

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 10, 2010

Port Commission Room, Port of San Francisco, 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 1008. **Capt. Lynn Korwath**, Marine Exchange of the San Francisco Bay Region (Marine Exchange), confirmed the presence of a quorum of the HSC.

Committee members (M) and alternates (A) in attendance with a vote: **Capt. Esam Amso** (A), Valero Marketing and Supply Company; **John Berge** (M), Pacific Merchant Shipping Association; **Margot Brown** (M), National Boating Federation; **Ron Chamberlain** (M), Port of Benicia; **Capt. John Cronin** (M), Matson Navigation Company; **Cmdr. Darren Drury**, United States Coast Guard (USCG); **Aaron Golbus** (M); Port of San Francisco; **Capt. Bruce Horton** (M), San Francisco Bar Pilots (Bar Pilots); **Carol Keiper** (M), Oikonos Ecosystem Knowledge; **Capt. Jonathon Mendes** (M), Starlight Marine Services; **Capt. Pat Murphy** (M), Blue & Gold Fleet; **Capt. Eric Osen** (M), Chevron Shipping; **Chris Peterson** (M), Port of Oakland; **Capt. Ray Shipway** (A), International Organization of Masters, Mates & Pilots; **Rich Smith** (M), Westar Marin Services; **Maj. Samuel L. Volkman**, United States Army Corps of Engineers (USACE); **Gerry Wheaton**, National Oceanographic and Atmospheric Administration (NOAA).

Alternates present, and those reporting to the HSC on agenda items: **Bob Chedsey**, California State Lands Commission (State Lands); **Steve Chesser**, USACE; **Martha Cohen**, San Francisco City Event Coordinator; **Capt. Jeff Cowan**, California Office of Spill Prevention and Response (OSPR), **Capt. Noapose Fotu** (A), National Cargo Bureau; **Lt. Cmdr. DesaRae Janzen**, USCG; **Sean Kelley**, USCG; **Rob Lawrence**, USACE; **Richard Lopez**, USCG; **Kyri McClellan**, San Francisco Mayor's Office; **Paul Milkey**, California Air Resources Board (ARB). **William Nickson** (A), Transmarine Navigation; **Kaitlin Ortega**, Marine Exchange; **Niccolò Porzio**, America's Cup Event Authority; **Linda Scourtis** (A), BCDC,

The meetings are always open to the public.

Approval of the Minutes

There were corrections to the minutes of the meeting of October 14: The last two bullets of the Coast Guard report should be deleted since they were carried over from the minutes of the September 9 meeting. A motion to accept the minutes, as corrected, was made and seconded. It passed without discussion or dissent.

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Comments by the Chair – Lundstrom

- **Lundstrom** introduced the two topics on which the HSC would be briefed: The NOAA fog study and the City of San Francisco's bid to host the America's Cup race.
- **Capt. Marc Bayer** (M), Tesoro Refining & Marketing Company; would not apply for another term to represent tanker, or marine oil terminal operators. He had done much valuable service to the HSC and the community chairing the Physical Oceanographic Real Time System (PORTS) work group. As the founder of the Dredge Issues work group he had helped to bring about the realignment of the North Bay Channel.
- **Lundstrom** asked the HSC whether they felt the need for a December meeting. Since no one spoke in favor of a December meeting, **Lundstrom** said that the HSC would reconvene in January 13, 2011 at the Port of Richmond's Harbor Master's Office. Briefings on the National Weather Service's tsunami warning system, and the Marine Super Highway program were scheduled.

Coast Guard Report – Cmdr. Drury

- **Lt. Cmdr Janzen** read from a report that is attached to these minutes.
- **Cmdr. Drury** said that crab season would start November 15, and asked everyone to increase their vigilance. Kelley said that the Vessel Traffic Service (VTS) would begin broadcast notices on Friday, November 12, advising mariners to keep a sharp lookout and maintain safe speeds. This year an advisory on adhering to Rule 10 would be included since a containership had recently split traffic lanes outside the Golden Gate.

Keiper asked whether the containers lost from the *Mahi Mahi* had been recovered. **Lt. Cmdr. Janzen** said they had not. **Keiper** asked what had caused them to go overboard. **Lt. Cmdr Janzen** said that the typical cause was bad lashing, or a failure of the lashing. **Capt. Korwatch** asked whether the loss of containers was related to the *Mahi Mahi* splitting the outside traffic lanes. **Lt. Cmdr Janzen** said that was not the case. She reiterated the point that it was important for mariners to stick to the traffic separation scheme so that fishermen could have a reasonable expectation of where ships would be.

Capt. Horton asked whether the *TD-05* had been inspected. It had been. **Capt. Shipway** asked what the crew requirement was. **Lt. Cmdr Janzen** said there was one operator.

Lundstrom thanked District 11, USCG, for their report on loss of propulsion incidents attached to these minutes.

US Army Corp of Engineers Report – Maj. Volkman

- USACE was gearing up for the rainy season. They are thankful for the help they were getting from USCG over-flights.

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- **Maj. Volkman** thanked **Capt. Bayer** for his work on the North Bay Channel Realignment. **Lt. Col. Tory A. Diciro** was signing the official paperwork, which was to be released to the public later in the day.
- **Chesser** reported that they were coordinating late dredging for the channel realignment with the National Marine Fisheries Service. The use of clam-shell dredgers and the use of dredge materials at the Hamilton Wetlands restoration project would allow them to stay at work into March of 2011. They continued to work closely with stakeholders to keep them informed about the project.

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

Clearing House Report – Ortega

Ortega read a report that is attached to these minutes.

OSPR Report – Capt. Cowan

- **OSPR** staff held an internal workshop about booming oil transfers. A recent spill at the Port of Los Angeles would keep interest in the procedure alive. Public workshops in Northern and Southern California would be scheduled.
- **Lundstrom** had been re-nominated to represent BCDC and chair the HSC. There were openings to represent commercial fishing, the Port of San Francisco, and terminal operators.

Lundstrom asked about the status of **Steve Edinger**, OSPR Administrator. **Capt. Cowan** said that he would be retiring December 2.

Capt. Shipway asked whether boom had been deployed after the spill in Los Angeles. An unidentified person said that boom had been deployed within twenty minutes. **Capt. Shipway** asked whether the containment boom had been effective. The unidentified individual said that the weather had not been conducive. **Lundstrom** asked **Capt. Cowan** to present more detail on the Los Angeles spill at the January meeting of the HSC.

Lundstrom said that **Capt. Cowan** had given a presentation on fuel switching at the Prevention First Symposium and would be happy to make copies available to those interested.

NOAA Report – Wheaton

National Weather Service Dense Fog Study Brief – Lopez, Kelley

- **Lopez** said that the USCG had approached the National Weather Service in the spring about creating a dense fog advisory product for local mariners. He said that the Weather Service had replied that they did not have enough historical data, or enough sensors to create usable models to make predictions possible.
- They need to collect ten months of data, and they need as many reporting stations as possible from the Golden Gate to the ports of Stockton and Sacramento. The reports can be during the day or twenty-four hours a day. The Weather Service will work with volunteers to set up an observation system.

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- The contact at the Weather Service is Tom Evans, and his email address is tom.evans@noaa.gov.
- A five page description of the project in considerable detail, as well as the power point presentation given by Lopez, was attached to the minutes of the November meeting

Capt. Amso asked **Lopez** to give a briefing to the PORTS work group.

Capt. Korwatch asked what technology was required for reporting stations and whether there would be any liability issues. **Wheaton** said that all of that would have to be addressed. **Kelley** said that VTS would be the clearing house for collecting the data, and that participation was entirely voluntary. He thanked **Lopez** for coming up with the idea.

Lundstrom encouraged those interested in the project to attend the briefing for the PORTS work group.

San Francisco America's Cup Bid Update – McClellan, Cohen, Porzio

- **McClellan** introduced **Cohen** and **Porzio**. She said that the basis for an agreement between the city and the Event Authority had just gone to the Board of Supervisors and would be released to the public later that day. They are aware of the need to work with a wide number of stakeholders that would be affected by the event. While the final cup match would be held in 2013, they anticipated events in 2011 and 2012.
- **Cohen** said that the city's recent experience of hosting the World Series on short notice, and the cooperation they had received from so many different agencies and stakeholders, made her believe that the City could work with everyone necessary to make a successful Cup event. She said her cell phone would be on twenty-four hours a day, seven days a week until then. She thanked everyone for their time.
- **McClellan** thanked **Peter Dailey** and **Michael Nerney**, of the Port of San Francisco, for their help providing maps of tentatively planned facilities for the boats at Pier 30-32 and for the media and race management at Pier 50.
- **Porzio** said that the Event authority really wanted to make the Bay the home for the race. They see the region as a beautiful natural amphitheater to bring the racing close to more people than ever before in the history of the event. He said it was their desire to do a fantastic job for the city.

Lundstrom asked if there was a course in mind for the race. **Porzio** said the stretch from the Golden Gate Bridge to Alcatraz was the ideal one, but that wind, weather, and commercial traffic would have to be taken into consideration.

Berge said that he could see obvious economic benefits for the region as a whole but was concerned about the economic burden that could be placed on commercial maritime operations at the regions ports and terminals. **Cohen** said that they don't know all of the players yet, but they know that this is a big next step for planning the event. **Nerney** said that they already had a letter of support from **Omar Benjamin**, Executive Director of the Port of Oakland.

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Lundstrom asked **McClellan** to stay in touch with the HSC since it is a forum well represented by the stake holders they will need cooperation from when they get to on the water management of a defined area for a defined period of time. She offered the HSC as a forum for all concerned for a safe and successful event.

Capt. Shipway asked if there was a website where the progress of planning the event could be followed. It is: http://www.oewd.org/Development_Projects-Americas_Cup.aspx

Lundstrom thanked **McClellan**, **Cohen**, and **Porzio** for attending.

State Lands Report – Chedsey

- Their biennial Prevention First Symposium had been a great success.
- While they don't hold their customer service meetings on a regular basis, they are always happy to schedule one if the need is felt. They were thinking of organizing one for February and anyone with a suggestion for the agenda was invited to get in touch.
- There would be new commissioners at State Lands as a result of the November Elections. **Paul Thayer**, Executive Officer, had retired. Staff was not expecting big change in the way they do business.
- **Chedsey** then read a report from a report that is attached to these minutes.

Berge asked whether **Gary Gregory** was staying on board. **Chedsey** said that he would retire at the end of the year.

Air Resources Board (ARB) Report – Taricco

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

Tug Work Group – Capt. Mendes

- They had met on Wednesday, November 9, to wrap up their work on bitt strength. They will be ready to put their work on the agenda for a vote in January.

Navigation Work Group – Capt. Horton

There was nothing to report.

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Ferry Operation Work Group – Capt. Murphy

- The exercise of the Vessel Mutual Assistance Plan in October was well attended, and had gone well. Among the action items identified was a need to come up with a new docking scheme to replace the current matrix.

Dredge Issues Work Group – Capt. Amso

There was nothing to report

Prevention through People Work Group – Brown

- The comment period was open on a proposed regulatory change that would increase the safety zone around tankers and other vessels to five hundred yards from the current one hundred. She asked the Coast Guard to push hard on their outreach to recreational boaters out of concern that it might be difficult for many to visualize that distance.
- There had been only twelve days notice of a limited comment period on the proposed elimination of a large number of aids to navigation and she asked the Coast Guard to re-open the comment period. She said that many recreational boaters do not have the advanced electronic navigational gear that substitute for the absent aids.

Capt. Horton asked how the request for comment had been advertised. **Brown** said that it had been posted in the Notice to Mariners, but that outreach to recreational community would be more effective if the Coast Guard were to take advantage of widely read local publications like *Latitude 38* or forums like the Commodore's Conference of Pacific Inter-Coastal Yacht Association. **Lundstrom** asked **Brown** to make her request in writing to the Coast Guard.

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

- A report on the status of various projects and instruments was attached to the minutes of the last meeting.

PORTS Report – Capt. Korwatch

- The Exchange must prepare to submit a new budget to the state for the continued maintenance and operation of PORTS. The Exchange would like to have input from the work group on a budget template provide by staff.

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Public Comment

▪ **Roger Bazeley** asked whether there were minimum guidelines on signage for stand-off at maritime facilities, and whether audits were ever conducted to ensure that the signage was current and up to standards. **Lundstrom** suggested that he get in touch with the Coast Guard.

Bazeley, and several others of those in attendance, voiced concern over the dangerous behavior of commercial jet boat operations in the Bay Area. **Lundstrom** said the matter was of concern to the HSC and asked to Coast Guard to report on this issue at the January meeting of the HSC.

Old Business

Lundstrom said that she had been invited to submit an article on the pro-active style of the HSC to *Proceedings*, the Coast Guard's journal of safety and security. Lundstrom said she would be asking for help from **Capt. Korwatch**, **Capt. Cynthia L. Stowe**, the current commander of Coast Guard Sector San Francisco, and **Capt. Paul Gugg**, the preceding commander of the sector. The article is scheduled for publication in the spring 2011 edition.

New Business

Capt. Horton said that the Bar Pilots annual Christmas party and toy program for the San Francisco Fire Department would be held on December 8. He encouraged each individual planning to attend to come with a toy in hand.

Next Meeting

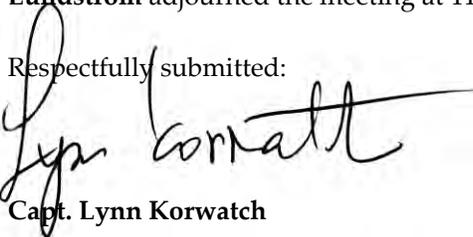
Lundstrom said that the next meeting of the HSC would commence at 1000, January 13, 2011 at the Harbor Master's Office, Port of Richmond.

Adjournment

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

Lundstrom adjourned the meeting at 1156.

Respectfully submitted:



Capt. Lynn Korwatch

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS	
November-10	
PORT SAFETY CATEGORIES	
1. Total Number of Port State Control Detentions for period:	1
SOLAS (1), MARPOL (0), ISM (0), ISPS (0)	
2. Total Number of COTP Orders for the period:	1
Navigation Safety (1), Port Safety & Security (0), ANOA (0)	
3. Marine Casualties (reportable CG 2692) within SF Bay: Allision (1), Collision (0), Fire (0), Grounding (1), Sinking (0), Steering (1), Propulsion (6), Personnel (0), Other (0), Power (0)	9
4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation: Radar (1), Gyro (0), Steering (0), Echo sounder (0), AIS (0), AIS-835 (0), ARPA (0), SPD LOG (0), R.C. (0), Other (1)	2
5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay:	0
6. Significant Waterway events or Navigation related cases for the period:	0
7. Maritime Safety Information Bulletins (MSIBs):	0
Total Port Safety (PS) Cases opened for the period:	13
MARINE POLLUTION RESPONSE	
* Source Identification (Discharges):	
VESSELS	
U.S. Commercial Vessels	4
Foreign Freight Vessels	0
Public Vessels	0
Commercial Fishing Vessels	2
Recreational Vessels	2
Total VESSELS	8
FACILITIES	
Regulated Waterfront Facilities	0
Regulated Waterfront Facilities - Fuel Transfer	1
Other Land Sources	2
Total FACILITIES	3
Mystery Spills - Unknown Sources	0
Oil/Hazmat Pollution Incidents within San Francisco Bay for Period	11
1. Spills < 10 gallons	10
2. Spills 10 - 99 gallons	0
3. Spills 100 - 1000 gallons	1
4. Spills > 1000 gallons	0
5. Spills - Unknown	0
OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES (GALLONS):	
1. Estimated spill amount from U.S. Commercial Vessels:	0
2. Estimated spill amount from Foreign Freight Vessels:	0
2. Estimated spill amount from Public Vessels:	0
3. Estimated spill amount from Commercial Fishing Vessels:	0.1
4. Estimated spill amount from Recreational Vessels:	6
5. Estimated spill amount from Regulated Waterfront Facilities:	0
6. Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer:	1
7. Estimated spill amount from Other Land Sources:	0
8. Estimated spill amount from Unknown sources:	2
TOTAL OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES (GALLONS):	9.1
PENALTY ACTIONS:	
Civil Penalty Cases for Period	0
Notice of Violations (TKs)	0
Letters of Warning	1
TOTAL PENALTY ACTIONS:	1

SIGNIFICANT PORT SAFETY AND SECURITY CASES

MARINE CASUALTIES - PROPULSION/STEERING

Grounding, M/V BALTIC LEOPARD (5 Oct): The vsl "touched bottom" in the vicinity of the #22 flashing red lighted buoy along the San Joaquin River Deep Water Channel. Pilot's rudder command was reversed by helmsman while in narrow channel and vsl went out of channel before corrective maneuvers could be made. Vsl allowed to continue on its down bound transit to anchorage 9. Underwater surveys revealed only minor paint scrapes and no significant damage. Vessel allowed to

Steering failure, M/V HARBOR QUEEN (8 Oct): The vsl suffered a loss of steering as it was departing Berth 43.5, Fisherman's Wharf. The port side bridge wing controls had failed due to continuous exposure to the elements causing the rudder to remain hard to port. Control station serviced and tested satisfactorily.

Loss of propulsion, M/V SUNSET HORNBLOWER (10 Oct): The vsl experienced a loss of propulsion when the port engine electronic control module failed due to an internal short. Module replaced and system tested satisfactorily.

Reduced propulsion, M/V SAN MARINO TRADER (14 Oct): The vsl's #2 fuel pump failed requiring vsl to operate at reduced speed, less than 8 kts. The vessel directed to proceed to anchorage 9 to effect repairs. Received tech report confirming the repairs had been successfully completed and tested. The COTP Order was lifted 14 Oct. Investigation pends.

Loss of propulsion, M/V FOUR AIDA, (13 Oct): Vsl failed to respond to start in astern direction while approaching anchorage 9. Vsl directed to remain in anchorage 9 and effect repairs. The starting air manifold flange gasket was found leaking at the air manifold connection to the number four cylinder head. Problem possibly related to Low Sulfur Fuel Switching. System repaired, tested and in good working order. COTP Order was lifted 14 Oct. Investigation pends.

Allision, Sailing vessel vs. anchored Tug NAKOA and Barge RIGEL (23 Oct): A 30-ft sailing vessel (name unconfirmed) allided with the Tug NAKOA and the Barge RIGEL while anchored in Anchorage 9. The S/V struck the port bow of the barge and glanced off of the port quarter of the tug causing only minor cosmetic damage. The incident has been determined to be non-reportable, and a CG-2692 was not required.

Loss of propulsion, TD-05 (25 Oct): Amphibious Tour Bus (DUKW) TD-05 reported loss of propulsion in the vicinity of McCovey Cove with passengers on board. Engine overheated when water pump belt failed. No pollution, damage or

Loss of containers overboard, M/V MAHIMAH I (26 Oct): The M/V MAHIMAH I lost four containers over the side as it was approaching the SF Main Bar Channel at the time of the incident. No damage was reported to the hull or ship's structure.

Loss of propulsion, TD-05 (26 Oct): Amphibious Tour Bus (DUKW) TD-05 reported loss of propulsion, again, in the vicinity of McCovey Cove with passengers on board. Loss of propulsion due to driveshaft damage at rear axle. No pollution, damage or injuries. Vsl out of service until repairs are made.

VESSEL SAFETY CONDITIONS

IMO Detention, M/V FURTRANS BULK (01 Oct): Vessel detained for problems with structural fire protection and fire drills. Repairs were made and a successful drill was completed and detention was lifted 07 Oct.

COTP Order, M/V HOECHST EXPRESS (25 Oct): Vsl experienced propulsion control problems departing LA/LB and was ordered to anchorage 9 with tug assist to make repairs. Received tech report and lifted COTP order 26 Oct.

GENERAL SAFETY/SECURITY CASES

None to report

NAVIGATIONAL SAFETY

Letter of Deviation (LOD) Inoperable 3CM Radar, M/V LONDON EXPRESS (06 Oct): The vsl was issued an inbound LOD for a malfunctioning 3 CM radar. Repaired prior to departure.

Letter of Deviation (LOD) Anchor Inoperable , T/V CYGNUS VOYAGER (14 Oct): Vsl STBD anchor unusable due to joining shackle pin problem. Vsl allowed to enter and depart under LOD.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

02 Oct: Equipment failure in pipeline caused 10,000 gallons of non-chlorinated water to discharge into Alameda Creek. No response actions taken.

06 Oct: Jet fuel was discovered in a storm drain in Oakland during regular maintenance. The jet fuel and contaminated water were removed.

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

**Report of the
U.S. Army Corps of Engineers, San Francisco District
November 10, 2010**

1. CORPS FY 2010 O&M DREDGING PROGRAM

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

- a. **Main Ship Channel (55+2)** – The Essayons has completed the Main Ship Channel. **No change.**
- b. **Richmond Outer Harbor (and Richmond Long Wharf)** – **Dredging the Outer Harbor will follow the dredging of the Inner Harbor**
- c. **Richmond Inner Harbor** – **Pre-construction meeting Nov. 9. The offloader is scheduled to be in place and ready on Nov. 15. That is when dredging is scheduled to begin.**
- d. **Oakland O & M Dredging** – Contract was awarded September 27, 2010. Dredging will begin as soon as the offloader is available at Hamilton. **Dredging is scheduled to begin December 1.**
- e. **Suisun Bay Channel** –Dredging is ongoing and will continue most likely until the end of November. **No Change.**
- f. **Pinole Shoal (35+2)** – Dredging completed July 2. **No Change.**
- g. **Redwood City/San Bruno Shoal** – Dredging is complete. No major dredging for at least a year (mid 2011). **No Change.**

2. DEBRIS REMOVAL – **The debris total for October 2010 was 41 tons: 28 tons by the Raccoon; Dillard 13 tons.**

November	15	45		60				
December	33	98	2	133				
Jan. 2010		228	2	230				
Feb	17	112	5	134				
March		56.00	16.50	73				
April		40	9	49				
May	7	15		22				
June	5	65		70				
July	9	10		19				
August	7	18		25				
September	9	27	8	44				
October		28	13	41				
Totals	102.00	742.00	55.50	900				

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

None to report.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

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

5. OTHER WORK

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

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

6. HYDROGRAPHIC SURVEY UPDATE

Address of Corps' web site for completed hydrographic surveys:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Richmond Inner Harbor: Condition surveys completed in May 12-14, 2010 have been posted.

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

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

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

Disposal Site Condition Surveys:

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

SF-09 (Carquinez) October 5, 2010;

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

SF-11 (Alcatraz): **The November 2 survey has been posted. (-37.5)**



Harbor Safety Committee of the
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San Francisco Clearinghouse Report

November 10, 2010

- ✎ In October the clearinghouse did not have any possible escort violations to notify OSPR about.
- ✎ In October the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ✎ The Clearinghouse has contacted OSPR 4 time in 2010 regarding possible escort violations. The Clearinghouse called OSPR 8 time 2009; 4 times 2008; 9 times in 2007; 9 times in 2006; 16 times in 2005; 24 times in 2004; twice in 2003; twice in 2002; 6 times in 2001; 5 times in 2000.
- ✎ In October there were 104 tank vessels arrivals; 5 Chemical Tankers, 14 Chemical/Oil Tankers, 37 Crude Oil Tankers, 1 LPG, 15 Product Tankers, and 32 tugs with barges.
- ✎ In October there were 314 total arrivals.

San Francisco Bay Clearinghouse Report For October 2010

San Francisco Bay Region Totals

	<u>2010</u>		<u>2009</u>	
Tanker arrivals to San Francisco Bay	72		62	
Barge arrivals to San Francisco Bay	32		35	
Total Tanker and Barge Arrivals	104		97	
Tank ship movements & escorted barge movements	322		333	
Tank ship movements	208	64.60%	198	59.46%
Escorted tank ship movements	93	28.88%	87	26.13%
Unescorted tank ship movements	115	35.71%	111	33.33%
Tank barge movements	114	35.40%	135	40.54%
Escorted tank barge movements	57	17.70%	57	17.12%
Unescorted tank barge movements	57	17.70%	78	23.42%

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

Escorts reported to OSPR 0 1

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	210		303		0		152		665	
Unescorted movements	147	70.00%	206	67.99%	0	0.00%	95	62.50%	448	67.37%
Tank ships	70	33.33%	92	30.36%	0	0.00%	48	31.58%	210	31.58%
Tank barges	77	36.67%	114	37.62%	0	0.00%	47	30.92%	238	35.79%
Escorted movements	63	30.00%	97	32.01%	0	0.00%	57	37.50%	217	32.63%
Tank ships	36	17.14%	48	15.84%	0	0.00%	30	19.74%	114	17.14%
Tank barges	27	12.86%	49	16.17%	0	0.00%	27	17.76%	103	15.49%

Notes:

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

San Francisco Bay Clearinghouse Report For 2010

San Francisco Bay Region Totals

	<u>2010</u>		<u>2009</u>	
Tanker arrivals to San Francisco Bay	654		758	
Barge arrivals to San Francisco Bay	348		455	
Total Tanker and Barge Arrivals	1,002		1,213	
Tank ship movements & escorted barge movements	3,342		4,076	
Tank ship movements	1,946	58.23%	2,314	56.77%
Escorted tank ship movements	862	25.79%	1,069	26.23%
Unescorted tank ship movements	1,084	32.44%	1,245	30.54%
Tank barge movements	1,396	41.77%	1,762	43.23%
Escorted tank barge movements	651	19.48%	778	19.09%
Unescorted tank barge movements	745	22.29%	984	24.14%

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

Escorts reported to OSPR 4 8

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	2,009		3,176		0		1,429		6,614	
Unescorted movements	1,306	65.01%	1,920	60.45%	0	0.00%	753	52.69%	3,979	60.16%
Tank ships	610	30.36%	842	26.51%	0	0.00%	365	25.54%	1,817	27.47%
Tank barges	696	34.64%	1,078	33.94%	0	0.00%	388	27.15%	2,162	32.69%
Escorted movements	703	34.99%	1,256	39.55%	0	0.00%	676	47.31%	2,635	39.84%
Tank ships	399	19.86%	575	18.10%	0	0.00%	346	24.21%	1,320	19.96%
Tank barges	304	15.13%	681	21.44%	0	0.00%	330	23.09%	1,315	19.88%

Notes:

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



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - OCTOBER COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
OCTOBER 1 - 31, 2009	216	107	49.54
OCTOBER 1 - 31, 2010	226	88	38.94

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
OCTOBER 1 - 31, 2009	13,410,700		19,693,467	10,723,103	30,416,570
OCTOBER 1 - 31, 2010	14,939,600		19,465,000	11,738,683	31,203,683

OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
OCTOBER 1 - 31, 2009	0	0	0	0	0
OCTOBER 1 - 31, 2010	0	0	0	0	0

*** Disclaimer:

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

Harbor Safety Committee-San Francisco Bay Region

ARB OGV Clean Fuel Rule Update



San Francisco, California
November 10, 2010

California Environmental Protection Agency



Air Resources Board

ARB OGV Clean Fuel Rule Essential Modifications Exemption Applications Summary*

Total number of applications received: 466 vessels

Number of applications pending: 30 vessels**

Total number of applications completed: 436 vessels

Number of completed applications approved: 378

Number of completed applications

with partial approvals: 58 vessels***

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

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

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

ARB OGV Clean Fuel Rule Use of Safety Exemptions*

Safety Exemptions (per month)	
July –December 2009	11
January 2010	5
February 2010	2
March 2010	5
April 2010	2
May 2010	2
June 2010	1
July 2010	1
August 2010	1
September 2010	0
October 2010	4
Total July 1, 2009 – November 1, 2010	34
Noncompliance Fees	
Total July 2009 – November 1, 2010	4

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

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**Sector San Francisco VTS Branch and NWS San Francisco
Joint Dense Fog Study Harbor Safety Committee Proposal**

25 October 2010

Problem: Navigating the San Francisco Bay Region during periods of reduced visibility requires mariners to exercise additional caution and vigilance. The Bay region, consisting of several bays and rivers, is one of the foggiest maritime areas in the United States consisting of many harbors and ports. In-Bay distances are long. There is not a single regional climate, but a series of microclimates with variable fog. During summer, 30 to 40 percent of parts of the Bay may experience foggy conditions. In winter, the fog may be denser, originating from a different direction than summer fog.

Several well published maritime incidents with varying degrees in relation to reduced visibility have occurred over the past 37 years since VTS SF has opened. The emphasis on the safe transits of the maritime public, both commercial and private is at the forefront of our mission.

The National Weather Service Office for the San Francisco Bay Area, located in Monterey has only a few automated visibility sensors on the edge of the San Francisco Bay. The NWS and the VTS Branch have overlapping areas of responsibilities. There is no current system in place to record real time visibility data other than few designated areas. The NWS relies heavily on observations to validate their marine weather forecast.

The Ideal: The NWS will provide maritime dense fog advisories with lead time sufficient for VTS to prepare for the workload required during periods of reduced visibility. These dense fog advisories would include areas of the coastal waters where shipping lanes approaching the San Francisco Bay Area reside and over the San Francisco Bay, San Pablo Bay, Suisun Bay, Carquinez Strait and the West Delta. Routine visibility observations over these areas must occur during times when visibility is reduced below 6 NM in order for forecasters to provide sufficient lead times.

Policy Reference: U.S. Coast Guard Memorandum of Agreement Between US Coast Guard and the National Oceanic and Atmospheric Administration-National Weather Service Regarding the Management of Marine Weather Information Dated March 18, 2010.

Area of Responsibilities: VTS San Francisco is responsible for the safe movement of approximately 133 miles of waterway from offshore to the ports of Stockton and Sacramento. VTS San Francisco averages 250 vessel movements a day.

The NWS San Francisco is responsible for providing, in cooperation with our governmental and private sector partners, meteorological support for the protection of life and property, to promote economic benefits, and to enhance the quality of life for governmental, commercial, and recreational maritime operations through the issuance of marine weather advisories for hazardous marine weather events that cause significant inconveniences, and if caution is not exercised to life-threatening situations.

The NWS San Francisco's area of responsibility is the San Francisco Bay eastward through the western portion of the Sacramento and San Joaquin River Delta to Rio Vista

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and Prisoners Point. Also within their area of responsibility are the Offshore coastal waters from Point Arena south to Point Piedras Blancas, which are divided into two coastal zones. The Inner Coastal Zones is from shore out to 10 NM. The Outer Coastal Zone extends from 10 NM to 60 NM. .

CG Sector San Francisco Vessel Traffic Service Branch Policy for Low Visibility: Visibility reported within the VTS area that is less than 0.5 nm initiates additional manning requirements. An excerpt from the VTS San Francisco policy regarding low visibility conditions is listed below;

The low visibility watch shall be activated under the following circumstances.

1. When low visibility conditions exist in the VTS area.
2. During periods when low visibility conditions are frequently changing.
3. Whenever the watch supervisor deems necessary.

Below describes VTS decision criteria and procedures for enforcing the guidelines in the San Francisco Bay Region Harbor Safety Plan. VTS enforces the guidelines in the Harbor Safety Plan by issuing directions in accordance with 33 CFR 161.11.

Harbor Safety Committee Recommended Guidelines for Navigating in Reduced Visibility

These guidelines should be used by the mariner when planning, initiating or navigating a transit in the Bay during periods of reduced visibility. These guidelines acknowledge that **Large Vessels** are not as maneuverable as smaller vessels and therefore define **Large Vessels** as power driven vessels of 1600 gross tons or more, and tugs with barges of 1600 gross tons or more. Mariners are at all times to comply with the requirement of the Inter-national Regulations for Avoiding Collisions at Sea, or COLREGS.

Critical Maneuvering Areas (CMAs): There are areas within the Bay where additional standards of care are required due to the restrictive nature of the channel, proximity of hazards, or the prevalence of adverse currents. Large vessels should not transit through CMAs when visibility is less than 0.5 nautical miles. Locations within the Bay identified as Critical Maneuvering Areas:

- Redwood Creek San Mateo-Hayward Bridge
- Oakland Bar Channel*
- Islais Creek Channel
- Richmond Inner Harbor
- Richmond-San Rafael Bridge,
- East Span Union Pacific Bridge
- New York Slough,
- up-bound Rio Vista Lift Bridge

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*Note: the Oakland Bar Channel is identified due to cross currents and its proximity to the Bay Bridge and Yerba Buena Island.

Vessels docked: Large vessels at a dock within the Bay should not commence a movement if visibility is less than 0.5 nautical miles at the dock.

Vessels proceeding to dock: Large vessels proceeding to a dock should anchor if visibility at the dock is known to be less than 0.5 nautical miles, unless, under all circumstances, proceeding to the dock is the safest option. Note: Vessel pilots or operators should notify VTS upon determination that a scheduled movement will be delayed or cancelled. If underway, they shall make a sailing plan deviation report per VTS regulations.

Application: Captain of the Port issues Letters of Deviation or COTP Holds to vessels based on equipment malfunctions such as radar where two nautical mile visibility is required throughout the transit.

Findings: The San Francisco NWS Office was approached in June 2010 by VTS San Francisco personnel proposing a dedicated dense fog advisory/warning product for the SF Bay Area and approaches. During several meetings, our findings established that most validations and or observations from NWS users were few and far between, if any. There is one vessel that regularly transits the SF Bay Area that voluntarily provides observation reports.

We looked at dedicated sensors throughout the VTS AOR and found that only four NWS owned Automated Surface Observing Stations (ASOS) with visibility sensors that provide data regularly, closest to the water. They are located in the south San Francisco Bay at the two major International Airports (San Francisco and Oakland) and two commuter airports (Hayward and Concord). Other ASOS stations in the SF Bay Area are not equipped with visibility sensors.

There are also National Oceanic Service (NOS) Physical Oceanographic Real-Time System (PORTS) buoys located in Alameda, Golden Gate, Martinez-AMORCO Pier, Martinez-Amorco Pier, Oakland Middle Harbor, Oakland Outer Harbor LB 3, Port Chicago, Redwood City, Richmond, San Francisco, Southampton Shoal Channel LB 6 and Union Pacific RR Bridge. None of them have visibility sensors.

We also looked offshore. The SF Pilot Boat provides continuous reports. Pillar Point Air Force Station voluntarily provides observation reports. The Half Moon Bay Airport has a visibility sensor. The NWS Automated Surface Observing Stations (ASOS) located on the SE Farallon Island does not have a visibility sensor.

Additional experimental Weather Profiler equipment (Which have been placed in operational status), exist at the old Fort Ord Army base in Monterey and Bodega Bay.

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Public Interest: A public “Building Relationships Decision Support Services Workshop” was hosted by the San Francisco NWS office on August 31-September 1st at the SFO Emergency Operations Center. Members from all of the West Coast NWS Field and Regional Offices attended. In addition private fishermen, charter boat captains, Pillar Point Harbor Master, San Francisco Bar Pilots, USCG Sector Command Center and VTS SF Branch personnel attended.

The San Francisco Bar Pilots may be interested in the river systems having a dense fog advisory/warning in place. The private fishing entities present were interested in offshore dense fog advisory/warning.

Potential interest may arise from the San Francisco Harbor Safety Committee Navigation Work Group and/or the Navigation Technology Committee.

Cost: Initial approach was to inquire about adding sensors to the national Oceanic Service (NOS) PORTS observation platforms. The NOS PORTS sensors are part of a cooperative network and funded by local entities. NOS has partnered with the San Francisco Marine Exchange (SFME). The SFME funds the PORTS sensors through OSPR. The estimated cost for purchasing and installing a single visibility sensor on a current PORTS platform is \$65,000. Maintenance will be an additional \$15,000 per year.

These above cost would apply to other independent visibility sensors placed in the VTS AOR. This cost is too high for the National Weather Service to endure.

As an alternative, the local NWS office is using cameras via the web such as the California Academy of Sciences which has placed a web cam on one of the Farallon Islands. Other private or public organizations have also provided limited coastal cameras.

Proposal: The NWS Office would like to create a network of observers to report reduced visibility. The NWS is willing to hold a presentation at a future HSC meeting to define the parameters of the study.

1. Until permanent solution could be found for automation of these observations, the NWS San Francisco office has proposed an experimental data collection period from November 1, 2010 to July 31, 2011. These dates are flexible but fall under one of the seasonal fog periods. The data will come from multiple sources either real time or archived. This will allow them to create future models to provide up to a 6 hour lead time to issue a dense fog advisory for specific areas within our AOR.

Their requirements are as follows;

- a. Hourly reports or as received
- b. Two to four hours between reports if a dense fog event last longer than a 24 hour period, two to four hours would suffice
- c. Fog ceiling if possible i.e. at surface or 100 foot ceiling
- d. Visibility distance

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- e. Location using geographic points i.e. six NM south of the Farrallone Islands, secondary positions would be LAT/LONG

Observation Reports by other stakeholders (primarily shore based) such as the Chevron/Richmond Long Wharf, San Francisco Marine Exchange, SF Bar Pilot Office, Port of Oakland, Foss Maritime and others to provide consistency during periods of reduced shipping. These updates will be made via an online NWS Chat room or by telephone. VTS watch-standers, when possible could also provide updates via NWS Chat.



Effective Fog Forecasting for Navigating the Waters of the San Francisco Bay



Advising mariners when low visibility
is expected or occurring

Problem

- Lack of historical data from which to develop a region specific fog forecasting model

Goals

- Collect and record location and condition specific data on fog occurrences
- Develop a forecasting model based on ten month observation period
 - Be proactive instead of reactive when issuing a dense fog advisory
 - Enhance transit planning to reduce delays/congestion caused by reduced
 - Enhance recreation, sport and commercial fishing safety

Area covered by dense fog advisory



Challenges

- Collecting real time visibility reports
 - Vessels and shore based observations
- Placing sensors on the water (cost of sensors and their associated maintenance is too high)
 - Adding visibility sensor to PORTS platform - \$65,000 for sensor; \$15,000 annual maintenance
 - Webcams may be more cost effective

Current visibility sensors



Also:
Sacramento Int'l
Sacramento Exec
Mather
Stockton
Vacaville
San Jose Int'l
Reid/Hillview

What we need

- Consistent, specific visibility reports
 - Vessels and shore based observation reports
 - Telephone
 - Web: National Weather Service Chat Room
 - Fax
 - Twitter
 - From automated observing systems
 - Weather stations with visibility sensors on or around the water
 - Webcams
 - PORTS (?)

Report example to NWS

Mariner Report

Example

Date:

28-Sep-10

Time; 24 hour local (PDT or PST):

1430

Location; distance, bearing and point: 3 miles east of the golden gate

Wind Direction; 8-point compass:

NW

Wind Speed; knots:

18 gusting to 25

Visibility; nautical miles:

2 1/2

Ceiling; feet:

100

Observation height above water; feet: 50

Remarks:

visibility lowering quickly



Contact Information

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November 10, 2010 PORTS Report

- The UP Railroad Bridge wind-bird back on line.
- Richmond, Oakland, and Pittsburg Wind-Bird installations are now scheduled for the 2nd week of December.
- Service on the Buoy mounted current sensors in Oakland and Richmond is scheduled for the 3rd week of December
- Amorco tide station and Avon current sensor installations now are scheduled for installation early next year.
- ConocoPhillips Rodeo is looking over the design to confirm if any modifications are required for Safety. Installation will be scheduled once this is completed.
- San Francisco Pier 1 and Pier 27. We are working with the Port of San Francisco to work out the ongoing permitting issues.