

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 14, 2013

Port of San Francisco, Pier 1 Conference Center, 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 at 10:06.

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: **Jeff Robbins**, (A) General Steamship Corp.; **Ted Blanckenburg** (M), AMNAV Maritime Services; **Bill Needham** (A), National Boating Federation; **Mary Brown** (M), Horizon Lines; **LTC John Baker** (M), US Army Corps of Engineers; **Capt. Tom Dougherty** (M), Blue and Gold Fleet; **Bob Gregory** (A), Foss Maritime Company; **Capt. Bruce Horton** (M), San Francisco Bar Pilots; **Capt. James Marshall** (M), Chevron Shipping Company ; **Jim McGrath** (M), Bay Conservation and Development Commission; **Deb Self** (M), San Francisco Bay Keeper; **Capt. Greg Stump** (M), United States Coast Guard; **Gerry Wheaton** (M), NOAA.

The meetings are always open to the public.

Approval of the Minutes-

A motion to accept the minutes of the October 10, 2013 meeting was made and seconded. The minutes were approved with the following corrections.

- Jessica Burton Evans advised that revisions be made to reflect that although the Army Corps is not directly involved with the third party dredging occurring in Anchorage 9, they are responsible for regulation.
- Deb Self advised that revisions be made to reflect that Baykeepers is one word and that Johnathan Bishop with the California Coastal Commission prefers his name unabbreviated.

Comments by Chair- Capt. Lynn Korwatch

Welcomed the committee members and audience.

Coast Guard Report- Capt. Gregory Stump

- Advised that Dungeness crab season opens tonight at midnight. The USCG has been reaching out to fishermen to make sure they are aware of the recent Traffic Separation Scheme changes.

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- Advised that he had attended the West Coast HSC Summit in Napa. Commended Capt. Korwatch for her efforts representing the San Francisco community, and showcasing our committee's leadership in many areas.
- Advised that the Oakland Estuary cleanup project is progressing and is a joint operation with the USCG, OSPR, EPA, and CalRecycle among others.
- Advised that the number of aids to navigation will continue to decrease due to funding constraints. The removal of aids to navigation will be advertised in Local Notices to Mariners. Feedback is welcome.
- Announced that the 2013 Sector San Francisco Deep Draft Industry Day is on November 21, 2013, 0830-1230 at Coast Guard Island. A tentative schedule is available (attached).
- Advised of an October 20, 2013 near miss incident involving a tug & barge that is still under investigation. This case appears on the current Prevention/Response Report. The Coast Guard is very concerned about this incident and will provide details when they become available.
- Lcdr. Wirts read from the October-13 Prevention/Response Report (attached).
- Capt. Horton referenced the October 24 Chicken Pox case and requested the Bar Pilots be notified of any infectious disease aboard a vessel they're piloting. Cmdr. Tama advised that the USCG will notify the Pilots when able, but that they were not aware of this incident until after the fact.
- Capt. Stump advised the maritime community to be on the lookout for Panga type vessels in the area. These boats are often used by cartels to smuggle drugs and can create environmental issues when sunk. Report sightings the USCG Command Center.
- Jeff Robbins asked for the location of the October 28 reduction of propulsion. Lcdr. Wirts advised that the incident occurred just north of the Richmond-San Rafael Bridge.
- Deb Self asked if the tugs escorting the vessel into port during the October 9 loss of propulsion incident were actually towing the vessel. Cmdr. Tama advised that the tugs were not actively towing but were ready to tether if required. Tugs actively towing disabled vessels are referred to as dead ship tows or flat tows. Capt. Korwatch asked if a Pilot was put onboard the ship offshore and Cmdr. Tama answered that a Pilot boarded at the Pilot Station.

US Army Corps of Engineers Report- Lt.Col. John Baker

- In honor of Veteran's Day, thanked all veterans who have served our country and advised of a recent USA Today special edition on veteran's affairs. Copies are available.
- Advised that the Corps is assisting with the Oakland Estuary cleanup project and it has been going well.
- Congratulated the Port of Stockton, MARAD and all involved for the recent grand opening of the M-580 Marine Highway.

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- Advised that the effects of the recent federal government shutdown are ongoing and that restarting projects affected has been challenging. The debris removal program is going well but there are restraints and delays with some dredging projects.
- Rob Lawrence read from the US Army Corps of Engineers, San Francisco District Report (attached).

Clearing House Report- Alan Steinbrugge (report attached)

OSPR Report- Jeff Cowan (report attached)

- Advised that amendments are planned to the Shoreline Protection Tables to incorporate recent changes.
- Advised that the recent West Coast HSC Summit was very successful. Next year's summit will be held in Southern California.

NOAA Report- Gerry Wheaton

- Advised that NOAA is no longer printing paper charts due to budget constraints. PDF versions of all NOAA charts are available and can be printed at: www.nauticalcharts.noaa.gov/pdfcharts/ These PDF charts require a large printer and don't meet carriage requirements. Only official NOAA charts meet carriage requirements.
- Logan Johnson, NWS Warning Coordination Meteorologist, presented the official NOAA Winter Outlook for our region. NOAA hydrologist Mark Strudley was also in attendance. No El Nino is predicted this year. NOAA predicts an equal chance for the San Francisco/Monterey region to experience above average, below average or normal precipitation this winter.

An El Nino affects the jet stream by moving it south, causing wet weather in our region while a La Nina shifts the jet stream north reducing our precipitation (figure attached). In years like this one is predicted to be, with neither an El Nino nor a La Nina, the jet stream can be much more variable creating unpredictability. Past data indicates that these neutral years tend to be slightly drier than average.

Last year NOAA predicted a drier than average winter. San Francisco data shows that last December was very wet with 155% of normal precipitation but that both January and February were extremely dry with 5% and 17% of normal precipitation respectively. 2013 is on pace to be the driest year on record for our region.

NOAA's NWS Forecast Zones will be changing effective December 3, 2013 (figures attached).

The offshore zones will be split up to improve forecast accuracy. The San Francisco Bay will be

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split at the Bay Bridge due to the fact that the South Bay is much less windy than the North Bay and has different weather patterns.

A new NWS product is now available providing a situational awareness display of NOAA warnings, watches and advisories posted county by county (figure attached). Updates are provided on the NWS Facebook account, You-Tube channel and Twitter. High impact briefing emails are sent to NOAA emergency response partners. Regulations forbid the creation of a NWS app, but weather information can be obtained at the mobile site:

www.mobile.weather.gov

State Lands Commission Report- Dave Stephens (report attached)

- Deb Self asked if this year's increase in crude oil transfer reflects a return to normal levels. Dave Stephens answered that it does due to Chevron's damaged refinery being back online.

Work Group Reports-

Tug Work Group- Ted Blanckenburg advised that there is nothing to report but that the Tug Work Group will be setting up a meeting soon.

Navigation Work Group- Capt. Bruce Horton reported that the Navigation Work Group met on November 12, 2013. Existing CMA's from 2007 were reviewed with ideas put forth for creating a public document. The USCG findings regarding the Overseas Reymar bridge collision should be available by the end of the year and the Navigation Work Group will review. Temporary Safety Guidelines will also be looked at.

- Capt. Korwatch asked if the current Temporary Safety Guidelines are working well. Capt. Horton advised that he has not heard of any issues or problems with the guidelines. Jeff Robbins advised that most delays upriver have been cargo related. Gerry Wheaton asked the NWS representatives about the possibility of fog predictions. Logan Johnson advised that fog predictions are very difficult and that fog is hard to distinguish from low clouds using satellite imagery. Jeff Robbins asked if daylight restrictions have been a problem so far this year and Capt. Horton responded negative due to the dry weather.

Ferry Operations Work Group- Capt. Tom Dougherty advised that the Vallejo ferry has been working in Oakland in the mornings recently. Dealing with the recent BART strike was challenging, but ferry service was increased and adjusted to compensate.

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- Deb Self commented that from her experience, ferry service was great during the BA RT strike.

Dredge Issues Work Group- Nothing to report.

PORTS Work Group- Nothing to report.

Prevention through People Work Group- Nothing to report.

PORTS Report- Alan Steinbrugge

- Advised that installation of the Pier 17 and AMORCO visibility sensors is tentatively set for the second week of December but it might be delayed until January.
- Advised that the Pier 27 weather station should be online early next year.
- Capt. Korwatch asked for the status of the Bay Bridge air gap sensor installation. Alan Steinbrugge advised that the air gap sensor should still be installed by the end of the year but that he had little control of the process. Gerry Wheaton advised that NOAA is responsible for the air gap data and legal issues are being worked out with Caltrans. Alan Steinbrugge advised that his primary NOAA contact, Mark Baily, is planning to fly in and participate in the air gap sensor installation.

Public Comment- None

Old Business- None

New Business-

- Lcdr. Wirts advised that USCG Local Notices to Mariners have been issued informing the maritime community of the removal and decommission of several aids to navigation. Aids to navigation at Ano Nuevo, Santa Cruz, Moss Landing and Pillar Point are slated for disestablishment. Direct any questions regarding these Local Notices to Mariners to Mellissa Smith with District 11. An additional Notice will be sent out on November 20, 2013 announcing the removal of the traffic lane buoys. Capt. Korwatch asked if there will be electronic substitutes available for the aids to navigation being removed. Lcdr. Wirts responded affirmative and that charts will reflect the changes.
- Capt. Korwatch advised that the December HSC meeting has been canceled.

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Next Meeting-

1000-1200, January 9, 2014
Port of Richmond
Harbormaster's Office
1340 Marina Way South, Richmond, CA

Adjournment-

A motion to adjourn was made and seconded. The motion passed without dissent and the meeting adjourned at 11:16.

Respectfully submitted:

A handwritten signature in black ink, appearing to read "Lynn Korwatch". The signature is written in a cursive style with a long horizontal stroke extending to the right.

Capt. Lynn Korwatch

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

October-13

PORT SAFETY CATEGORIES*

| | Oct 2013 | Oct 2012 | 3yr Avg** |
|---------------------------------------------------------------------------------------------------------------------|-------------|-------------|--------------|
| 1. Total Number of Port State Control Detentions for period: | 1 | 1 | 0.5 |
| SOLAS (1), STCW (0), MARPOL (0), ISM (0), ISPS (0) | | | |
| 2. Total Number of COTP Orders for the period: | 5 | 7 | 4.6 |
| Navigation Safety (0), Port Safety & Security (5), ANOA (0) | | | |
| 3. Marine Casualties (reportable CG 2692) within SF Bay: Allision (2), Collision (0), Fire (0), Capsize (0), | 22 | 9 | 10.2 |
| Grounding (3), Sinking (0), Steering (5), Propulsion (9), Personnel (1), Other (1), Power (1) | | | |
| 4. Total Number of (routine) Navigation Safety issues/Letters of Deviation: Radar (1) Gyro (1), | 4 | 9 | 4.8 |
| Steering (0), Echo sounder (0), AIS (1), AIS-835 (0), ARPA (0), SPD LOG (1), R.C. (0), Other (0) | | | |
| 5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay: | 1 | 2 | 0.5 |
| 6. Significant Waterway events or Navigation related cases for the period: Oakland Estuary Cleanup start | 1 | 0 | 0.3 |
| 7. Maritime Safety Information Bulletins (MSIBs): | 0 | 1 | 0.3 |
| Total Port Safety (PS) Cases opened for the period: | 34 | 29 | 21.2 |

MARINE POLLUTION RESPONSE

Source Identification (Discharges):

| | Oct 2013 | Oct 2012 | 3yr Avg** |
|--------------------------------------------------------------------------------------------|-------------|-------------|--------------|
| VESSELS | | | |
| U.S. Commercial Vessels | 4 | 1 | 2.5 |
| Foreign Freight Vessels | 0 | 0 | 0.0 |
| Public Vessels | 0 | 4 | 2.0 |
| Commercial Fishing Vessels | 1 | 0 | 0.5 |
| Recreational Vessels | 5 | 1 | 3.0 |
| FACILITIES | | | |
| Regulated Waterfront Facilities | 0 | 1 | 0.5 |
| Regulated Waterfront Facilities - Fuel Transfer | 0 | 0 | 0.0 |
| Other Land Sources | 1 | 1 | 1.0 |
| Mystery Spills - Unknown Sources | 1 | 8 | 4.5 |
| Number of Oil/Hazmat Pollution Incidents within San Francisco Bay for Period | | | |
| 1. Spills < 10 gallons | 3 | 5 | 4.0 |
| 2. Spills 10 - 100 gallons (2 discharges greater than 42 gallons) | 2 | 0 | 1.0 |
| 3. Spills 100 - 1000 gallons | 2 | 0 | 1.0 |
| 4. Spills > 1000 gallons | 0 | 0 | 0.0 |
| 5. Spills - Unknown | 5 | 11 | 8.0 |
| Total: | 12 | 16 | 14.0 |
| TOTAL OIL DISCHARGE AND HAZARDOUS MATERIALS RELEASE VOLUMES BY SPILL SIZE CATEGORY: | | | |
| 1. Estimated spill amount from U.S. Commercial Vessels: | 161 | 0 | 80.5 |
| 2. Estimated spill amount from Foreign Freight Vessels: | 0 | 0 | 0.0 |
| 3. Estimated spill amount from Public Vessels: | 0 | 10 | 5.0 |
| 3. Estimated spill amount from Commercial Fishing Vessels: | 162 | 0 | 81.0 |
| 4. Estimated spill amount from Recreational Vessels: | 24 | 1 | 12.5 |
| 5. Estimated spill amount from Regulated Waterfront Facilities: | 0 | 1 | 0.5 |
| 6. Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer: | 0 | 0 | 0.0 |
| 7. Estimated spill amount from Other Land Sources: | 0 | 10 | 5.0 |
| 8. Estimated spill amount from Unknown sources: | 1 | 0 | 0.5 |
| TOTAL OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES (GALLONS): | 348 | 23 | 185.5 |
| Civil Penalty Cases for Period | 0 | 0 | 0.0 |
| Notice of Violations (TKs) | 2 | 0 | 1.0 |
| Letters of Warning | 1 | 1 | 1.0 |
| TOTAL PENALTY ACTIONS: | 3 | 1 | 2.0 |

* NOTE: 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 2013)

MARINE CASUALTIES

Loss of Propulsion (04 OCT): A foreign flag chemical carrier was inbound to Stockton, when the vessel experienced a loss of propulsion in the San Joaquin River. The incident was caused by a clogged lube oil pump filter which caused a low lube oil pressure. The crew replaced the filter. Class and Coast Guard attended the vessel and witnessed satisfactory operation of the main propulsion system. LOP was not attributed to fuel switching. Case closed.

***Loss of Propulsion (08 OCT):** A foreign flag tank vessel experienced a loss of propulsion approximately 45 NM from the entrance to San Francisco Bay. The vessel was required to take a two tug escort while inbound to Rodeo. The crew determined that the fuel racks were not properly set, and adjusted the settings for MGO. Class and Coast Guard attended and witnessed satisfactory operation of the engine. LOP was attributed to fuel switching. Case pends.

Loss of Steering (12 OCT): A foreign flag bulk freight vessel experienced a loss of steering while conducting pre-departure tests in Stockton. The cause of the incident was a hydraulic pump failure, and the crew replaced the pump. Class attended the vessel and witnessed satisfactory operation of the steering. Case pends.

Grounding (13 OCT): A U.S. flag fishing vessel ran aground in the vicinity of Point Bonita. A Coast Guard small boat removed the one person onboard. The vessel broke up on the rocks one day later. Case pends.

Allision (15OCT): A U.S. flag Integrated Tug and Barge allided with light #7 in New York Slough while transiting down bound and pushing a partially loaded coal barge. Coast Guard attended the vessel, witnessed satisfactory operation of the steering system and confirmed that there was no damage to the tug or barge. Light #7 was destroyed and temporarily replaced with a lighted buoy. Case pends.

Reduction of Propulsion (19 Oct): A U.S. flag container ship experienced a reduction in propulsion while getting underway from Anchorage 9. The incident was caused by a sticking fuel pump suction valve on the main engine. The crew replaced the valve. Class and Coast Guard attended the vessel and witnessed satisfactory testing of the main propulsion system. LOP was attributed to fuel switching. Case pends.

Near Miss (20 Oct): A U.S. flag towing vessel pushing ahead experienced a 30 yard CPA with the "A" tower of the OBB during a southbound transit in the fog. The A-B span RACON was inoperable during the transit, and the operator was informed of the outage prior to commencing the southbound transit. VTS observed the apparent allision course and issued a warning to the operator which resulted in an alteration of course and avoidance of the bridge tower. Case pends.

Loss of Propulsion (22 OCT): A foreign flag container vessel experienced a loss of propulsion while mooring in Oakland. The incident was caused by a seized main engine fuel pump valve, which was the result of overdue valve maintenance. The crew overhauled the fuel pump. Class and Coast Guard attended the vessel and witnessed satisfactory operation of the main propulsion system. LOP was not attributed to fuel switching. Case pends.

Grounding (23OCT): A U.S. flag towing vessel was pushing a deck barge in the vicinity of Three Mile Slough and the San Joaquin River, when the deck barge ran aground. The barge refloated at high tide. Case pends.

***Equipment Failure (27 OCT):** A U.S. flag towing vessel was pushing an empty dredge barge about 39 miles west of the Golden Gate Bridge, when the tow parted. The towing vessel was able to recover the tow line within an hour. A COTP order was issued requiring the vessel to take a one tug escort from the sea buoy to Oakland. Case pends.

Reduction in Propulsion (28 OCT): A foreign flag tanker was transiting down bound from Stockton when the vessel experienced a reduction in propulsion in the San Pablo Bay. The vessel was required to obtain a one tug escort for the remainder of their transit to Anchorage 9. The incident was caused by overheating of feed water to the exhaust boiler. The crew cooled down the feed water tank and purged air and steam from the boiler. Class attended the vessel and witnessed proper operation of the exhaust boiler. LOP was not attributed to fuel switching. Case pends.

VESSEL SAFETY CONDITIONS

Voyage Termination (18OCT): A Coast Guard small boat was flagged down by a recreational vessel in the vicinity of Sherman Lake. The vessel had 5 persons on board, which included 1 child, and was out of fuel. It was after dark and the vessel did not have any navigation lights. The Coast Guard towed the vessel to the dock and conducted a post-SAR boarding which resulted in 03 violations. Case Closed.

Vessel Detention (31 OCT): A foreign flag container vessel was inspected in Oakland, CA and detained due to an inoperative emergency generator. The crew repaired the emergency generator. Class and Coast Guard witnessed proper operation of the emergency generator and the detention was lifted. Case pends.

GENERAL SAFETY CASES

Crewmember Death (22OCT): A foreign flag tank vessel was anchored at Anchorage 9 and reported the death of a crewmember. SFPD investigated the incident and determined the death was a suicide. The crew member's consulate was notified. Case closed.

Crewmember Illness (24OCT): A foreign flag Naval vessel was anchored at Anchorage 9, and reported that one of their crew members was sick with Chicken Pox. CBP and Coast Guard contacted the Center for Disease Control (CDC). The CDC interviewed the medical officer and determined that the patient has been appropriately isolated and no other crew members were displaying signs of sickness. The patient remained isolated onboard the vessel. Case closed.

Rule 9 Violation (24OCT): A foreign flag tank vessel was outbound, approaching the Golden Gate Bridge, when a recreational sailing vessel crossed in front of the bow and forced the tank vessel into the southern half of the bridge span. There was not enough information to locate the sailing vessel. Case closed.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD):Inop Gyrocompass (11OCT): Vsl issued inbound LOD.

Letter of Deviation (LOD):Inop Speed Log (12OCT): Vsl issued inbound/outbound LOD.

Letter of Deviation (LOD):Inop Pilot Plug (17OCT): Vsl issued inbound LOD.

Letter of Deviation (LOD):Inop X-Band radar (22OCT): Vsl issued inbound LOD.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Federal Case (08 OCT): IMD received a report of a recreation vessel sinking discharging gasoline in Richardson Bay. IMD opened the OSTLF and hired NRCES to secure the source. Upon IMD arriving on scene, the vessel was deemed no longer a threat to the environment. On 10 October 2013, the vessel was removed from the water. No registration was found on the vessel; No enforcement was issued.

Federal Case (12 OCT): IMD was notified of a pleasure craft sinking at a marina in San Leandro Bay. IMD directed the marina to deploy pads and boom around the vessel. IMD opened the OSLTF and hired Parker Diving Services to secure the discharge from the vessel. The Harbor Master took actions to raise the vessel; no enforcement was issued.

Federal Case (13 OCT): IMD was notified of a fishing vessel hard aground on the rocks near Pt. Bonita. Station Golden Gate rescued the operator. IMD opened the OSLTF and hired Parker Diving Services to remove any oil on board the vessel. On arrival to the scene the vessel had broken up; no signs of pollution or fuel tanks. On 23 October, IMD was notified of a possible fuel tank floating 1 nm NW of Pt. Bonita. Parker was hired to locate and remove the tank. No sheen was observed; no enforcement was issued.

NOV (23 OCT): IMD received a report of a recreation vessel sinking and discharging fuel in Alameda. The Harbor Master took action by deploying boom and hired a salvage company to remove the vessel from the water. A Notice of Violation was issued to the owner.

NOV (28 OCT): IMD received a report of a tote that had fallen off a tug and was discharging oil into San Pablo Bay. IMD responded and coordinated the removal of the tote with the Contra Costa County HAZMAT Team and East Bay Regional Parks. A Notice of Violation was issued to the owner.

*NOTE: Initial incident occurred outside of HSC jurisdiction.

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**Report of the
U.S. Army Corps of Engineers, San Francisco District
November 14, 2013**

1. CORPS FY 2013 O&M DREDGING PROGRAM

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

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

2. DEBRIS REMOVAL – Total debris removal for October 2013 was 42.5 tons. (Raccoon: 21 tons; Dillard: 21.5 tons; misc: 0 tons). Average for October from 2003 to 2012 is 50.7 tons. (Range: 16.5 - 135 tons).

BASEYARD DEBRIS COLLECTION TOTALS:

| MONTH | GRIZZLY | RACCOON | DILLARD | MISC | TOTAL |
|--------------|----------------|----------------|----------------|-------------|--------------|
| 2013 | TONS | TONS | TONS | TONS | TONS |
| JAN | - | 0 | 42.5 | 5 | 47.5 |
| FEB | - | 5 | 42.5 | 15 | 62.5 |
| MAR | - | 15 | 38 | 5 | 58 |
| APR | - | 27 | 32.5 | 5 | 64.5 |
| MAY | - | 47 | 51.5 | 0 | 98.5 |
| JUN | - | 68 | 117 | 0 | 185 |
| JUL | - | 6 | 19.5 | 0 | 25.5 |
| AUG | - | 14 | 19 | 0 | 33 |
| SEP | - | 17 | 15.8 | 0 | 32.8 |
| OCT | - | 21 | 21.5 | 0 | 42.5 |
| NOV | | | | | |
| DEC | | | | | |

| |
|-------------|
| YR TOTAL |
| 649.8 |

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

None to report.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

No urgent dredging so far in 2013.

5. OTHER WORK

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

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

HYDROGRAPHIC SURVEY UPDATE

Address of Corps' web site for completed hydrographic surveys:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Pinole Shoal Channel: Post-dredge of September 2013 has been posted.

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

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

Richmond Inner Harbor: Post-dredge survey Aug. – Oct. 2013 has been posted.

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

Richmond Outer Harbor (Longwharf & Southampton Shoal): Post-dredge survey of Aug. 2013 has been posted.

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

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

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

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

Disposal Site Condition Surveys:

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

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

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

SF-11 (Alcatraz): Condition survey conducted Nov 12, was posted Nov 13..

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

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

O&M DREDGING PLAN FOR FY14*

| Project | 2013 | | | 2014 | | | | | | | | | FY15 | | | Volume | Placement Site |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-----|-----|-----------------------------|-----|-----|-----------------------------|-----|-----|-----|---------|-----|------|-----|-----|--------|----------------|
| | OCT FY14 | NOV | DEC | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | | |
| Humboldt Bar&Entrance | | | | | | | ESSAYONS or Contract Hopper | | | | | | | | | 1mcy | HOODS |
| Humboldt Channels | | | | | | | | | | | | | | | | 300kcy | HOODS |
| SF Main Ship Channel | | | | ESSAYONS or Contract Hopper | | | | | | | | | | | | 350kcy | SF-17 |
| Richmond Inner Harbor | | | | | | | | | | | | | | | | 350kcy | SFDODS |
| Richmond Outer Harbor | | | | | | | ESSAYONS | | | | | | | | | 250kcy | SF-11 |
| Pinole Shoal | | | | | | | ESSAYONS | | | | | | | | | 150kcy | SF-10 |
| Suisun Bay Channel | | | | | | | | | | | YAQUINA | | | | | 175kcy | SF-16 |
| Oakland Inner Harbor | | | | | | | | | | | | | | | | 400kcy | SFDODS |
| Oakland Outer Harbor | | | | | | | | | | | | | | | | 400kcy | SFDODS |
| Redwood City Harbor | | | | | | | | | | | | | | | | 350kcy | SF-11 |
| <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="background-color: #f4cccc; width: 15%; height: 10px; margin-right: 10px;"></div> <div style="background-color: #d9ead3; width: 15%; height: 10px; margin-right: 10px;"></div> <div style="background-color: #fff2cc; width: 15%; height: 10px; margin-right: 10px; border: 1px dashed orange;"></div> <div style="background-color: #d9ead3; width: 15%; height: 10px; margin-right: 10px;"></div> </div> <div style="display: flex; justify-content: space-around; align-items: center; margin-top: 5px;"> Complete & Ongoing Contracts Hopper New Dredge Contract Environmental Window </div> | | | | | | | | | | | | | | | | | |

* Plan based on FY14 President's Budget



Harbor Safety Committee of the
San Francisco Bay Region Clearing House
c/o Marine Exchange of the San Francisco Bay Region
505 Beach Street, Suite 300
San Francisco, California 94133-1131
415-441-6600 fax 415-441-3080 hsc@sfmtx.org

San Francisco Clearinghouse Report

November 14, 2013

- ✎ 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 not contacted OSPR regarding any possible escort violations in 2013. The Clearinghouse called OSPR 3 times in 2012 regarding any possible escort violations, 3 times in 2011, 6 times in 2010, 8 times in 2009; 4 times in 2008; 9 times in 2007; 9 times in 2006; 16 times in 2005; 24 times in 2004; twice in 2003; twice in 2002; 6 times in 2001; 5 times in 2000.
- ✎ In October there were 88 tank vessel arrivals; 4 Chemical Tankers, 13 Chemical/Oil Tankers, 28 Crude Oil Tankers, 1 LPG, 20 Product Tankers, and 22 Tugs with Barges.
- ✎ In October there were 294 total arrivals.

San Francisco Bay Clearinghouse Report For October 2013

San Francisco Bay Region Totals

| | <u>2013</u> | | <u>2012</u> | |
|------------------------------------------------|-------------|--------|-------------|--------|
| Tanker arrivals to San Francisco Bay | 66 | | 71 | |
| Barge arrivals to San Francisco Bay | 22 | | 36 | |
| Total Tanker and Barge Arrivals | 88 | | 107 | |
| Tank ship movements & escorted barge movements | 308 | | 335 | |
| Tank ship movements | 181 | 58.77% | 222 | 66.27% |
| Escorted tank ship movements | 127 | 41.23% | 126 | 37.61% |
| Unescorted tank ship movements | 54 | 17.53% | 96 | 28.66% |
| Tank barge movements | 127 | 41.23% | 113 | 33.73% |
| Escorted tank barge movements | 32 | 10.39% | 47 | 14.03% |
| Unescorted tank barge movements | 95 | 30.84% | 66 | 19.70% |

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 | 179 | | 288 | | 0 | | 128 | | 595 | |
| Unescorted movements | 72 | 40.22% | 134 | 46.53% | 0 | 0.00% | 63 | 49.22% | 269 | 45.21% |
| Tank ships | 53 | 29.61% | 94 | 32.64% | 0 | 0.00% | 33 | 25.78% | 180 | 30.25% |
| Tank barges | 19 | 10.61% | 40 | 13.89% | 0 | 0.00% | 30 | 23.44% | 89 | 14.96% |
| Escorted movements | 107 | 59.78% | 154 | 53.47% | 0 | 0.00% | 65 | 50.78% | 326 | 54.79% |
| Tank ships | 91 | 50.84% | 125 | 43.40% | 0 | 0.00% | 50 | 39.06% | 266 | 44.71% |
| Tank barges | 16 | 8.94% | 29 | 10.07% | 0 | 0.00% | 15 | 11.72% | 60 | 10.08% |

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

Drills and Exercises

Amendments will include limiting scheduled drills to accommodate OSPR staff so they can attend and participate in more drills, and re-working the drill objectives so they are more performance-based. Simplified drill objectives have been developed for Small Marine Fueling Facilities, Mobile Transfer Units and Vessels Carrying Oil As Secondary Cargo. The rulemaking was delivered to the Office of Administrative Law for their review on October 23, 2013.

Shoreline Protection Tables

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

Questions regarding the proposed regulations, requests for documents, or any questions concerning the substance of this regulatory action may be directed to Joy Lavin-Jones ((916) 327-0910), or Chris Klumpp ((916) 322-1195).

AB 881 (Chesbro):

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

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

West Coast Harbor Safety Summit- 2013

Summit meeting held October 29 & 30, In Napa.

West Coast Harbor Safety Summit- 2014

Tentatively planned to occur just before or after the State Land Commission Prevention First Conference, October 2014.



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - OCTOBER COMPARISON

VESSEL TRANSFERS

| | Total Transfers | Total Vessel Monitors | Total Transfer Percentage |
|--------------------|-----------------|-----------------------|---------------------------|
| OCTOBER 1- 31 2012 | 213 | 112 | 52.58 |
| OCTOBER 1- 31 2013 | 224 | 95 | 42.41 |

CRUDE OIL / PRODUCT TOTALS

| | Crude Oil (D) | Crude Oil (L) | Overall Product (D) | Overall Product (L) | GRAND TOTAL |
|--------------------|-----------------|-----------------|-----------------------|-----------------------|-------------|
| OCTOBER 1- 31 2012 | 9,652,836 | 0 | 17,884,154 | 5,877,234 | 23,761,388 |
| OCTOBER 1- 31 2013 | 12,218,000 | 0 | 17,787,382 | 7,301,192 | 25,088,574 |

OIL SPILL TOTAL

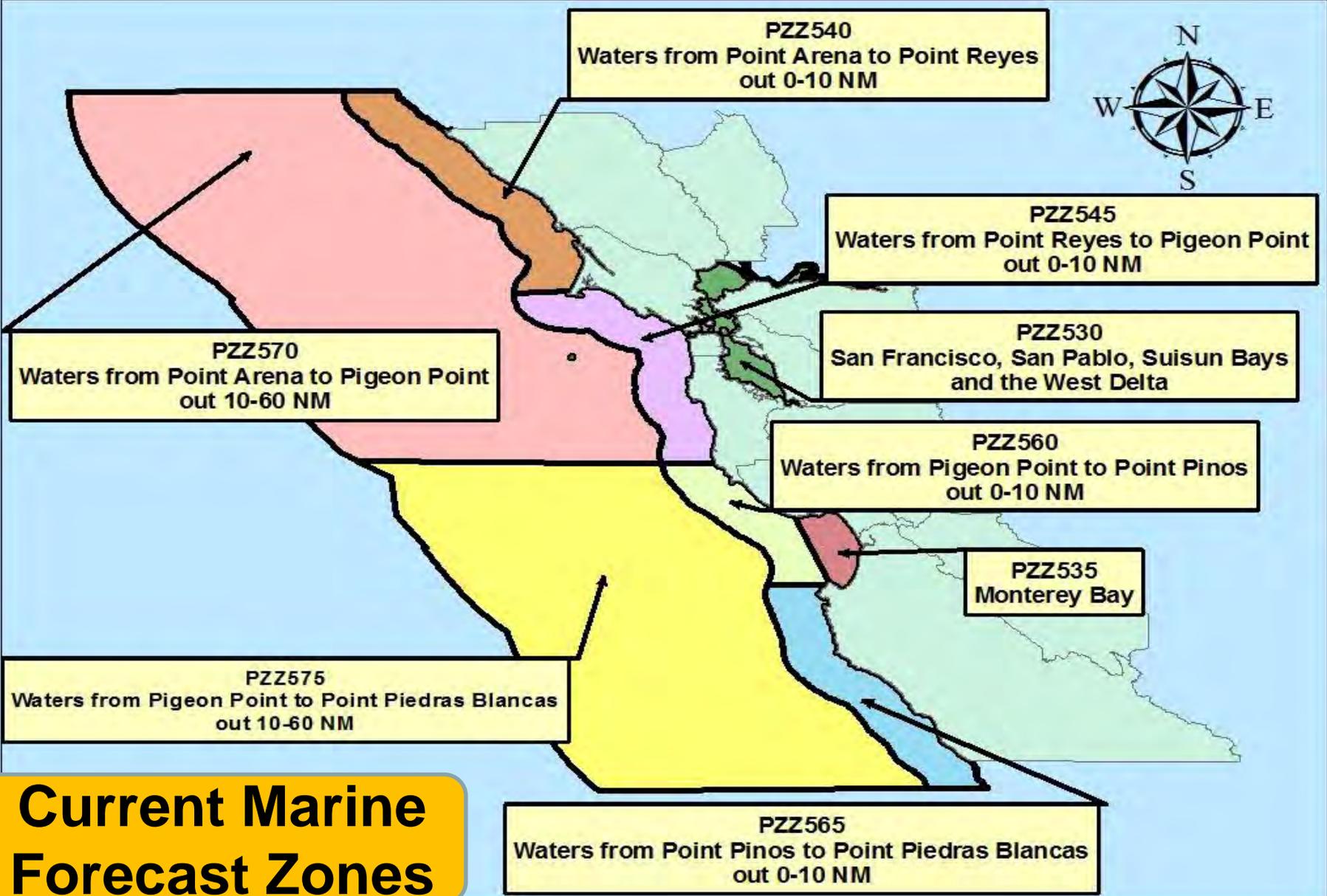
| | Terminal | Vessel | Facility | Total | Gallons Spilled |
|--------------------|----------|--------|----------|-------|-----------------|
| OCTOBER 1- 31 2012 | 1 | 0 | 0 | 1 | 1 Gallon/Other |
| OCTOBER 1- 31 2013 | 0 | 0 | 0 | 0 | 0 |

*** Disclaimer:

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



Changes to NWS Products



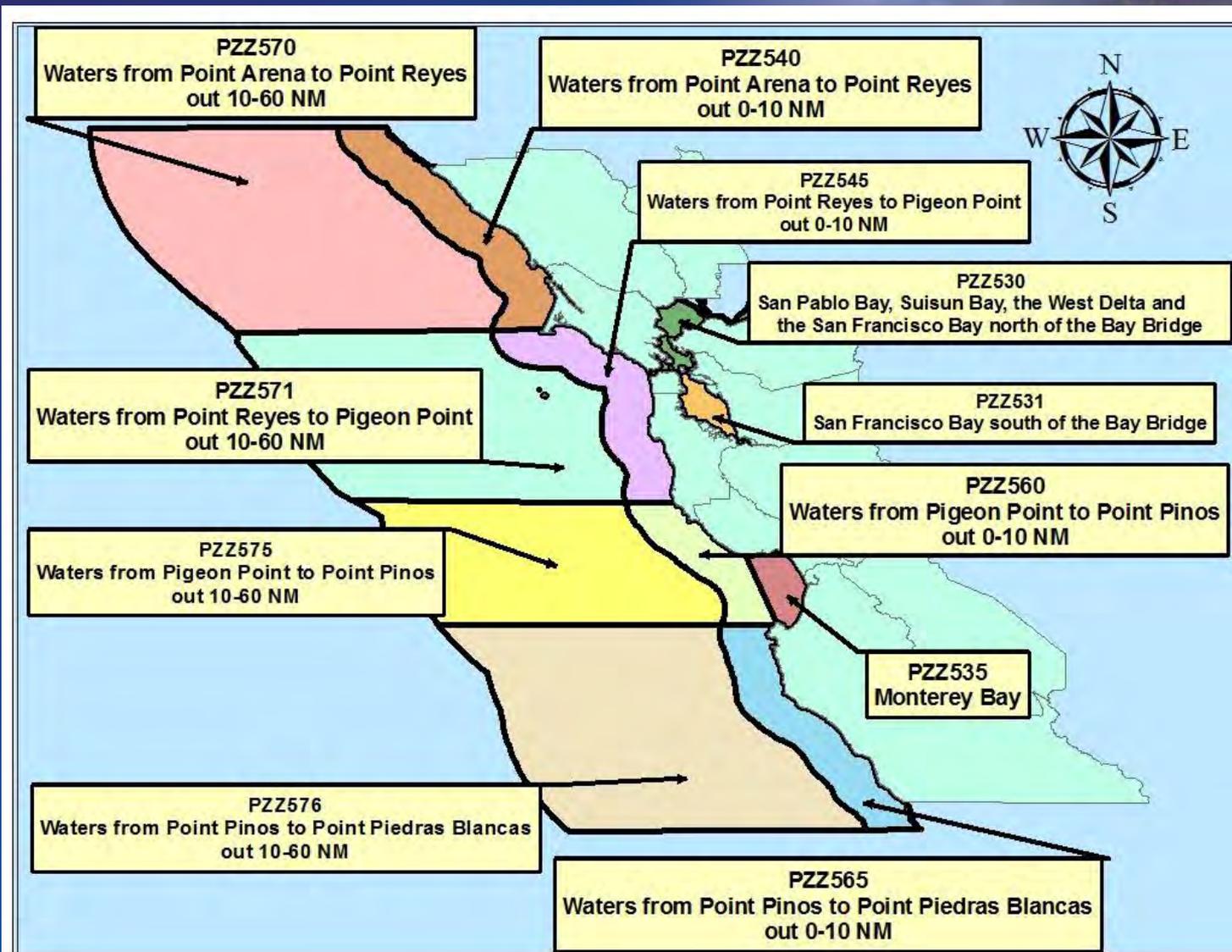
Current Marine Forecast Zones



Changes to NWS Products



**New
Marine
Forecast
Zones
Dec 3
2013**





Changes to NWS Products



| WFO San Francisco/Monterey - MTR (Back to Top) | | |
|----------------------------------------------------------------|-----------------------------------------------------------------------------------------------|------------------------------------------|
| Outlooks | Hazardous Weather Outlook | Expires in: 4h 31m Oct 02 3:00pm PDT |
| Alameda County | Fire Weather Watch • East Bay Hills & Diablo Rng | Expires in: 67h 31m Oct 05 6:00am PDT |
| Contra Costa County | Fire Weather Watch • East Bay Hills & Diablo Rng | Expires in: 67h 31m Oct 05 6:00am PDT |
| Marin County | Fire Weather Watch • North Bay Mountains | Expires in: 67h 31m Oct 05 6:00am PDT |
| Monterey County | Small Craft Advisory • Pigeon Pt to Piedras Blancas 20-60 | Expires in: 31h 31m Oct 03 6:00pm PDT |
| Napa County | Fire Weather Watch • North Bay Mountains | Expires in: 67h 31m Oct 05 6:00am PDT |
| San Benito County | No Current Hazards | |
| San Francisco County | No Current Hazards | |
| San Mateo County | Small Craft Advisory • Pt Arena to Pigeon Pt 20-60nm | Expires in: 31h 31m Oct 03 6:00pm PDT |
| | Fire Weather Watch • Santa Cruz Mountains | Expires in: 67h 31m Oct 05 6:00am PDT |
| Santa Clara County | Fire Weather Watch • East Bay Hills & Diablo Rng • Santa Cruz Mountains | Expires in: 67h 31m Oct 05 6:00am PDT |
| Santa Cruz County | Fire Weather Watch • Santa Cruz Mountains | Expires in: 67h 31m Oct 05 6:00am PDT |
| Sonoma County | Fire Weather Watch • North Bay Mountains | Expires in: 67h 31m Oct 05 6:00am PDT |

Quick Look: Watches, Warnings, Advisories by County

http://www.wrh.noaa.gov/mtr/fastpage/wwa_bc.php?wfo=mtr

<http://1.usa.gov/1f8QNMmr>



An Adjustment to the Jet Stream

- The primary atmospheric response to the ENSO is an adjustment to the jet stream, and thus a change in the predominant winter storm track.

