

# 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, December 10, 2009**  
**Exhibit Room, Port of Oakland, 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 1005. **Alan Steinbrugge**, Marine Exchange of the San Francisco Bay Region (Marine Exchange), confirmed a quorum of the HSC.

Committee members (M) and alternates (A) in attendance with a vote: **Capt. Marc Bayer** (M), Tesoro Refining & Marketing Company; **Capt. Peter Belden** (A), Baylink Ferry; **John Berge** (M), Pacific Merchant Shipping Association (PMSA); **Margot Brown** (M), National Boating Federation; **Capt. John Cronin** (M), Matson Navigation Company; **Lt Col. Donald Davis**, United States Army Corps of Engineers (USACE); **Aaron Golbus** (M), Port of San Francisco; **Capt. Bruce Horton** (M), San Francisco Bar Pilots (Bar Pilots); **Carol Keiper** (M), Oikonos Ecosystem Knowledge; **Michael O'Brien** (A), Port of Oakland; **Capt. Eric Osen**, (M), Chevron Shipping Company; **Cmdr. Kara Satra**, United States Coast Guard (USCG); **Marina V. Secchitano** (M), Inlandboatmen's Union; **Rich Smith** (M); Westar Marine Services; **Gerry Wheaton**, National Oceanic and Atmospheric Administration (NOAA); **Thomas Wilson** (M), Port of Richmond.

Alternates present, and those reporting to the HSC on agenda items: **Sara Aminzadeh**, San Francisco Baykeeper, **Capt. Esam Amso** (A), Valero Marketing and Supply Company; **Robert Chedsey**, California State Lands Commission (State Lands); **Capt. Jack Going** (A), Baydelta Maritime; **Lt. Cmdr. DesaRae Janszen**, USCG; **Capt. Lynn Korwatch**, Marine Exchange; **Rob Lawrence**, USACE; **Paul Milkey**, California Air Resources Board (ARB); **William Needham** (A), National Boating Federation; **Lt. Cmdr. Kiley Ross**, USCG **Linda Scourtis** (A), BCDC; **Lt. Cmdr. Drew Steadman**, USCG, **David Sulouff**, USCG; **Capt. Gary Toledo**, California Office of Spill Prevention and Response (OSPR).

The meetings are always open to the public.

## **Approval of the Minutes**

Corrections to the minutes of the November meeting were submitted by email from **Capt. Toledo**. There were no other corrections. A motion to accept the minutes, as corrected, passed unanimously and without discussion.

# Harbor Safety Committee

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Comments by the Chair – Lundstrom

- Certificates of appreciation for their efforts were presented to **Wilson** and **Ted Blanckenberg**, AMNAV Maritime Services, on the occasion of their departures from the HSC. A certificate of appreciation will be mailed to **Jennifer Kovecses**, who had taken a job in San Diego. **Keiper** was welcomed to the HSC as a primary member representing non-profit environmental organizations. Aminzadeh would give the report on Assembly Bill 166 – the abandoned boat bill – that was originally to have been given by **Kovecses**.
- Work group assignments had been made, with each primary member assigned to at least one work group. Further assignments can be arranged by discussion with **Lundstrom**. Work group meetings are open to the public, and they operate by consensus. Best maritime practices would continue to be the focus in the new year.
- **Lundstrom** introduced **Capt. Mendes**, new chair of the Tug Escort Work Group. **Capt. Mendes** suggested that the work group be renamed to Tug Work Group in light of the number of different issues and mandates the group was facing. A motion to accept the name change was made and passed without discussion or dissent.

## Coast Guard Report – Capt. Gugg

- **Cmdr. Satra** thanked the community for its help in response to the *Dubai Star* spill.

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

**Berge** whether the loss of propulsion suffered by the *Chimborazo* was due to fuel switching. **Cmdr. Satra** said that the cause was low viscosity lubricant causing leaks. A switch to a heavier viscosity lubricant solved the problem.

**Keiper** asked how many people made up a Shoreline Cleanup and Assessment team. **Cmdr. Satra** said that it was typically three or four people.

**Capt. Bayer** asked whether it was routine to check on sister vessels in case like the *Chimborazo*. **Cmdr. Satra** said that they did work with owner/operators and the class societies. **Wilson** asked if fuel and lubricant samples had been taken. **Cmdr. Satra** said that was handled by the class societies.

**Capt. Horton** said that in his experience, the *Niu Polynesia* had lost propulsion three times. He wondered if the Coast Guard was tracking multiple failure vessels. **Cmdr. Satra** said that they are working with Eleventh Coast Guard District to track such vessels.

**Lt. Cmdr. Ross** said that a new system to identify problem vessels was expected to be in place that week. He reported that there had been two fuel switching incidents state-wide in November. As of the day of the meeting, there had already been two incidents reported in December. **Capt. Bayer** asked whether the tug that assisted the *APL Italy* had been taken off its tanker escort assignment. **Cmdr. Satra** said that she would get that information. She said that Coast Guard continues to work with state agencies on

# Harbor Safety Committee

of the San Francisco Bay Region

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process and communications in such incidents.

**Lt. Cmdr. Steadman** said that he would like to brief the HSC on the local Port Access Route Study (PARS) required under Code of Federal Regulations (CFR) E9-29415:

<http://edocket.access.gpo.gov/2009/E9-29415.htm>. **Lundstrom** said that the comment period will close February 8, 2010.

**Robin Blanchfield**, California Coastal Commission, asked how the Coast Guard managed information on reported propulsion failures. **Lt. Cmdr Ross** said that it was managed by Eleventh District from Sector reports.

**Berge** asked whether the local PARS could lead to the kind of large route changes being looked at in Southern California. **Sean Kelley**, USCG, said that no significant changes were being contemplated for this region. He said that are trying to track occasional situations of traffic congestion in the western traffic lane. **Lundstrom** asked if **Kelley** could provide numbers, and he said that he would.

## **US Army Corp of Engineers Report – Lt. Col. Davis**

- Hydro-surveys that used to take one week to post, were now being turned around in twenty four hours. It was his expectation that that standard of performance would continue and he asked the community to demand it of them. **Lt. Col. Davis** said that they had a great staff that had responded well to the new standards.

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

**Capt. Horton** asked for an explanation of the plus two foot figure for the depth of Pinole Shoals maintenance dredging. **Lawrence** said that the extra depth has to be accounted for when clam-shell dredgers were being used.

**Capt. Horton** asked whether multi-scan sonar was being used for surveys. **Lt. Col. Davis** said that was expected for January 2010. He said that they were looking forward to the new technology that would increase the data collected ten fold.

## **Clearing House Report – Steinbrugge**

**Steinbrugge** read from a report that is attached to these minutes.

## **OSPR Report – Capt. Toledo**

- OSPR continues to cooperate with Coast Guard on loss of propulsion issues and they continue to collect data. He planned to attend the next meeting of the Navigation Work Group on the topic.

# Harbor Safety Committee

of the San Francisco Bay Region

*Mandated by the California Oil Spill  
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- Thanked **Capt. Mendes**, **Capt. Going** for joining the HSC and thanked **Keiper** for stepping up to primary representative. He said that oaths of office would be held after the meeting. **Capt. Toledo** thanked **Wilson** and **Blanckenberg** for their service.
- Contracts with the Marine Exchange to provide secretariat services to the HSC and maintenance to the Physical Oceanographic Real Time System (PORT) had been executed and were expected to be signed.
- The Los Angeles/Long Beach HSC is revising its tug escort matrix since the ports want to attract larger ships.
- The best achievable technology focus group would meet in Hercules on January 6 to review the latest draft of their report.
- In April, the California Maritime Academy (CMA) will host a spill drill that OSPR and USCG plan to participate in. Industry participation was invited and encouraged.

**Lundstrom** asked whether tug bits were being discussed as part of the plan to attract larger tank ships. **Capt. Toledo** said that they were aware of the issue and planned to discuss it.

## NOAA Report – Wheaton

- *NRT 6* had responded to reported problems at the entrance of the Oakland outer harbor. It is very helpful when people report things that aren't on the charts.
- High surf and a low snow level were predicted for the week ahead. A moderate *El Niño* was expected to cause above normal rainfall.

## State Lands Report – Chedsey

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

**Chedsey** said that Los Angeles-Long Beach HSC had written a letter to State Lands requesting comment on Lloyd's Register's study of emergency towing lines commonly known as "fire wires." The study said that there were no known cases of the fire wires being used for their intended purpose, while there were many examples of them causing injuries. He said that their regulations were driven by the *International Safety Guide for Oil Tankers and Terminals*. **Chedsey** said that terminals should petition State Lands if they wished to end the requirement at their facilities.

**Capt. Bayer** asked whether fire wires were required by the Coast Guard. **Chedsey** said that they were not.

## ARB Report – Milkey

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

**Lundstrom** asked about exemption denials on main engine requests. **Milkey** said that exemptions granted for main engines were usually in cases where the tanks were too small.

# Harbor Safety Committee

of the San Francisco Bay Region

*Mandated by the California Oil Spill  
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**Berge** asked about denials on exemptions for chillers and coolers. **Milkey** said that the usual problem was lack of documentation. **Berge** asked if the initial refusal ended the process. **Milkey** said that they were open to resubmission with new documentation. **Peggy Tarrico**, ARB, said that most documentation had just been too brief. **Berge** asked whether documentation provided by manufacturers and class societies would be sufficient. **Taricco** said that they proceed on a case by case basis.

**Milkey** announced that their Maritime Technical Work Group would have an open meeting on February 18 to review results to date achieved by CMA under their contract with ARB. **Lundstrom** asked whether impact over the longer term was part of the review process. **Tarrico** said that the primary purpose of the meeting was to share what had been learned so far. She said that what to do with what was learned, and identifying what more needed to be done, would be part of the process driven by the consensus of the work group.

**Capt. Horton** asked about response to ARB's survey. **Tarrico** said that they had collected sixty to seventy responses and that CMA would have to do follow up work to get more detail. **Berge** said that it was possible that responders did not feel as if they could be candid in their responses. **Tarrico** said that she hoped there was a learning curve. **Lundstrom** asked **Capt. Osen** and **Capt. Cronin** to reach out to their contacts in industry. **Wilson** asked who the contact at CMA was. **Tarrico** said it was **Robby Jackson**.

## **Caltrans Fendering of Bridges Adjacent to Shipping Lanes: Replacement of Damaged Fendering**

**Lundstrom** said that in June of 2008 the HSC had written a letter to Caltrans in support of their interest in new fendering technologies. She said that a recent article in the San Francisco *Examiner* was a reminder that no progress had been made. **Lundstrom** said that the two major issues of interest had been how well the fenders worked, and subsequently, how easily they could be recovered from the water after they had been struck. **Lundstrom** asked the HSC whether they had an interest in pursuing the matter with Caltrans. She said that two options would be to ask for a status report from Caltrans since their last briefing to the HSC, and to continue to offer support to Caltrans interest in new technology.

**Berge** suggested that the issue be discussed in the work groups.

**Smith** said that the HSC's interest in fendering was long standing and in the *Harbor Safety Plan* from the first edition.

A motion to write a letter to Caltrans along the lines suggested by **Lundstrom** was made and seconded. The motion passed unanimously without further discussion.

**Lt. Col. Davis** asked whether there were any options under Federal regulation. **Sulouff** said there were no Federal standards on fenders other than that they not negatively effect safety or water flow. He said that it was a difficult process to go back and change the terms under which permits were originally granted. He cited the example of the Bay Bridge which was permitted in the early 1930's. **Sulouff** said that it was his opinion that Caltrans would be open and responsive to the concerns of the HSC.

# Harbor Safety Committee

of the San Francisco Bay Region

*Mandated by the California Oil Spill  
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## **Tug Escort Work Group – Capt. Mendes**

- They plan to cooperate with Fire Fighting and Salvage Work Group of the Coast Guard Area Maritime Security Committee (AMSC).
- They will pursue the issue of load bitts on vessels that tugs must tie up to.
- They want to establish a method to share safety lessons learned among the tug companies.
- They look forward to attending a demonstration of CMA's tanker escort maneuver simulator.

## **Navigation Work Group – Capt. Horton**

There was nothing to report.

## **Ferry Operation Work Group – Capt. Belden**

There was nothing to report.

## **PORTS Work Group – Capt. Amso**

- They looked forward to making progress after the contract between OSPR and the Marine Exchange was signed.

## **Dredge Issues Work Group – Capt. Bayer**

There was nothing to report

## **Prevention Through People Work Group – Brown**

### **Briefing on Proposed Modification of Opening Times for Alameda Estuary Draw Bridges – Sulouff**

- **Sulouff** said that the proposed operating changes for drawbridges in the Inner Harbor Canal by Alameda County fell under the jurisdiction of Eleventh Coast Guard District and that a public comment period was part of the process. He then described the proposed change that would end twenty-four hour operation and require four hours advance notice for operations between 1630 hours and 0900. **Sulouff** said that they had received twenty-nine comments against and none in favor. He asked for those interested to submit their comments.

**Lundstrom** asked who might be affected by the proposed changes. **Sulouff** said that they would not affect deep draft vessels, but that they would affect commercial operations as well as law enforcement, search and rescue, disaster response, and recreational boaters.

**Golbus** asked whether there were exemptions for first responders. **Sulouff** said that they did not have to comply with the four hour notice window. **Golbus** asked whether any studies on the effect on land traffic

# Harbor Safety Committee

of the San Francisco Bay Region

*Mandated by the California Oil Spill  
Prevention and Response Act of 1990*

had been made. **Sulouff** said that there had been one a few years previously and added that Alameda County claimed that there were fewer transits in the estuary.

**Capt. Horton** asked whether Alameda County planned to cut staffing. **Sulouff** said that it was their goal to end twenty-four hour manning of the bridge. **Capt. Horton** asked how they planned to respond to emergency requests from first responders. **Sulouff** said their plan was to respond as soon as possible.

**Brown** said that Alameda County thought that it could save money but noted that they would still have to pay for standby operators.

**Brown** said that Alameda County had made a similar proposal fifteen years previously, and that the HSC had written a letter against the proposed change. She recommended that the HSC take a similar stance this time.

A motion was made and seconded to write a letter opposing the proposed change. The motion passed unanimously without further discussion.

## PORTS Report – Steinbrugge

- The Richmond and Oakland current sensors had been installed and were being calibrated.
- The wind bird expansion process continued.

## Public Comment

**Capt. Korwatch** introduced **Marcus Freeling**, Vessel Support Specialist at the Marine Exchange. She said that specialists like **Freeling** were the face of the Exchange to most of the community. **Capt. Korwatch** said that nineteen million dollars in port security grants would be available in 2010 without any matching requirements.

## Old Business

**Lundstrom** introduced **Aminzadeh**, who reported that the Governor had signed Assembly Bill 166. She said it was the purpose of the bill to encourage people to turn in their boats for disposal rather than to abandon them. She said that the bill was in a pilot phase till July and that its provisions would end in 2014. The bill also requires a ten percent match from counties. She thanked everyone for their support.

**Berge** asked if five hundred thousand dollars per year was the budgeted amount of funding. **Aminzadeh** said that was accurate.

**Lundstrom** thanked **Aminzadeh** and asked her to keep the HSC up to date on abandoned boat issues.

## New Business

There was none.

# Harbor Safety Committee

of the San Francisco Bay Region

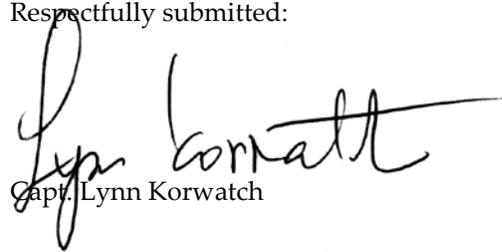
*Mandated by the California Oil Spill  
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## Next Meeting

**Lundstrom** said that the next meeting of the HSC would convene at 1000, January 11, 2010 at the Harbor Master's Office, Port of Richmond, Richmond, California.

**Lundstrom** adjourned the meeting at 1215.

Respectfully submitted:



Capt. Lynn Korwatch

# USCG SECTOR SAN FRANCISCO

## PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

November-09

<b>PORT SAFETY CATEGORIES</b>	
<b>Total Port Safety (PS) Cases opened for the period:</b>	<b>13</b>
<b>1. Total Number of Port State Control Detentions for period:</b>	<b>0</b>
SOLAS (0), MARPOL (0), ISM (0), ISPS (0)	
<b>2. Total Number of COTP Orders for the period:</b>	<b>1</b>
Navigation Safety (1), Port Safety & Security (0), ANOA (0)	
<b>3. Marine Casualties (reportable CG 2692) within SF Bay: Allision (1), Collision (1), Fire (0), Grounding (1), Sinking (0), Steering (1), Propulsion (4), Personnel (1), Other (0)</b>	<b>9</b>
<b>4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation:</b>	<b>3</b>
Radar (1), Steering (0), Gyro (0), Echo sounder (1), AIS (1), AIS-835 (0), ARPA (0)	
<b>5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay:</b>	<b>0</b>
<b>6. Significant Waterway events or Navigation related cases for the period:</b>	<b>0</b>
<b>7. Maritime Safety Information Bulletins (MSIBs):</b>	<b>0</b>
<b>MARINE POLLUTION RESPONSE</b>	
<b>Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period</b>	<b>31</b>
<b>* Source Identification (Discharges and potential Discharges):</b>	
TOTAL VESSELS	
Commercial Vessels	4
Public Vessels (Military)	0
Commercial Fishing Vessels	1
Recreational Vessels	3
TOTAL FACILITIES	
Regulated Waterfront Facilities	3
Other Land Sources	7
TOTAL UNKNOWN/UNCONFIRMED	
<b>*Spill Information</b>	
Pollution Cases Requiring Clean-up	6
Federally Funded Cases	0
<b>TOTAL OIL DISCHARGE AND HAZARDOUS MATERIALS RELEASE VOLUMES BY SPILL SIZE CATEGORY:</b>	<b>31</b>
1. Spills < 10 gallons	12
2. Spills 10 - 100 gallons	2
3. Spills 100 - 1000 gallons	0
4. Spills > 1000 gallons	0
5. Spills - Unknown	17
<b>TOTAL OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES (GALLONS):</b>	<b>92.5</b>
1. Estimated spill amount from Commercial Vessels:	30.2
2. Estimated spill amount from Public Vessels:	0
3. Estimated spill amount from Commercial Fishing Vessels:	1
4. Estimated spill amount from Recreational Vessels:	5
5. Estimated spill amount from Regulated Waterfront Facilities:	2.25
6. Estimated spill amount from Other Land Sources:	50
7. Estimated spill amount from Unknown sources:	4
<b>TOTAL PENALTY ACTIONS:</b>	<b>4</b>
Civil Penalty Cases for Period	0
Notice of Violations (TKs)	2
Letters of Warning	2

## SIGNIFICANT PORT SAFETY AND SECURITY CASES

### MARINE CASUALTIES - PROPULSION/STEERING

**Marine Casualty- Loss of Propulsion, T/V CHIMBORAZO (11 November):** Vsl lost propulsion while docking at Benicia Berth 4. Vsl was able to safely dock. COTP order issued requiring vsl to stay at berth until vsl class society attends ship and repairs are completed. Vsl class attended ship, and said the loss of propulsion was caused by the vsl's fuel system incompatibility with MGO. COTP order amended requiring a one tug escort out of SF bay. Vsl sailed out of AOR on November 13. Case Closed.

**Marine Casualty- Grounding, Collision, Loss of Propulsion, TUG LAGUNA (14 November):** While transiting to Sacramento, the TUG LAGUNA lost propulsion near the I-80 bridge. The tug continued pushing the loaded rock BARGE BRISCO 109, and ran aground near the 1950 Garden Highway in Sacramento. The tug stayed on scene until the barge was refloated at high tide. Immediately after being pulled free, the barge's momentum caused it to collide with 4 moored pleasure craft before the tug could control it. After taking the barge in tow, the tug then departed the scene. Coast Guard Station Rio Vista escorted it to Clarksburg Marina in Sacramento. The vsl was ordered to stay moored until the loss of propulsion was corrected and an investigation into the collision was conducted. The loss of propulsion was caused by an engine overspeed trip. The collision investigation is still pending.

**Marine Casualty - Loss of Propulsion, M/V CSAV VENEZUELA (20 November):** Vsl was transiting out of berth with a two tug escort, south of the Oakland side of the Bay Bridge, when the vsl lost propulsion. The main engine was restarted and was able to transit out of SF Bay without incident. The loss of propulsion was due to a main engine control circuitry failure. Verbal COTP order was issued requiring a two tug escort past Golden Gate Bridge. Case Closed.

**Marine Casualty- Loss of Propulsion, TUG WAKE ISLAND (20 November):** Vsl was towing an empty barge and lost propulsion near the Point Orient Pier. The vsl was able to moor safely. The vsl's company had another vsl, the TUG HUSTLER, towed the vsl to Paradise Cay. Loss of Propulsion was caused by clogged fuel filters and an inoperable starting motor. Upon repairs, vsl was able to start and stop its engine without problems. Case Closed.

**Marine Casualty- Loss of Steering, P/V THE REAL McCOY (20 November):** Vsl was undergoing sea trials when it lost steering. The loss of steering was caused by a chain falling off of the steering gear assembly. Vsl crew replaced the entire steering system, including shaft seals. Vsl's steering system spilled a small amount of oil into the bay because the vsl sat aground while moored. Vessel will be replaced with a new vessel approximately February 2010. Case Pends

**Marine Casualty- Personnel, T/V MAERSK BERING (25 November):** While transiting outbound SF Bay from Richmond, the Third Mate's left hand got caught between the tug line and the fairlead. The Sector Command Center directed the vsl to Anchorage 7, where the member was then transported to the California Pacific Medical Center in San Francisco. Vsl left SF bay without further incident. Case Pends.

**Marine Casualty- Allision, TUG ROYAL MELBOURNE (27 November):** Vsl was towing the barge BERNIE BRIERE and allided with the Conoco Phillips Rodeo fuel pier. Damage was reported on the concrete pier and on the port bow of the barge. The tug and barge were scheduled to commence fueling operations that morning, but the barge must wait for an inspection from the Coast Guard and ABS. Case Pends.

### VESSEL SAFETY CONDITIONS

NONE TO REPORT

### GENERAL SAFETY/SECURITY CASES

NONE TO REPORT

## SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

**M/V PACIFIC RESPONDER** – On November 16th, USCG Sector SF received a report that the Marine Spill Response Corporation Oil Spill Response Vessel (OSRV) PACIFIC RESPONDER discharged 30 gals of diesel during an internal transfer at their facility in Richmond. First responders acted quickly with sorbents, but due to a fast current, much of the oil spread under the pier and sheened for several days. A Notice of Violation was issued. Case closed.

**T/V DUBAI STAR (30 October)** – All segments of shoreline in the East Bay which were affected by the DUBAI STAR discharge are either signed off or are in a monitoring phase awaiting final sign-off by the Unified Command. The Shoreline Clean-up and Assessment Team (SCAT – multi-agency team made up of State, RP and USCG) has reported minimal oil (small dime-size tar balls) found along Crown Memorial Beach, Crab Cove, Bellena Bay, and Bay Farm Shoreline. USCG and OSPR will continue to monitor remaining segments, and contractors will continue to clean any reported tar balls found. Case Pends.

## NAVIGATIONAL SAFETY

**Navigation Safety - LOD 3 CM RADAR, M/V MASTER (13 November):** Vsl was issued an inbound LOD for a malfunctioning 3cm radar. Vsl agent stated that parts were not on hand, and would be delivered to next port call in Los Angeles, Ca. An outbound LOD was issued for the vsl, which departed without incident on 16 November. Case closed.

**Navigation Safety - LOD ECHO DEPTH SOUNDER, T/V BLUE EMERALD (13 November):** Vsl was granted an outbound LOD for an inoperable echo depth sounder. LOD required vsl to have pilot onboard while transiting throughout SF bay. Vsl safely piloted out of SF Bay on November 16. Case Closed.

**Marine Casualty- Potential Loss of Propulsion, T/V MAERSK JEWEL (17 November):** A COTP order was issued requiring a one tug escort while transiting to Port of Stockton. Vsl transited to Port of Stockton without incident. The COTP order was lifted on October 6. Vsl's loss of propulsion history and hazardous cargo prompted COTP order. Case Closed.

**Navigation Safety - LOD AIS, M/V OOCL SEATTLE (24 November):** Vsl was issued an inbound LOD for a malfunctioning AIS. Tech report received on 25 November, vsl replaced AIS controller card. Case closed.

**Harbor Safety Committee  
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**Report of the  
U.S. Army Corps of Engineers, San Francisco District  
December 10, 2009**

**1. CORPS FY 2010 O&M DREDGING PROGRAM**

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

- a. **Main Ship Channel** – Surveyed at the end of July and posted. **No Change.**
- b. **Richmond Outer Harbor (and Richmond Long Wharf)** – Dredging is complete to -35 feet MLLW. **No Change.**
- c. **Richmond Inner Harbor** – Has been dredged to -38 feet MLLW. Post-dredge survey has not yet been scheduled. **No Change.**
- d. **Oakland O & M Dredging** – Dredging of the Outer Harbor is complete. **No Change.**
- e. **Suisun Bay Channel** – **Dredging is completed. Post-dredge survey scheduled for this week. (-37+2).**
- f. **Pinole Shoal** – **Advanced maintenance (-37+2 in selected locations) in Pinole Shoal is finally underway and is expected to be completed by the end of December.**
- g. **Redwood City/San Bruno Shoal** – **Dredging is complete.**
- h. **San Leandro Marina Channel** – **Dredging began on November 8 (last Sunday).**

**2. DEBRIS REMOVAL** – **November totals: The Raccoon collected 45 tons; the Grizzly collected 15 tons of debris.**

	Grizzly	Raccoon	Other	Total						
December			12		12					
Jan. 2009	25		15	5	45					
Feb. 2009	2		8	2	12					
March	26		25		51					
April	11		15		26					
May	4.5		12		17					
June	9		23	5	37					
July	7		45		52					
August	3		10		13					
September	3.5		6		10					
October	16		17		33					
November	15		45		60					
Totals	122.00		233.00	12.00	368					

### 3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

**Oakland 50-ft Deepening Project** – The deepening project is almost completed. Reach 12 is being dredged and will be completed soon.

### 4. EMERGENCY (URGENT & COMPELLING) DREDGING

There was no emergency dredging in FY 2009.

### 5. OTHER WORK

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

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

### 6. HYDROGRAPHIC SURVEY UPDATE

**Address of Corps' web site for completed hydrographic surveys.**

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

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

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

Suisun Bay Channel, New York Slough: Pre-dredge surveys completed in October 2009 has been posted.

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

Redwood City: Post-dredge survey completed November 2009 has been posted.

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

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

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

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

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

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

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

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

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

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

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

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

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

Disposal Site Condition Surveys:

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

SF-11 (Alcatraz): The December 1, 2009 survey has been posted. (-33.6)



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San Francisco Bay Region  
Tank Vessel Escort Clearing House

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

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## San Francisco Clearinghouse Report

December 10, 2009

- ✎ In November the clearinghouse did not call OSPR regarding any possible escort violations.
- ✎ In November the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ✎ The Clearinghouse has contacted OSPR 8 times 2009 about possible escort violations. The Clearinghouse called 4 times 2008; 9 times in 2007; 9 times in 2006; 16 times in 2005; 24 times in 2004; twice in 2003; twice in 2002; 6 times in 2001; 5 times in 2000.
- ✎ In November there were 107 tank vessels arrivals; 6 Chemical Tankers, 12 Chemical/Oil Tankers, 23 Crude Oil Tankers, 2 LPG's, 22 Product Tankers, and 42 tugs with barges.
- ✎ In November there were 282 total arrivals.

# San Francisco Bay Clearinghouse Report For November 2009

## San Francisco Bay Region Totals

				<u>2008</u>	
Tanker arrivals to San Francisco Bay	65			53	
Barge arrivals to San Francisco Bay	42			42	
Total Tanker and Barge Arrivals	107			95	
Tank ship movements & escorted barge movements	355			368	
Tank ship movements	203	57.18%		216	58.70%
Escorted tank ship movements	92	25.92%		107	29.08%
Unescorted tank ship movements	111	31.27%		109	29.62%
Tank barge movements	152	42.82%		152	41.30%
Escorted tank barge movements	62	17.46%		64	17.39%
Unescorted tank barge movements	90	25.35%		88	23.91%

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

Escorts reported to OSPR 0 0

<b>Movements by Zone</b>	<b>Zone 1</b>	<b>%</b>	<b>Zone 2</b>	<b>%</b>	<b>Zone 4</b>	<b>%</b>	<b>Zone 6</b>	<b>%</b>	<b>Total</b>	<b>%</b>
Total movements	223		346		0		141		710	
Unescorted movements	113	50.67%	193	55.78%	0	0.00%	82	58.16%	388	54.65%
Tank ships	73	32.74%	111	32.08%	0	0.00%	42	29.79%	226	31.83%
Tank barges	40	17.94%	82	23.70%	0	0.00%	40	28.37%	162	22.82%
Escorted movements	110	49.33%	153	44.22%	0	0.00%	59	41.84%	322	45.35%
Tank ships	64	28.70%	91	26.30%	0	0.00%	35	24.82%	190	26.76%
Tank barges	46	20.63%	62	17.92%	0	0.00%	24	17.02%	132	18.59%

Notes:

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

# San Francisco Bay Clearinghouse Report For 2009

## San Francisco Bay Region Totals

			<u>2008</u>	
Tanker arrivals to San Francisco Bay	741		769	
Barge arrivals to San Francisco Bay	451		474	
Total Tanker and Barge Arrivals	1,192		1,243	
Tank ship movements & escorted barge movements	4,056		4,045	
Tank ship movements	2,271	55.99%	2,417	59.75%
Escorted tank ship movements	1,054	25.99%	1,143	28.26%
Unescorted tank ship movements	1,217	30.00%	1,274	31.50%
Tank barge movements	1,785	44.01%	1,628	40.25%
Escorted tank barge movements	783	19.30%	712	17.60%
Unescorted tank barge movements	1,002	24.70%	916	22.65%

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

Escorts reported to OSPR 8 4

<b>Movements by Zone</b>	<b>Zone 1</b>	<b>%</b>	<b>Zone 2</b>	<b>%</b>	<b>Zone 4</b>	<b>%</b>	<b>Zone 6</b>	<b>%</b>	<b>Total</b>	<b>%</b>
Total movements	2,402		3,863		0		1,779		8,044	
Unescorted movements	1,186	49.38%	2,115	54.75%	0	0.00%	904	50.82%	4,205	52.27%
Tank ships	790	32.89%	1,207	31.25%	0	0.00%	414	23.27%	2,411	29.97%
Tank barges	396	16.49%	908	23.51%	0	0.00%	490	27.54%	1,794	22.30%
Escorted movements	1,216	50.62%	1,748	45.25%	0	0.00%	875	49.18%	3,839	47.73%
Tank ships	706	29.39%	1,025	26.53%	0	0.00%	436	24.51%	2,167	26.94%
Tank barges	510	21.23%	723	18.72%	0	0.00%	439	24.68%	1,672	20.79%

### 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 - NOVEMBER COMPARISON

#### VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
NOVEMBER 1 - 30, 2008	233	103	46.19
NOVEMBER 1 - 30, 2009	211	91	43.13

#### CRUDE OIL / PRODUCT TOTALS

	Crude Oil ( D )	Crude Oil ( L )	Overall Product ( D )	Overall Product ( L )	GRAND TOTAL
NOVEMBER 1 - 30, 2008	13,052,000	400,000	19,127,150	13,291,055	32,418,205
NOVEMBER 1 - 30, 2009	12,507,000		19,455,800	13,724,538	33,180,338

#### OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
NOVEMBER 1 - 30, 2008	0	0	0	0	0
NOVEMBER 1 - 30, 2009	1	0		1	1 gal / Other

\*\*\* 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



**Port of Oakland  
December 10, 2009**

**California Environmental Protection Agency**

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**Air Resources Board**

# ARB OGV Clean Fuel Rule Essential Modifications Exemption Applications Summary\*

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Total number of applications received: 411 vessels

Number of applications pending: 17 vessels

Total number of applications completed: 394 vessels

Number of completed applications approved: 341

Number of completed applications  
with partial approvals: 53 vessels\*\*

**\*Summary from July 1, 2009 to December 8, 2009.**

**\*\*Includes denial of 53 main engine requests and 3 auxiliary engine requests and approval of all accompanying auxiliary boiler requests. Applications did not provide adequate information to demonstrate need for the main engines an/or auxiliary engines.**

# ARB OGV Clean Fuel Rule

## Summary of Safety Exemptions & Noncompliance Fees\*

Vessel Type	Reason for Exemption Request	Date
<b>Safety Exemptions</b>		
Tanker	Insufficient fuel quantity due to unexpected length of stay within regulatory zone	7/2/2009
Containership	Excessive fuel leakage in fuel system	8/9/2009
Tanker	Auxiliary boiler operation problems	8/24/2009
Tanker	Fuel switchover problems	9/17/2009
Tanker	Fuel switchover problems	10/14/2009
Tanker	Vessel running on four cylinders (one fuel pump lifted)	11/9/2009
Cruise Ship	Weather conditions	12/9/2009
<b>Noncompliance Fees</b>		
Bulk Carrier	Unplanned Redirection to CA (paid \$45,500)	10/21/2009

\*Summary from July 1, 2009 to December 8, 2009

# **ARB OGV Clean Fuel Rule Status of On-going Efforts to Investigate Operational Issues**

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- **Contract with California Maritime Academy to investigate root causes of operational issues**
  - **contract approved and funded**
  - **kick-off meeting held December 3, 2009**
  - **statement of work includes 3 tasks**
    - **Task 1: Identify Root Causes of Operational Difficulties and/or Incidents**
    - **Task 2: Identify Lessons Learned by Vessel Operators**
    - **Task 3: Prepare a Technical Report Summarizing Findings and Recommending Solutions**
- **Maritime Technical Working Group meeting tentatively scheduled for February 18, 2010**

# ARB OGV Clean Fuel Rule Contact Information

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December 8, 2009

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

Subject: Harbor Safety Committee Vacancy

The Office of Spill Prevention and Response (OSPR) is announcing an opening on the Harbor Safety Committee for a member representing the following Organization:

- Representative of a recognized nonprofit environmental organization that has as a purpose the protection of marine resources

Qualified persons representing the above organization located in the San Francisco Bay Area are encouraged to apply. Applications for the position must be post marked no later than January 6, 2010. OSPR intends to appoint the new member on or before January 14, 2010.

For the electronic version of the application, visit the OSPR website at [http://www.dfg.ca.gov/ospr/reg\\_com/forms/msb/hs/appform.pdf](http://www.dfg.ca.gov/ospr/reg_com/forms/msb/hs/appform.pdf) Applicants must complete this form and attach a current resume which indicates their qualifications. Additionally, provide a copy of your U.S. Coast Guard Merchant Marine Deck Officer's License, if using such a license to qualify. Mail application materials to:

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

Questions regarding the position, requirements or the application process may be directed to Mr. Gary Toledo at the above mailing address, e-mail address [gtoledo@ospr.dfg.ca.gov](mailto:gtoledo@ospr.dfg.ca.gov) , or telephone number (916) 324-6450. We look forward to hearing from qualified applicants.