out PORTS data. Mickey Price advised that no plans are in place to transmit PORTS data but that it would be possible to do so in the future.
- LT Marcia Medina read from the July- 15 Prevention/Response Report and the August- 15 Prevention/Response Report (attached).

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Army Corps of Engineers Report- MJR James Boyette

- Introduced himself to the committee as the new San Francisco District Deputy Commander.
- Advised that new dredge contracts are being awarded and that dredging will be underway soon.
- Advised that the Sausalito Coastal Cleanup is on September 19, 2015.
- Jessica Burton Evans and Rob Lawrence read from the US Army Corps of Engineers, San Francisco District Report (attached). All new dredging will be by clamshell. The Dillard is undergoing emergency repair at the shipyard.
- Rob Lawrence advised that that the Army Corps recently towed a dead whale from Oakland to Angel Island.

Clearing House Report- Alan Steinbrugge (report attached)

OSPR Report- David Mighetto

- Announced that Jeff Cowan, former OSPR HSC representative, has retired and is moving back to Ventura.
- Advised that Capt. Thomas Dougherty has reapplied for HSC Member representing Ferry Operations and his term has been extended through September 13, 2018. The Alternate position vacated by Peter Belden is still available.
- Announced that this year's West Coast Harbor Safety Committee Summit will be held at the Declan Suites hotel, 701 A Street, San Diego, CA. The agenda is still being finalized.
- Advised that PORTS grant agreement documents are still delayed but will be completed soon.

NOAA Report- Jeff Ferguson

- Advised that NOAA's voluntary vessel speed reduction zone to reduce collisions between ships and whales is still in effect through November 15, 2015. Speed reduction to 10 knots is requested for the SF TSS.
- Advised that NRT6 recently located a debris pile in the Richmond Channel which turned out to be a sunken piece of dry dock that was subsequently removed by the Army Corps.
- Advised that he would look into bringing a NWS meteorologist to an upcoming HSC meeting to provide an official report on the El Nino expected this winter. Increased rain is predicted for Southern California but effects for Northern California are less clear.

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State Lands Commission Report- Richard Hernandez

- Introduced himself as the new Supervisor for State Lands Northern California Field Office.
- Rolando Caabay, Marine Safety Specialist II, read from the State Land Commission Report (attached).

Work Group Reports-

Tug Work Group- Ted Blanckenburg advised that OSPR has approved the HSC's request to allow ATBs to conduct escorted transits by complying with tanker regulations or tug & barge regulations (approval letter from Tom Cullen, OSPR Administrator, attached). The ATB operator can choose which set of regulations to follow.

Navigation Work Group- Capt. Bruce Horton advised that the Navigation Work Group met on August 5, 2015. Discussion took place with the USCG regarding Pilot concerns over crab fishing vessel work lights interfering with safe navigation and lack of radio response. USCG MSIB 15-07 was issued.

Capt. Horton advised that rules for bunkering in the Oakland outer turning basin were discussed as well.

Sean Kelley, USCG VTS, advised that berthing schemes have been developed for Anchorage 7 and Anchorage 8 (presentation attached). The new schemes were modeled after the existing one for Anchorage 9. Anchorage 7 contains two drop buckets and Anchorage 8 contains five with an additional Anchorage 8A drop bucket that can be activated by VTS when necessary. These new berthing schemes were designed to ease anchorage congestion and require a vote to be included in the HSC Plan.

Capt. Korwatch asked how "parking" is going to be enforced. Capt. Robert Carr advised that the Pilots are responsible for anchoring and use both AIS and GPS for positioning. The drop buckets have enough room for swing circles without obstruction.

The Anchorage 9 berthing scheme has been very successful at reducing anchoring issues and the Navigation Work Group is proposing to do the same for Anchorage 7 and 8.

A motion was made and seconded to approve the proposed berthing scheme for Anchorage 7 and 8. The motion passed without dissent.

Jeff Ferguson will work with the USCG on updating NOAA charts to reflect the new berthing schemes.

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Ferry Operations Work Group- Nothing to report.

Dredge Issues Work Group- Michelle Connolly advised that the next Dredge Work Group meeting is on October 8th after the HSC meeting. The Army Corps dredging plan and contracts will be discussed. There has been no word yet from Senator Dianne Feinstein regarding the HSC letter sent to her requesting increased dredging funds.

PORTS Work Group- Nothing to report.

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

PORTS Report- Alan Steinbrugge

- Advised that coordination is ongoing with the Port of San Francisco to install a weather station at Pier 27.
- Advised that the wind station at Middle Harbor Park in Oakland is down and will be repaired soon.
- Advised that maintenance swap out of the two buoy mounted current sensors will take place in mid-October.
- Capt. Korwatch confirmed that an agreement has been reached with OSPR for their continued funding of PORTS maintenance.

Public Comment-

- Catherine Hooper, Port of SF Fleet Week consultant, advised that military vessels are scheduled to start arriving for Fleet Week on October 5, 2015 and will berth at pier 30/32. Additional ships will be arriving on October 7th and will berth at Pier 80. The Parade of Ships is scheduled for October 9th and the vessels will be departing on October 13th. Public visitation is available Thursday through Monday. The Blue Angels will rehearse on Thursday and Friday with airshows taking place on Saturday and Sunday. Thanks to the USCG for their assistance. Fleet Week will be operating at THREATCON Bravo although it will have little impact on planned events. An earthquake preparedness exercise will also take place during Fleet Week involving the offloading of commodities.

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Old Business-

- Capt. Korwatch paid her respects to Capt. Esam Amso who passed away on August 14, 2015 and recognized his contributions to the HSC.

New Business-

- Jim McGrath suggested that NOAA provide an El Nino report at the November HSC meeting. Jeff Ferguson advised that he would work on it.

Next Meeting-

1000-1200, October 8, 2015

Port of Richmond

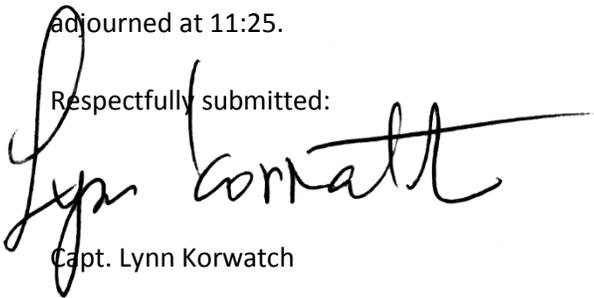
California Maritime Academy, Richmond Maritime Safety & Security Center

756 West Gertrude Street, Richmond, CA

Adjournment-

A motion to adjourn was made and seconded. The motion passed without dissent and the meeting adjourned at 11:25.

Respectfully submitted:



Capt. Lynn Korwatch

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

July-15

PORT SAFETY CATEGORIES*

	2015	2014	3yr Avg**
1. Total Number of Port State Control Detentions for period:	2	0	0.07
SOLAS (2), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
2. Total Number of COTP Orders for the period:	4	5	5.42
Navigation Safety (4), Port Safety & Security (0), ANOA (0)			
3. Marine Casualties (reportable CG 2692) within SF Bay: Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0), Steering (0), Propulsion (4), Personnel (0), Other (3), Power (0), Flooding(0)	7	12	12.14
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	4.31
5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay:	0	1	0.72
6. Significant Waterway events or Navigation related cases for the period:	0	0	0.39
7. Maritime Safety Information Bulletins (MSIBs):	1	0	0.50
Total Port Safety (PS) Cases opened for the period:	16	20	24.14

MARINE POLLUTION RESPONSE

Source Identification (Discharges):

	2015	2014	3yr Avg**
VESSELS			
U.S. Commercial Vessels	4	0	0.89
Foreign Freight Vessels	0	1	0.14
Public Vessels	0	1	0.67
Commercial Fishing Vessels	1	0	0.44
Recreational Vessels	4	8	4.42
FACILITIES			
Regulated Waterfront Facilities	0	0	0.39
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.00
Other Land Sources	1	9	1.36
Mystery Spills - Unknown Sources	5	7	4.47
Number of Oil/Hazmat Pollution Incidents within San Francisco Bay for Period			
1. Spills < 10 gallons	7	7	6.64
2. Spills 10 - 100 gallons	2	3	1.00
3. Spills 100 - 1000 gallons	1	0	0.17
4. Spills > 1000 gallons	0	2	0.00
5. Spills - Unknown	5	14	4.94
Total:	15	26	12.50

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

1. Estimated spill amount from U.S. Commercial Vessels:	252	0	8.01
2. Estimated spill amount from Foreign Freight Vessels:	0	0	0.14
2. Estimated spill amount from Public Vessels:	0	0	1.70
3. Estimated spill amount from Commercial Fishing Vessels:	1	0	13.54
4. Estimated spill amount from Recreational Vessels:	3	12.5	22.16
5. Estimated spill amount from Regulated Waterfront Facilities:	0	0	3.04
6. Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer:	0	0	0.00
7. Estimated spill amount from Other Land Sources:	1	0	33.92
8. Estimated spill amount from Unknown sources: (MYSTERY SHEENS)	unk	20	3.74
TOTAL OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES (GALLONS):	~257	32.5	86.25
Civil Penalty Cases for Period	0	1	0.08
Notice of Violations (TKs)	5	0	0.58
Letters of Warning	1	4	2.17
TOTAL PENALTY ACTIONS:	6	5	2.83

* 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.

**NOTE: This case occurred outside the HSC jurisdiction.

SIGNIFICANT PORT SAFETY AND SECURITY CASES (July 2015)

MARINE CASUALTIES

Equipment Failure (02JUL15): A foreign flag bulk freight vessel experienced an equipment failure while anchoring in Anchorage 9. The vessel experienced an inoperable Emergency Generator. The vessel was unable to operate the emergency generator in automatic or manual mode. A COTP order was issued requiring the vessel to remain at Anchorage 9 to identify and conduct repairs. Class attended vessel and witnessed satisfactory operation of the emergency generator and all associated systems. COTP order was lifted. Case Closed.

Loss of Propulsion (07JUL15): A foreign flag bulk freight vessel experienced a loss of astern propulsion while transiting through VTS zone of the Port of San Francisco. A COTP order was issued directing the vessel to proceed directly to Anchorage 9 with a two tug escort from the pilot station and remain there until causative factors have been determined. Coast Guard received proper documentation from Class attesting that the vessel made changes to their fuel switching operations under MGO. The COTP was lifted. The LOP was attributed to fuel switching. Case Closed.

Loss of Propulsion (18JUL15): A foreign flag bulk freight vessel experienced a loss of propulsion while attempting to anchor in Anchorage 9. A COTP order was issued requiring the vessel to remain in Anchorage 9 until documentation is received from classification society surveyor attesting to the causative factors and proper operation of the system. Class and CG attended the vessel and witnessed proper operational test of dead slow ahead and astern. COTP order was lifted. LOP was not attributed to fuel switching. Case Closed.

Loss of Propulsion (26JUL15): A foreign flag tank vessel experienced a loss of propulsion while mooring. The vessel experienced the LOP while maneuvering with astern propulsion. A COTP order was issued requiring the vessel to remain at berth until documentation is received from class attesting to the causative factors and proper operation of the vessel's main propulsion and associated systems. Coast Guard and class attended the vessel and witnessed satisfactory operation of astern propulsion. LOP was not attributed to fuel switching. Case Closed.

Allision (30JUL15): A US flag small passenger vessel allided with rocks in vicinity of the Golden Gate Bridge while on a charter fishing trip with 16 passengers on board. The master immediately transited to Emeryville marina & offloaded all passengers safely. The Coast Guard was notified of the incident by a passenger on board after the vessel had returned to the marina. The vessel was issued a CG-835 no-sail. CG attended the vessel and witnessed proper repairs to the damaged hull. CG-835 No Sail was lifted. Case Closed.

VESSEL SAFETY CONDITIONS

GENERAL SAFETY CASES

Vessel Detention (22JUL15): A foreign flag bulk freight carrier was detained due to a blown fuse on the emergency generator and batteries were not being recharged. Crew was able to replace the fuse but was not able to determine causative factors. Class attended vessel and witnessed proper operation of the emergency generator and batteries and the detention was lifted. Case Closed.

Vessel Detention (23 JUL15): A foreign flag freight vessel was detained due to two failed fire drills, and major deficiencies with a lifeboat. CG and Classification Society attended and witnessed successful fire drills and corrected lifeboat deficiencies. The detention was lifted and vessel was allowed to depart to LA.** This vessel suffered an engine room fire after departing San Francisco enroute to LA; the crew successfully fought the fire. Case Closed.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inop AIS (19JUL15): Vsl issued an inbound LOD.

Letter of Deviation (LOD), Inop Speed Log (21JUL15): Vsl issued and inbound/outbound LOD

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Notice of Violation, 27JUL15: A bilge pump failure caused fresh water to overflow into the engine room bilge, causing a discharge of approximately 200 gallons of oily waste from a U.S. commercial vessel into Richmond Inner Harbor. The responsible party took immediate action by deploying containment boom, which prevented the oil from impacting Brooks Island, a nearby sensitive site. The responsible party hired an environmental contractor to conduct on-water recovery operations and to decontaminate oiled vessels, barges and docks.

Federal project, 23JUL15: A derelict vessel with an unknown pollution potential floated into the Richmond Chevron Long Wharf security zone. The vessel was secured to the Long Wharf to ensure it did not become a hazard to navigation. The vessel sank shortly after, discharging oil and blocking access to the Wharf. The Oil Spill Liability Trust Fund was opened to conduct a pollution assessment; no recoverable oil or hazardous substances were found on board. The U.S. Army Corps of Engineers towed the vessel to its facility in Sausalito to ensure it did not pose any further threats.

**NOTE: This case occurred outside the HSC jurisdiction.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

August-15

PORT SAFETY CATEGORIES*

	2015	2014	3yr Avg**
1. Total Number of Port State Control Detentions for period:	2	0	0.69
SOLAS (2), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
2. Total Number of COTP Orders for the period:	3	8	5.28
Navigation Safety (3), Port Safety & Security (0), ANOA (0)			
3. Marine Casualties (reportable CG 2692) within SF Bay: Allision (1), Collision (0), Fire (1), Capsize (0),	10	12	12.17
Grounding (0), Sinking (0), Steering (1), Propulsion (5), Personnel (0), Other (2), Power (0)			
4. Total Number of (routine) Navigation Safety issues/Letters of Deviation: Radar (1) Gyro (0),	3	3	4.19
Steering (0), Echo sounder (1), AIS (0), AIS-835 (0), ARPA (0), SPD LOG (0), R.C. (0), Other (1)			
5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay:	1	2	0.72
6. Significant Waterway events or Navigation related cases for the period:	0	2	0.33
7. Maritime Safety Information Bulletins (MSIBs):	0	1	0.47
Total Port Safety (PS) Cases opened for the period:	19	28	23.86

MARINE POLLUTION RESPONSE

Source Identification (Discharges):

VESSELS	2015	2014	3yr Avg**
U.S. Commercial Vessels	0	0	0.97
Foreign Freight Vessels	0	0	0.11
Public Vessels	2	0	0.69
Commercial Fishing Vessels	3	1	0.44
Recreational Vessels	4	9	4.42
FACILITIES			6.64
Regulated Waterfront Facilities	0	1	0.39
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.00
Other Land Sources	3	1	1.50
Mystery Spills - Unknown Sources	4	2	4.44
Number of Oil/Hazmat Pollution Incidents within San Francisco Bay for Period			0.00
1. Spills < 10 gallons	9	7	6.58
2. Spills 10 - 100 gallons	3	0	1.17
3. Spills 100 - 1000 gallons	0	1	0.17
4. Spills > 1000 gallons	0	0	0.03
5. Spills - Unknown	4	6	5.00
Total:	16	14	12.72

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

1. Estimated spill amount from U.S. Commercial Vessels:	0	0	14.88
2. Estimated spill amount from Foreign Freight Vessels:	0	0	0.08
2. Estimated spill amount from Public Vessels:	10	0	1.70
3. Estimated spill amount from Commercial Fishing Vessels:	12	265	6.21
4. Estimated spill amount from Recreational Vessels:	16	9	22.23
5. Estimated spill amount from Regulated Waterfront Facilities:	0	2	5.76
6. Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer:	0	0	0.00
7. Estimated spill amount from Other Land Sources:	36	0	33.98
8. Estimated spill amount from Unknown sources: (MYSTERY SHEENS)	unk	unk	3.99
TOTAL OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES (GALLONS):	74	276	81.68
Civil Penalty Cases for Period	0	0	0.11
Notice of Violations (TKs)	0	0	0.75
Letters of Warning	10	3	2.08
TOTAL PENALTY ACTIONS:	10	3	2.94

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

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SIGNIFICANT PORT SAFETY AND SECURITY CASES (AUG2015)

MARINE CASUALTIES

Loss of Propulsion (01AUG15): A U.S. flag small passenger vessel experienced a loss of propulsion while transiting within the Bay with passengers on board. A tug assisted the vessel back to its homeport and all passengers and crew safely disembarked. A CG-835 No Sail was issued. Case Pends.

Equipment Failure (06AUG15): A U.S flag small passenger vessel experienced a loss of their port generator and was running on their starboard generator. The vessel safely moored at their terminal and disembarked all passengers, no injuries were reported. A CG-835 No Sail was issued allowing the vessel to transit without passengers to conduct repairs. CG attended the vessel and witnessed proper operation of the port generator. CG- 835 No Sail was lifted. Case Closed.

Loss of Propulsion (07AUG15): A foreign flag bulk freight vessel experienced a reduction in RPMs due to low temperature scavenging air while transiting inbound to the port of Oakland. A COTP order was issued requiring the vessel to proceed to berth with a two tug escort and remain until causative factors have been determined and repaired. A Class report was received stating that the engine parameters were improperly set for increasing speed. Updates were made to the vessel's arrival checklist to add the scavenging air temperature. All propulsion systems tested satisfactory. LOP was attributed to fuel switching procedures. Case Closed.

Equipment Failure; Loss of Propulsion (12AUG15): A foreign flag bulk freight vessel experienced an equipment failure while departing Stockton, two tugs arrived were already on scene. The vessel was intending to shift from Stockton to Anchorage 9 when they suffered a loss of 1 of 3 generators. A COTP order was issued requiring the vessel to remain at berth until Classification society attends and documentation is received attesting to proper operation of the machinery and associated propulsion systems. Class attended the vessel and attested to the proper operation of all systems. Case closed.

Loss of Propulsion (12AUG15): A U.S. bulk freight vessel experienced a loss of propulsion while underway in the middle of the Richmond Channel. Vessel deployed anchors. Vessel was ordered to make way under a two tug escort to Anchorage 9. Class and CG witnessed proper operation of the vessel's main propulsion and associated systems. LOP was attributed to fuel switching. Case Closed.

Loss of Propulsion (16AUG15) A foreign flag bulk freight vessel experienced a reduction in propulsion while departing Anchorage 9 for Stockton. The vessel was unable to bring its main engines full ahead. A COTP order was issued directing the vessel to remain at anchorage 9 until causative factors have been determined. Coast Guard received class report attesting to proper operation of the main propulsions and associated systems. COTP order was lifted. Case Closed.

Loss of Propulsion (21AUG15): A U.S small passenger vessel experienced a loss of propulsion while transiting within the Bay. The vessel struck a pier as a result of the LOP. The vessel was taken out of service and was directed to submit a transit plan from current location to where they intend to effect repairs. A CG-835 No Sail was issued. Case Pends

Fire (25AUG15): A U.S flag small passenger vessel experienced a fire while underway with 54 passengers onboard. The vessel was able to extinguish the fire quickly and was escorted by the Coast Guard back to dock where they safely disembarked all passengers. A CG-835 No Sail was issued. Case Pends

VESSEL SAFETY CONDITIONS

GENERAL SAFETY CASES

Vessel Detention (12AUG15): A foreign flag bulk freighter was detained due to an unauthorized lifeboat repair. Vessel was ordered to remain in Stockton until Lifeboat repair was addressed by Classification Society. Classification Society attended and attested to the proper repairs to the lifeboat. Case Closed.

Vessel Detention (25AUG15): A foreign flagged freight bulk vessel detained due to two failed fire drills and having only one serviceable fire suit. Vessel is to remain in Anchorage 9 until deficiencies are rectified. Classification Society and Coast Guard attended vessel and witnessed satisfactory fire drills. The appropriate number of fire suits were on board. Case Closed.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inop X-Band Radar (12AUG14): Vsl issued an inbound LOD.

Letter of Deviation (LOD), Inop Rudder Angle Indicator (20AUG15): Vsl issued inbound LOD.

Letter of Deviation (LOD) Inop Echo Depth Sounder (29AUG15): Vsl issued outbound LOD.

**NOTE: This case occurred outside the HSC jurisdiction.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (07AUG15): A commercial fishing vessel ran aground at Stinson Beach near a sensitive site. The area was heavily populated, and locals were concerned with the pollution threat and debris impacting the beach. The vessel owner hired an environmental contractor, but the rising tide prevented the safe removal of pollutants on board. Effective cooperation between Marin County Parks, Marin County Fire Department, Marin County Sheriff's Office, California Dept. of Fish and Wildlife OSPR, local community members, and the environmental contractor ensured the vessel was safely towed from the beach during high tide with no sensitive site impacts.

Letter of Warning (14AUG15): A wood hull commercial fishing vessel sank at Pier 45, Port of San Francisco with 200 gallons of diesel reported to be on board. The San Francisco Police Dept. and Port of San Francisco quickly deployed containment boom and sorbents, preventing the discharge of oil from spreading throughout the port. The vessel owner appeared to be under the influence and in a highly altered mental status. He was evaluated by emergency medical services and transported to a nearby hospital. The Oil Spill Liability Trust Fund was opened, and an environmental contractor was hired to conduct pollution removal operations. A total of 135 gallons of diesel and other misc. pollutants were removed from the vessel.

**NOTE: This case occurred outside the HSC jurisdiction.

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

**Report of the
U.S. Army Corps of Engineers, San Francisco District
September 10, 2015**

1. CORPS O&M DREDGING PROGRAM

The following is this year's O & M dredging program for San Francisco Bay. The FY15 O&M dredging program is subject to change, please refer to the Local Notice to Mariner for details dredge operations.

- a. **FY15 Main Ship Channel** – Completed 29 May 2015.
- b. **FY15 Richmond Inner Harbor** – Contract award pending, clamshell dredging expected to start October 2015.
- c. **FY15 Richmond Outer Harbor (and Richmond Long Wharf)** – Contract award pending, clamshell dredging scheduled to start late September 2015.
- d. **FY15 Pinole Shoal** – Contract awarded, clamshell dredging expected to start late September 2015.
- e. **FY15 Suisun Bay Channel (and New York Slough)** – Contract awarded, clamshell dredging expected to start late October 2015.
- f. **FY15 Oakland Harbor Dredging** – Contract awarded, clamshell dredging expected to start late September 2015.
- g. **FY14 Redwood City Harbor I**– dredging complete mid-July 2015.
- h. **FY15 Redwood City Harbor II**- Contract in solicitation, clamshell dredging expected to start late October 2015.

2. DEBRIS REMOVAL – Debris removal for July 2015 was 8 tons. (Raccoon: 4 tons; Dillard: 4 tons, 1 abandoned/ sunken vessel was raised and removed from Chevron Long wharf with the help of USCG and Parker Diving. This Vessel was being towed from San Rafael, was moored near the Bridge, broke free over night and sank). Average for July from 2005 to 2014 is 25.5 tons. (Range: 0 - 83 tons) Debris removal for August 2015 was 5 tons (Raccoon 5 tons; Dillard: non recorded - emergency shipyard for repairs). Average for August from 2005 to 2014 is 39 tons. (Range: 0 - 88 tons)

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	RACCOON	DILLARD	MISC	TOTAL
2015	TONS	TONS	TONS	TONS
JAN	0	45	15	60
FEB	0	49.5	7	56.5
MAR	7.5	21.5	0	29
APR	0	17	10	27
MAY	0	12.5	9.5	22
JUN	0	18	3	21
JUL	4	4	0	8
AUG	5	0	0	5
SEP				
OCT				
NOV				
DEC				

YR TOTAL
228.5

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

None to report.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

No urgent dredging in 2015.

5. OTHER WORK

San Francisco Bay to Stockton - This project received \$800,000 in the FY 14 work plan. Continuing to make progress on project study.

HYDROGRAPHIC SURVEY UPDATE

Address of Corps' web site for completed hydrographic surveys:

http://www.spn.usace.army.mil/Missions/Surveys_StudiesStrategy/HydroSurvey.aspx

The following surveys are posted;

Alameda Point Navigation Channel: Condition survey of Nov. 2014.

Berkeley Marina (Entrance Channel): Condition survey of September 23, 2104.

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

Islais Creek Channel: Condition survey of September 25, 2014.

Main Ship Channel: Post-dredge survey of May 27, 2015.

Mare Island Strait: Condition survey of September 24, 2014.

Marinship Channel (Richardson Bay): Condition survey of September 21, 2014.

Napa River: Condition surveys of 23-24 October 2014.

New York Slough: Condition survey of mid-July 2015.

Northship Channel: Condition survey of late July 2015

Oakland Entrance Channel: Post-dredge survey of Dec 2014 – Jan 2105.

Oakland Inner Harbor: Condition survey of early July 2015.

Oakland Inner Harbor Turning Basin: As above.

Oakland Outer Harbor: Condition survey of early July 2015.

Petaluma River: Condition survey of mid-September 2014.

Pinole Shoal Channel: Condition survey of early July 2015.

Redwood City Harbor: Post-dredge survey of June/July 2015.

Richmond Inner Harbor: Condition survey of late July 2015.

Richmond Outer Harbor (Longwharf): Condition survey of late July 2015.

Richmond Outer Harbor (Southampton Shoal): Condition survey of late July 2015.

Sacramento River Deep Water Ship Channel: Condition Survey April 2015.

San Bruno Shoal: Condition survey of April 15, 2014.

San Leandro Marina (and Channel): Condition survey of March 30 – April 1, 2015.

San Rafael Across-the-Flats / San Rafael Creek: Condition surveys of May 2013.

Suisun Bay Channel: Condition survey of mid-July 2015.

Disposal Site Condition Surveys:

SF-08 (Main Ship Channel Disposal Site): Condition survey of March 2013

SF-09 (Carquinez): Condition survey of March 2, 2015.

SF-10 (San Pablo Bay): Condition survey of March 2, 2015.

SF-11 (Alcatraz Island): Condition survey of August 3, 2015.

SF-16 (Suisun Bay Disposal Site): Condition survey of May, 2012.

SF-17 (Ocean Beach Disposal Site): Condition survey of March 2013.

NEW WEB ADDRESS – USACE WORK PLAN: www.usace.army.mil/missions/civilworks/budget.

O&M DREDGING PLAN FOR FY15

Project	2014			2015									2016			Volume	Placement Site	
	OCT FY15	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT FY16	NOV	DEC			
Humboldt Bar&Entrance				Regional Hopper Contract													700kcy	HOODS
SF Main Ship Channel				Regional Hopper Contract													350kcy	OBDS/ SF-17
Richmond Inner Harbor							**									350kcy	SFDODS & Upland	
Richmond Outer Harbor																250kcy	SF-11	
Pinole Shoal																47kcy	SF-10	
Suisun Bay Channel																75kcy	SF-16	
Oakland Harbor								**								635kcy	SFDODS & Upland	
Redwood City Harbor I							**								~350kcy	SF-11		
Redwood City Harbor II															400kcy	SFDODS or Upland		
Sacramento River (-30')																50kcy	Upland	
San Joaquin River															1mcy	Upland		

Complete & Ongoing Contracts

Government Hopper

New Dredge Contract

Environmental Window

** Work Window Extension Required



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 10, 2015

- 👉 In July & August the clearinghouse did not contact OSPR regarding any possible escort violations.
- 👉 In July & August the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- 👉 The Clearinghouse contacted OSPR 1 time so far in 2015 about possible escort violations. The Clearinghouse contacted OSPR 5 times regarding possible escort violations in 2014. The Clearinghouse contacted OSPR 1 time in 2013. The Clearinghouse contacted 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 July there were 104 tank vessel arrivals; 8 ATB's, 6 Chemical Tankers, 15 Chemical/Oil Tankers, 27 Crude Oil Tankers, 1 LPG's, 23 Product Tankers, and 24 Tugs with Barges.
- 👉 In July there were 282 total arrivals.
- 👉 In August there were 103 tank vessel arrivals; 8 ATB's, 3 Chemical Tankers, 17 Chemical/Oil Tankers, 29 Crude Oil Tankers, 1 LPG's, 17 Product Tankers, and 28 Tugs with Barges.
- 👉 In August there were 303 total arrivals.

San Francisco Bay Clearinghouse Report For July 2015

San Francisco Bay Region Totals

	<u>2015</u>		<u>2014</u>		
Tanker arrivals to San Francisco Bay	72		62		
ATB arrivals	8				
Barge arrivals to San Francisco Bay	24		23		
Total Tanker and Barge Arrivals	104		85		
Tank ship movements & escorted barge movements	250		290		
Tank ship movements	196	78.40%	146	50.34%	
Escorted tank ship movements	133	53.20%	94	32.41%	
Unescorted tank ship movements	63	25.20%	52	17.93%	
Tank barge movements	54	21.60%	144	49.66%	
Escorted tank barge movements	26	10.40%	34	11.72%	
Unescorted tank barge movements	28	11.20%	110	37.93%	

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	203		315		0		144		662	
Unescorted movements	75	36.95%	145	46.03%	0	0.00%	72	50.00%	292	44.11%
Tank ships	47	23.15%	87	27.62%	0	0.00%	42	29.17%	176	26.59%
Tank barges	28	13.79%	58	18.41%	0	0.00%	30	20.83%	116	17.52%
Escorted movements	128	63.05%	170	53.97%	0	0.00%	72	50.00%	370	55.89%
Tank ships	100	49.26%	132	41.90%	0	0.00%	48	33.33%	280	42.30%
Tank barges	28	13.79%	38	12.06%	0	0.00%	24	16.67%	90	13.60%

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 2015

San Francisco Bay Region Totals

	<u>2015</u>		<u>2014</u>	
Tanker arrivals to San Francisco Bay	67		66	
ATB arrivals	8			
Barge arrivals to San Francisco Bay	28		22	
Total Tanker and Barge Arrivals	103		88	
Tank ship movements & escorted barge movements	342		294	
Tank ship movements	197	57.60%	163	55.44%
Escorted tank ship movements	130	38.01%	112	38.10%
Unescorted tank ship movements	67	19.59%	51	17.35%
Tank barge movements	145	42.40%	131	44.56%
Escorted tank barge movements	34	9.94%	26	8.84%
Unescorted tank barge movements	111	32.46%	105	35.71%

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

Escorts reported to OSPR 0 1

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	218		324		0		152		694	
Unescorted movements	100	45.87%	166	51.23%	0	0.00%	71	46.71%	337	48.56%
Tank ships	66	30.28%	108	33.33%	0	0.00%	43	28.29%	217	31.27%
Tank barges	34	15.60%	58	17.90%	0	0.00%	28	18.42%	120	17.29%
Escorted movements	118	54.13%	158	48.77%	0	0.00%	81	53.29%	357	51.44%
Tank ships	101	46.33%	126	38.89%	0	0.00%	63	41.45%	290	41.79%
Tank barges	17	7.80%	32	9.88%	0	0.00%	18	11.84%	67	9.65%

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 2015

San Francisco Bay Region Totals

	<u>2015</u>		<u>2014</u>	
Tanker arrivals to San Francisco Bay	459		721	
ATB arrivals	69			
Barge arrivals to San Francisco Bay	169		288	
Total Tanker and Barge Arrivals	628		1,009	
Tank ship movements & escorted barge movements	2,555		3,387	
Tank ship movements	1,408	55.11%	1,748	51.61%
Escorted tank ship movements	907	35.50%	1,188	35.08%
Unescorted tank ship movements	501	19.61%	560	16.53%
Tank barge movements	1,147	44.89%	1,639	48.39%
Escorted tank barge movements	315	12.33%	401	11.84%
Unescorted tank barge movements	832	32.56%	1,238	36.55%

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

Escorts reported to OSPR

1

5

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	1,602		2,513		0		1,140		5,255	
Unescorted movements	742	46.32%	1,313	52.25%	0	0.00%	605	53.07%	2,660	50.62%
Tank ships	533	33.27%	879	34.98%	0	0.00%	385	33.77%	1,797	34.20%
Tank barges	209	13.05%	434	17.27%	0	0.00%	220	19.30%	863	16.42%
Escorted movements	860	53.68%	1,200	47.75%	0	0.00%	535	46.93%	2,595	49.38%
Tank ships	686	42.82%	896	35.65%	0	0.00%	378	33.16%	1,960	37.30%
Tank barges	174	10.86%	304	12.10%	0	0.00%	157	13.77%	635	12.08%

Notes:

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



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - AUGUST COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
AUGUST 1 - 31, 2014	217	109	50.23
AUGUST 1 - 31, 2015	223	94	42.15

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
AUGUST 1 - 31, 2014	12,877,000	0	17,879,303	6,584,062	24,463,365
AUGUST 1 - 31, 2015	15,278,500	0	20,991,500	7,921,850	28,913,350

OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
AUGUST 1 - 31, 2014	0	0	0	0	0
AUGUST 1 - 31, 2015	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.



VPIC VTS-Pilots Issues Committee

Anchorage 7 & 8

Berth Proposal



Background: Anchorage 9 Berth scheme proposed to HSC in March 2011

- Provided more efficient use of available anchorage space
- Leveraged AIS technology to manage the anchoring of vessels
- Streamlined communications (naming convention aligned with AIS Destination Codes)

Today: Anchorage 9 is more organized and predictable

- Fewer instances of vessels anchoring too close

Anchorage 7, 8 and 8A are suitable for similar berthing schemes

- Expect the same benefits to be realized

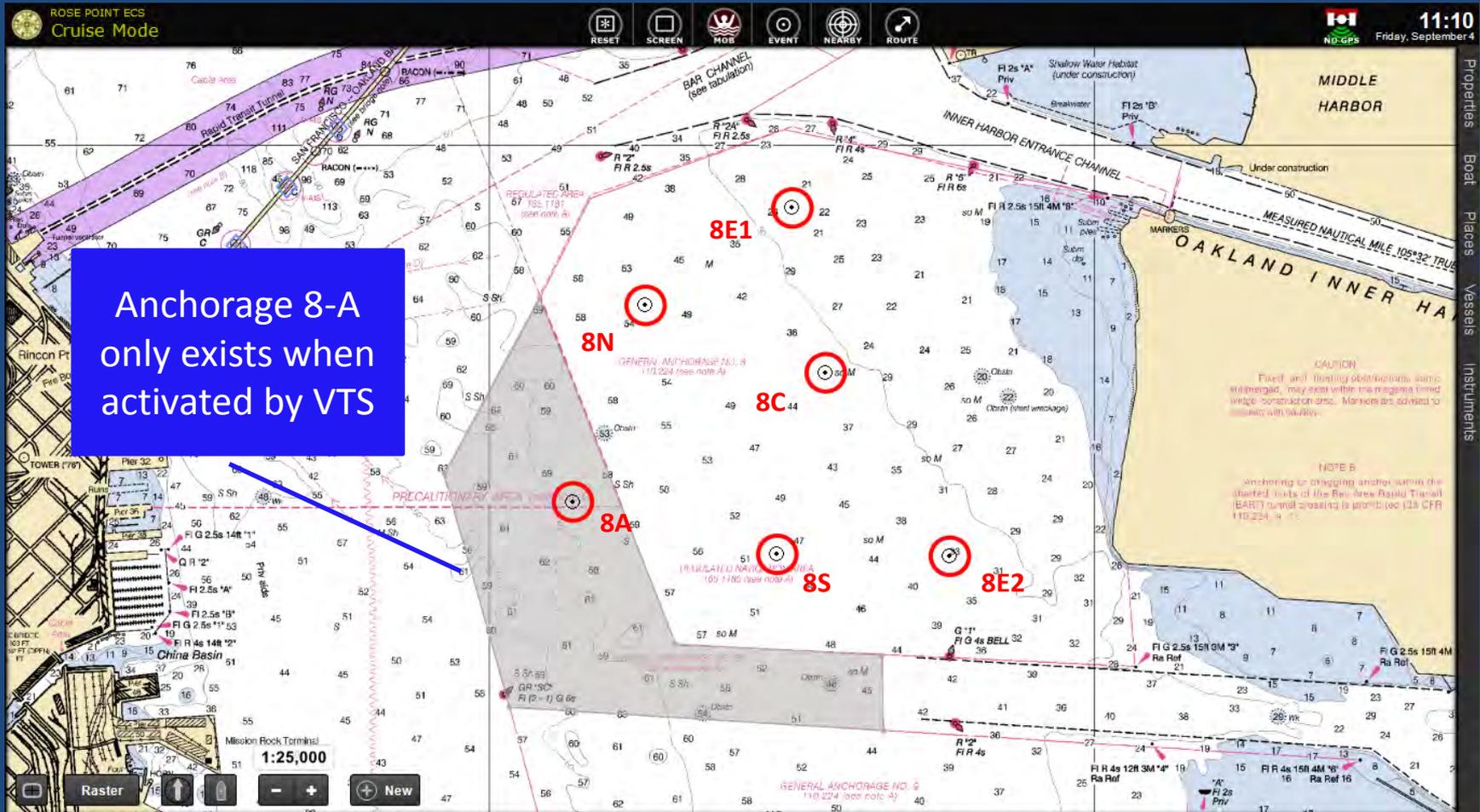
A7 is a limited anchorage

The following notes from 33CFR110.224(d)(1) will continue to apply:

- a. When sustained winds are in excess of 25 knots each vessel greater than 300 gross tons using this anchorage shall maintain a continuous radio watch on VHF channel 13 (156.65 MHz) and VHF channel 14 (156.70 MHz). This radio watch must be maintained by a person who fluently speaks the English language.
- b. Each vessel using this anchorage may not project into adjacent channels or fairways.
- c. This anchorage is primarily for use by vessels requiring a temporary anchorage waiting to proceed to pier facilities or other anchorage grounds. This anchorage may not be used by vessels for the purpose of loading any dangerous cargoes or combustible liquids unless authorized by the Captain of the Port.
- d. Each vessel using this anchorage may not remain for more than 12 hours unless authorized by the Captain of the Port.
- e. Each vessel using this anchorage shall be prepared to move within 1 hour upon notification by the Captain of the Port.

General Anchorages 8 & 8-A berths

Drop circles or “buckets” are .05NM (100 yds) in diameter



Anchorage 8 Berth Information

- Accommodates up to five vessels:
- Three .05NM (100 yard) Drop Buckets with .25nm swing circles (8N, 8C, 8S)
- Two .05NM (100 yard) Drop Buckets with .20nm swing circles (8E1, 8E2) *
 - * Intended for use by smaller, lighter draft vessels; ATBs, Tug/Tow, CG Cutters

Anchorage 8-A Berth Information

- Only exists when activated by VTS when additional space is needed
- Accommodates one vessel
- One .05NM (100 yard) Drop Bucket with .30nm swing circle

Anchorage 7 Berth Information

- Two .05NM (100 yard) Drop Buckets
- Accommodates two vessels
- Vessels should strive to let go anchor in center of drop bucket

ANCHORAGE 7 BERTH COORDINATES
COORDINATES INDICATE CENTER OF .05NM (100YD) DROP
BUCKET

Berth	Latitude	Longitude
7N	37° 49.617'N	122° 23.403'W
7S	37° 49.178'N	122° 22.967'W

Anchorage 8 Berth Information

- Three .05NM (100 yard) Drop Buckets with .25nm swing circles (8N, 8C, 8S)
- Two .05NM (100 yard) Drop Buckets with .20nm swing circles (8E1, 8E2)
 - Intended for use by smaller, lighter draft vessels; ATBs, Tug/Tow, CG Cutters
- Accommodates up to five vessels
- Vessels should strive to let go anchor in center of drop bucket

ANCHORAGE 8 BERTH COORDINATES
COORDINATES INDICATE CENTER OF .05NM (100YD) DROP
BUCKET

Berth	Latitude	Longitude
8N	37° 47.575'N	122° 21.485'W
8C	37° 47.395'N	122° 20.890'W
8S	37° 46.910'N	122° 21.050'W
8E1	37° 47.835'N	122° 21.000'W
8E2	37° 46.905'N	122° 20.480'W

Anchorage 8A Berth Information

- Only exists when activated by VTS, activated when additional space is needed
- One .05NM (100 yard) Drop Bucket with .30nm swing circle
- Accommodates one vessel
- Vessel should strive to let go anchor in center of drop bucket

ANCHORAGE 8 BERTH COORDINATES
COORDINATES INDICATE CENTER OF .05NM (100YD) DROP
BUCKET

Berth	Latitude	Longitude
8A	37° 47.050'N	122° 21.725'W



State of California - The Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Office of Spill Prevention and Response
1700 K Street, Suite 250
Sacramento, California 95811
Telephone: (916) 445-9338
www.wildlife.ca.gov/ospr

EDMUND G. BROWN, JR., Governor
CHARLTON H. BONHAM, Director



RECEIVED
SEP 03 2015

August 31, 2015

Captain Lynn Korwatch
Chair
Harbor Safety Committee of the San Francisco Bay Region
505 Beach Street, Suite 300
San Francisco, CA 94133-1131

Dear Captain ^{Lynn}Korwatch:

I am in receipt of your letter dated June 29, 2015. Your letter concerns Title 14, California Code of Regulations (CCR) Subdivision 4 Office of Spill Prevention and Response, Chapter 4. Vessel Requirements Subchapter 1. Tank Vessel Escort Regulations for the San Francisco Bay Region, Section 851.1 through 851.10.1. and how it is applied to Articulated Tug Barges (ATB).

As you are aware, the Los Angeles/Long Beach Harbor Safety Committee made a similar request regarding ATBs under tug escort in San Pedro Bay. San Francisco Bay, from a navigational stand point, is more challenging overall than the Los Angeles/Long Beach Harbor complex. As with the LA/LB request, we must consider the difference in risk and make an independent and objective evaluation of your proposal, always striving to meet our mandate of ensuring the *Best Achievable Protection* of California's natural resources.

After reviewing your request, I concur with the Harbor Safety Committee of the San Francisco Bay Region (SFBHSC). A properly outfitted ATB using the Tanker Escort Matrix, while complying with all the applicable tanker requirements, will improve the safe transit of the ATBs. My determination is as follows:

For the purpose of meeting the Tank Vessel Escort Regulations for San Francisco Bay, CCR Sections 851.1 through 851.10.1, ATBs shall comply with the following:

- 1) The Master of an ATB which can comply with all the applicable tanker rules in the regulations will notify the Clearing House and their Agent whether he/she complies with;
 - a) Those regulations and statutes as applicable to a tanker of the same displacement as the aggregate displacement of the ATB combined units.

or

Captain Lynn Korwatch
Harbor Safety Committee of The San Francisco Bay Region
August 31, 2015
Page 2

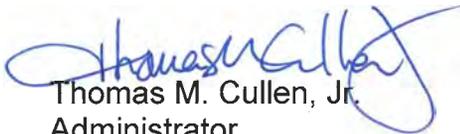
b) CCR Section 851.9.1. Barge and Tug Matching Criteria, and Barge Crew and Equipment Requirements.

2) An ATB that is unable to comply with all the applicable tanker regulations shall comply with CCR Section 851.9.1, Barge and Tug Matching Criteria, and Barge Crew and Equipment Requirements.

In accordance with Government Code Section 8670.23.1, I direct the San Francisco Harbor Safety Committee of the San Francisco Bay Region to draft language for a regulatory change to implement my determination as presented in this letter. This will enable an ATB to utilize its design characteristics when maneuvering like a tanker under tug escort and provide the Best Achievable Protection for the marine resources of the San Francisco Bay region.

Thank you for bringing this matter to my attention. I know that a lot of time was spent at workgroup meetings to come to the final recommendations. I am grateful to the Committee for their ongoing efforts to enhance maritime safety.

Sincerely,



Thomas M. Cullen, Jr.
Administrator
Office of Spill Prevention and Response