

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 8, 2012

Port of San Francisco, Pier 1, The Embarcadero, San Francisco, CA

Capt. Lynn Korwatch (M), Marine Exchange of the San Francisco Bay Region (Marine Exchange), Chair of the Harbor Safety Committee (HSC); called the meeting to order 1008.

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

Committee members (M) and alternates(A) in attendance with a vote: **Jim Anderson**(M), CA Dungeness Crab Task Force; **Aaron Golbus** (M),Port of San Francisco; **Lt. Col. John Baker**(M), US Army Corps of Engineers (USACE); **Shawn Bennett** (A), BayDelta Maritime ; **John Berge** (M), Pacific Merchant Shipping Association (PMSA); **Margot Brown** (M), National Boating Federation; **Capt. Bruce Horton**(M), San Francisco Bar Pilots; **Garrett Huffman** (M), Chevron Shipping Company; **Capt. Tom Dougherty** (M), Blue & Gold Fleet; **Jim McGrath** (M), Bay Conservation and Development Commission, (BCDC); **Chris Peterson** (M), Port of Oakland; **Marina Secchitano**(M), Inlandboatmen's Union, **Deb Self** (M),San Francisco Bay Keeper; **Rich Smith** (M), Westar Marine Services; **Gerry Wheaton** (M), National Oceanic and Atmospheric Administration (NOAA).

The meetings are always open to the public.

Approval of the minutes

A motion to accept the minutes of the meeting of October 11, 2012, was made and seconded. The minutes passed without dissent.

Comments by Chair – Capt. Korwatch

Capt. Korwatch - Welcomed the committee members and audience.

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Coast Guard Report – Cmdr. Tama

Coast Guard is holding a Maritime Facility information sharing session for commercial facility operators, security officers on November 15, 2012. Operation Safe Crab has started. It is a combined effort of dockside and prevention related inspections on the dock as well as safety enforcement at sea. VMAP has been updated and there will be a signing ceremony on November 13, 2012. It has been an extremely busy month. Lt.Cmdr. Wirts will advise in her report. There was a full moon and very strong ebb currents one of which took a Americas Cup 72 boat and it went off shore and ended up four miles out at sea. On the same day a vessel dragged anchor in the northwest corner of anchorage 9. On the next day they had a towing vessel off the Saint Francis Yacht club that got caught in a 5-6 knot ebb and was sucked out at the gate and required assistance from additional tugs. Coast Guard anticipates sending local Coast Guard resources to Hurricane Sandy recovery.

Anderson advised the crab numbers are down. Opening day is November 14, 2012. Advised on an incident where a salmon troller operator in Bolinas fell overboard. Another troller saw him fall turned his boat and pulled him out of the water. Another troller saw the incident came over and transported him back to his boat. It also went well. The troller has decided to retire and his boat is up for sale.

Lt.Cmdr. Wirts – report attached to minutes. Changing the way stats reported to HSC. This is noted at bottom of report.

Korwatch asked if the grounding was in an area that was clearly marked on the charts. Cmdr. Tama advised she grounded on the rock that is known as Little Alcatraz right next to Alcatraz. There is a clearly marked and charted rock at that location.

Horton advised they have recently been having problems with water hyacinth in the San Joaquin and Sacramento side. It got to the point where the radar return

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from water hyacinth took up the whole radar screen and you couldn't see any other small boats. In communication with Capt. Stowe they've decided to go to daylight only transit on the river until the water hyacinth problem goes away or dissipates. They've been doing that for the last 1 ½ weeks. Dept. of Boating and Waterways have been restricted in spraying because of the environmentalists. Cmdr. Wirts advised they have been in contact with Dept. of Boating and Waterways and they are engaged in the issue.

US Army Corps of Engineers Report –Lt. Colonel John Baker/ Rob Lawrence

- Lt. Colonel Baker advises S.F. District has a number of employees and assets on the East Coast. There is no impact on navigation here. They have some ongoing work with their research and design center in Mississippi. In two areas they are studying the use of biofuels on debris removal vessels. Also they have been working with them on one of the dredging projects monitoring the deep water of dredging scows which they think may enable them to improve the efficiency of their dredging missions and be better stewards of the tax payer dollars. They are continuing to improve their hydro surveys both pre and post dredge. They have purchased additional equipment and continue to conduct training to improve their capabilities.
- Korwatch asked if they have any feedback on how the ports have been affected by Hurricane Sandy. Wheaton advised that NOAA is on scene. They have been finding containers in the water mostly along the piers. They are also noting that a great deal of sand has been piled up in some areas. They are working with the Corps on various issues. Bonebakker advised that before the channels reopened they had them surveyed. They surveyed all their docks before they let ships come back in. There has been a very efficient response from all the stakeholders.

Lawrence – read from report attached to minutes

Clearing House Report – Alan Steinbrugge – read from report attached to minutes

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OSPR Report – Captain Jeff Cowan: read from report attached to minutes

Vessel Safety and Social Media report by Alexia Retallack. A YouTube video titled Social Media Revolution 2012 Socialnomics was shown. She advised they approached Prevention through People Subcommittee and they are now offering HSC members usage through their portal access. They have a Facebook page and Twitter page. Twitter is used as a news broadcast for bigger spill information. They cover everything from Cosco Busan, to a clean green boating tip, other spills are reported. All of these coordinate with Ca Dept of Fish and Game web page. A nexus of information goes under CA Spill Watch with information that you want general public to get. Question was asked if Coast Guard controls what gets posted. Retallack advised that nothing goes out under Twitter or Facebook that has not been preapproved by unified command. Question was asked if the information was sanitized. Retallack said if it is on their pages it has an incident command and unified command response. Names are not released when it is an ongoing investigation. Purpose of this social media is to make sure the community has as much information as can be provided at that moment. CA Spill Watch becomes a repository for all the information. Local Agencies may be able to get a passcode to get additional information which may not have value to the general public. Brown advised Prevention through People initiated this conversation because a lot of public service stories went unnoticed. This would allow anyone to report matters that have not caught the public attention. The most recent one is the recent capsizing in Bodega Bay where an 18ft fishing vessel had to be cut open to release the kids that were trapped below the deck. They were not wearing life vests because it was not required when they were below deck. This is the kind of information that should be publicized and at least made available through the efforts of OSPR.

NOAA – Gerry Wheaton: Wheaton asked if there is a need for a subcommittee to talk about the proposed marine forecast zone changes please let him know.

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Logan Johnson, National Weather Service gave a briefing on winter weather outlook and El Nino. They were expecting to see a weak El Nino but it looks like El Nino is not going to develop this Fall. It is holding steady in a neutral phase. Carolina Walbrun, NOAA read from Proposed Marine Forecast Zone Changes report which is attached to these minutes. Mclsaic commented that Anchorage 9 is always an issue and wasn't sure whether the Bay Bridge would be an accurate breakpoint.

CA State Lands Commission Report – Dave Stephens

- Read from a report attached to minutes.

Tug Work Group – Shawn Bennett

- There was nothing to report.

Navigation Work Group – Capt. Bruce Horton

- There was nothing to report.

Ferry Operations Work Group – Tom Dougherty

- There was nothing to report.

Dredge Issues Work Group – Capt. Esam Amso

- There was nothing to report.

PORTS Work Group – Chris Peterson

- There was nothing to report.

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Prevention through People Work Group – Margot Brown

- There was nothing to report.

PORTS report – Steinbrugge: work on buoy sensor will occur by the end of December. Oakland battery is dead, hope to get repaired in December. The Amorco tide station installation is tentatively scheduled for the 2nd or 3rd week in January.

Public Comment

- Bonebakker advised the Prevention First symposium had some excellent presentations on safety. Passing ship affects study done at Cal Maritime which studied how you can manage operationally the passing ship effect. Mclsaic advised that the Pilot commission has done outreach looking for more involvement with this issue. It is a concern especially when you have a loaded vessel downbound with a following current.

Old Business

- There was none

New business

- Wheaton recommended that once a year in October or November that a similar El Nino discussion be built into the Agenda. Requested that this be added to the Agenda for next year. Horton advised that Mclsaic is going to be the new Port Agent of the San Francisco Bar Pilots. The San Francisco Bar Pilot's annual toy drive will be Thursday December 13 from 1200-1600.

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Next meeting

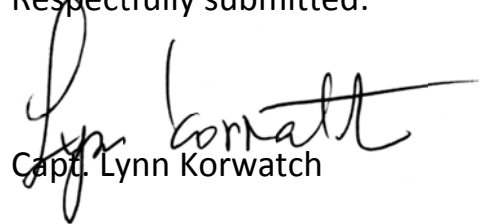
Capt. Korwatch said the next regularly scheduled meeting of the HSC is scheduled for 1000, Thursday, January 10, 2013 at the Port of Richmond, Harbormaster's Office

1340 Marina Way South
Richmond, California

Adjournment

A Motion to adjourn was made and seconded. The meeting adjourned at 1138.

Respectfully submitted:



Capt. Lynn Korwatch

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

October-12

PORT SAFETY CATEGORIES*

	2012	2011	3yr Avg**
1. Total Number of Port State Control Detentions for period:	3	0	0.5
SOLAS (1), STCW (1), MARPOL (1), ISM (0), ISPS (0)			
2. Total Number of COTP Orders for the period:	14	0	3.3
Navigation Safety (14), Port Safety & Security (0), ANOA (0)			
3. Marine Casualties (reportable CG 2692) within SF Bay: Allision (1), Collision (0), Fire (1), Grounding (1), Sinking (0), Steering (0), Propulsion (16), Personnel (1), Other (0), Power (1)	21	5	7.8
4. Total Number of (routine) Navigation Safety issues/Letters of Deviation: Radar (2) Gyro (0), Steering (1), Echo sounder (0), AIS (0), AIS-835 (0), ARPA (0), SPD LOG (2), R.C. (0), Other (1)	6	3	5.1
5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay:	0	0	0.3
6. Significant Waterway events or Navigation related cases for the period:	1	0	0.2
7. Maritime Safety Information Bulletins (MSIBs): None	0	0	0.1
Total Port Safety (PS) Cases opened for the period:	45	8	17.3

MARINE POLLUTION RESPONSE

Source Identification (Discharges):

VESSELS	2012	2011	3yr Avg**
U.S. Commercial Vessels	1	0	1.3
Foreign Freight Vessels	0	0	0.2
Public Vessels	4	2	0.8
Commercial Fishing Vessels	0	1	0.4
Recreational Vessels	1	6	2.2
FACILITIES			
Regulated Waterfront Facilities	1	0	0.5
Regulated Waterfront Facilities - Fuel Transfer	0	1	0.4
Other Land Sources	1	0	2.1
Mystery Spills - Unknown Sources	8	3	4.8
Number of Oil/Hazmat Pollution Incidents within San Francisco Bay for Period			
1. Spills < 10 gallons	5	6	6.2
2. Spills 10 - 100 gallons	0	5	0.9
3. Spills 100 - 1000 gallons	0	0	0.1
4. Spills > 1000 gallons	0	0	0.1
5. Spills - Unknown	11	3	5.9
Total:	16	14	13.2
TOTAL OIL DISCHARGE AND HAZARDOUS MATERIALS RELEASE VOLUMES BY SPILL SIZE CATEGORY:			
1. Estimated spill amount from U.S. Commercial Vessels:	<1	0	14.1
2. Estimated spill amount from Foreign Freight Vessels:	0	0	0.1
2. Estimated spill amount from Public Vessels:	10	11	5.8
3. Estimated spill amount from Commercial Fishing Vessels:	0	2	23.5
4. Estimated spill amount from Recreational Vessels:	1	74	6.1
5. Estimated spill amount from Regulated Waterfront Facilities:	1	0	3.5
6. Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer:	0	1	0.7
7. Estimated spill amount from Other Land Sources:	10	0	88.4
8. Estimated spill amount from Unknown sources:	0	10	6.4
TOTAL OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES (GALLONS):	23	98	146.78
Civil Penalty Cases for Period	0	0	1.9
Notice of Violations (TKs)	0	1	0.6
Letters of Warning	1	4	1.6
TOTAL PENALTY ACTIONS:	1	5	2.4

*NOTE: As of Oct 2012, values represent all cases within the HSC jurisdiction during the period. Significant cases are detailed in the narrative.

** NOTE: Values represent an average month over a 36 month period for the specified category of information.

SIGNIFICANT PORT SAFETY AND SECURITY CASES (October 2012)

MARINE CASUALTIES

Loss of Propulsion, (03 Oct): A foreign flag tank vessel experienced a loss of propulsion while mooring in Rodeo. The incident was due to a loss of air pressure. Class and Coast Guard attended the vessel and witnesses satisfactory testing of the main engine and air compressors. LOP was not attributed to fuel switching. Case pends.

Reduction in Propulsion, (4 Oct): A U.S. flag tank vessel experienced a reduction in propulsion on the port shaft while getting underway from Benicia. The cause was a faulty fiber optic cable, and the cable was replaced. Class and Coast Guard attended and witnessed satisfactory testing. LOP was not attributed to fuel switching. Case closed.

Injury, (04 Oct): A U.S. flag small passenger vessel reported a crew member injured his leg (possibly broken) while the vessel was operating in the San Francisco Bay. The crewmember was transported to the hospital. Case pends.

Reduction in Propulsion, (05OCT): A foreign flag tank vessel experienced what was initially reported as a reduction in propulsion while mooring in Richmond. It was later determined that the main engine torque limiter was restricting the engine RPMs to prevent damage. Class and Coast Guard attended the vessel and witnessed satisfactory testing. The pilot card was updated to reflect accurate RPM information. LOP was not attributed to fuel switching. Case closed.

Loss of Propulsion, (08 Oct): A foreign flag tank vessel experienced a loss of propulsion while transiting inbound to Martinez. The incident was due to a steam valve leak, which overheated the MGO and caused vapor lock. The crew overhauled the valve and Class witnessed satisfactory testing. LOP was partially attributed to fuel switching. Case closed.

Fire, (10 Oct): A U.S. flag container ship experienced an engine room fire while moored in Oakland. The crew used a CO2 extinguisher to put the fire out. The fire occurred on the auxiliary generator, and was caused by a fuel leak. A technician made numerous repairs to the generator. Class and Coast Guard witnessed proper testing. Case pends.

Loss of Propulsion, (10 Oct): A foreign flag bulk freight vessel experienced a reduction in propulsion while transiting outbound to sea. The cause was a failed sealing ring on a cylinder exhaust valve. The crew rebuilt the exhaust valve. Class and Coast Guard witnessed satisfactory engine testing. LOP was not attributed to fuel switching. Case closed.

Grounding, (12 Oct): A U.S. flag small passenger vessel ran aground in the vicinity of Alcatraz with 18 passengers on board. The vessel began taking on water, and passengers and crew were evacuated by Coast Guard small boats. Vessel Assist towed the boat to a nearby shipyard, and it was immediately taken out of the water. Case pends.

Loss of propulsion, (15 Oct): A foreign flag chemical carrier experienced a loss of propulsion while anchoring. The main engine failed to respond to an astern bell, which was caused by a pneumatic valve closing too early. The crew increased the time delay on the valve in accordance with engine technician recommendations. Class and Coast Guard attended the vessel and witnessed satisfactory testing. LOP was not attributed to fuel switching. Case closed.

Loss of Propulsion, (22 Oct): A foreign flag tank vessel experienced a loss of propulsion while transiting inbound. A clogged fuel filter caused the generator to shutdown, which in turn led to a power surge and over speed on the main engine, and subsequently caused the engine to shutdown. The clogged filter was cleaned by the crew. Class and Coast Guard witnessed satisfactory engine testing. LOP was attributed to fuel switching. Case closed.

Loss of Propulsion, (23 Oct): A foreign flag container vessel experienced a loss of propulsion while outbound for sea. The main engine automatically shut down after repeated cooling water low pressure alarms, which were caused by a closed valve. Class witnessed satisfactory testing. LOP was not attributed to fuel switching. Case closed.

Loss of Propulsion, (25 Oct): A foreign flag container vessel experienced a loss of propulsion while mooring in Oakland. The LOP was due to inoperability of one of the air compressors. Repairs were scheduled for the next port, and a tug escort was required for the vessel's outbound transit. LOP was not attributed to fuel switching. Case pends.

Reduction in Propulsion, (27 Oct): A U.S. flag towing vessel experienced a reduction in propulsion when the port engine failed due to a bad fuel pump. The vessel was offshore and towing a tank barge loaded with 100,000 barrels of fuel oil. The Coast Guard issued a COTP order requiring a two tug escort to berth. The fuel pump was replaced, and Coast Guard witnessed proper operation of the main engine. The COTP order was lifted.

Loss of Propulsion, (27 Oct): A foreign flag container ship experienced a loss of propulsion while maneuvering in the Oakland turning basin. The incident was caused by a loose connection in the start air system. The crew fixed the connection, and Class and Coast Guard attended to witness proper operation of propulsion machinery. Case pends.

VESSEL SAFETY CONDITIONS

Vessel Detention, (17 Oct): A foreign flag bulk freight vessel was anchored in Anchorage 9, when its anchor dragged and the vessel allided with the "SC" buoy, causing it to move off station. During a follow up exam, the Master stated that there was no watch or lookout on the bridge before the incident. The vessel was detained for failure to have a proper watch. The detention was lifted. Case pends.

Vessel Detention, (25 Oct): A foreign flag container vessel was inspected after experiencing a LOP. During the exam inspectors found damaged high pressure fuel lines in the engine room, along with inoperable smoke detectors and inoperable fire dampers. The vessel was detained for SOLAS safety deficiencies. Repairs were completed and the detention was lifted. Case pends.

Expanded MARPOL Exam, (30 Oct): A foreign flag container vessel was inspected at Anchorage 9 for a random safety and security examination. Attending inspectors found suspected Marine Pollution violations related to the vessel's Oily Water Separator. The vessel was detained. Case pends.

GENERAL SAFETY CASES

Captain of the Port Order, (17 Oct): A U.S. flagged towing vessel reported they were not making way due to strong ebb currents in the Golden Gate while towing a barge. A COTP order was issued, directing the use of additional towing vessels to assist. Vessel moored safely, case closed.

NAVIGATIONAL SAFETY

None.

SIGNIFICANT WATERWAY EVENTS

America's Cup World Series / 2012 Fleet Week, (02 Oct – 07 Oct 2012): The 2012 America's Cup World Series sailing events were held in conjunction with the 2012 Fleet Week events. The Coast Guard enforced a Special Local Regulation and Safety Zone to ensure the safety of the event.

SIGNIFICANT INCIDENT MANAGEMENT CASES

None.

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

**Report of the
U.S. Army Corps of Engineers, San Francisco District
November 8, 2012**

1. CORPS FY 2012 O&M DREDGING PROGRAM

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

- a. **Main Ship Channel (55+2)** –Dredging completed 21-27 July 2012 by ESSAYONS. **No Change.**
- b. **Richmond Outer Harbor (and Richmond Long Wharf)** – Dredging completed 27 July - 11 August 2012 by ESSAYONS. **No Change.**
- c. **Richmond Inner Harbor** – **Dredging to started late October (mobilization) and is continuing. Overflow monitoring underway.**
- d. **Oakland O & M Dredging** – **Dredging to started in October and is ongoing.**
- e. **Suisun Bay Channel (and New York Slough)** – Dredging of Bullshead Shoal complete 17-20 June 2012. Dredging of Suisun Bay Channel and New York Slough completed 1-16 August 2012 by YAQUINA . **No Change.**
- f. **Pinole Shoal (35+2)** – Dredging Completed 11-15 August 2012 by ESSAYONS. **No Change.**
- g. **Redwood City/San Bruno Shoal** –Dredging Complete 16-23 August 2012, by YAQUINA. **No Change.**

2. DEBRIS REMOVAL – **Total debris removal for October 2012 was 58 tons (Raccoon: 23 tons; Dillard: 25 tons; other: 10 tons). Average for October from 2002 to 2011 is 53.6 tons. (Range: 16.5 - 135 tons).**

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	GRIZZLY	RACCOON	DILLARD	MISC	TOTAL
2012	TONS	TONS	TONS	TONS	TONS
JAN	-	51	54	20	125
FEB	-	36	28.5	-	64.5
MAR	-	51	37.5	8	96.5
APR	-	67	20.5	2	89.5
MAY	-	72	25.5	-	97.5
JUN	-	0	0	0	0
JUL	-	28	2	2	32
AUG	-	19	8.5	4	31.5
SEP		15	12.5	6	33.5
OCT		23	25	10	58
NOV					
DEC					

YR TOTAL
628

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

None to report.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

No urgent dredging so far in 2012.

5. OTHER WORK

San Francisco Bay to Stockton - This project has received no funding for FY 13. A planning meeting is scheduled to include the Corps, non-federal sponsors, resource agencies and anyone else involved with the project.

Sacramento River Deep Water Ship Channel Deepening - The Corps is actively coordinating with resource agencies and stakeholders to address comments on the DSEIR/EIS (February 2011). **No change.**

HYDROGRAPHIC SURVEY UPDATE

Address of Corps' web site for completed hydrographic surveys:

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

The survey team has only one boat with multibeam capability and the team is experiencing a shortage of personnel within that section. Only one crew was working and the priority mission was the dredging mission. The multibeam surveys take longer and require more time to edit the data. As soon as the survey team is caught up on the dredging mission it will start the Pre-Construction Surveys which are single beam and do not take as long to survey or edit.

DRAFT O&M DREDGING PLAN FOR FY13*

Project	2012			2013									2014			Volume	Placement Site
	OCT FY13	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC		
Humboldt Bar&Entrance						ESSAYONS 13 DAYS										1mcy	HOODS
Humboldt Channels																300kcy	HOODS
SF Main Ship Channel						ESSAYONS 18 DAYS										350kcy	SF-17
Richmond Inner Harbor																400kcy	SFDODS
Richmond Outer Harbor							ESSAYONS 13 DAYS									300kcy	SF-11
Pinole Shoal							ESSAYONS 10 DAYS									150kcy	SF-10
Suisun Bay Channel									YAQUINA 30 DAYS							200kcy	SF-16
Oakland Inner Harbor																300kcy	SFDODS
Oakland Outer Harbor																300kcy	SFDODS
<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <p>Complete & Ongoing Contracts</p> </div> <div style="text-align: center;"> <p>Government Hopper</p> </div> <div style="text-align: center;"> <p>New Dredge Contract</p> </div> <div style="text-align: center;"> <p>Environmental Window</p> </div> </div>																	

* Based on FY13 President's Budget



Harbor Safety Committee of the
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San Francisco Clearinghouse Report

November 8, 2012

- ✎ In October the clearinghouse did not contact OSPR regarding any possible escort violations.
- ✎ In October the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ✎ The Clearinghouse has contacted OSPR 2 times in 2012 regarding any possible escort violations. The Clearinghouse called OSPR 3 times in 2011, 6 times in 2010, 8 times in 2009; 4 times in 2008; 9 times in 2007; 9 times in 2006; 16 times in 2005; 24 times in 2004; twice in 2003; twice in 2002; 6 times in 2001; 5 times in 2000.
- ✎ In October there were 107 tank vessel arrivals; 5 Chemical Tankers, 15 Chemical/Oil Tankers, 21 Crude Oil Tankers, 1 LPG, 1 Non Specific Tanker, 28 Product Tankers, and 36 Tugs with Barges.
- ✎ In October there were 319 total arrivals.

San Francisco Bay Clearinghouse Report For October 2012

San Francisco Bay Region Totals

	<u>2012</u>		<u>2011</u>	
Tanker arrivals to San Francisco Bay	71		72	
Barge arrivals to San Francisco Bay	36		26	
Total Tanker and Barge Arrivals	107		98	
Tank ship movements & escorted barge movements	335		320	
Tank ship movements	222	66.27%	216	67.50%
Escorted tank ship movements	126	37.61%	111	34.69%
Unescorted tank ship movements	96	28.66%	105	32.81%
Tank barge movements	113	33.73%	104	32.50%
Escorted tank barge movements	47	14.03%	40	12.50%
Unescorted tank barge movements	66	19.70%	64	20.00%

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

Escorts reported to OSPR 0 0

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	210		316		0		168		694	
Unescorted movements	79	37.62%	145	45.89%	0	0.00%	91	54.17%	315	45.39%
Tank ships	49	23.33%	94	29.75%	0	0.00%	51	30.36%	194	27.95%
Tank barges	30	14.29%	51	16.14%	0	0.00%	40	23.81%	121	17.44%
Escorted movements	131	62.38%	171	54.11%	0	0.00%	77	45.83%	379	54.61%
Tank ships	93	44.29%	124	39.24%	0	0.00%	56	33.33%	273	39.34%
Tank barges	38	18.10%	47	14.87%	0	0.00%	21	12.50%	106	15.27%

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 2012

San Francisco Bay Region Totals

	<u>2012</u>		<u>2011</u>	
Tanker arrivals to San Francisco Bay	69		706	
Barge arrivals to San Francisco Bay	25		306	
Total Tanker and Barge Arrivals	94		1,012	
Tank ship movements & escorted barge movements	3,127		3,275	
Tank ship movements	1,950	62.36%	2,100	64.12%
Escorted tank ship movements	1,061	33.93%	1,053	32.15%
Unescorted tank ship movements	889	28.43%	1,047	31.97%
Tank barge movements	1,177	37.64%	1,175	35.88%
Escorted tank barge movements	462	14.77%	463	14.14%
Unescorted tank barge movements	715	22.87%	712	21.74%

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

Escorts reported to OSPR 2 3

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	1,871		2,933		0		1,406		6,210	
Unescorted movements	1,125	60.13%	1,778	60.62%	0	0.00%	773	54.98%	3,676	59.19%
Tank ships	665	35.54%	973	33.17%	0	0.00%	437	31.08%	2,075	33.41%
Tank barges	460	24.59%	805	27.45%	0	0.00%	336	23.90%	1,601	25.78%
Escorted movements	746	39.87%	1,155	39.38%	0	0.00%	633	45.02%	2,534	40.81%
Tank ships	377	20.15%	604	20.59%	0	0.00%	290	20.63%	1,271	20.47%
Tank barges	369	19.72%	551	18.79%	0	0.00%	343	24.40%	1,263	20.34%

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.

**San Francisco Bay Region Harbor Safety Committee
November 8, 2012 Meeting Notes**

Drills and Exercises

Amendments will include limiting scheduled drills so OSPR staff can attend and participate in the drills, and re-working the drill objectives so they are more performance-based. A Reasonable Worst Case Spill drill is proposed to test all objectives, once every 3 years in California. Simplified drill objectives are being developed for Small Marine Fueling Facilities, Mobile Transfer Units and Vessels Carrying Oil As Secondary Cargo. A Workshop was held on October 19, 2012, at OSPR's K-Street office. Comments are being reviewed in-house. It is anticipated that another workshop will be scheduled before the formal rulemaking process begins.

Significant drill held in Richmond inner harbor on 7 November and another drill being held in Benicia with Shell today, 08 November.

Spill Management Teams

The possibility of unannounced drills called on a Plan Holder's SMT are being discussed and finalized by OSPR. OSPR also conducted an internal unannounced drill using the "Objectives and Guidelines" document developed for these drills to confirm the viability of these "O and G's." Unannounced Plan Holder SMT drills are anticipated to begin in the near future.

Oil Spill Clean-up Agents

Updating the documents referenced in these regulations is anticipated, along with clean-up changes. The Notice may go out by the end of the year.

Shoreline Protection Tables

Amendments are planned to the Shoreline Protection Tables, to incorporate changes to the Area Contingency Plans and to do some streamlining/simplification of the tables. Workshops are planned early next year.

West Coast Harbor Safety Committee Summit

The West Coast Harbor Safety Committee Summit originally scheduled for October 25th has been rescheduled for January 15, 2013 at OSPR's Sacramento office. Agenda's have been e-mailed to the HSC Chairs.

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CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - OCTOBER COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
OCTOBER 1 - 31, 2011	200	99	49.50
OCTOBER 1 - 31, 2012	219	114	52.05

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
OCTOBER 1 - 31, 2011	10,299,917	0	15,615,507	6,139,159	21,754,666
OCTOBER 1 - 31, 2012	9,952,836	0	18,184,154	5,974,234	24,158,388

OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled Diesel / 1 Gallon Jet Fuel / 1 Gallon
OCTOBER 1 - 31, 2011	0	2	0	2	
OCTOBER 1 - 31, 2012	1	0	0	1	OTHER 1 GALLON

*** 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.



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT FOR YEAR 2010

VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
JANUARY 1, 2010 to DECEMBER 31, 2010	2631	1139	43.29

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
JANUARY 1, 2010 to DECEMBER 31, 2010	147,016,955	300,000	205,374,688	93,651,082	299,025,770

OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
JANUARY 1, 2010 to DECEMBER 31, 2010	*** PLEASE SEE ATTACHED. ***				

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