

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, October 14, 2010

Harbor Master's Office, Port of Richmond, Richmond, California

Joan Lundstrom, Chair of the Harbor Safety Committee of the San Francisco Bay Region (HSC), San Francisco Bay Conservation and Development Commission (BCDC); called the meeting to order at 1005. Alan Steinbrugge, Marine Exchange of the San Francisco Bay Region (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** (A), Valero Marketing and Supply Company; **John Berge** (M), Pacific Merchant Shipping Association; **Margot Brown** (M), National Boating Federation; **Ron Chamberlain** (M), Port of Benicia; **Norman Chan** (M), Port of Richmond; **Lt. Col. Torrey A. DiCiro**, United States Army Corps of Engineers (USACE); **Aaron Golbus** (M); Port of San Francisco; **Capt. Jack Going** (A), Baydelta Maritime; **Capt. Bruce Horton** (A), San Francisco Bar Pilots (Bar Pilots); **Carol Keiper** (M), Oikonos Ecosystem Knowledge; **Capt. Pat Murphy** (M), Blue & Gold Fleet; **William Nickson** (A), Transmarine Navigation; **Capt. Ray Shipway** (A), International Organization of Masters, Mates & Pilots, **Capt. Cynthia L. Stowe**, United States Coast Guard (USCG); **Gerry Wheaton**, National Oceanographic and Atmospheric Administration (NOAA).

Alternates present, and those reporting to the HSC on agenda items: **Bob Chedsey**, California State Lands Commission (State Lands); **Capt. Jeff Cowan**, California Office of Spill Prevention and Response (OSPR), **Lt. Cmdr. DesaRae Janzen**, USCG; **Steve Edinger**, OSPR Administrator; **David M. Kennedy**, NOAA; **Capt. Lynn Korwath**, Marine Exchange; **William Needham** (A), National Boating Federation; **Scott Schaefer**, OSPR; **Linda Scourtis** (A), BCDC, **Bonnie Soriano**, California Air Resources Board (ARB).

The meetings are always open to the public.

Approval of the Minutes

A motion to accept the minutes as written was made and seconded. It passed without discussion or dissent.

Comments by the Chair – Lundstrom

- **Lundstrom** welcomed **Kennedy**, Acting Assistant Administrator National Ocean Service (NOS), NOAA; to the meeting, and thanked him for coming to brief the HSC on the response to the *Deepwater Horizon* blowout. **Lundstrom** welcomed **Edinger**, Administrator, OSPR; and thanked him for attending.
- Assembly Bill 234 was vetoed by **Governor Arnold Schwarzenegger**. The HSC had approved a letter in opposition to the bill at its July, 2010 meeting. **Schwarzenegger** said in his veto message that the new law was unnecessary, and that OSPR was already evaluating booming regulations.

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- The California Coastal Conservancy had responded positively to a letter approved by the HSC at its September, 2010 meeting. The Coastal Conservancy said it was ready to work with the HSC, and its Prevention Through People work group, to resolve the safety concerns raised in that letter.
- Asked those present to pay heed to the Coast Guard's announcement of its Port Access Route Study of the approaches to San Francisco Bay.
- A briefing from the mayor's office on San Francisco's bid to host the America's Cup race was expected at the November, 2010 meeting of the HSC.

Coast Guard Report – Capt. Stowe

- Help from fifty-five law-enforcement partners had helped to make Fleet Week a safe and successful event.
- The amount of Sector San Francisco personnel responding to the *Deepwater Horizon* blowout was under ten percent.
- All interested parties were invited to attend an October 20, meeting on the Port Access Route Study for the approaches to San Francisco Bay.

Lt. Cmdr Janzen read from a report that is attached to these minutes.

Keiper asked about the nature of the debris in the pneumatic control system of the *CAPT Steven L. Bennet*. A man, who identified himself as a representative of Coast Guard Sector San Francisco, said that the debris was microscopic. **Keiper** asked what the criteria was for identifying a failure to start. The man replied that the start had to fail when the ship was away from the dock.

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

- An update on the realignment of the North Bay Ship Channel was expected for the November 2010 meeting of the HSC.
- Contracting regulations prevented any diversion of dredging resources from Bull's Head channel to Pinole Shoal channel. Emergency dredging for Pinole Shoal was always possible if a “blip” was detected.

Lawrence read from a report that is attached to these minutes.

Wheaton asked whether the depths at the Alcatraz dump site were increasing. **Lawrence** said that they were.

Clearing House Report – Steinbrugge

Steinbrugge read a report that is attached to these minutes.

Harbor Safety Committee

of the San Francisco Bay Region

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

OSPR Report – Capt. Cowan

Capt. Cowan introduced **Edinger**: to speak:

- The *Deepwater Horizon* blowout was a reminder to OSPR of the importance of their work, and of their partnership with stakeholders through cooperative bodies like the HSC. He thanked the HSC for its work.
- OSPR had sent seventy-six personnel to respond to the blowout. OSPR was glad to be of help, and it was looking forward to find out what lessons were learned during the response.
- OSPR had noticed the increase in ship traffic, and he asked everyone to maintain their vigilance.

Edinger introduced **Schaeffer**, Deputy Administrator, OSPR:

- OPSR should be able to address the concerns of AB 234 through the regulatory process.
- OSPR representatives would attend State Land's Prevention First symposium.
- OPSR would be able to extend contracts since California had a budget in place. A freeze on hiring and promotions would continue under the new budget. Mandatory furloughs and restrictions on overtime would not be in place in the event of an oil spill.
- The *Deepwater Horizon* blowout reminded OSPR of the importance of its participation in the Pacific States/British Columbia Oil Spill Task Force. They were working pro-actively with other members to make sure of their help.

NOAA Report – Briefing on *Deepwater Horizon* Response – Kennedy

Wheaton introduced **Kennedy**:

- Said that NOS did not have sufficient resources and would have been in big trouble but for support from California. It was a large and complex event and the recovery and restoration phase was not close to done. People were called out of retirement to assist, and assets that had never done response work were pressed into service.
- From the beginning Coast Guard Vessel Traffic Service worked hard to minimize the disruption to commercial traffic. NOS had to provide charts for new anchorages dedicated to cleaning fouled vessels. There was no major disruption of maritime commerce during the spill.
- Their main role was to provide scientific support to the Coast Guard and local trustees. This was in the form of damage assessments, spill trajectories, water toxicity testing, mapping of vegetation along the shoreline where oil was expected to land, and providing data to support the deployment of skimmers, dispersants, and burning.
- Thirty-three percent of the Gulf fishery was closed at one time or another by the blowout. The decision to close an area to fishing was relatively easy to make. It was less easy to determine when it was safe to reopen a fishery in order to assure consumer confidence in the wholesomeness of the catch. They worked in close coordination with state agencies and the Federal Food and Drug Administration.

Harbor Safety Committee

of the San Francisco Bay Region

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- They felt very lucky to have dodged major hurricanes. The response effort was so large, that it would have taken five days to clear the entire scene in advance of an approaching hurricane. Then there would have been the problem of how the hurricane might have affected the oil in the water.
- Satellites had been a useful tool to track spill trajectories. Researching the effect of oil and dispersant at deep ocean depths was also new experience. It became clear that the oil spilled at great depth broke into small particles like smoke. This required adaptive mapping techniques and the borrowing and “re-purposing” of NOAA vessels to accomplish. As the process of sealing the well began, NOAA vessels were engaged in tracking geologic and bathymetric data to ensure that the closing process cause no leaks in the sea floor surrounding the well head.
- PORTS and a Scripp's wave buoy, such as are deployed in the Bay Area, were a great source of data for the science of the response.

John Hummer, United States Maritime Administration (MARAD), asked if NOS had ever felt pressured on the science. **Kennedy** said that they had never been asked by anyone to reduce their estimates. He said that NOAA personnel were in the air within hours after the spill doing over-flights. There were differences in what was reported; and early in the process there were concerns about the sophistication of that technique for measuring oil flowing from deep under the water that led to weeks of discussion on how to achieve better data. While that process may have taken longer than necessary, there was no attempt to deceive, and those numbers were not used to change the tempo of the response. **Hummer** asked if new protocols would be put in place. **Kennedy** said that they were working on that and making special effort to capture the lessons learned from responding to a deep sea event.

Heather Kerkering, Monterrey Bay Aquarium Research Institute, asked whether high-frequency radar had been used from the beginning of the response, and whether it had been affective. **Kennedy** said that that it was used, and that NOS was very excited about the potential uses of the kind of data it developed. **Kerkering** asked whether there would be a report on best achievable technology for ocean observing technology in the wake of the *Deepwater Horizon* blowout. **Kennedy** said that that it would undoubtedly be evaluated by one or more of the reviews ongoing in the wake of the event.

Miles Clark, Oscar Niemeth Towing, asked about the use of dispersants at sea, when so many entities were looking forward to responding on shore with other technologies. **Kennedy** said that the response plan for using dispersants at sea was based on twenty-five to thirty years of discussion among state and Federal response and resource agencies, as well as regional stakeholders. It had been the settled opinion that dealing with the oil before it hit land was the best response option so that regulatory pre-approval was in place for that response option. The use of 1.84 million gallons of chemical dispersant had never before been contemplated, so it would be evaluated in comparison with the impact of the oil resting on shore or on the sea bottom.

Capt. Stowe said that there was a lot to be learned about the use of dispersants and sampling protocols for sunken oil. **Kennedy** said that state and Federal agencies were studying the collected data for its effects on species and at various depths.

Harbor Safety Committee

of the San Francisco Bay Region

*Mandated by the California Oil Spill
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Lundstrom thanked **Kennedy** for his presentation and response to questions.

State Lands Report – Chedsey

Chedsey read a report from a report that is attached to these minutes

Air Resources Board (ARB) Report – Soriano

Soriano read from a report that is attached to these minutes.

Lundstrom thanked ARB for sending a representative to report to the HSC.

Tug Work Group – Capt. Going

- They continued to discuss revisions to the required escort plans regarding mooring points. Bar Pilots and other interested stakeholders were invited to attend a meeting on November 9, 2010. The work group hoped to have something to present to the full HSC at its December 2010 meeting. The problem being discussed was not a high-frequency event.

Navigation Work Group – Capt. Horton

There was nothing to report.

Ferry Operation Work Group – Capt. Murphy

- They were preparing for a table-top exercise of the Vessel Mutual Assistance Plan for October 27, 2010.

Dredge Issues Work Group – Capt. Amso

There was nothing to report

Prevention through People Work Group – Brown

- The work group had received a brochure on safe boating from San Pedro, California, and it had been instructive to see that a depiction of line of sight from the bridge of a commercial ship had been included. The illustration of the blind spot around commercial vessels was something that the work group would try to incorporate in future educational products.

Harbor Safety Committee

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*Mandated by the California Oil Spill
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Physical Oceanographic Real Time System (PORTS) Work Group – Capt. Amso

- A letter from the HSC regarding the importance of placing a wind sensor near the San Francisco Ferry Terminal would be useful.

PORTS Report – Steinbrugge

- November installations were scheduled for Richmond, Oakland, and Pittsburg.
- ConocoPhillips was working through their safety concern process for a sensor at their facility.
- The Union Pacific Railway was working through a power supply issue for the sensor on their drawbridge.

Public Comment

- **Kerkering** said that **President Barack Obama's** announced intention to increase American exports might have an impact on ship traffic.

Capt. Korwatch announced the next meeting of the Area Maritime Security Meeting scheduled for October 19, 2010

Old Business

There was none

New Business

Capt. Amso suggested that the HSC should continue to address the use of the Harbor Maintenance Trust Fund. He also asked that the HSC address the regulatory environment for “fire wires” also known as “towing pendants” at California facilities.

Next Meeting

Lundstrom asked the HSC, and interested public, to pay special attention to the date and location of the next meeting of the HSC scheduled for Wednesday, November 10, 2010 in the Port Commission Room of the San Francisco, California, Ferry Building.

Harbor Safety Committee

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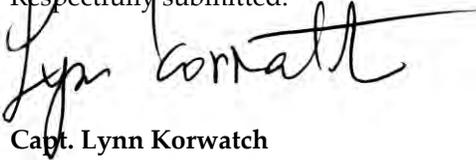
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Adjournment

A motion for adjournment was made and seconded. It passed without discussion or dissent.

Lundstrom adjourned the meeting at 1150.

Respectfully submitted:

A handwritten signature in black ink, appearing to read "Lynn Korwatch". The signature is written in a cursive style with a long horizontal stroke at the end.

Capt. Lynn Korwatch

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS	
September-10	
PORT SAFETY CATEGORIES	
1. Total Number of Port State Control Detentions for period:	0
SOLAS (0), MARPOL (0), ISM (0), ISPS (0)	
2. Total Number of COTP Orders for the period:	0
Navigation Safety (0), Port Safety & Security (0), ANOA (0)	
3. Marine Casualties (reportable CG 2692) within SF Bay: Allision (1), Collision (0), Fire (1), Grounding (0), Sinking (0), Steering (0), Propulsion (5), Personnel (0), Other (0), Power (0)	7
4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation: Radar (3), Gyro (0), Steering (0), Echo sounder (0), AIS (0), AIS-835 (0), ARPA (0), SPD LOG (1), R.C. (0), Other (1)	5
5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay:	0
6. Significant Waterway events or Navigation related cases for the period:	0
7. Maritime Safety Information Bulletins (MSIBs):	0
Total Port Safety (PS) Cases opened for the period:	12
MARINE POLLUTION RESPONSE	
* Source Identification (Discharges):	
TOTAL VESSELS	7
U.S. Commercial Vessels	3
Foreign Freight Vessels	0
Public Vessels	1
Commercial Fishing Vessels	0
Recreational Vessels	3
TOTAL FACILITIES	5
Regulated Waterfront Facilities	0
Regulated Waterfront Facilities - Fuel Transfer	0
Other Land Sources	5
Mystery Spills - Unknown Sources	5
Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period	17
1. Spills < 10 gallons	8
2. Spills 10 - 100 gallons	2
3. Spills 100 - 1000 gallons	0
4. Spills > 1000 gallons	0
5. Spills - Unknown	7
TOTAL OIL DISCHARGE AND HAZARDOUS MATERIALS RELEASE VOLUMES BY SPILL SIZE CATEGORY:	
1. Estimated spill amount from U.S. Commercial Vessels:	0.1
2. Estimated spill amount from Foreign Freight Vessels:	0
2. Estimated spill amount from Public Vessels:	5
3. Estimated spill amount from Commercial Fishing Vessels:	10
4. Estimated spill amount from Recreational Vessels:	2
5. Estimated spill amount from Regulated Waterfront Facilities:	0
6. Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer:	0
7. Estimated spill amount from Other Land Sources:	72
8. Estimated spill amount from Unknown sources:	0
TOTAL OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES (GALLONS):	89.1
Civil Penalty Cases for Period	0
Notice of Violations (TKs)	1
Letters of Warning	0
TOTAL PENALTY ACTIONS:	1

SIGNIFICANT PORT SAFETY AND SECURITY CASES

MARINE CASUALTIES - PROPULSION/STEERING

Loss of Propulsion Control, M/V GREAT MOTION (03 Sep): The main engine failed to respond to commands during transit to Anchorage 9. COTP order issued. The engine control rack linkage on the main engine had loosened and slipped causing false feedback signals to the bridge. Rack assembly was adjusted by engine manufacturer's technician and satisfactorily tested. Loss of engine control was not due to fuel switching. Investigation pends.

Allision with pier, Ferry PERALTA (07 Sep): The Ferry PERALTA allided with San Francisco Pier 39 while pulling out en route to San Francisco Ferry building. No injuries nor equipment casualties. The PERALTA suffered minor damage well above the water line with no apparent damage to the pier. Investigation pends.

Failure to Start, M/V CAPT. STEVEN L. BENNETT (08 Sep): The vessel failed to start after tugs pulled it from berth. Cause for main engine start failure was debris in the pneumatic control system. System was cleaned and tested satisfactorily. Engine start failure was not due to fuel switching. Investigation pends.

Loss of Propulsion, M/V GREAT MOTION (09 Sep): Lost propulsion while attempting to maneuver out of anchorage 9. Second COTP order issued. A main engine control valve stuck and associated interlocks prevented engine blowers from starting and the main engine crankshaft from turning. The valve was rebuilt and tested satisfactorily. Loss of propulsion was not due to fuel switching. Investigation pends.

Fire, ALCATRAZ CLIPPER (12 Sep): The Small Passenger Vessel suffered a small fire in the engine space. The fire was contained within the alternator of the port generator and there was no further damage. The alternator was replaced and the generator tested satisfactorily. Investigation pends.

Loss of Propulsion, M/V DELTA PRIDE (12 Sep): While mooring at berth 4 in Pittsburg vessel was unable to change from stop to dead slow astern while in bridge control. Switched to engine room control and was able to start the main engine and safely maneuver to the pier. COTP order issued. Class Surveyor determined the cause of loss of propulsion was a 3-way air start system valve was stuck in the open position. valve was cleaned and propulsion tests conducted satisfactorily. Loss of propulsion was not due to fuel switching. Investigation pends.

Loss of Propulsion, M/V INTINTOLI (24 Sep): The high speed ferry's port main engine shut down while departing Mare Island Strait due to a low lube oil alarm triggering an automatic shut down. The vessel safely returned to the pier and found that a sensor wire had developed a short in way of the stuffing tube or ferrule entering the sensor junction box on the engine. The wire was repaired and the system tested satisfactorily. Investigation pends.

VESSEL SAFETY CONDITIONS

IMO Detention, M/V ARISTIDES N.P. (09 Sep): Vessel detained for multiple safety deficiencies including firefighting systems and structural fire protection. Repairs were made in port and detention was lifted 14 Sep.

GENERAL SAFETY/SECURITY CASES

Security Breach, Shell Oil Refinery/Martinez (03 Sep): Two males on surf boards were spotted sitting just North of the causway leading to pier for Shell Oil. Contra County police interviewed, all checked out subject departed area.

Security Breach, Shell Oil Refinery/Martinez (04 Sep): Vessel became disabled while underway (lost power) and drifted with-in the vicinity of the wharf. Contra Costa County PD interviewed, ran checks on subjects. Results negative.

Security Breach, Tesoro/ Martinez Refinery (06 Sep): A cut in the fence line was noticed on the West end of the facility. Away from the refinery. Contra Costa County PD notified, and facility security patrols increased until repairs are made.

Security Breach, Alameda Ferry/ Bay Farm (28 Sep): Recreational boat was tied up alongside ferry terminal pier. Boater had reportedly tied up to pier after suspecting himself of being overly intoxicated. Owners were contacted/educated and forced to remove vessel.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD) Inoperable 10CM Radar, M/V APL INDIA (03 Sep): The vsl was issued an inbound LOD for a malfunctioning 10 CM radar. Repaired prior to departure.

Letter of Deviation (LOD) Inoperable 10CM Radar, T/V KODIAK (04 Sep): The vsl was issued an inbound LOD for a malfunctioning 10 CM radar. Repaired prior to departure.

Letter of Deviation (LOD) Inoperable Speed Log, M/V APL SYDNEY (12 Sep): The vsl was issued an inbound LOD for a malfunctioning speed and distance indicator. Vessel was unable to effect repairs in port and was allowed to depart under LOD.

Letter of Deviation (LOD) Inoperable 10CM Radar, M/V ARION SB (20 Sep): The vsl was issued an inbound LOD for a malfunctioning 10CM radar. Repaired prior to departure.

Letter of Deviation (LOD) Lost Port Anchor, M/V EVER ENVOY (29 Sep): The vsl lost port anchor enroute to the US from Korea due to heavy seas. Vessel allowed to enter then depart port under LOD and will replace anchor overseas.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

14 Sept- 70 gallons of gasoline was discharged from an unregulated land source in Oakland, CA caused by equipment failure at the Oakland Airport. None of the material reached the water.

**COAST GUARD DISTRICT ELEVEN
LOSS OF PROPULSION INCIDENTS IN SAN FRANCISCO**

2010

Case Status	Activity ID	Date	Unit	Vessel	IMO #	Vessel Type	Brief Text	INBOUND / OUTBOUND	Location	Latitude	Longitude
Closed	3680570	02/13/2010	SF	CHINOOK MAIDEN	9145841	TANK	Loss of propulsion root cause due to a failed circuit for main engine auxiliary air blowers.	Outbound	Pier at Berth 3 in Rodeo	38 03.4 N	122 15.7 W
Closed	3686789	02/24/2010	SF	NASSAU PRIDE	8110320	FREIGHT	Lost propulsion while changing speed from ahead to astern.	Inbound	Pier B-3 USSFO, Port of Redwood City	37 31.0 N	122 12.0 W
Open	3701980	03/24/2010	SF	ANL BINBURRA	9258146	CONTAINER	While at Dead Slow Ahead, engine stopped; insufficient amount of fuel to engine due to lower viscosity fuel would blow by plungers	Inbound	Oakland outer harbor	37 49.3 N	122 18.5 W
Open	3723236	04/23/2010	SF	ID TIDE	9104603	FREIGHT	Loss of propulsion when starting astern propulsion during anchoring; starter pressure hose not properly tightened	Inbound	Anchorage 9	37 43.5 N	122 19.0 W
Open	3737598	05/06/2010	SF	CABO HELLAS	9275725	TANK	Loss of propulsion while operating at dead slow ahead; 3 Puncture valves and fuel injector were defective and leaking fuel	Inbound	Tesoro Amorco Wharf in Martinez	38 03.6 N	122 12.7 W
Open	3743234	05/20/2010	SF	APL EXPERIENCE	9333838	CONTAINER	Loss of propulsion while operating on MGO due to water in the MGO	Inbound	LA/LB offshore	35 29.8 N	122 04.1 W
Open	3744919	05/23/2010	SF	MSC NATAL	9102734	CONTAINER	Loss of propulsion during transit from LA/LB to SF; quick closing valve cut off ships fuel supply	Inbound	LA/LB offshore pilot station	33 46.9 N	118 38.9 W
Open	3751917	05/29/2010	SF	CHIMBORAZO	9174581	TANK	Loss of propulsion while anchoring; air start malfunction	Inbound	Anchorage 9	37 44.4 N	122 20.0 W
Open	3776226	06/23/2010	SF	OCEAN PEARL	9278818	FREIGHT	Loss of propulsion while starting astern propulsion during anchoring; worn o-rings on fuel pump caused fuel to leak	Inbound	Anchorage 8	37 48.4 N	121 24.3 W
Closed	3782196	07/01/2010	SF	ANL BINBURRA	9258146	CONTAINER	Loss of propulsion; faulty lube oil regulating valve, stuck open	Inbound	Offshore SF	37 45.9 N	122 37.8 W
Closed	3797342	07/12/2010	SF	CABO HELLAS	9275725	TANK	While anchoring, vessel lost propulsion; was due to MGO not cooled to required operating parameters, reducing its viscosity	Inbound	Anchorage 9	37 46.4 N	122 20.6 W
Closed	3798263	07/12/2010	SF	KIEL EXPRESS	8902539	CONTAINER	During inbound transit, engine failed to start during astern propulsion test; cause appears to be insufficient amount of fuel while starting with MGO	Inbound	1.5 NM east of sea buoy	37 42.2 N	122 40.4 W
Open	3838806	08/27/2010	SF	APL KOREA	9074535	CONTAINER	Failed start engine while unberthing; not enough air pressure because air supply control switch for aux blowers in off position due to human error	Outbound	Oakland berths	37 47.6 N	122 17.9 W
Open	3862816	09/03/2010	SF	GREAT MOTION	9175468	FREIGHT	During anchoring, vessel lost propulsion due to main engine gear interlock valve being stuck in engaged position.	Inbound	Anchorage 9	37 45.0 N	122 20.0 W
Open	3846543	09/07/2010	SF	CAPT. STEVEN L. BENNETT	1059881	FREIGHT	Upon departure, could not start engine due to dust in pneumatic control system.	Outbound	MOTCO	37 43.5 N	122 19.7 W
Open	3845820	09/09/2010	SF	GREAT MOTION	9175468	FREIGHT	Upon departure, could not start engine.	Outbound	Anchorage 9	37 43.0 N	122 18.0 W
Open	3848810	09/12/2010	SF	DELTA PRIDE	9012381	FREIGHT	While mooring, unable to change from stop to dead slow astern while in bridge control. 3-way valve for air start system was stuck in open position.	Inbound	Berth 4 in Pittsburg	38 01.9 N	121 52.3 W

highlighted incidents were fuel switching related

Prepared: 10/14/10
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COAST GUARD DISTRICT ELEVEN

LOSS OF PROPULSION INCIDENTS IN SAN FRANCISCO

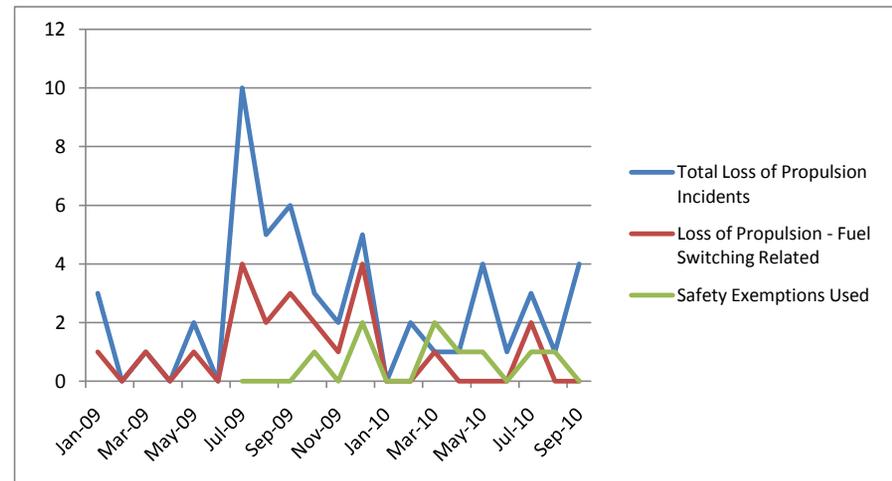
Monthly Totals in 2010

	Total Loss of Propulsion Incidents	Loss of Propulsion - Fuel Switching Related
Jan-10	0	0
Feb-10	2	0
Mar-10	1	1
Apr-10	1	0
May-10	4	0
Jun-10	1	0
Jul-10	3	2
Aug-10	1	0
Sep-10	4	0
Totals	17	3

**COAST GUARD DISTRICT ELEVEN
LOSS OF PROPULSION INCIDENTS IN SAN FRANCISCO**

Monthly Totals in 2009 - 2010

	Total Loss of Propulsion Incidents	Loss of Propulsion - Fuel Switching Related	Safety Exemptions Used
Jan-09	3	1	
Feb-09	0	0	
Mar-09	1	1	
Apr-09	0	0	
May-09	2	1	
Jun-09	0	0	
Jul-09	10	4	0
Aug-09	5	2	0
Sep-09	6	3	0
Oct-09	3	2	1
Nov-09	2	1	0
Dec-09	5	4	2
Jan-10	0	0	0
Feb-10	2	0	0
Mar-10	1	1	2
Apr-10	1	0	1
May-10	4	0	1
Jun-10	1	0	0
Jul-10	3	2	1
Aug-10	1	0	1
Sep-10	4	0	0
Totals	54	22	9



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

**Report of the
U.S. Army Corps of Engineers, San Francisco District
October 14, 2010**

1. CORPS FY 2010 O&M DREDGING PROGRAM

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

- a. **Main Ship Channel (55+2)** – The Essayons has completed the Main Ship Channel. **No change.**
- b. **Richmond Outer Harbor (and Richmond Long Wharf)** – **The contract has been awarded. The offloader availability at Hamilton is driving the start dates for dredging. That should be about November 1 – November 15.**
- c. **Richmond Inner Harbor** – **Same as Richmond Outer Harbor.**
- d. **Oakland O & M Dredging** – **Contract was awarded September 27, 2010. Dredging will begin as soon as the offloader is available at Hamilton. The target is Nov. 1 – Nov. 15.**
- e. **Suisun Bay Channel** – **Dredging is ongoing and will continue most likely until the end of November.**
- f. **Pinole Shoal (35+2)** – Dredging completed July 2. **No Change.**
- g. **Redwood City/San Bruno Shoal** – Dredging is complete. No major dredging for at least a year (mid 2011). **No Change.**

2. DEBRIS REMOVAL – **The debris total for September 2010 was 44 tons: 9 tons by the Grizzly; 27 tons by the Raccoon; Dillard 3 tons; and SafeBoat 5 tons.**

October	16	17		33				
November	15	45		60				
December	33	98	2	133				
Jan. 2010		228	2	230				
Feb	17	112	5	134				
March		56.00	16.50	73				
April		40	9	49				
May	7	15		22				
June	5	65		70				
July	9	10		19				
August	7	18		25				
September	9	27	8	44				
Totals	118.00	731.00	42.50	892				

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

None to report.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

The emergency dredging in Bullshead reach was completed on July 3, 2010.

5. OTHER WORK

a. **San Francisco Bay to Stockton** No additional money appropriated in the President's budget for FY 2011. The Corps is hoping to receive a Congressional add later in FY 2011. This project is moving forward on carry-over money. **No change.**

b. **Sacramento River Deep Water Ship Channel Deepening** \$12,500,000 in the FY 2011 budget for this project. The Corps is scheduled to start construction by late FY 2011. **The draft Environmental Impact Statement is scheduled to be released in November 2010.**

6. HYDROGRAPHIC SURVEY UPDATE

Address of Corps' web site for completed hydrographic surveys:

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

Main Ship Channel: Post-dredge survey completed on July 10 2010 has been posted.

Pinole Shoal: The post-dredge survey of July 8-10, 2010 has been posted.

Suisun Bay Channel: Post-dredge survey of July 6, 2010 has been posted.

New York Slough: Condition survey of June 10-11, 2010 has been posted.

Bull's Head Channel: December 4 post-dredge survey has been posted.

Redwood City: Condition survey completed July 22-23, 2010 has been posted.

San Bruno Shoal: Surveys completed in June 22, 2010 have been posted.

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

Oakland Inner Harbor Turning Basin: A multi-beam survey of April 21 has been posted.

Oakland Inner Harbor - Condition survey of May 18 & 20, 2010 has been posted.

Oakland Outer Harbor: Condition survey of May 17, 2010 has been posted.

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

Southampton Shoal and Richmond Long Wharf: Surveys of May 10-13, 2010 have been posted.

Richmond Inner Harbor: Condition surveys completed in June 24, 28-30, 2010 have been posted.

North Ship Channel: **Condition survey of June 2010** has been posted.

San Rafael Creek and San Rafael Across-the-Flats: Surveys completed March 2010 have been posted.

Alameda Naval Station Survey (Alameda Point Navigation Channel): Survey completed in April 2010 has been posted.

Disposal Site Condition Surveys:

SF-08 (Main Ship Channel Disposal Site) April 2010;

SF-09 (Carquinez) **October 5, 2010**;

SF-10 (San Pablo Bay) July 2010 survey has been posted;

SF-11 (Alcatraz): The **September and October 4, 2010** surveys have been posted.



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

October 14, 2010

- ✎ In September the clearinghouse did not have any possible escort violations to notify OSPR about.
- ✎ In September the clearinghouse had one notification of vessels arriving at the Pilot Station without escort paperwork.
- ✎ The Clearinghouse has contacted OSPR 4 time in 2010 regarding possible escort violations. The Clearinghouse called OSPR 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 September there were 87 tank vessels arrivals; 2 Chemical Tankers, 18 Chemical/Oil Tankers, 26 Crude Oil Tankers, 16 Product Tankers, and 25 tugs with barges.
- ✎ In September there were 295 total arrivals.

San Francisco Bay Clearinghouse Report For September 2010

San Francisco Bay Region Totals

	<u>2010</u>		<u>2009</u>	
Tanker arrivals to San Francisco Bay	62		68	
Barge arrivals to San Francisco Bay	25		31	
Total Tanker and Barge Arrivals	87		99	
Tank ship movements & escorted barge movements	291		347	
Tank ship movements	182	62.54%	193	55.62%
Escorted tank ship movements	81	27.84%	88	25.36%
Unescorted tank ship movements	101	34.71%	105	30.26%
Tank barge movements	109	37.46%	154	44.38%
Escorted tank barge movements	51	17.53%	65	18.73%
Unescorted tank barge movements	58	19.93%	89	25.65%

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		281		0		123		582	
Unescorted movements	124	69.66%	181	64.41%	0	0.00%	68	55.28%	373	64.09%
Tank ships	58	32.58%	80	28.47%	0	0.00%	35	28.46%	173	29.73%
Tank barges	66	37.08%	101	35.94%	0	0.00%	33	26.83%	200	34.36%
Escorted movements	54	30.34%	100	35.59%	0	0.00%	55	44.72%	209	35.91%
Tank ships	30	16.85%	47	16.73%	0	0.00%	27	21.95%	104	17.87%
Tank barges	24	13.48%	53	18.86%	0	0.00%	28	22.76%	105	18.04%

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 2010

San Francisco Bay Region Totals

	<u>2010</u>		<u>2009</u>	
Tanker arrivals to San Francisco Bay	582		758	
Barge arrivals to San Francisco Bay	316		455	
Total Tanker and Barge Arrivals	898		1,213	
Tank ship movements & escorted barge movements	3,020		4,076	
Tank ship movements	1,738	57.55%	2,314	56.77%
Escorted tank ship movements	769	25.46%	1,069	26.23%
Unescorted tank ship movements	969	32.09%	1,245	30.54%
Tank barge movements	1,282	42.45%	1,762	43.23%
Escorted tank barge movements	594	19.67%	778	19.09%
Unescorted tank barge movements	688	22.78%	984	24.14%

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

Escorts reported to OSPR

	4	8
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Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	1,799		2,873		0		1,277		5,949	
Unescorted movements	1,159	64.42%	1,714	59.66%	0	0.00%	658	51.53%	3,531	59.35%
Tank ships	540	30.02%	750	26.11%	0	0.00%	317	24.82%	1,607	27.01%
Tank barges	619	34.41%	964	33.55%	0	0.00%	341	26.70%	1,924	32.34%
Escorted movements	640	35.58%	1,159	40.34%	0	0.00%	619	48.47%	2,418	40.65%
Tank ships	363	20.18%	527	18.34%	0	0.00%	316	24.75%	1,206	20.27%
Tank barges	277	15.40%	632	22.00%	0	0.00%	303	23.73%	1,212	20.37%

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 - SEPTEMBER COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
SEPTEMBER 1 - 30, 2009	228	109	47.81
SEPTEMBER 1 - 30, 2010	229	85	37.12

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
SEPTEMBER 1 - 30, 2009	12,443,000	250,000	19,985,100	14,038,041	34,023,141
SEPTEMBER 1 - 30, 2010	12,189,000		17,818,600	10,796,442	28,615,042

OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
SEPTEMBER 1 - 30, 2009	0	0	0	0	0
SEPTEMBER 1 - 30, 2010	0	0	0	0	0

*** Disclaimer:

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

Harbor Safety Committee-San Francisco Bay Region
ARB OGV Clean Fuel Rule Update



Richmond, California
October 14, 2010

California Environmental Protection Agency



Air Resources Board

ARB OGV Clean Fuel Rule
Essential Modifications Exemption
Applications Summary*

Total number of applications received: 466 vessels
Number of applications pending: 30 vessels**
Total number of applications completed: 436 vessels
Number of completed applications approved: 378
Number of completed applications
with partial approvals: 58 vessels***

* Summary from July 1, 2009 to October 1, 2010.

** 29 pending applications are inactive until further information is provided

***Includes denial of 58 main engine requests and 8 auxiliary engine requests and approval of all accompanying auxiliary boiler requests.

ARB OGV Clean Fuel Rule Use of Safety Exemptions*

Safety Exemptions (per month)	
July –December 2009	11
January 2010	5
February 2010	2
March 2010	5
April 2010	2
May 2010	2
June 2010	1
July 2010	1
August 2010	1
September 2010	0
Total July 1, 2009 – October 1, 2010	30
Noncompliance Fees	
Total July 2009 – October 1, 2010	4

*Summary from July 1, 2009 to Oct. 1, 2010

3

ARB OGV Clean Fuel Rule Contact Information

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4

Public Workshop to Discuss Proposed Amendments to the Regulations for Ocean-going Ship Main Engines, Auxiliary Engines and Auxiliary Boilers



October 12, 2010
Port of Long Beach

California Environmental Protection Agency



Air Resources Board

1

Overview

- ◆ Background and Status
- ◆ Implementation Activities
- ◆ Proposed Amendments
- ◆ Next Steps
- ◆ Contacts



2



Background and Status

3

California's Ocean-Going Vessel Clean Fuel Regulation

- ◆ 8 years in development
- ◆ Consultative process
- ◆ Adopted by ARB in July 2008
- ◆ Implementation began July 2009
- ◆ Provides immediate and significant emissions reductions
 - Diesel PM: 83% reduction
 - SOx: 96% reduction
 - NOx: 6% reduction
- ◆ Establishes “bridge” to ECA in the 2015 timeframe

4

Requirements-California's Ocean-Going Vessel Clean Fuel Regulation

- ◆ Requires use of cleaner fuels in main engines, auxiliary engines and auxiliary boilers
- ◆ Two-phase implementation
 - July 1, 2009
 - use marine gas oil (averages 0.3% sulfur), or
 - use marine diesel oil with a 0.5% sulfur limit
 - January 1, 2012
 - use marine gas oil with a 0.1% sulfur limit, or
 - use marine diesel oil with a 0.1% sulfur limit

*ARB 2012 fuel sulfur limit is the same as the 2015 North American ECA fuel sulfur limit (0.1%)

5

Requirements-California's Ocean-Going Vessel Clean Fuel Regulation

- ◆ Applies to US and foreign-flagged ocean-going vessels
- ◆ Requires use of cleaner fuels within 24 nautical mile zone of the California coastline



6

Enforcement and Compliance Status

- ◆ ~12,000 vessel calls since regulation began in July 2009
- ◆ ARB inspectors board vessels at dockside
 - fuel samples collected for testing and analysis
 - records and fuel switching procedures reviewed
- ◆ Nearly 400 inspections since July 1, 2009*
 - 22 notices of violation issued (~94% compliance)
- ◆ Most notices of violation involve fuel switching within regulated zone or recordkeeping

*Summary from July 1, 2009 to October 1, 2010

7

Implementation Activities



8

Use of Provisions in Regulation Facilitates Implementation

- ◆ **30 Safety exemptions used**
 - ARB staff work closely with USCG to implement
- ◆ **3 Noncompliance fees**
- ◆ **Essential Modifications Exemptions**
 - majority of applications are for auxiliary boilers on tankers
 - 436 exemptions provided for vessels that demonstrated the need for essential modifications

*Summary from July 1, 2009 to Sept. 1, 2010

9

Outreach Efforts and Investigations to Support Implementation

- ◆ **Six advisories issued**
- ◆ **Contract with California Maritime Academy to investigate root causes of vessel LOPs**
 - final report expected late 2010
- ◆ **Maritime Working Group Meeting**
 - held April 28, 2010 (Oakland)
 - CMA Analysis of LOP – preliminary findings
 - presentations available at www.arb.ca.gov/ports/marinevess/ogv/ogvmeet.htm
- ◆ **Coordinated with the SNAME Conference on Fuel Switching under the IMO ECA**

10

Vessel Loss of Propulsion (LOP) Incidents Have Declined

- ◆ **About 12,000 vessel calls since regulation began in July '09**
- ◆ **Vessel LOP incidents tracked by USCG**
 - temporary spike in LOP incidents upon implementation of Rule
 - 30 incidents occurred since July 2009 that may be related to use of cleaner fuel
 - all managed effectively
- ◆ **Fuel related LOPs have decreased from 6 per month in July '09 to 1 per month in Sept. '10**

11

Changes in Vessel Traffic Patterns Impact Expected Emission Reductions

- ◆ **Many vessel operators choosing to not transit through the established shipping lanes in Santa Barbara Channel**
 - results in increased vessel traffic south of the Channel Islands (about 50% of POLA/POLB visits)
- ◆ **Changes in vessel routing impacting anticipated emissions reductions**
- ◆ **Changes in vessel routing through Mugu Sea Range**

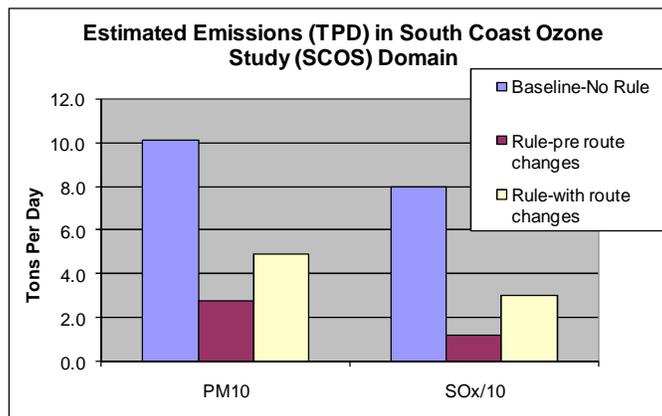
12

Current Rule Status- Vessels are Changing Routes from the Established Santa Barbara Channel Shipping Lanes and Using a Route Outside the Channel Islands



13

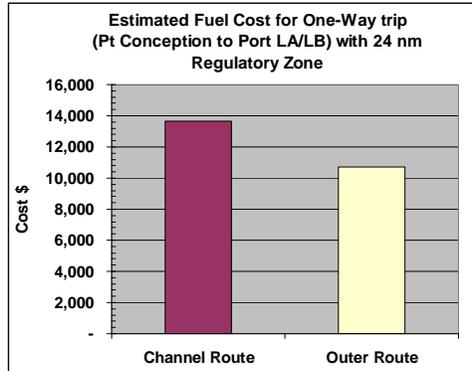
Emissions Reductions are Lost Due to Changes in Vessel Routing (in Southern California Region*)



*Year 2010, 50% of POLA/POLB vessel visits using outer route

14

Change in Vessel Routing is Driven by a Fuel Cost Differential



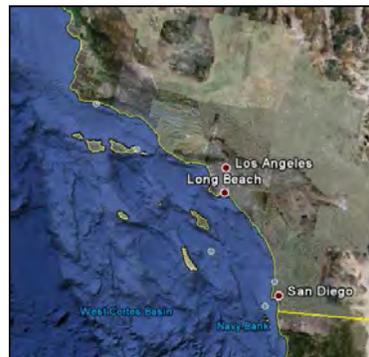
Route	Distance (nm)	Cost	Time (hrs)
Channel Route (150 nm)	MGO: 150 nm	\$13,700	9
Outer Route (163 nm)	MGO: 31 nm HFO: 132 nm	\$10,700	10

Estimated Cost differential \$3,000

*Assumptions: MGO 700 \$/MT, HFO 440 \$/MT, average transit speed 17.4 knots, 20 nm Port VSR at 12 knots 15

Proposed Amendments Necessary to Address Impacts of Route Changes

- ◆ Recapture lost emission reductions due to vessel route changes
- ◆ Reduce vessel traffic through the Pt. Mugu Sea Range



U.S. Navy Presentation



17

Proposed Amendments



18

Goals for Proposed Amendments

- ◆ **Goals**
 - recapture lost emission reductions due to vessel route changes
 - reduce vessel traffic through the Point Mugu Sea Range
- ◆ **Achieve goals by**
 - removing economic incentive for vessels to change historic travel patterns

19

Proposed Amendments

- ◆ **Extend the clean fuel zone in Southern California**
 - extended zone is consistent with Contiguous Zone
 - provide a small “window” to reduce the amount of more expensive clean fuel needed for the channel route
- ◆ **Other minor amendments**

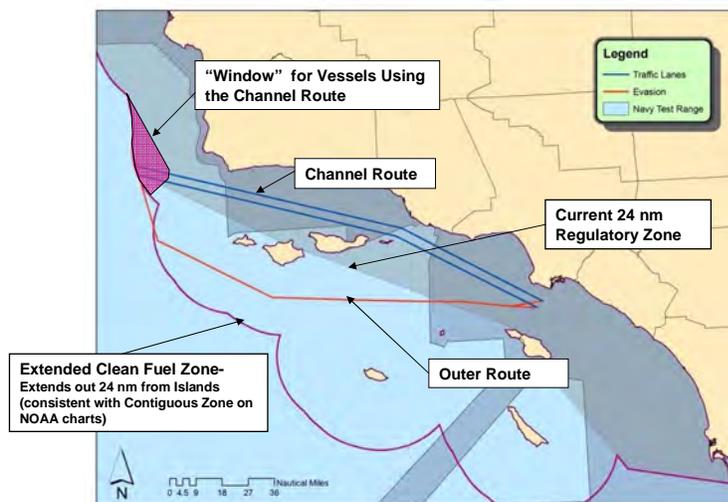
20

Proposed Amendments Consider Impacts on Emissions and Sea Range

- ◆ **Contiguous Zone is a recognized nautical zone and is depicted on NOAA maritime charts**
- ◆ **Extended clean fuel zone retains reduction levels anticipated with original vessel routing**
- ◆ **Eliminate economic advantage of transiting through the Point Mugu Sea Range**

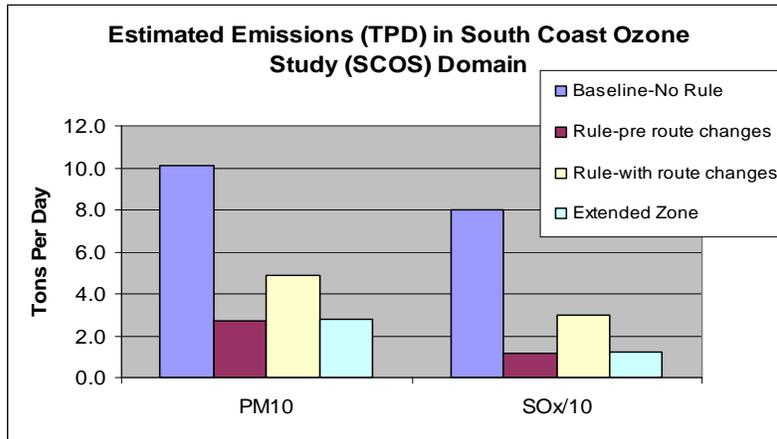
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Proposed Extended Clean Fuel Zone



22

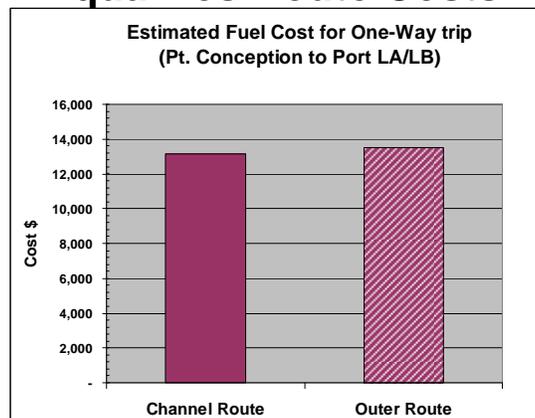
Proposed Extended Clean Fuel Zone Recaptures Emissions Reductions



*Year 2010, 50% of POLA/POLB vessel visits using outer route

23

Proposed Extended Clean Fuel Zone Equalizes Route Costs



Route	Distance (nm)	Estimated Cost	Time (hrs)
Channel Route (150 nm)	MGO: 133 nm HFO: 17 nm	\$13,100	9
Outer Route (163 nm)	MGO: 143 nm HFO: 20 nm	\$13,500	10

*Assumptions: MGO 700 \$/MT, HFO 440 \$/MT, average transit speed 17.4 knots, 20 nm Port VSR at 12 knots

24

Air Quality Modeling Will Help to Evaluate Air Quality and Health Impacts

- ◆ **Air Quality modeling underway**
 - evaluate the onshore impacts of changes in vessel routes
 - evaluate the onshore impacts of extending the regulatory zone to ensure that anticipated health benefits are maintained
- ◆ **Completion – late 2010**

25

Summary

- ◆ **Regulation results in large emission reductions and significant public health benefits**
- ◆ **Excellent compliance with the regulation**
- ◆ **Changes in vessel traffic patterns are impacting anticipated emission reductions**
- ◆ **More vessels are going through the Sea Range**
- ◆ **Extending the clean fuel zone is necessary**
 - to achieve anticipated emissions reductions
 - eliminate the economic incentive for vessels to go through the Sea Range

26

Next Steps

- ◆ Next workshop in early 2011
- ◆ Complete air quality modeling to evaluate air quality and public health impacts
- ◆ ARB Board Date: March, 2011



27

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28



GOVERNOR ARNOLD SCHWARZENEGGER

SEP 30 2010

To the Members of the California State Assembly:

I am returning Assembly Bill 234 without my signature.

This bill requires the Administrator of the Office of Spill Prevention and Response (OSPR) to develop regulations addressing "pre-booming" of vessels involved in transfers of oil fuel and oil cargo. The bill also increases the per-barrel fee, paid by tankers, and the non-tank vessel fee, that is used to support OSPR's administrative functions and authorizes the Administrator to adjust the maximum per-barrel fee annually for inflation according to the Consumer Price Index.

This bill is unnecessary. Pursuant to the authority already provided under existing law, OSPR is currently in the process of evaluating the benefit of requiring "pre-booming" standards on fuel transfer operations where it is safe and effective to do so. Additionally, the magnitude of the fee increase proposed to fund OSPR's regulatory activities per this bill far exceeds what OSPR estimates it would cost to promulgate the "pre-booming" regulations this bill would require.

Sincerely,

A handwritten signature in black ink, appearing to read "Arnold Schwarzenegger".

Arnold Schwarzenegger