

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 12, 2009
Pier 1 Conference Room, Port of San Francisco, 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 1030. **Kaitlin Ortega**, Marine Exchange of the San Francisco Bay Region (Marine Exchange), confirmed 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 (PMSA); **Ted Blanckenberg** (M), AMNAV Maritime Services; **Margot Brown** (M), National Boating Federation; **Ron Chamberlain** (M), Port of Benicia; **Capt. John Cronin** (M), Matson Navigation Company; **Lt. Col. Laurence M. Farrell** (M), United States Army Corps of Engineers (USACE); **Aaron Golbus** (M), Port of San Francisco; **Capt. Paul Gugg**, United States Coast Guard (USCG); **Capt. Bruce Horton** (M), San Francisco Bar Pilots (Bar Pilots); **Jennifer Kovecses** (M), San Francisco Baykeeper; **Capt. Eric Osen**, (M), Chevron Shipping Company; **Capt. Pat Murphy** (M), Blue & Gold Fleet; **Chris Peterson** (M), Port of Oakland; **Marina V. Secchitano** (M), Inlandboatmen's Union; **Rich Smith** (M); Westar Marine Services; **Gerry Wheaton**, National Oceanic and Atmospheric Administration (NOAA); **Thomas Wilson** (M), Port of Richmond.

Alternates present, and those reporting to the HSC: **Robert Chedsey**, California State Lands Commission (State Lands); **Lt. Cmdr. DesaRae Janszen**, USCG; **Sean Kelley**, USCG; **Capt. Lynn Korwatch**, Marine Exchange; **Rob Lawrence**, USACE; **Daniel J. Massey** (A), Foss Maritime Company; **Capt. Peter McIsaac** (A), Bar Pilots; **William Needham** (A), National Boating Federation; **Scott Schaefer**, California Office of Spill Prevention and Response (OSPR), **Linda Scourtis** (A), BCDC; **Bonnie Soriano**, California Air Resources Board (CARB); **Capt. Gary Toledo**, California (OSPR).

The meetings are always open to the public.

Approval of the Minutes

No corrections to the minutes of the meeting October were publicly submitted by members of the HSC. The minutes were accepted unanimously without discussion.

The taker of the minutes wishes to note the following errors and omissions in the attendance for that meeting: **Capt. Peter Horton** (M) Bar Pilots was in attendance. The correct spelling of **Rob Lawrence's** (USACE), last name should be checked and corrected throughout the minutes of that meeting and previous meetings.

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Comments by the Chair – Lundstrom

- A brief run down on the agenda was given. **Soriano's** report would be a continuing agenda item, and her reports would be attached to the minutes as part of the record of proceedings of the HSC.

Coast Guard Report – Capt. Gugg

- **Capt. Gugg** (M), USCG, thanked the Port of San Francisco for providing the venue, expressed appreciation for the cooperation of all responders to the *Dubai Star* spill, and thanked the work groups for their work on the fuel-switching issue.

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

Secchitano asked who had made the notification on the spill from the *Dubai Star*. **Lt. Cmdr. Janzen** said that it had been the captain of the ship. **Secchitano** asked how long it had taken to mount the response.

Lt. Cmdr. Janzen said that was part of the continuing investigation.

Kovecses asked how long it had taken to deploy the boom and at what time it was finally in place. **Lt. Cmdr. Andrew Wood**, USCG, said that it was premature to give such figures until all parties to the response had been interviewed. **Capt. Gugg** said that they would be looking very closely at the timelines in their investigation.

Smith said that the *Terilyn's* allision with Redwood Creek Light 13 was a Rule 9 violation caused by kayakers. **Lundstrom** said that she would contact the owner of a popular kayaking newsletter to get the story out to that community. **Lt. Cmdr. Janzen** said they would be giving a safety presentation to a large kayaking group in January. **Capt. Murphy** asked whether the ferry lanes would be part of that presentation. **Kelley** said that they would be.

Brown asked whether the *Happy Hooker* reported in a Rule 9 violation was a commercial vessel. **Lt. Cmdr. Wood** said that the operator of the fishing vessel was licensed, but that it did not meet the threshold for inspection.

Berge asked whether there was any known cause for the problems reported by the *World Harmony*. **Lt. Cmdr. Wood** said that the master had told them it was due to switching to low-sulfur fuel.

At this point in the meeting, 1057, **Lundstrom** announced a break in the proceedings. The meeting reconvened at 1100.

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

Lawrence read a report that is attached to these minutes.

Lt. Col. Farrell said that they were looking for a new chief for hydrographic survey and that funding for work on the West Sacramento channel had been approved.

Capt. Horton asked about the release date of post-dredge survey and whether dredges would ever get automated identification (AIS) transponders. **Lt. Col. Farrell** said that he would get back to **Capt. Horton** with that information.

Harbor Safety Committee Summit Report – Lundstrom, Capt. Cronin, Capt. Horton, Capt. Horton

- **Lundstrom** said that the main focus of the meeting had been to discuss the affect of switching to low-sulfur fuel on other HSC regions. She said that all of the HSC's were working on best practices and abandoned vessels.
- The most notable reported impact of fuel switching was reported from the Los Angeles – Long Beach HSC, which reported that between fort and forty-five per cent of vessels transiting their region were traveling around the Santa Barbara ship channel and through a US Navy missile range.
- **Mike Coyne** and **Capt. Toledo** gave a presentation on the difference between our waterways and those of Los Angeles – Long Beach. Among other things, they high-lighted the longer distances, underwater hazards, and the diversity of ecological niches from the Pacific Flyway, to the estuaries, to the offshore marine sanctuaries. They also reported that reports of loss of propulsion in 2009 were double the rate of the previous five years.
- **CARB** gave a power point presentation similar to those already seen by this HSC. They said that they were committed to working with the USCG, OSPR, and the HSC's. They were to form a maritime technical advisory board. The first meeting of that body was to be on December 9. All meeting of that body are to be open to the public. CARB said that they would be contracting with the California Maritime Academy to survey and analyze available data on loss of propulsion incidents.
- The role of HSC's was discussed. The general consensus was that the HSC's look at the operational side of things that could lead to best practices. There was general agreement that the HSC's did not have the time or support staff to get into the business of analyzing and reviewing incidents.
- **Capt. Cronin** said that while the meeting was informative, he felt that the discussion on what to do became stalemated.
- **Capt. Osen** said that the announced study was a positive step forward and that his company had offered their technical expertise.

Lundstrom wondered whether the HSC should interact with CMA over the study. **Capt. Cronin** said that he would be interested to know whether it was students or faculty doing the study. **Veronica Boe**, Cal Maritime, said that the study would be conducted by senior faculty. **Lundstrom** said that the HSC would be interested in a briefing from CMA.

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Peggy Taricco, CARB, said that they intended to use the HSC's as a resource to discover industry expertise and concerns. She said that CARB would be emailing committee members and asked them to forward those emails to those they thought would be interested. She said that there was no money in their budget for a full briefing from CMA staff, but that an update would be included in their monthly report.

Wilson asked how the best practices project would work. **Capt. Toledo** said that OSPR would be available for facilitating and establishing dialogue between industry representatives, chief engineers, and CMA. **Capt. Toledo** said that it would be on industry to discover operational engineering methods to mitigate any loss of propulsion. **Capt. Toledo** said that pilots were tying-up tugs earlier and keeping them with the ship longer. He said that was an example of best practices and that other best practices should be considered outside of what was happening in the engine room short of engineering solutions.

Capt. Gugg asked how the best practices would be communicated to the community. **Capt. Toledo** said that they would become a formal part of the *Harbor Safety Plan*, and that the practices could be posted in fliers and various industry web sites. He said that the USCG marine safety notifications or bulletins from Sector San Francisco or District would be good ways to get the word out.

Wilson asked how the work groups would be tasked. **Lundstrom** asked the navigation work group to take responsibility for starting the effort. She said that **Capt. Horton** should delegate responsibilities to the other workgroups as necessary.

Lundstrom asked whether it was the consensus of the HSC that it might be useful for the body to write a letter to CARB urging the participation of industry, USCG, and OSPR in the study. **Berge** said that he thought it was a good idea. There was no disagreement.

CARB Report – Soriano

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

Lundstrom asked whether any waivers had been denied during the period reported on. **Soriano** said that there had been no safety denials, but that there had been some on modifications. **Berge** asked who determined the fate of the requests. **Soriano** said that it was handled in house. **Berge** asked whether they ever reached out for industry expertise. **Soriano** said that they had done so sometimes.

Berge asked whether following PMSA recommendations could be a qualifier for an exemption. **Soriano** said that it could help if it were included as part of the vessel-specific documentation. She said that the vessels would still need an engineering analysis specific to each vessel.

Wilson asked whether it would be possible for the work groups to see exemption requests. **Soriano** said that she would have to check on their requirements for confidentiality.

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Chedsey asked whether non-compliance fees were assessed for safety exemptions. **Soriano** said that they were not assessed.

Clearing House Report – Ortega

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

OSPR Report – Capt. Toledo, Schaefer

- **Capt. Toledo** introduced **Schaeffer**, Deputy Administrator OSPR, and **Steve Sawyer**, staff counsel OSPR.
- Alternates to represent tug and dry cargo operators were still being sought.
- An operations and maintenance contract for the Physical Oceanographic Real Time System (PORTS) had been completed with the Marine Exchange. The contract with the Marine Exchange was in the pipeline.
- The HSC summit was well attended. He thanked the attendees for their time. He said that as the PORTS liaison, he was at the disposal of the HSC to assist in their efforts.
- **Steve Edinger**, OSPR Administrator, had received the letter from the HSC regarding fuel switching that had been voted on at the meeting of October 8, 2009. **Capt. Toledo** read the letter that **Edinger** wrote, which is attached to these minutes.

- **Schaefer** said that the effort that the HSC's had put into best practices was very much appreciated by OSPR.
- They are very concerned about the number of vessels sailing out of normal sea lanes in Southern California. They Navy is naturally concerned about vessels transiting their missile range. They are looking at what can be done to mitigate the issue. The Vessel Traffic Information Service is reaching outside of its normal operational area to help out. USCG District 11 has been of great help to OSPR identifying patterns of ship movements.
- OSPR would investigate the Dubai Star with an eye to all of the regulations that are involved as well as identify all of the steps that were taken.

Kovecses asked about the number of fuel transfers in the Bay Area and whether spills during transfers was a common occurrence. **Schaeffer** said that in the year to date there were a total of eight hundred and four barge transfers of fuel, with three hundred eighty-one of those happening at anchor. A further nine hundred seventy-four transfers were conducted from trucks. The most recent big spill had occurred in Anchorage 9 in early 2004 as a result of an allision. **Kovecses** asked about the number of incidents not at anchorage. **Capt. Rick Holly**, OSPR, said that he would get those numbers for her.

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Kovecses asked about the boom requirements for the incident. **Schaefer** said that State Lands has requirements where no high-velocity currents are in effect. He said that OSPR was looking at the currents during the *Dubai Star* spill.

Kovecses asked if OSPR would produce a report at the end of their investigation. **Schaefer** said that they would.

Jackie Dragon, Pacific Environmental, said that she would like to urge the HSC to look into booming measures. **Lundstrom** said that booms were out of the purview of the committee because they were not related to safety. **Dragon** said that she would like to respond to that part of the OSPR report that discussed booming. She urged OSPR to examine booming requirements closely and to take advantage of lessons learned in Washington and Alaska about the efficacy of booming in high velocity currents.

John Kaltenstein, Friends of the Earth, asked the USCG to strike the word *immediately* from their report, since it was a value judgment rather than a fact proved by investigation.

NOAA Report – Wheaton

- **Capt. John Lowell** had been named the new director of the Office of Coast Survey.
- Department of Commerce had shut down the most recent attempt to find Federal funds to support PORTS.
- Tide predictions are out for the year 2010.
- A new edition of chart 18650 has been published. Chart 18651 had been corrected by a Local Notice to Mariners.
- California should expect a wetter winter, with temperatures near normal, due to the influence of *El Niño*.

Capt. Osen asked whether the Trans Bay cable was on the charts yet. **Wheaton** said that it was not.

State Lands Report – Chedsey

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

TransBay Cable Project Report – Kelley

- Routing issues had been resolved and the laying of the cable was completed on November 11. There would be additional operations over the following to weeks to lay concrete covers and complete burial of the cable in some spots.

Capt. Horton asked about operations up river. Kelley said that it would only involve burial of cable.

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Tug Escort Work Group – Blanckenberg

- They were planning to meet in the near future. Their topic of interest is the strength of bits on ships that tugs are tying onto.

Navigation Work Group – Capt. Horton

- There were three possible fuel switching incidents since the last meeting. On November 11, at the Valero dock a vessel had been unable to get an ahead start during maneuvering. The tug escorts were able to stop the movement of the vessel.
- At their next meeting they would be looking at bunkering alongside in the Oakland inner harbor. They would also discuss the recent incident where a ship passing pier 35 caused the ship at the dock to have a bit pulled off.

Ferry Operation Work Group – Capt. Murphy

- They were getting ready to begin work on improving communications protocols..

Prevention Through People Work Group – Brown

- They were concerned about security exercises by USCG, and others, in San Pablo Bay. The locations were not marked and there seemed to be no restricted areas or safety zones. They wanted to know how often the drills would be conducted, for what duration, and whether there would be any notice to recreational boaters. **Capt. Gugg** said that the exercises could be running monthly to quarterly and would last about a day each time. Boaters could receive notification through the Local Notice to Mariners and Broadcast Notice to Mariners.
- Recommended that the HSC take official notice of the change in operations of the estuary drawbridge in Alameda that could effect recreational boaters and commercial shipping in the Oakland inner harbor. **Lundstrom** said that it could be put on the agenda for the December meeting and asked for help from the USCG to get more information on the changes.

Dredge Issues Work Group –

There was nothing to report.

PORTS Work Group – Capt. Amso

- All of the planned upgrades were to be in place by the end of December.

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PORTS Report – Steinbrugge

- The Pier 1 wind bird was in the permit process. Richmond and Oakland current sensors were scheduled for installation on December 7.

Public Comment

Berge said that the issue of abandoned vessels was working its way through the California Legislature in the form of *Assembly Bill 166*. **Lundstrom** asked for an update at the December meeting.

Capt. Gugg said that they would strike the word *immediately* from their report, per the request of **Kaltenstein**.

Old Business

Capt. Amso said that he had received a complaint about bridge fendering that he would forward to the work groups and HSC as a body. He suggested that it might be time to revisit the issue.

Lundstrom said that she would continue to serve as chair of the HSC since her seat on the board of BCDC had been secured by her reelection to the Larkspur City Council.

New Business

Wilson asked the HSC to consider that the Port of Richmond was concerned about the integrity of the bollard used to test tugs for tanker escort, but do not have the funds to conduct their own structural analysis.

Next Meeting

Lundstrom said that the next meeting of the HSC would convene at 1000, December 10, 2009 at the Exhibit Room, Port of Oakland.

A motion to adjourn the meeting was made and seconded. It passed without discussion or dissent. **Lundstrom** adjourned the meeting at 1225.

Respectfully submitted:



Capt. Lynn Korwatch

USCG SECTOR SAN FRANCISCO

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

November-09

PORT SAFETY CATEGORIES

Total Port Safety (PS) Cases opened for the period:

20

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:

2

Navigation Safety (2), Port Safety & Security (0), ANOA (0)

3. Marine Casualties (reportable CG 2692) within SF Bay: Allision (2), Collision (0), Fire (0), Grounding (0),

7

Sinking (0), Steering (1), Propulsion (3), Personnel (1), Other (0)

4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation:

8

Radar (3), Steering (0), Gyro (1), Echo sounder (0), AIS (3), AIS-835 (0), ARPA (1)

5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay:

3

6. Significant Waterway events or Navigation related cases for the period:

0

7. Maritime Safety Information Bulletins (MSIBs):

0

MARINE POLLUTION RESPONSE

Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period

23

* Source Identification (Discharges and potential Discharges):

TOTAL VESSELS

Commercial Vessels

1

Public Vessels (Military)

0

Commercial Fishing Vessels

1

Recreational Vessels

3

TOTAL FACILITIES

Regulated Waterfront Facilities

0

Other Land Sources

3

TOTAL UNKNOWN/UNCONFIRMED

*Spill Information

Pollution Cases Requiring Clean-up

1

Federally Funded Cases

0

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

24

1. Spills < 10 gallons

11

2. Spills 10 - 100 gallons

0

3. Spills 100 - 1000 gallons

1

4. Spills > 1000 gallons

0

5. Spills - Unknown

12

TOTAL OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES:

454

1. Estimated spill amount from Commercial Vessels:

433

2. Estimated spill amount from Public Vessels:

0

3. Estimated spill amount from Commercial Fishing Vessels:

10

4. Estimated spill amount from Recreational Vessels:

1.5

5. Estimated spill amount from Regulated Waterfront Facilities:

0

6. Estimated spill amount from Other Land Sources:

9

7. Estimated spill amount from Unknown sources:

0.13

TOTAL PENALTY ACTIONS:

5

Civil Penalty Cases for Period

0

Notice of Violations (TKs)

1

Letters of Warning

4

SIGNIFICANT PORT SAFETY AND SECURITY CASES

MARINE CASUALTIES - PROPULSION/STEERING

Marine Casualty- Loss of Propulsion, M/V ARIES (6 October): Vsl lost astern propulsion while transiting to Anchorage 9. Vsl was able to anchor safely after regaining propulsion. COTP order issued requiring vsl to stay at anchor until vsl class society attends ship and repairs are completed. Vsl class attended ship, and said the loss of propulsion was caused by the vsl's inability to start in the astern direction while making 7 knots ahead. Vsl master submitted a report of this incident to his crew and company to prevent this event from occurring again. COTP order lifted when ship sailed out of AOR on October 7. Case Closed.

Marine Casualty- Personnel, M/V BAY ROCKET (9 October): While conducting a SF bay tour, one passenger was injured. The passenger was transferred ashore to paramedics at the San Francisco Ferry Terminal. The passenger was diagnosed as having a compression fracture of the T-11 vertebrae. Drug and Alcohol testing was conducted on the vsl master, negative results. Case Pends.

COTP Order - Loss of Propulsion, TUG AMERICA (9 October): Vsl was assisting the T/V WASHINGTON VOYAGER with sea trials at Anchorage 9. Main propulsion on the TUG AMERICA was lost when the T/V WASHINGTON VOYAGER was at full ahead, and the TUG AMERICA was at full astern (9KTS). T/V WASHINGTON VOYAGER released the tug immediately, and the tug restarted its engines after two minutes. The engine manufacturer conducted an inspection and stated that the engines did not fail, but shut down automatically as a result of an overloaded engine condition. Case Closed.

Marine Casualty- Loss of Propulsion, T/V KING DUNCAN (15 October): While transiting near the pilot boarding area, the vsl experienced a loss of propulsion. The vsl repaired the main engine fuel injectors on cylinders 2 and 3, as well as the fuel pump puncture valves for cylinders 2, 3, and 4. COTP order issued, requiring a two tug escort to berth in Rodeo, Ca. Vsl's class society attended and verified repairs. COTP order lifted October 18. Case Closed.

Marine Casualty- Allision, TUG MIKIONA (22 October): Vsl was pushing an empty barge and allided with the Richmond Inner Harbor Channel Marker #4. Station SF sent a small boat to survey the scene, and found the marker to be badly damaged and the lighting mount completely removed. Case Pends.

Marine Casualty- Loss of Steering, M/V CAP REINGA (28 October): While transiting to San Francisco, the vsl's #1 Steering Pump failed. A COTP order has been issued for a one tug escort from Mile Rock to their berth in Oakland. The vsl's class society attended the vsl and stated that the steering gear hydraulic system had been clogged with silicone sealing compound. Vsl's crew replaced the valve control plate, and the hydraulic fluid in the port steering gear system. Tech report received and the COTP order was lifted on October 30. Case Closed.

Marine Casualty- Allision, TUG TERILYN (29 October): Vsl was pushing a barge while transiting to Redwood City and altered course to avoid colliding with a group of kayakers and allided with the Redwood Creek Light #13. No damage was reported to the tug or barge, however the light could not be located. Aids to Navigation (ANT) SF was sent to locate the light with NEGRES. Upon further investigation, it was determined that no negligent operations were involved. Case Closed.

VESSEL SAFETY CONDITIONS

NONE TO REPORT

GENERAL SAFETY/SECURITY CASES

NONE TO REPORT

NAVIGATIONAL SAFETY

Marine Casualty- Potential Loss of Propulsion, M/V GREAT SUMMIT (2 October): A COTP order was issued requiring a one tug escort while in San Francisco Bay. Vsl transited into SF bay without incident. Vsl was inspected by the Coast Guard and found no deficiencies. The COTP order was lifted on October 6. Vsl's sister ship, the M/V GREAT RIVER had lost propulsion while inbound to San Francisco Bay. Case Closed.

<p>Navigation Safety - LOD AIS, M/V APL SWEDEN (3 October): Vsl was granted an outbound LOD for an inoperable AIS pilot plug. Vsl could not repair the pilot plug, but the AIS was still fully functional. Vsl safely piloted out of SF Bay on October 4. Case Closed.</p>
<p>Navigation Safety - Rule 9 Violation, T/V COLORADO VOYAGER (3 October): While the T/V COLORADO VOYAGER was transiting northbound near the Delta - Echo span of the Bay Bridge, a 24' sailing vsl came within 20 ft of the T/V COLORADO VOYAGER'S bow. This caused the T/V COLORADO VOYAGER to sound danger signals and make evasive maneuvers to avoid collision. Case Pends.</p>
<p>Navigation Safety - LOD 3 CM RADAR, M/V IKAN SEPAT (6 October): Vsl was issued an inbound LOD for a malfunctioning 3cm radar. Tech report received on 15 October, vsl replaced monitor and turning unit. Case closed.</p>
<p>Navigation Safety - LOD 3 CM RADAR, M/V MILAN EXPRESS (7 October): Vsl was issued an inbound LOD for a malfunctioning 3cm radar. Tech report received same day, vsl replaced monitor and turning unit motor. Case closed.</p>
<p>Navigation Safety - Rule 9 Violation, M/V OOCL KAOHSIUNG AND S/V SWEET MAMA (7 October): M/V OOCL Kaohsiung was underway near the Delta-Echo span of the Bay Bridge transiting to Oakland, Berth 58 when the S/V Sweet Mama crossed their bow. The M/V Kaohsiung had to adjust course and speed to avoid the S/V. S/V was boarded by the Coast Guard and was informed that the rule 9 violation would be investigated. S/V operator was not under the influence when boarded. A letter of warning was submitted on October 21. Case Closed.</p>
<p>Navigation Safety - Speed Restrictions, T/V WORLD HARMONY (9 October): After receiving a report from an SF Bar Pilot, that the vsl could not operate it's main propulsion under 53 SRPM's, a COTP order was issued. The COTP order stated that the vsl required a one tug escort from berth in Martinez to Anchorage 9, and from Anchorage 9 to Mile Rock. Case Closed.</p>
<p>Navigation Safety - LOD AIS, M/V APL INDIA (10 October): Vsl was issued an inbound LOD for an inoperative AIS. Tech report received on 17 October, vsl replaced AIS cable and antenna. Case closed.</p>
<p>Navigation Safety - LOD GYROCOMPASS, T/V BLUE DOLPHIN (11 October): Vsl was issued an inbound LOD for a non-functioning gyrocompass. Technician fixed gyrocompass, but due to outdated software, the gyrocompass could become inoperable at any moment. LOD was amended to reflect current situation, and vsl sailed out of SF bay without incident. Case Closed.</p>
<p>Navigation Safety - LOD AIS, M/V GLOBAL NEXTAGE (11 October): Vsl was issued an inbound LOD for a malfunctioning AIS. Tech report received on 17 October, vsl replaced cable from antenna to AIS, and the antenna. Case closed.</p>
<p>Navigation Safety - LOD 3 CM RADAR, T/V MILTIADIS M II (20 October): Vsl was issued an inbound LOD for a malfunctioning 3 CM radar. Tech report with correction received on 20 October. Case Closed</p>
<p>Navigation Safety - Rule 9 Violation, M/V CAP PALMERSTON AND F/V HAPPY HOOKER (20 October): The M/V CAP PALMERSTON was transiting out of San Francisco Bay near North Channel Buoy #4 when it had to sound warning signals to prevent colliding with the F/V HAPPY HOOKER . VTS also stated that the Ferry Vessel Monarch Bay had to take evasive maneuvers to avoid colliding with the HAPPY HOOKER. The F/V was boarded by the Coast Guard and was informed that the rule 9 violation would be investigated. Case Pends.</p>
<p>Navigation Safety - Rule 9 Violation, M/V NEW CONCORD AND P/C CANTA MAR (24 October): M/V NEW CONCORD was transiting out of SF Bay, when it had to hail the P/C Canta Mar. When the Canta Mar did not respond, the M/V NEW CONCORD then had to steer hard to starboard to avoid colliding with the P/C. Station Golden Gate and the San Francisco police boarded the P/C and found the following safety discrepancies: inadequate number of PFD's, inadequate number of fire extinguishers, and no navigation rules book onboard. P/C CANTA MAR's voyage was terminated at Pier 45. Case Pends</p>
<p>Navigation Safety - LOD ARPA, T/V CHAMPION BRALI (27 October): Vsl was issued an inbound LOD for a malfunctioning ARPA Radar. Tech report received 29 October, vsl corrected the problem by magnetron replacement. Case Closed.</p>

Navigation Safety - Rule 9 Violation, TUG TERILYN AND KAYAKERS (29 October): While the TUG TERILYN was underway up the Redwood Creek, a group of kayakers paddled in front of the tug. The tug was forced to alter course, and allided with the Redwood Creek Light # 13. Case Pends.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

M/V NOKOMIS - REMOVAL OF OIL AND HAZARDOUS MATERIALS (19 October): IMD removed all oil products and hazardous materials from the M/V NOKOMIS that was moored at Pier 1, Treasure Island. The vsl had been determined a substantial threat to the environment by the FOSC after it's sister ship, the M/V Wenonah, had sunk at it's berth. Case Closed.

T/V DUBAI STAR - 422 GALLON DISCHARGE (30 October): Sector San Francisco received a report the T/V DUBAI STAR discharged bunker oil into SF Bay during a transfer operation while at Anchorage 9. Upon investigation by the Coast Guard and the California Department of Fish & Game; (OSPR) the discharge was estimated between 400-800 gallons. The responsible party hired local Oil Spill Removal Organization's (OSRO's) in accordance with their Vessel Response Plan. All sensitive sites in the immediate area were identified and protective booming strategies were established IAW the SF Area Contingency Plan (ACP). Sector SF accessed the Oil Spill Liability Trust Fund in the amount of 500k which is primarily being used for Pollution Removal Funding Authorizations (PRFA's) for Federal, State, and other local government agencies. Ongoing cleanup remains in effect at both Crown Memorial Beach and on Bay Farm Island. Case Pends.

SIGNIFICANT PORT SAFETY INFORMATION OR EXERCISES

NONE TO REPORT

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

**Report of the
U.S. Army Corps of Engineers, San Francisco District
November 12, 2009**

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** – Surveyed at the end of July and posted. **No Change.**
- b. **Richmond Outer Harbor (and Richmond Long Wharf)** – Dredging is complete to -35 feet MLLW. **No Change.**
- c. **Richmond Inner Harbor** – **Has been dredged to -38 feet MLLW. Post-dredge survey has not yet been scheduled.**
- d. **Oakland O & M Dredging** – **Dredging of the Outer Harbor is essentially complete.**
- e. **Suisun Bay Channel** – **Dredging is taking place now for Suisun Bay Channel and the advanced maintenance at Bullshead Shoal (-37+2). The original completion date has changed and the exact completion date is not known at this time. HOWEVER:**
- f. **Pinole Shoal** – **Advanced maintenance (-37+2 in selected locations) in Pinole Shoal is projected to begin the middle of next week (Nov. 18?). Due to more sediment being present than was previously estimated, contract modifications are underway and a new completion date has not been established. The contractor has indicated that the work can be completed by December 31. The Corps is in the process of requesting an extension to the work window, from November 30 through December 31.**
- g. **Redwood City/San Bruno Shoal** – **Dredging is underway. Dredging is authorized until the end of December. The project is expected to be completed by then.**
- h. **San Leandro Marina Channel** – **Dredging began on November 8 (last Sunday).**

2. DEBRIS REMOVAL – **October totals: The Raccoon collected 17 tons; the Grizzly collected 16 tons of debris.**

	Grizzly	Raccoon	Other	Total						
November			5	5						
December			12	12						
Jan. 2009	25		15	5	45					
Feb. 2009	2		8	2	12					
March	26		25		51					
April	11		15		26					
May	4.5		12		17					
June	9		23	5	37					
July	7		45		52					
August	3		10		13					
September	3.5		6		10					
October	16		17		33					
Totals	107.00		193.00	12.00	313					

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

Oakland 50-ft Deepening Project – The deepening project is completed.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

There was no emergency dredging in FY 2009.

5. OTHER WORK

a. **San Francisco Bay to Stockton** No additional money appropriated for 2010. This project is moving forward on carry-over money. **No change.**

b. **Sacramento River Deep Water Ship Channel Deepening** Expecting about \$2,000,000 in 2010 to move this project forward. **No change.**

6. HYDROGRAPHIC SURVEY UPDATE

Address of Corps' web site for completed hydrographic surveys.

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

Main Ship Channel: Survey completed in July 2009 has been posted.

Pinole Shoal: Pre-dredge surveys completed October 4, 5, 8 & 14, 2009 have been posted.

Suisun Bay Channel, New York Slough: Surveys completed in March 2009 have been posted.

Bull's Head Channel: August condition survey has been posted.

Redwood City: Pre-dredge survey completed October 14-16, 2009 has been posted.

San Bruno Shoal: Surveys completed in May 2009 have been posted.

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

Oakland Inner Harbor: Surveys completed March - August 2009 have been posted.

Brooklyn Basin South Channel (Inner Harbor) - Surveys completed in Sept. 2009 have been posted.

Oakland Outer Harbor: Surveys completed in July – Sept. 2009 have been posted.

Southampton Shoal and Richmond Long Wharf: Surveys completed in July 2009 have been posted.

Richmond Inner Harbor: Surveys completed in Sept. 2009 have been posted.

North Ship Channel: Surveys completed April 2009 have been posted.

San Leandro Marina: Surveys completed in January 2008 have been posted.

San Rafael Creek and San Rafael Across the Flats: Surveys completed April and May 2009 have been posted.

Larkspur Ferry Terminal: Survey completed 17-18 September, 2009 has been posted.

Mare Island Strait Channel: Surveys completed in August 2008 have been posted.

Alameda Naval Station Survey (Alameda Point Navigation Channel): Survey completed in May 2009 has been posted.

Disposal Site Condition Surveys:

SF-09 (Carquinez) and SF-10 (San Pablo Bay) October 29, 2009 survey has been posted.

SF-11 (Alcatraz): The November 7, 2009 survey has been posted. (-34.5)



San Francisco Bay Region
Tank Vessel Escort Clearing House

c/o Marine Exchange of the San Francisco Bay Region
Fort Mason Center, Building B, Suite 325
San Francisco, California 94123-1308

San Francisco Clearinghouse Report

November 12, 2009

- ✎ In October the clearinghouse called OSPR regarding one possible escort violation.
- ✎ In October the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ✎ The Clearinghouse has contacted OSPR 8 times 2009 about possible escort violations. The Clearinghouse called 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 October there were 97 tank vessels arrivals; 2 Chemical Tankers, 14 Chemical/Oil Tankers, 19 Crude Oil Tankers, 27 Product Tankers, and 35 tugs with barges.
- ✎ In October there were 281 total arrivals.

San Francisco Bay Clearinghouse Report For October 2009

San Francisco Bay Region Totals

			<u>2008</u>	
Tanker arrivals to San Francisco Bay	62		70	
Barge arrivals to San Francisco Bay	35		45	
Total Tanker and Barge Arrivals	97		115	
Tank ship movements & escorted barge movements	333		337	
Tank ship movements	198	59.46%	219	64.99%
Escorted tank ship movements	87	26.13%	96	28.49%
Unescorted tank ship movements	111	33.33%	123	36.50%
Tank barge movements	135	40.54%	118	35.01%
Escorted tank barge movements	57	17.12%	41	12.17%
Unescorted tank barge movements	78	23.42%	77	22.85%

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

Escorts reported to OSPR 1 0

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	194		319		0		137		650	
Unescorted movements	101	52.06%	184	57.68%	0	0.00%	69	50.36%	354	54.46%
Tank ships	70	36.08%	111	34.80%	0	0.00%	30	21.90%	211	32.46%
Tank barges	31	15.98%	73	22.88%	0	0.00%	39	28.47%	143	22.00%
Escorted movements	93	47.94%	135	42.32%	0	0.00%	68	49.64%	296	45.54%
Tank ships	55	28.35%	82	25.71%	0	0.00%	40	29.20%	177	27.23%
Tank barges	38	19.59%	53	16.61%	0	0.00%	28	20.44%	119	18.31%

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 2009

San Francisco Bay Region Totals

			<u>2008</u>	
Tanker arrivals to San Francisco Bay	676		769	
Barge arrivals to San Francisco Bay	409		474	
Total Tanker and Barge Arrivals	1,085		1,243	
Tank ship movements & escorted barge movements	3,701		4,045	
Tank ship movements	2,068	55.88%	2,417	59.75%
Escorted tank ship movements	962	25.99%	1,143	28.26%
Unescorted tank ship movements	1,106	29.88%	1,274	31.50%
Tank barge movements	1,633	44.12%	1,628	40.25%
Escorted tank barge movements	721	19.48%	712	17.60%
Unescorted tank barge movements	912	24.64%	916	22.65%

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

Escorts reported to OSPR 8 4

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	2,179		3,517		0		1,638		7,334	
Unescorted movements	1,073	49.24%	1,922	54.65%	0	0.00%	822	50.18%	3,817	52.05%
Tank ships	717	32.91%	1,096	31.16%	0	0.00%	372	22.71%	2,185	29.79%
Tank barges	356	16.34%	826	23.49%	0	0.00%	450	27.47%	1,632	22.25%
Escorted movements	1,106	50.76%	1,595	45.35%	0	0.00%	816	49.82%	3,517	47.95%
Tank ships	642	29.46%	934	26.56%	0	0.00%	401	24.48%	1,977	26.96%
Tank barges	464	21.29%	661	18.79%	0	0.00%	415	25.34%	1,540	21.00%

Notes:

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



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - OCTOBER COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
OCTOBER 1 - 31, 2008	269	139	51.67
OCTOBER 1 - 31, 2009	216	107	49.54

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
OCTOBER 1 - 31, 2008	15,662,600		22,025,314	13,285,093	35,310,407
OCTOBER 1 - 31, 2009	13,410,700		19,693,467	10,723,103	30,416,570

OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled LUBE OIL / 40 gal
OCTOBER 1 - 31, 2008	0	1	0	1	
OCTOBER 1 - 31, 2009	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.

