

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, November 9th, 2006

Port of San Francisco, Pier One Conference Center, San Francisco, California

Joan Lundstrom, Chair of the Harbor Safety Committee of the San Francisco Bay Region (HSC), Bay Area Conservation and Development Commission (BCDC); called the meeting to order at 1007. **Alan Steinbrugge**, Marine Exchange of the San Francisco Bay Region (Marine Exchange); confirmed a quorum of the HSC.

The following committee members (M) and alternates (A) were in attendance: **Capt. Esam Amso** (A), Valero Refining Company; **Ted Blanckenburg** (A), AMNAV Maritime Services; **Capt. Pete Bonebakker** (M), ConocoPhillips; **Margot Brown** (M), National Boating Federation; **Sue Cauthen** (M), San Francisco Tomorrow; **Ron Chamberlain**, Port of Benicia; **John Davey** (M), Port of San Francisco; **Capt. Gary Fleegeer** (M), Matson Navigation; **Robert J. Lawrence**, United States Army Corps of Engineers (COE); **Cmdr. Gordon Loebel** (A), United States Coast Guard (USCG); **Daniel J. Massey** (A), Foss Maritime; **Capt. Peter Peers** (M), National Cargo Bureau; **Capt. Robert Pinder** (M), San Francisco Bar Pilots (Bar Pilots); **Keith Stahnke** (A), San Francisco Bay Area Water Transit Authority; **Denise Turner** (A), Port of San Francisco; **Gerry Wheaton** (M), National Oceanic and Atmospheric Administration (NOAA); **Len Cardoza** (M), Port of Oakland.

Also present were **Mike Coyne**, California Office of Spill Prevention and Response, (OSPR); **Sean Kelley**, USCG Vessel Traffic Service (VTS); **Capt. Lynn Korwatch**, Marine Exchange; **Ken Leverich**, California State Lands Commission (State Lands); **LtCmdr. Kevin Mohr**, USCG; **Lt. Stephen Walters**, USCG.

The meeting was open to the public.

Approval of the Minutes

There were corrections to the minutes of September 14th, 2006:

- The date on the foot of each page should be October 12th, 2006.
- On page three, COE Report, the first bullet should begin: "The new Commander of the San Francisco District would..."
- On page three, COE Report, at the third bullet, the spelling of the name is **Roberta Goulart**.

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Comments by the Chair – Lundstrom

- There will be no meeting in December.
- The presentation by **Norman Fassler-Katz**, State Senate Transportation Committee will be rescheduled for a future meeting.
- **Lundstrom** is working with **Capt. Korwatch** on a proposal to nominate our HSC as HSC of the Year at the next national meeting of state HSC's. Ideas and suggestions are appreciated.

Coast Guard Report – Cmdr. LoebI

LtCmdr. Mohr read from reports that are attached to these minutes.

Cmdr. LoebI reported:

- The ferry routing protocols are in effect. This is a trial phase.
- **President Bush** signed the Safe Ports Act. Some of the points covered by the Act include, increased cargo inspection by Customs and Border Protection, more nuclear detection of cargo under the Container Security Initiative, and planning for resumption of trade after an event. The rule making process is just beginning.
- Regulations on ballast water reporting are also pending. Please have your comments in by March 16th, 2007.
- There was preliminary information on a case involving discharge of oil off the California Coast in early November. The USCG Investigative Service has begun a criminal investigation. There would be more details at the January meeting.

There were questions and comments:

- The Transportation Worker Identity Card (TWIC) is still in the works. The General Accounting Office (GAO) has recommended that the card reading hardware needs work.
- The oil discharge referred to involved a tanker that was not in territorial waters.

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Clearinghouse Report – Alan Steinbrugge

Steinbrugge read from a report that is attached to the minutes.

OSPR Report – Coyne

- Six cases involving possible violation of local escort regulations had been resolved. Two cases settled out of court. Three cases were dismissed for no violation. One case went to an administrative law judge, and OSPR won. One case is pending.
- The statewide tug escort inspection program was close to ready.

Lundstrom thanked OSPR for clearing some of the backlog in cases. She requested reports on yearly numbers and for the cumulative period of the regulations.

NOAA Report – Wheaton

- There was no budget for NOAA at the time of the meeting. Managers would be meeting in headquarters in Silver Springs, Maryland to make contingency plans for nautical charting.

COE Report – Lawrence

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

Lawrence introduced **Mike Dillabaugh**, chief of operations and readiness for the San Francisco District.

Dillabaugh reported:

- There is money in the budget to do repairs on the debris boat *Raccoon*. Since the boat will be in the yard for six months, COE would be practicing their operational requirements during the month of November with the *Grizzly* and several smaller boats. The *Raccoon* will be going into the yard in March 2007.
- The local office has been short-staffed. They are trying to fill all of the missing positions.

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- COE has mandated that all dredging vessels must have the Silent Inspector System installed on board. The cost of these systems will come out of the COE budget. COE is looking for input from industry on the best way to have this go smoothly and at reasonable cost. The purpose of Silent Inspector is to make sure that vessels are not losing any of their load along their route of travel. It does this by keeping track of the vessel's draft. This is a new nationwide program.

Lundstrom said that there is always great interest in debris removal during the rainy season and spring run-off. She asked COE to keep the HSC informed.

State Lands Commission Report – Leverich

- There were two hundred eighty-eight transfers during October, half of which were monitored.
- The report on comparative statistics did not look quite right. Leverich said that he wanted to review them before submitting them.

Water Transit Authority Technical Advisory Committee Report – Cardoza

- Read a list of the meetings that had been rescheduled.

Tug Escort Work Group – Blanckenberg

There was nothing to report

Navigation Work Group – Capt. Pinder

There was nothing to report.

Ferry Operations Work Group – Kelley

- The new ferry routes began trials on November 1st. Staff from VTS rode with the ferry captains during the first three days. The reports from the ferry captains were generally enthusiastic. VTS is monitoring the effect on bridge to bridge communications.

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- Two locations that merit further watching were identified in the first few days. They were at the Larkspur – Vallejo merge and at the approach to Harbor Bay Island.
- Scott Humphrey will be visiting the Washington State Ferry system to see what can be learned from their large operation.

There were questions and comments.

- Information about the system can be found on the web at:
<http://www.uscg.mil/d11/vtssf/Training/special/special.htm>
- There would be a Vessel Mutual Assistance Plan (VMAP) exercise on November 30th. It will simulate a small airliner ditching into the south bay.

Lundstrom thanked the Coast Guard for their help during the ferry routing process. They have helped make the process a very cooperative one that brings in all of the stakeholders.

Prevention Though People Work Group – Brown

There was nothing to report.

Physical Oceanographic Real Time System (PORTS) Work Group – Capt. Amso.

Capt. Amso read a report that will be attached to these minutes.

There was a brief discussion of the statewide summit on PORTS funding scheduled for December.

- **Coyne** said that the meeting was open to the public and that OSPR had been invited to attend by the HSC's. OSPR is attending as a member of the public.
- **Lundstrom** said that all HSC meetings and work group meetings are open to the public. The purpose of the December meeting was to draft legislation and identify supporters for a statewide PORTS.

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PORTS Report – Steinbrugge

- Sensors at Redwood City, Alameda, Port Chicago and the Golden Gate were up and running. More sites are under discussion.
- The new voice system was scheduled to be operational by mid November.
- NOAA and the Exchange should be finalizing their contract by mid December.

Public Comment

Lt. Walters asked for input from local mariners about their experiences with Aids to Navigation. When a problem is first discovered it is put out on *Broadcast Notice to Mariners* and then published in the *Local Notice to Mariners*. A problem described in the *Local Notice to Mariners* will remain there until the next edition, even if the problem has been repaired. Many people recommended that the timely information be posted on the internet. **Capt. Bonebakker** said that timely updates would be very useful to companies planning on longer time lines.

Old Business

Lundstrom said that the new regulations from the California Air Resources Board (CARB) were scheduled to go into effect on January 1st, 2007. She said that the Navigation Work Group had worked with CARB staff to include several important safety concerns into the legislation. **Lundstrom** asked the work group to track concerns and issues arising from the new regulations. **John Berge**, Pacific Merchant Shipping Association, said that there may be other new regulations in the pipeline and asked the HSC to begin to find out about them now, so that they could respond pro actively. **Lundstrom** said that she thought CARB would be open to that.

New Business

There was none.

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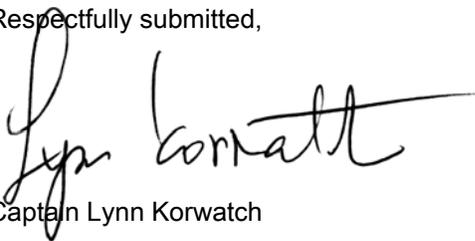
Next Meeting

Lundstrom said that the next meeting would convene at 1000, January 11th, 2007 at the Harbormaster's Office, Port of Richmond.

Adjournment

A motion to adjourn was made and seconded. There was no discussion. The motion passed unanimously. The meeting adjourned at 1145

Respectfully submitted,



Captain Lynn Korwatch
Executive Secretary

USCG SECTOR SAN FRANCISCO	
PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS	
October-06	
PORT SAFETY CATEGORIES	
	TOTAL
1. Total Number of Port State Control Detentions for period:	1
SOLAS (1), MARPOL (0), ISM (0), ISPS (0)	
2. Total Number of COIP Orders for the period:	5
Navigation Safety (5), Port Safety & Security (0), ANOA (0)	
3. Marine Casualties (reportable CG 2692) within SF Bay: Allison (2), Collision (0), Fire (0), Grounding (0), Sinking (0), Steering (0), Propulsion (2), Personnel (1), Other (0)	5
4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation	3
Radar (0), Steering (0), Gyro (1), Echo sounder (0), AIS (1), AIS-835 (0), Other (1)	
5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay	1
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:	15
MARINE POLLUTION RESPONSE	
	TOTAL
Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period	18
* Source Identification (Discharges and potential Discharges):	
TOTAL VESSELS	6
Commercial Vessels	2
Public Vessels (Military)	0
Commercial Fishing Vessels	0
Recreational Vessels	4
TOTAL FACILITIES	2
Regulated Waterfront Facilities	0
Other Land Sources	2
UNKNOWN/UNCONFIRMED	10
*Spill Information	
Pollution Cases Requiring Clean-up	5
Federally Funded Cases	0
Oil Discharge and Hazardous Materials Release Volumes by Spill Size Category:	
1. Spills < 10 gallons	5
2. Spills 10 - 100 gallons	3
3. Spills 100 - 1000 gallons	0
4. Spills > 1000 gallons	0
5. Spills - Unknown	10
Total Oil Discharge and/or Hazardous Material release volumes:	76
1. Estimated spill amount from Commercial Vessels:	50
2. Estimated spill amount from Public Vessels:	0
3. Estimated spill amount from Commercial Fishing Vessels:	0
4. Estimated spill amount from Recreational Vessels:	22
5. Estimated spill amount from Regulated Waterfront Facilities:	0
6. Estimated spill amount from Other Land Sources:	0
7. Estimated spill amount from Unknown sources:	4
Penalty Action:	
Civil Penalty Cases for Period	0
Notice of Violations (TKs)	1
Letters of Warning	4

** SIGNIFICANT PORT SAFETY & SECURITY (PSS) CASES **	
* A. MARINE CASUALTIES - PROPULSION/ STEERING	
Marine Casualty, Loss of Propulsion - M/V Star Davanger (11 Oct): M/V lost main engine control while entering Eureka due to a malfunction of the main starting valve when propulsion was shifted from forward to astern. Upon further inspection, damage was located with the vent valve and valve seat, originally installed in 1977. A COTP Order was issued requiring a tug assist and repairs to be verified by class. The COTP order was satisfied and rescinded on 12 Oct.	
Marine Casualty, Loss of Propulsion - M/V YM Prosperity (27 Oct): M/V lost propulsion when outbound west of the Golden Gate Bridge due to a cylinder wall failure within the ship's generator, and safely anchored offshore. A COTP order was issued requiring the ship to remain at anchorage and maintain a tug alongside during repairs. Class society verified repairs and the COTP order was rescinded on 28 Oct.	
* B. MARINE CASUALTIES - VESSEL SAFETY CONDITIONS	
Allison - Tug Woodrow Brusco (02 Oct): Tug Woodrow Brusco allided with a Deckhands Marina pier while attempting to maneuver around a moored barge in the channel near the Walnut Grove Bridge. One pleasure craft was reported sunk, another was pushed into the pier and a third was listing. No pollution or injuries were reported. Final results of the CG investigation pend.	
Allison - Tug Sarah Reed (12 Oct): Tug Sarah Reed struck a dock and a houseboat at the Ryde Hotel in Walnut Grove. No damage was reported to the houseboat or the tug. The houseboat was pushed on to a levee by the tug. No injuries were reported. Drug testing of the Master was conducted by the Dutra Company. Final results of the CG investigation pend.	
Death of mariner- M/V Cape Mohican (31 Oct): A crewmember aboard the vessel was working on top of a welder box when he fell and was later pronounced dead. Initial autopsy report found that he had suffered a heart attack. CG investigation pends.	
* C. COAST GUARD - GENERAL SAFETY/SECURITY CASES	
Navigation Safety - M/V MED Dignity (10 Oct): Letter of Deviation was issued for inbound M/V for inoperable gyro compass. Repairs were made, and the LOD was rescinded 24 Oct.	
Navigation Safety - M/V Kapitan Maslov (12 Oct): M/V lost its starboard anchor in LA/LB. A COTP order was issued requiring tug assistance during its transit through San Francisco Bay. Once moored, the vessel made arrangements to make repairs in Seattle, and the COTP order was rescinded upon the vessel's departure.	
Navigation Safety - M/V MED Dignity (25 Oct): Letter of Deviation was issued for outbound M/V for inoperable AIS. Arrangements were made to affect repairs at next port of call.	
Navigation Safety - M/V Vega Pioneer (16 Oct): M/V was cited with a list of safety and environmental deficiencies during a Port State Control inspection. A COTP order was issued detaining the vessel until the deficiencies were corrected. After all of the deficiencies were corrected on 18 Oct, the COTP order was rescinded.	
Navigation Safety - F/V Dorothy L (27 Oct): F/V issued Amendment 4 to COPT Order granting vsl permission to transit from Pier 66 in San Francisco to Diablo Boat Works in Bethel Island, CA, to affect hull repairs. F/V is required to be cleared by a Coast Guard Marine Inspector prior to transiting back to San Francisco Bay.	
Navigation Safety - Rule 9 Violation (28 Oct): T/V Polar California reported a possible Rule 9 violation in the vicinity of Point Blunt, where a 19' pleasure craft with three POB was anchored and fishing in the channel. The CG Sector Command Center received a second report from the 19' pleasure craft that the T/V Polar California had struck their vessel at the stern of the T/V, causing damage to their bow. Three people aboard the pleasure craft were treated and released from the hospital; the most severe injury was a strained shoulder. Ironically, the pleasure craft had been boarded by CG Station Golden Gate outside of the channel approximately 20 minutes prior to the collision. The pleasure craft was believed to have dragged anchor into the channel. Drug testing and CG-2692 were required and completed by the T/V. CG investigation pends.	
SIGNIFICANT INCIDENT MANAGEMENT DIVISION (IMD) CASES:	
Oil Pollution Incident-- Tug Brusco 100 (4 OCT): A Notice of Violation was issued to the Brusco Tug and Barge for the unintentional discharge of approximately 50 gallons of bilge slops into the Sacramento River. The area around the tug was quickly enclosed with boom, and cleanup was completed by a local contractor to satisfaction of the Coast Guard pollution investigator.	
SIGNIFICANT PORT SAFETY INFORMATION or EXERCISES	
None.	

VTS Vessel Transit Statistics

Transits include: all inbound, outbound & intrabay transits	# Transits Last month	# Transits this month	Pct chg fm last month	# Transits a year ago	Pct chg fm a year ago
Vessel Category	Sep-06	Oct-06		Oct-05	
PUBLIC (incl ACOE, Research, USCG, Naval etc.)	139	164	18%	177	-7%
TANKER (incl: ITB's)	155	150	-3%	218	-31%
CARGO (incl container, bulker, & freight vsls)	387	442	14%	980	-55%
TUGs with TOWS (incl: ATB's and tank barges)	2622	2976	14%	2149	38%
FERRIES (incl both commuter and bay cruise ferries)	7383	6849	-7%	7098	-4%
MISC (incl: school ships, recreation, fishing, & unknown vsls)	1805	2495	38%	1491	67%
PASSENGER (incl cruise ships, and smaller charter vessels)	95	139	46%	209	-33%
TOTAL vsl transits	12586	13215	5%	12322	7%

San Francisco Bay Clearinghouse Report For October 2006

San Francisco Bay Region Totals

			<u>2005</u>
Tanker arrivals to San Francisco Bay	75		64
Tank ship movements & escorted barge movements	384		354
Tank ship movements	235	61.20%	209
Escorted tank ship movements	121	31.51%	99
Unescorted tank ship movements	114	29.69%	110
Tank barge movements	149	38.80%	145
Escorted tank barge movements	77	20.05%	65
Unescorted tank barge movements	72	18.75%	80
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	1		1

<u>Movements by Zone</u>	<u>Zone 1</u>	<u>%</u>	<u>Zone 2</u>	<u>%</u>	<u>Zone 4</u>	<u>%</u>	<u>Zone 6</u>	<u>%</u>	<u>Total</u>	<u>%</u>
Total movements	233		354		0		207		794	
Unescorted movements	103	44.21%	174	49.15%	0	0.00%	89	43.00%	366	46.10%
Tank ships	71	30.47%	112	31.64%	0	0.00%	50	24.15%	233	29.35%
Tank barges	32	13.73%	62	17.51%	0	0.00%	39	18.84%	133	16.75%
Escorted movements	130	55.79%	180	50.85%	0	0.00%	118	57.00%	428	53.90%
Tank ships	84	36.05%	115	32.49%	0	0.00%	64	30.92%	263	33.12%
Tank barges	46	19.74%	65	18.36%	0	0.00%	54	26.09%	165	20.78%

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 2006

San Francisco Bay Region Totals

			<u>2005</u>
Tanker arrivals to San Francisco Bay	734		718
Tank ship movements & escorted barge movements	3,591		3,650
Tank ship movements	2,204	61.38%	2,149
Escorted tank ship movements	1,154	32.14%	997
Unescorted tank ship movements	1,050	29.24%	1,152
Tank barge movements	1,387	38.62%	1,501
Escorted tank barge movements	716	19.94%	760
Unescorted tank barge movements	671	18.69%	741
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	9		16

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	2,221		3,416		0		1,918		7,555	
Unescorted movements	1,032	46.47%	1,686	49.36%	0	0.00%	877	45.72%	3,595	47.58%
Tank ships	729	32.82%	1,132	33.14%	0	0.00%	493	25.70%	2,354	31.16%
Tank barges	303	13.64%	554	16.22%	0	0.00%	384	20.02%	1,241	16.43%
Escorted movements	1,189	53.53%	1,730	50.64%	0	0.00%	1,041	54.28%	3,960	52.42%
Tank ships	730	32.87%	1,092	31.97%	0	0.00%	584	30.45%	2,406	31.85%
Tank barges	459	20.67%	638	18.68%	0	0.00%	457	23.83%	1,554	20.57%

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November 9, 2006

To: Parties Interested in Serving on the San Francisco Bay Region Harbor Safety Committee

Subject: Harbor Safety Committee Vacancy

The Office of Spill Prevention and Response (OSPR) is announcing an upcoming opening on the Harbor Safety Committee for a member representing Dry Cargo Operators. This position is currently held by Captain Gary Fleeger of Matson Navigation Company.

Individuals who are located in the San Francisco Bay area and are qualified to represent this membership category are encouraged to apply. Harbor Safety Committee applications can be obtained at the following internet site:

<http://www.dfg.ca.gov/ospr/forms/miscforms/appform.pdf>

Applicants must complete this form and attach a current resume which indicates their qualifications. Also, provide a copy of your U.S. Coast Guard Merchant Marine Deck Officer's License, if using such a license to qualify. Mail application materials to:

Mr. Michael Coyne
Office of Spill Prevention and Response
P.O. Box 944209
Sacramento, California 94244-2090

Applications for the position must be post marked no later than January 12, 2007. OSPR intends to appoint the new member at the February 9, 2007, Harbor Safety Committee meeting in San Francisco.

Questions regarding the position, requirements or the application process may be directed to Mr. Michael Coyne at: the above mailing address, e-mail address mcoyne@ospr.dfg.ca.gov, or telephone number (916) 324-5659. We look forward to hearing from qualified applicants.



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San Francisco Bay PORTS
Proposed Voice System Call Flow
Modified 12 Oct 2006

“You have the reached the San Francisco Bay Physical Oceanographic Real Time System called PORTS.”

*“To access data from this system enter a 3 digit station code or listen to the Main Menu for list of valid **three** digit station codes.”*

The PORTS committee is requesting a three digit code for two reasons:

First: The three digit code will allow for the addition of sensors in different areas. For example: if a complete sensor array is added to Sacramento or Stockton the codes would be 100 or 110, respectively.

Two: The three digit code will allow access to a particular sensor at a given station for a quick response. For example: 011 “Golden Gate, Wind Speed is 4 knots from the West North West, gusting to 7 knots.” The third place 1 correlates to the Sensor Order below.

Also, Captain Bob indicated that this would allow the Pilots to quickly access the winds, etc. at one station and to access the winds at another very quickly. For example, Captain Bob would access the Golden Gate winds with 011 while passing under the Golden Gate and the Oakland winds 031, the ship’s destination, for planning purposes all on one phone call. The also allows the pilots to maintain the watch in high traffic areas and in known cell phone coverage. San Francisco has a large sail boat population.

Do not state sensor order with the sensor code in the verbal menu. Direct access to the sensor code will be described on the San Francisco Marine Exchange web site. If the user wants the quick method, they will look it up on the web site.

“San Francisco PORTS station codes are as follows”

“010 for Golden Gate”

“020 reserved for future use” – note: as wind sensor was requested at the SF Ferry Building

“030 for Oakland”

“040 for Alameda”

“050 for Red Wood City”

“060 for Richmond”

“070 reserved for future use”

“080 Port Chicago”

‘090 reserved for future use’

Add: ”Please see the PORTS Tab on the www.sfmex.org web site for additional information.”

When the users enter the station code the voice system will speak the data for a given station in the following way:

Sensor Order:

1. Winds
2. Currents
3. Water Levels
4. Air Temperature
5. Water Temperature
6. Relative Humidity
7. Barometric Pressure

At this time San Francisco does not have Air Gap or Salinity Sensors.

So if a user entered a code of "010" the following would be spoken.

"October 5, 2006 at 12:30 PM"

"Golden Gate,"

"Wind Speed is 4 knots from the West North West, gusting to 7 knots,

"Water Level is 2.3 feet and rising,

"Air temperature is 57 degrees Fahrenheit."

"Water temperature is 59 degrees Fahrenheit,"

"Air pressure is 1016 millibars and falling,"

See our explanation for full code entry such as 011 or 022.

There are additional checks that happen on the system. Here is a list of some just to give you some more info.

(1) If the user fails to enter info in via the phone, they will be prompted with the Main Menu again. **Good**

(2) If there is no user activity for 15 seconds, the system disconnects the user. **Good**

(3) If a station has an installed sensor which has been disabled or broken, the system will speak that the sensor is unavailable.

Currently, the system makes an apologetic response with “We are sorry....” PORTS subcommittee requests a quick but descriptive response that the sensor is not available. For example, “Wind not available”, “Current not available”, or “Water level not available” Stating the descriptor substantiates that the correct code was entered by a user who knows and understand the system. If “not available” is stated, the user will not know if a mistake was made when the code was entered.

(4) If data is over 18 minutes old, the system will speak that the data is unavailable. **Same as (3) above.**

Questions to answer:

(1) Which station name do you want me to use, Golden Gate or San Francisco? Done.

(2) Are the station codes correct? Done.

(3) Is the order correct to speak the various sensors? Done.