

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 10, 2013

Port of Richmond, Harbormaster's Office, 1340 Marina Way South, Richmond, CA

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

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

Committee members (M) and alternates (A) in attendance with a vote: **Capt. Esam Amso** (M), Valero Marketing and Supply Co.; **John Berge** (M), Pacific Merchant Shipping Association; **Ted Blanckenburg** (M), AMNAV Maritime Services; **Margot Brown** (M), National Boating Federation; **Mary Brown** (M), Horizon Lines; **Jessica Burton Evans** (A), US Army Corps of Engineers; **Capt. Tom Dougherty** (M), Blue and Gold Fleet; **Aaron Golbus** (M), Port of San Francisco; **Bob Gregory** (A), Foss Maritime Company; **Capt. George Livingstone** (A), San Francisco Bar Pilots; **Capt. James Marshall** (M), Chevron Shipping Company ; **Jim McGrath** (M), Bay Conservation and Development Commission; **Chris Peterson** (M), Port of Oakland; **Randy Scott** (A), Port of Benicia; **Deb Self** (M), San Francisco Baykeeper; **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 September 12, 2013 meeting was made and seconded. The minutes were approved without dissent.

Comments by Chair- Capt. Lynn Korwatch

Welcomed the committee members and audience. Advised that arrangements had been made with the Port of Richmond to have the gate opened to provide additional parking for future HSC meetings at the Port.

Coast Guard Report- Capt. Gregory Stump

- Advised of a September 2, 2013 incident involving a foreign flag container vessel. A container caught fire aboard the vessel offshore, while underway before docking at the Port of Oakland. The Port State Control Team responded. This incident appears on the USCG Prevention/Response Report.

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- Advised of recent USCG/EPA boarding of a molasses ship from Hawaii that had been involved in a prior spill.
- Advised that he had attended the last Crescent City/Eureka HSC meeting and that he planned to attend more of their meetings in the future.
- Thanked the maritime community for their support of the America's Cup and advised of an official letter of thanks published recently. The actual racing went very well with few problems. Advised of a November 24, 2013 meeting at 0930 at YBI to discuss lessons learned from the America's Cup.
- Advised that the effects of the federal government shutdown are ongoing and have especially impacted the Army Corps of Engineers activities.
- Announced the USCG hosted 2013 Deep Draft Industry Day taking place on November 21, 2013 at Coast Guard Island (notice attached). Suggestions for topics of discussion are welcome.
- Lcdr. Wirts read from the September-13 Prevention/Response Report (attached).
- Lcdr. Wirts advised of two recent MSIB's involving homeland security and the America's Cup.
- Capt. Amso thanked the Coast Guard for their support of the America's Cup.
- Jim McGrath commented that the oil spills reported by the USCG seem fairly small and insignificant compared to runoff but that compiling the data in an annual report would be beneficial. Capt. Korwatch advised that an annual data summary was available from the USCG. Lcdr. Wirts concurred that the data was provided but no analysis done.
- Deb Self asked if the September 27 loss of propulsion incident could have been caused by corrosion from lighter fuel. The Coast Guard replied negative and advised that it was a maintenance issue.
- A question was asked regarding the docking location of the vessel involved in the September 17 loss of steering case. Lcdr. Wirts advised that the vessel docked at the Richmond Long Wharf.
- Capt. Korwatch asked about an article she read in this morning's paper referencing an incident in which a tug and barge was emitting a foul odor near Richmond. No information regarding the incident was known.
- Capt. Korwatch thanked the Coast Guard for all their efforts relating to the America's Cup.

US Army Corps of Engineers Report- Jessica Burton Evans

- Advised that she was filling in for Lt.Col. John Baker.
- Advised that despite the ongoing federal government shutdown, the Army Corps is still maintaining critical programs that effect life safety. Debris removal will continue although only one boat will be on patrol. Other existing programs will continue, however staff will be furloughed as funds run out. The navigation program has funds for approximately four weeks.

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Advised that the EPA is furloughed which could affect some Corps projects. We will keep you posted on the shutdowns effects.

- Aaron Golbus asked how the government shutdown will affect the permitting of third party dredging. Jessica Burton Evans responded that Corps regulatory mission will cease operation this Friday. The third party permitting office will close Friday as well.
- Jessica Burton Evans read from the US Army Corps of Engineers, San Francisco District Report (attached).
- Capt. Amso asked if there is an estimated timeframe for the posting of Pinole shoal surveys. Jessica Burton Evans advised that it was unknown due to the government shutdown.
- Jessica Burton Evans advised that it would be helpful for Corps debris removal if debris is secured to a fixed object by the reporting vessel.
- A question was asked regarding dredging taking place east of Anchorage 9. Jessica Burton Evans advised that the area is not a federal channel and the project is not an Army Corp run project.

Clearing House Report- Alan Steinbrugge (report attached)

OSPR Report- Jeff Cowan (report attached)

- Advised that Mary Brown with Horizon Lines has been sworn in as the new HSC member representing dry cargo. Jeff Robbins with General Steamship will be sworn in as new member as well.
- Advised of a recent drill OSPR participated in simulating the Cosco Busan oil spill.
- Announced that the West Coast HSC Summit will be held on October 29th and 30th at Spring Hill Suits in Napa (notice attached). Cmdr. Tama will be giving a presentation on the North American Emissions Control Area at the meeting.
- Advised that he will be attending a March conference in Oslo, Norway regarding California's experience with distillate fuel.
- Jerry Bynum asked what the dry cargo HSC member's specialty area is. Jeff Cowan advised that Mary Brown has operational control of cargo at Horizon Lines.

NOAA Report- Nothing to Report

- A representative for the NOAA Navigation Response Team based at the Port of Richmond advised that the Response Team is still active despite the government shutdown. Gerry Wheaton is on furlough.

State Lands Commission Report- Chris Beckwith (report attached)

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Work Group Reports-

Tug Work Group- Ted Blanckenburg advised that there was nothing to report but that the Tug Work Group would be meeting soon.

Navigation Work Group- Capt. George Livingstone advised that the Bay Bridge air gap sensor will not be in place before the scheduled arrival of several ultra large MSC container ships in a couple of weeks. The Bar Pilots and USCG will meet to discuss contingency plans. The MSC Paloma, MSC Valeria and MSC Camille will be calling the Port of Oakland. These ships have large, approximately 195 feet, air drafts and 170,000 ton displacements.

- Lcdr. Wirts advised that she had gotten a recent update from Dave Sulouff that the air gap sensor installation will be delayed due to the government shutdown. Mitigation measures are being worked on.
- Alan Steinbrugge advised that the holdup was the result of procurement delays for the sensor equipment. Estimated time for installation is now six to eight weeks.
- Capt. Livingstone advised that hopefully the air gap sensor will be in place for the second rotational calling of the large MSC ships.
- Deb Self asked what mitigation measures are being considered for the upcoming MSC ship arrivals. Capt. Livingstone advised that increasing ballast is an option as well as having the ships transit Charlie Delta span rather than the shorter Delta Echo span. This would only be a short term solution until the installation of the air gap sensor is complete.
- Deb Self asked if containers could be removed from the ships to reduce their air drafts. Capt. Livingstone advised that the ship mast and wheel house are responsible for the large air drafts, not the containers themselves.
- A question was asked whether the MSC ships will dock at the Oakland inner or outer harbor. Captain Livingstone advised that they will be docking at the inner harbor and that four assist tugs will be used. The tugs will be made up as the ships approach the bridge. Two Bar Pilots will be on board the ships.
- Capt. Korwatch remarked that it appears the Bar Pilots are well prepared for these large container ship arrivals.

Ferry Operations Work Group- Capt. Tom Dougherty advised that there is the possibility of a BART strike tomorrow. Plans have been made to increase ferry service in the event of a strike.

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

- Capt. Livingston advised of a recent report from Sause Bros that shoaling is developing near Anchorage 22 and 23 and requested a survey be conducted. It was advised that NOAA is responsible for that location and it will be looked into.

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

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

PORTS Report- Alan Steinbrugge

- Advised that the PORTS system has been functioning reliably in recent weeks.
- Advised that the PORTS system is still online despite the government shutdown, but that eventual integration of the air gap sensor with PORTS could be slowed as a result.
- Advised that the visibility sensors to be installed at AMORCO and at SF Pier 17 should be in place by the end of the year.

Public Comment-

- Brian Hooker with Congressman Garamendi's office thanked those who attended the September 24, 2013 maritime round table meeting with the Congressman. The event went well with discussions relating to harbor maintenance, trust fund, dredging and ballast water discharge.
- John Bishop with the California Coastal Commission announced that a guidance document for oil and gas project applications has been published by the Commission and is available at: www.coastal.ca.gov
- Andy Stock, a boat owner who participates in piloting swims, suggested a pilot association be formed for swim pilots. Lcdr. Wirts advised that the swims require permits, not the vessels involved.
- Jeff Cowan advised of September 30, 2013 USCG regulations for non-tank vessels to be implemented. Vessel crews will be required to conduct drills and exercises relating to stranding, lightering, and emergency towing. Cmdr. Tama advised that these regulations are a big initiative that will be a discussion topic at the 2013 Deep Draft Industry Day meeting.
- Capt. Korwatch advised that the next AMSC meeting is on October 15, 2013 at SF Pier 35 at 1000.

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- Capt. Korwatch advised that she had recently met with colleagues from Marine Exchanges around the country and had attended the premiere screening of the movie Captain Phillips. It is highly recommended.

Old Business- None

New Business-

- The attending representative from the NOAA Navigation Response Team remarked that the mothball fleet in Suisun Bay was almost gone and advised that they are interested in charting the area. Deb Self advised that the fleet's removal is ahead of schedule and that only nine ships remain. Some of the remaining ships are in worse repair than previously thought.
- Capt. Korwatch advised that November HSC meeting will be at the Port of San Francisco, Pier 1. The Exploratorium location did not work out. Accommodations will be made in the event of an ongoing BART strike.

Next Meeting-

1000-1200
November 14, 2013
Port of San Francisco
Pier 1 Conference Center
The Embarcadero
San Francisco, California

Adjournment-

A motion to adjourn was made and seconded. The motion passed without dissent and the meeting adjourned at 11:07.

Respectfully submitted:



Capt. Lynn Korwatch

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

September-13

PORT SAFETY CATEGORIES*

	2013	2012	3yr Avg**
1. Total Number of Port State Control Detentions for period:	0	0	0.5
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
2. Total Number of COTP Orders for the period:	2	4	4.6
Navigation Safety (0), Port Safety & Security (2), ANOA (0)			
3. Marine Casualties (reportable CG 2692) within SF Bay: Allision (1), Collision (0), Fire (0), Capsize (0),	12	6	9.8
Grounding (0), Sinking (0), Steering (3), Propulsion (7), Personnel (0), Other (0), Power (1)			
4. Total Number of (routine) Navigation Safety issues/Letters of Deviation: Radar (1) Gyro (0),	5	4	4.8
Steering (1), Echo sounder (2), AIS (1), AIS-835 (0), ARPA (0), SPD LOG (0), R.C. (0), Other (0)			
5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay:	1	2	0.4
6. Significant Waterway events or Navigation related cases for the period: America's Cup	1	0	0.3
7. Maritime Safety Information Bulletins (MSIBs): MSIB 13-07 Anniversary of 9/11; MSIB 13-08 SLR	2	0	0.4
Total Port Safety (PS) Cases opened for the period:	23	16	20.8

MARINE POLLUTION RESPONSE

Source Identification (Discharges):

VESSELS	2013	2012	3yr Avg**
U.S. Commercial Vessels	0	0	0.0
Foreign Freight Vessels	1	0	0.5
Public Vessels	1	0	0.5
Commercial Fishing Vessels	0	0	0.0
Recreational Vessels	5	1	3.0
FACILITIES			
Regulated Waterfront Facilities	0	1	0.5
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.0
Other Land Sources	1	0	0.5
Mystery Spills - Unknown Sources	2	6	4.0
Number of Oil/Hazmat Pollution Incidents within San Francisco Bay for Period			
1. Spills < 10 gallons	9	1	5.0
2. Spills 10 - 100 gallons (1 incident >52 gallons)	1	0	0.5
3. Spills 100 - 1000 gallons	0	0	0.0
4. Spills > 1000 gallons	0	0	0.0
5. Spills - Unknown	0	6	3.0
Total:	10	7	8.5

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

1. Estimated spill amount from U.S. Commercial Vessels:	0	0	0.0
2. Estimated spill amount from Foreign Freight Vessels:	1	0	0.5
2. Estimated spill amount from Public Vessels:	1	0	0.5
3. Estimated spill amount from Commercial Fishing Vessels:	0	0	0.0
4. Estimated spill amount from Recreational Vessels:	4	0	2.0
5. Estimated spill amount from Regulated Waterfront Facilities:	0	0	0.0
6. Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer:	0	0	0.0
7. Estimated spill amount from Other Land Sources:	1	0	0.5
8. Estimated spill amount from Unknown sources:	56	0.5	28.3
TOTAL OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES (GALLONS):	63	1	32.0
Civil Penalty Cases for Period	0	0	0.0
Notice of Violations (TKs)	0	1	0.5
Letters of Warning	1	0	0.5
TOTAL PENALTY ACTIONS:	1	1	1.0

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

SIGNIFICANT PORT SAFETY AND SECURITY CASES (September 2013)

MARINE CASUALTIES

Loss of power (6SEP): A U.S. flag towing vessel experienced a loss of power and subsequent loss of steering while pushing a loaded fuel barge in San Pablo Bay. The crew started the second generator and the vessel safely moored at the pier. The incident was caused by a loose wire on the fuel solenoid, which was replaced by maintenance personnel. Coast Guard attended the vessel and witnessed satisfactory operation of the generator. Case closed.

Loss of propulsion (10SEP): A foreign flag container vessel experienced a loss of propulsion while approaching the pilot station. The main engine did not respond to an astern bell due to loose connections on a solenoid control valve. The vessel was required to take a two tug escort to Anchorage 9. Class and Coast Guard attended the vessel to witness satisfactory operation of the main engine. LOP was not attributed to fuel switching. Case pends.

Loss of steering (10SEP): A foreign flag tank vessel experienced a loss of steering while moored in Richmond and carrying out pre-departure tests. The incident was caused by a bad timer in the steering control system. An electronic technician replaced the part and Class witnessed satisfactory operation of the steering system. Case closed.

Loss of Steering (17SEP): A foreign flag tank vessel experienced a loss of the port steering gear system while approaching the pilot station. The vessel transited safely to the pier under a three tug escort. The incident was caused by a faulty motor starter control latch relay, which was replaced by the crew. Class and Coast Guard attended the vessel and witnessed satisfactory operation of vessel's steering system. Case pends.

Allision (17SEP): A U.S. flag small passenger vessel was departing a fuel dock in Oakland, when it allided with a moored Coast Guard small boat. The incident was caused by a loss of propulsion on the vessel's starboard engine. The cause of the propulsion loss has not been determined. The vessel is not allowed to carry passengers until repairs to the main engine are made. Case pends.

Loss of steering (22SEP): A U.S. flag small passenger vessel experienced a loss of steering while underway in San Francisco Bay. The master used the main engines to maneuver the vessel safely back to the dock. Maintenance personnel determined that the incident was caused by water intrusion in the wiring for the steering gear system. The wires were replaced and Coast Guard witnessed proper operation of vessel's steering gear. Case closed.

Loss of propulsion (27SEP): A foreign flag tank vessel experienced a loss of propulsion while anchoring in Anchorage 9. The main engine did not respond to an astern bell because the reversing mechanism on the No. 5 cylinder was stuck in the ahead direction. The crew disassembled, cleaned, lubricated and reassembled the mechanism. Class and Coast Guard attended the vessel and witnessed satisfactory operation of the main engine. LOP was not attributed to fuel switching. Case pends.

VESSEL SAFETY CONDITIONS

****Container Fire (02SEP):** A foreign flag container vessel enroute San Francisco reported a container fire. The container was located above deck, and the fire did not spread. Coast Guard attended the vessel after its arrival in Oakland, and found that the container was still smoldering. The container was removed from the vessel and the fire was extinguished. The apparent cause of the fire was spontaneous combustion of the cargo. Case pends.

GENERAL SAFETY CASES

Rule 9 Violation (13SEP): A U.S. flag tank vessel was in the vicinity of the Bay Bridge, enroute Anchorage 9, when a recreational sailing vessel crossed in front of the bow. The tank vessel reported taking evasive maneuvers to avoid a collision. A Coast Guard small boat located the sailing vessel and conducted a boarding. Case pends.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inop Echo Depth Sounder (05SEP): Vsl issued outbound LOD.

Letter of Deviation (LOD), Inop S-Band Radar (13SEP): Vsl issued inbound LOD.

Letter of Deviation (LOD), Inop Port Side Steering Gear System (16SEP): Vsl issued inbound LOD.

Letter of Deviation (LOD), Inop Echo Depth Sounder (17SEP): Vsl issued inbound and outbound LOD.

Letter of Deviation (LOD), Inop AIS (23SEP): Vsl issued outbound LOD.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

NSTR.

**Initial incident occurred outside of HSC jurisdiction

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

**Report of the
U.S. Army Corps of Engineers, San Francisco District
October 10, 2013**

1. CORPS FY 2013 O&M DREDGING PROGRAM

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

- a. **Main Ship Channel (55+2)** –Dredging completed on 07 July 2013. Survey posted.
- b. **Richmond Outer Harbor (and Richmond Long Wharf)** –Dredging in the Southampton Shoal was complete in mid-August, **Dredging in the Long Wharf started in late-September and is expected to be complete mid- to late- October.**
- c. **Richmond Inner Harbor** – **Dredging completed on 1 Oct 2013. Survey is in progress.**
- d. **Oakland O & M Dredging** – **2013 dredging of the Entrance Channel and Inner Harbor is planned to start in mid- to late- October 2013. Outer Harbor dredging is pending the availability of funds.**
- e. **Suisun Bay Channel (and New York Slough)** - Dredging was completed 1-12 August 2013. Survey posted.
- f. **Pinole Shoal (35+2)** – **Dredging completed on 21 Sept 2013. Survey is in progress.**

2. DEBRIS REMOVAL – **Total debris removal for September 2013 was 32.8 tons. (Raccoon: 17 tons; Dillard: 15.8 tons; misc: 0 tons). Average for September from 2003 to 2012 is 37.8 tons. (Range: 9.5 - 66 tons).**

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	GRIZZLY	RACCOON	DILLARD	MISC	TOTAL
2013	TONS	TONS	TONS	TONS	TONS
JAN	-	0	42.5	5	47.5
FEB	-	5	42.5	15	62.5
MAR	-	15	38	5	58
APR	-	27	32.5	5	64.5
MAY	-	47	51.5	0	98.5
JUN	-	68	117	0	185
JUL	-	6	19.5	0	25.5
AUG	-	14	19	0	33
SEP	-	17	15.8	0	32.8
OCT					
NOV					
DEC					

YR TOTAL
607.3

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

None to report.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

No urgent dredging so far in 2013.

5. OTHER WORK

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

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

HYDROGRAPHIC SURVEY UPDATE Please be patient with possible delays to updating our website during the federal government shutdown.

Address of Corps' web site for completed hydrographic surveys:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Disposal Site Condition Surveys:

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

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

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

SF-11 (Alcatraz): October 3, condition survey has been posted.

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

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

O&M DREDGING PLAN FOR FY13

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

Complete & Ongoing Contracts
(Dredging dates shown)

Hopper
(Dredging dates shown)

New Dredge Contract
(Dredging dates shown)

Environmental Window

Updated: 9 Oct 2013

San Francisco Bay Clearinghouse Report For September 2013

San Francisco Bay Region Totals

	<u>2013</u>		<u>2012</u>	
Tanker arrivals to San Francisco Bay	64		60	
Barge arrivals to San Francisco Bay	25		32	
Total Tanker and Barge Arrivals	89		92	
Tank ship movements & escorted barge movements	279		306	
Tank ship movements	142	50.90%	176	57.52%
Escorted tank ship movements	99	35.48%	116	37.91%
Unescorted tank ship movements	43	15.41%	60	19.61%
Tank barge movements	137	49.10%	130	42.48%
Escorted tank barge movements	40	14.34%	74	24.18%
Unescorted tank barge movements	97	34.77%	56	18.30%

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	177		269		0		128		574	
Unescorted movements	77	43.50%	136	50.56%	0	0.00%	60	46.88%	273	47.56%
Tank ships	59	33.33%	97	36.06%	0	0.00%	45	35.16%	201	35.02%
Tank barges	18	10.17%	39	14.50%	0	0.00%	15	11.72%	72	12.54%
Escorted movements	100	56.50%	133	49.44%	0	0.00%	68	53.13%	301	52.44%
Tank ships	75	42.37%	98	36.43%	0	0.00%	41	32.03%	214	37.28%
Tank barges	25	14.12%	35	13.01%	0	0.00%	27	21.09%	87	15.16%

Notes:

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

San Francisco Bay Clearinghouse Report For 2013

San Francisco Bay Region Totals

	<u>2013</u>		<u>2012</u>	
Tanker arrivals to San Francisco Bay	519		712	
Barge arrivals to San Francisco Bay	232		333	
Total Tanker and Barge Arrivals	751		1,045	
Tank ship movements & escorted barge movements	2,932		3,446	
Tank ship movements	1,671	56.99%	2,149	62.36%
Escorted tank ship movements	936	31.92%	1,166	33.84%
Unescorted tank ship movements	735	25.07%	983	28.53%
Tank barge movements	1,261	43.01%	1,297	37.64%
Escorted tank barge movements	459	15.65%	504	14.63%
Unescorted tank barge movements	802	27.35%	793	23.01%

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

Escorts reported to OSPR 0 3

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	1,743		2,738		0		1,387		5,868	
Unescorted movements	838	48.08%	1,384	50.55%	0	0.00%	679	48.95%	2,901	49.44%
Tank ships	573	32.87%	920	33.60%	0	0.00%	384	27.69%	1,877	31.99%
Tank barges	265	15.20%	464	16.95%	0	0.00%	295	21.27%	1,024	17.45%
Escorted movements	905	51.92%	1,354	49.45%	0	0.00%	708	51.05%	2,967	50.56%
Tank ships	655	37.58%	940	34.33%	0	0.00%	403	29.06%	1,998	34.05%
Tank barges	250	14.34%	414	15.12%	0	0.00%	305	21.99%	969	16.51%

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.



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 10, 2013

- ✎ In September the clearinghouse did not contact OSPR regarding any possible escort violations.
- ✎ In September the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ✎ The Clearinghouse has not contacted OSPR regarding any possible escort violations in 2013. The Clearinghouse called OSPR 3 times in 2012 regarding any possible escort violations, 3 times in 2011, 6 times in 2010, 8 times in 2009; 4 times in 2008; 9 times in 2007; 9 times in 2006; 16 times in 2005; 24 times in 2004; twice in 2003; twice in 2002; 6 times in 2001; 5 times in 2000.
- ✎ In September there were 89 tank vessel arrivals; 9 Chemical Tankers, 15 Chemical/Oil Tankers, 26 Crude Oil Tankers, 1 LPG, 13 Product Tankers, and 25 Tugs with Barges.
- ✎ In September there were 301 total arrivals.

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

Drills and Exercises

Amendments will include limiting scheduled drills to accommodate OSPR staff so they can attend and participate in more drills, and re-working the drill objectives so they are more performance-based. Simplified drill objectives have been developed for Small Marine Fueling Facilities, Mobile Transfer Units and Vessels Carrying Oil As Secondary Cargo. The Notice of Proposed Rulemaking was sent out and hearings were held on July 9 and 11, 2013. The proposed language has been changed based on the comments received and was sent out for a 15-day comment period which will end October 21, 2013. The rulemaking will then be forwarded to the Office of Administrative Law for approval.

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

Shoreline Protection Tables

Amendments are planned to the Shoreline Protection Tables, to incorporate changes to the Area Contingency Plans and to do some streamlining/simplification of the tables. Two workshops were held to discuss the changes to the tables. The Notice of Proposed Rulemaking was e-mailed on September 23, 2014. The deadline for comments is November 12, 2013, as described below:

Any interested person, or his or her authorized representative, may submit written comments relevant to the proposed regulatory action to OSPR. All written comments must be received by OSPR at this office no later than **5:00 p.m. on November 12, 2013**, in order to be considered. Written comments may be submitted by mail, fax, or e-mail, as follows:

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

AB 881 (Chesbro):

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

The bill was moved to the "inactive file" at the end of this legislative session. Since this is the first year of the 2-year legislative cycle, the legislature actually has until the end of the next legislative year (9/14) to act on this bill.



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - SEPTEMBER COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
SEPTEMBER 1- 30, 2012	210	94	44.76
SEPTEMBER 1- 30, 2013	194	94	48.45

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
SEPTEMBER 1- 30, 2012	7,443,000	0	16,074,302	5,184,907	21,259,209
SEPTEMBER 1- 30, 2013	12,747,600	0	16,780,142	6,825,345	23,605,487

OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled OTHER / 1 Gallon
SEPTEMBER 1- 30, 2012	1	0	0	1	
SEPTEMBER 1- 30, 2013	0	0	0	0	0

*** Disclaimer:

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