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.
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 to continues to work with state agencies on

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 they 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 SF Bay Region

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

- 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 bitts 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.
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. Tarrico 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.
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...
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.
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:

[Signature]

Capt. Lynn Korwatch
## Total Port Safety (PS) Cases opened for the period: 13

1. Total Number of Port State Control Detentions for period: 0
   - SOLAS (0), MARPOL (0), ISM (0), ISPS (0)

2. Total Number of COTP Orders for the period: 1
   - Navigation Safety (1), Port Safety & Security (0), ANOA (0)

3. Marine Casualties (reportable CG 2692) within SF Bay: 9
   - Allision (1), Collision (1), Fire (0), Grounding (1),
     Sinking (0), Steering (1), Propulsion (4), Personnel (1), Other (0)

4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation: 3
   - Radar (1), Steering (0), Gyro (0), Echo sounder (1), AIS (1), AIS-835 (0), ARPA (0)

5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay: 0

6. Significant Waterway events or Navigation related cases for the period: 0

7. Maritime Safety Information Bulletins (MSIBs): 0

## Marine Pollution Response

Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period 31

### 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
* Spill Information
  - Pollution Cases Requiring Clean-up: 6
  - Federally Funded Cases: 0

### Total Oil Discharge and Hazardous Materials Release Volumes by Spill Size Category: 31
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

### Total Oil Discharge and/or Hazardous Material Release Volumes (Gallons): 92.5
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

### Total Penalty Actions: 4
- 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

<table>
<thead>
<tr>
<th>Case Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marine Casualty- Loss of Propulsion, T/V CHIMBORAZO (11 November)</td>
<td>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.</td>
</tr>
<tr>
<td>Marine Casualty- Grounding, Collision, Loss of Propulsion, TUG LAGUNA (14 November)</td>
<td>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.</td>
</tr>
<tr>
<td>Marine Casualty - Loss of Propulsion, M/V CSAV VENEZULA (20 November)</td>
<td>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.</td>
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<tr>
<td>Marine Casualty- Loss of Propulsion, TUG WAKE ISLAND (20 November)</td>
<td>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.</td>
</tr>
<tr>
<td>Marine Casualty- Loss of Steering, P/V THE REAL McCoy (20 November)</td>
<td>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 Closed.</td>
</tr>
<tr>
<td>Marine Casualty- Personnel, T/V MAERSK BERING (25 November)</td>
<td>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.</td>
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<tr>
<td>Marine Casualty- Allision, TUG ROYAL MELBOURNE (27 November)</td>
<td>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.</td>
</tr>
</tbody>
</table>

### 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.
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.
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<th>Raccoon</th>
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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.
Pinoles 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 Chanel): 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)
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.


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 Region Totals

<table>
<thead>
<tr>
<th></th>
<th>2008</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Tanker arrivals to San Francisco Bay</td>
<td>65</td>
<td>53</td>
</tr>
<tr>
<td>Barge arrivals to San Francisco Bay</td>
<td>42</td>
<td>42</td>
</tr>
<tr>
<td>Total Tanker and Barge Arrivals</td>
<td>107</td>
<td>95</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>2008</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Tank ship movements &amp; escorted barge movements</td>
<td>355</td>
<td>368</td>
</tr>
<tr>
<td>Tank ship movements</td>
<td>203</td>
<td>216</td>
</tr>
<tr>
<td>Escorted tank ship movements</td>
<td>92</td>
<td>107</td>
</tr>
<tr>
<td>Unescorted tank ship movements</td>
<td>111</td>
<td>109</td>
</tr>
<tr>
<td>Tank barge movements</td>
<td>152</td>
<td>152</td>
</tr>
<tr>
<td>Escorted tank barge movements</td>
<td>62</td>
<td>64</td>
</tr>
<tr>
<td>Unescorted tank barge movements</td>
<td>90</td>
<td>88</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th></th>
<th>Zone 1 %</th>
<th>Zone 2 %</th>
<th>Zone 4 %</th>
<th>Zone 6 %</th>
<th>Total %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total movements</td>
<td>223</td>
<td>346</td>
<td>0</td>
<td>141</td>
<td>710</td>
</tr>
<tr>
<td>Unescorted movements</td>
<td>113</td>
<td>193</td>
<td>0</td>
<td>82</td>
<td>388</td>
</tr>
<tr>
<td>Tank ships</td>
<td>73</td>
<td>111</td>
<td>0</td>
<td>42</td>
<td>226</td>
</tr>
<tr>
<td>Tank barges</td>
<td>40</td>
<td>82</td>
<td>0</td>
<td>40</td>
<td>162</td>
</tr>
<tr>
<td>Escorted movements</td>
<td>110</td>
<td>153</td>
<td>0</td>
<td>59</td>
<td>322</td>
</tr>
<tr>
<td>Tank ships</td>
<td>64</td>
<td>91</td>
<td>0</td>
<td>35</td>
<td>190</td>
</tr>
<tr>
<td>Tank barges</td>
<td>46</td>
<td>62</td>
<td>0</td>
<td>24</td>
<td>132</td>
</tr>
</tbody>
</table>

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**

<table>
<thead>
<tr>
<th></th>
<th>2008</th>
<th>2008</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tanker arrivals to San Francisco Bay</td>
<td>741</td>
<td>769</td>
</tr>
<tr>
<td>Barge arrivals to San Francisco Bay</td>
<td>451</td>
<td>474</td>
</tr>
<tr>
<td>Total Tanker and Barge Arrivals</td>
<td>1,192</td>
<td>1,243</td>
</tr>
<tr>
<td>Tank ship movements &amp; escorted barge movements</td>
<td>4,056</td>
<td>4,045</td>
</tr>
<tr>
<td>Tank ship movements</td>
<td>2,271</td>
<td>2,417</td>
</tr>
<tr>
<td>Escorted tank ship movements</td>
<td>1,054</td>
<td>1,143</td>
</tr>
<tr>
<td>Unescorted tank ship movements</td>
<td>1,217</td>
<td>1,274</td>
</tr>
<tr>
<td>Tank barge movements</td>
<td>1,785</td>
<td>1,628</td>
</tr>
<tr>
<td>Escorted tank barge movements</td>
<td>783</td>
<td>712</td>
</tr>
<tr>
<td>Unescorted tank barge movements</td>
<td>1,002</td>
<td>916</td>
</tr>
</tbody>
</table>

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

**Escorts reported to OSPR**

<table>
<thead>
<tr>
<th>Movements by Zone</th>
<th>Zone 1</th>
<th>%</th>
<th>Zone 2</th>
<th>%</th>
<th>Zone 4</th>
<th>%</th>
<th>Zone 6</th>
<th>%</th>
<th>Total</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total movements</td>
<td>2,402</td>
<td></td>
<td>3,863</td>
<td></td>
<td>0</td>
<td></td>
<td>1,779</td>
<td></td>
<td>8,044</td>
<td></td>
</tr>
<tr>
<td>Unescorted</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>movements</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tank ships</td>
<td>1,186</td>
<td>49.38%</td>
<td>2,115</td>
<td>54.75%</td>
<td>0</td>
<td>0.00%</td>
<td>904</td>
<td>50.82%</td>
<td>4,205</td>
<td>52.27%</td>
</tr>
<tr>
<td>Tank barges</td>
<td>790</td>
<td>32.89%</td>
<td>1,207</td>
<td>31.25%</td>
<td>0</td>
<td>0.00%</td>
<td>414</td>
<td>23.27%</td>
<td>2,411</td>
<td>29.97%</td>
</tr>
<tr>
<td>Escorted movements</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>movements</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tank ships</td>
<td>1,216</td>
<td>50.62%</td>
<td>1,748</td>
<td>45.25%</td>
<td>0</td>
<td>0.00%</td>
<td>875</td>
<td>49.18%</td>
<td>3,839</td>
<td>47.73%</td>
</tr>
<tr>
<td>Tank barges</td>
<td>706</td>
<td>29.39%</td>
<td>1,025</td>
<td>26.53%</td>
<td>0</td>
<td>0.00%</td>
<td>436</td>
<td>24.51%</td>
<td>2,167</td>
<td>26.94%</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Notes:
1. Information is only noted for zones where escorts are required.
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4. Total movements is the total of all unescorted movements and all escorted movements.
## VESSEL TRANSFERS

<table>
<thead>
<tr>
<th></th>
<th>Total Transfers</th>
<th>Total Vessel Monitors</th>
<th>Total Transfer Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>NOVEMBER 1 - 30, 2008</td>
<td>233</td>
<td>103</td>
<td>46.19</td>
</tr>
<tr>
<td>NOVEMBER 1 - 30, 2009</td>
<td>211</td>
<td>91</td>
<td>43.13</td>
</tr>
</tbody>
</table>

## CRUDE OIL / PRODUCT TOTALS

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

## OIL SPILL TOTAL

<table>
<thead>
<tr>
<th></th>
<th>Terminal</th>
<th>Vessel</th>
<th>Facility</th>
<th>Total</th>
<th>Gallons Spilled</th>
</tr>
</thead>
<tbody>
<tr>
<td>NOVEMBER 1 - 30, 2008</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>NOVEMBER 1 - 30, 2009</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>1 gal / Other</td>
</tr>
</tbody>
</table>

*** 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
Air Resources Board
ARB OGV Clean Fuel Rule
Essential Modifications Exemption
Applications Summary*

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 and/or auxiliary engines.
# ARB OGV Clean Fuel Rule

## Summary of Safety Exemptions & Noncompliance Fees*

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

*Summary from July 1, 2009 to December 8, 2009*
ARB OGV Clean Fuel Rule
Status of On-going Efforts to Investigate Operational Issues

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

<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
<th>Phone Number</th>
<th>Email Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bonnie Soriano</td>
<td>Lead Staff</td>
<td>(916) 327-6888</td>
<td><a href="mailto:bsoriano@arb.ca.gov">bsoriano@arb.ca.gov</a></td>
</tr>
<tr>
<td>Paul Milkey</td>
<td>Staff</td>
<td>(916) 327-2957</td>
<td><a href="mailto:pmilkey@arb.ca.gov">pmilkey@arb.ca.gov</a></td>
</tr>
<tr>
<td>Peggy Taricco</td>
<td>Manager</td>
<td>(916) 323-4882</td>
<td><a href="mailto:ptaricco@arb.ca.gov">ptaricco@arb.ca.gov</a></td>
</tr>
<tr>
<td>Dan Donohoue</td>
<td>Branch Chief</td>
<td>(916) 322-6023</td>
<td><a href="mailto:ddonohou@arb.ca.gov">ddonohou@arb.ca.gov</a></td>
</tr>
</tbody>
</table>

[http://www.arb.ca.gov/marine](http://www.arb.ca.gov/marine)
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. 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, or telephone number (916) 324-6450. We look forward to hearing from qualified applicants.