

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, September 8, 2016

Port of Oakland, Exhibit Room

530 Water Street, Oakland, 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 10:02.

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

Committee members (M) and alternates (A) in attendance with a vote: **Jim Anderson** (M), CA Dungeness Crab Task Force; **John Berge** (M), Pacific Merchant Shipping Association; **Capt. Bob Carr** (M), San Francisco Bar Pilots; **Capt. Tony Ceraolo** (M), United States Coast Guard; **Chad Culbertson** (M), Chevron Shipping Company; **Capt. Tom Dougherty** (M), Blue & Gold Fleet; **Jeff Ferguson** (M), NOAA; **Aaron Golbus** (M), Port of San Francisco; **Bob Gregory** (M), Foss Maritime Company; **Benjamin Huber** (M), Westar Marine Services; **Phil Kipper** (A), San Francisco Bay Keeper; **Jim Mazza** (A), US Army Corps of Engineers; **Jim McGrath** (M), Bay Conservation and Development Commission; **Griffin Patrick** (M), Tesoro Refining and Marketing; **Chris Peterson** (M), Port of Oakland; **Jeff Vine** (A), Port of Stockton.

The meetings are always open to the public.

Approval of the Minutes-

A motion to accept the minutes of the July 14, 2016 meeting was made and seconded. The minutes were approved without dissent.

Comments by Chair- Capt. Lynn Korwatch

Welcomed the committee members and audience.

Coast Guard Report- Capt. Tony Ceraolo

- Advised of a recent multi-agency oil spill response exercise in Anchorage 9 with Polar Tankers and Conoco Phillips.
- Advised of demolition work scheduled to take place in October on the old east span of the Bay Bridge. Explosives will be used to implode bridge piers.
- Advised that the Coast Guard is addressing Sacramento River power line height issues with PG&E, the Port of Sacramento, the Bar Pilots and the Army Corps in a meeting scheduled for next week.

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- Advised that USCG VTS will be transitioning to a new operating system but service should not be impacted.
- Advised that the formerly commercial but now privately owned river boat Spirit of Sacramento recently capsized near Bethel Island. Unified Command with OSPR and the Contra Costa Sheriff's Office has been established but salvage will take time. Jim McGrath advised that abandoned derelict vessels are a major concern. Capt. Ceraolo agreed and advised that the USCG will take all available actions to hold the vessel owners responsible. Mitigating environmental damage is of primary importance. The vessel is not located in a shipping channel and a safety zone has been put in place around it.
- Advised that a USCG Navigation Center services overview presentation will take place directly after today's HSC meeting.
- LT Marcia Medina read from the July- 16 and August- 16 Prevention/Response Reports (attached).
- Capt. Dougherty advised of a July 29, 2016 near miss incident involving a ferry and a downed windsurfer near Treasure Island. The windsurfer was recovered from the water unharmed.

Army Corps of Engineers Report- Al Paniccia & Jim Mazza

- Read from the O&M Dredging Program portion of the US Army Corps of Engineers, San Francisco District Report (attached). Hopper dredge Essayons will return to the Richmond Outer Harbor for a few days in early October. Suisun Bay dredging may be postponed due to a bid protest. Oakland dredging will progress from the Outer Harbor to the Entrance Channel to the Inner Harbor.
- Ray Paetzold, Bar Pilots, requested that the Alameda Naval Air Station survey be moved up due to planned ship movements in the area.
- Capt. Korwatch asked for information regarding the Bay Bridge demolition. Jim Mazza advised that the Army Corps recently issued a permit for the demolition to Caltrans. BCDC has approved the plan as well. The bridge piers will be imploded so all debris rests below the mud line.
- Jim Mazza read from the debris removal and hydrographic survey portion of the US Army Corps of Engineers, San Francisco District Report.
- Capt. Korwatch asked for an update regarding the HSC's submerged pipeline/cable letter recently submitted to the Army Corps for review. Jim Mazza advised that no action has yet been taken.

Clearing House Report- Alan Steinbrugge (report attached)

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OSPR Report- David Mighetto

- Advised that he attended the Tug Work Group meeting on August 25, 2016 chaired by Bob Gregory. Requirements of SB 414 were discussed.
- Advised of an August 23, 2016 meeting of the Office of the State Fire Marshal Mobile Fueling Task Force. Two mobile fueling demonstrations were given. The State Fire Marshal will suggest code changes followed by a public comment period.
- Advised that a Unified Command is overseeing the ongoing cleanup of the June 23, 2016 Grove Incident pipeline oil spill in Ventura. Visit Cal Spill Watch for more information.

NOAA Report- Jeff Ferguson

- Advised that charts have been updated to apply new channel surveys for Richmond, Pinole Shoal and Suisan Bay.
- Advised that the La Nina watch has been canceled by the NWS. It is now predicted to be a neutral year.
- Announced that the National HSC meeting is taking place next week in Portland, OR. Capt. Korwatch advised that she and Alan Steinbrugge will be attending.

State Lands Commission Report- Richard Hernandez (July and August reports attached)

Work Group Reports-

Tug Work Group- Bob Gregory advised that a work group meeting was held on August 25, 2016. A report on the SB 414 required towing assessment is being developed. Data on tug equipment and capabilities is being collected from the local tug companies. The next meeting will be held on September 22, 2016.

Navigation Work Group- Capt. Robert Carr advised that the work group will follow up on the submerged cables and pipelines issue.

Ferry Operations Work Group- Capt. Tom Dougherty advised that ferry services are expanding to meet increased demand. Service to Richmond is planned.

Kevin Donnelly and Chad Mason, WETA, gave a presentation on the proposed new Richmond Ferry Terminal set to open in 2018 (presentation slides attached). Expansion of ferry service has been prompted by a 56 percent increase in ferry ridership from 2012 to 2015. The new terminal will be

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located in the Richmond Inner Harbor near the old Ford plant and will provide ferry service to and from the SF Ferry Terminal. The new terminal will also act as an emergency evacuation and first responder hub in the event of disaster. Best practices will be followed in accordance with the HSC's safety guidelines and designation of the Richmond Inner Harbor as a Critical Maneuvering Area (CMA). Input from the HSC is welcome. The regulatory process is nearing completion and new ferry boats are in production. Ample parking will be available at the terminal.

- In response to questions, Capt. Dougherty advised that safe speed and wake restrictions will be adhered to in the Richmond Inner Harbor. The Richmond – San Francisco route transit time will be 30 – 35 minutes.
- Feedback from the Tug and Nav Work Groups in regards to CMA's was requested. Capt. Korwatch directed the Work Groups to meet and form a response.

Dredge Issues Work Group- Capt. Griffin Patrick advised that letters regarding dredge appropriation and hopper dredging are being developed.

PORTS Work Group- Chris Peterson- Nothing to report.

Prevention through People Work Group- Nothing to report.

PORTS Report- Alan Steinbrugge

- Advised that the new current sensor on Buoy 4 in the Oakland Channel has been installed. The data is in the process of being verified by NOAA and predictions will be available.
- Advised that the Oakland Middle Harbor Park weather station has been upgraded and is back online.
- Advised of ongoing planning for a Pier 27 weather station.

Public Comment-

- Ray Paetzold, Bar Pilots, announced that the annual Coast Guard Foundation Pacific Area Awards Dinner will take place on September 23, 2016 at the Marriott Marquis in San Francisco.
- Catherine Hooper, Port of San Francisco consultant, advised of Fleet Week details. A naval LPD vessel is scheduled to arrive on October 2, 2016. As part of the mission of Fleet Week, the LPD will launch its LCU landing craft and participate in an earthquake preparedness commodity delivery exercise. Other naval vessels including a LCS trimaran, a USCG cutter and the Canadian ship Calgary will be arriving for Fleet Week as well. Ships, including the Cape Hudson will be

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available for public access on Oct 8-10 while docked along the northern waterfront. The Parade of Ships will be on Oct 7 and the Army Corps' Dillard will participate. There will be Blue Angels airshows on Oct 7-9. Vessels depart on Oct 11. Partnerships with the Bar Pilots and USCG have been critical in planning the event.

- Capt. Korwatch announced that the Jeremiah O'Brian is in need of part time volunteer ship officers.

Old Business- None

New Business- None

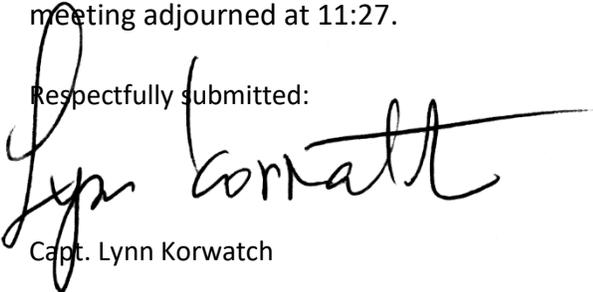
Next Meeting-

1000-1200, October 13, 2016
California Maritime Academy
Richmond Maritime Safety & Security Center
756 West Gertrude Street
Richmond, CA

Adjournment-

A motion to adjourn was made and seconded. The motion passed without dissent and the meeting adjourned at 11:27.

Respectfully submitted:



Capt. Lynn Korwatch

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

July 2016

PORT SAFETY CATEGORIES*	Jul-2016	Jul-2015	**3yr Avg
Total Number of Port State Control Detentions:	1	2	0.81
SOLAS (0), STCW (0), MARPOL (0), ISM (1), ISPS (0)			
Total Number of COTP Orders:	0	4	4.58
Navigation Safety (0), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	9	7	11.42
Allision (1), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (1), Propulsion (0), Personnel (2), Other (5), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	1	2	4.31
Radar (0), Gyro (0), Steering (0), Echo Sounder (1), AIS (0)			
AIS-835 (0), ARPA (0), Speed Log (0), R.C. (0), Other (0)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	1	0	0.67
Significant Waterway events/Navigation related Cases:	0	0	0.47
Total Port Safety (PS) Cases opened	12	15	22.25
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Jul-2016	Jul-2015	**3yr Avg
U.S. Commercial Vessels	2	4	0.97
Foreign Freight Vessels	0	0	0.14
Public Vessels	0	0	0.58
Commercial Fishing Vessels	0	1	0.56
Recreational Vessels	3	4	4.44
Pollution Discharge Sources (Facilities)			
Regulated Waterfront Facilities	0	0	0.25
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.00
Other Land Sources	1	1	1.69
Mystery Spills - Unknown Sources	4	5	4.53
Number of Pollution Incidents within San Francisco Bay			
Spills < 10 gallons	5	7	6.06
Spills 10 - 100 gallons	1	2	1.33
Spills 100 - 1000 gallons	0	1	0.25
Spills > 1000 gallons	0	0	0.06
Spills - Unknown Size	4	5	5.58
Total Pollution Incidents	10	15	13.28
Oil Discharge/Hazardous Materials Release Volumes by Spill Size			
Estimated spill amount from U.S. Commercial Vessels	26.00	252.00	15.78
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	8.44
Estimated spill amount from Public Vessels	0.00	0.00	1.35
Estimated spill amount from Commercial Fishing Vessels	0.00	1.00	14.32
Estimated spill amount from Recreational Vessels	7.00	3.00	41.32
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	3.00
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.00
Estimated spill amount from Other Land Sources	1.00	1.00	33.14
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	0.00	3.06
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	34.00	257.00	120.42
Penalty Actions			
Civil Penalty Cases	0	0	0.11
Notice of Violations	1	5	0.69
Letters of Warning	5	1	2.89
Total Penalty Actions	6	6	3.69

* 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.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

August 2016

PORT SAFETY CATEGORIES*	Aug-2016	Aug-2015	**3yr Avg
Total Number of Port State Control Detentions:	1	2	0.81
SOLAS (1), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
Total Number of COTP Orders:	3	3	4.56
Navigation Safety (3), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	6	10	11.11
Allision (0), Collision (0), Fire (2), Capsize (0), Grounding (1), Sinking (0)			
Steering (0), Propulsion (1), Personnel (0), Other (2), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	9	3	4.19
Radar (3), Gyro (1), Steering (0), Echo Sounder (2), AIS (3)			
AIS-835 (0), ARPA (0), Speed Log (0), R.C. (0), Other (0)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	1	1	0.67
Significant Waterway events/Navigation related Cases:	0	0	0.44
Total Port Safety (PS) Cases opened	20	19	21.78
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Aug-2016	Aug-2015	**3yr Avg
U.S. Commercial Vessels	1	0	0.97
Foreign Freight Vessels	0	0	0.14
Public Vessels	0	2	0.56
Commercial Fishing Vessels	0	3	0.58
Recreational Vessels	5	4	4.58
Pollution Discharge Sources (Facilities)			
Regulated Waterfront Facilities	0	0	0.25
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.00
Other Land Sources	0	3	1.61
Mystery Spills - Unknown Sources	1	4	4.39
Number of Pollution Incidents within San Francisco Bay			
Spills < 10 gallons	5	9	5.92
Spills 10 - 100 gallons	1	3	1.36
Spills 100 - 1000 gallons	0	0	0.25
Spills > 1000 gallons	0	0	0.06
Spills - Unknown Size	1	4	5.58
Total Pollution Incidents	7	16	13.17
Oil Discharge/Hazardous Materials Release Volumes by Spill Size			
Estimated spill amount from U.S. Commercial Vessels	1.00	0.00	15.01
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	8.44
Estimated spill amount from Public Vessels	0.00	10.00	1.32
Estimated spill amount from Commercial Fishing Vessels	0.00	12.00	14.32
Estimated spill amount from Recreational Vessels	35.00	16.00	42.18
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	3.00
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.00
Estimated spill amount from Other Land Sources	0.00	36.00	33.12
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	0.00	3.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	36.00	74.00	120.39
Penalty Actions			
Civil Penalty Cases	0	0	0.11
Notice of Violations	0	0	0.69
Letters of Warning	6	10	3.00
Total Penalty Actions	6	10	3.81

* 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 (JUL & AUG 2016)

MARINE CASUALTIES

Loss of Propulsion (18AUG16): A foreign flag container vessel experienced a loss of propulsion 12 NM offshore en route to Oakland Terminal. A COTP Order was issued requiring a two tug escort to the pier and until documentation from the vessel's Classification Society Surveyor attesting to the causative factors and proper operation of the vessel's main propulsion and electrical generation systems. A Class Surveyor and Coast Guard Port State Control team witnessed satisfactory operation of the propulsion system and the COTP order was lifted. LOP was not attributed to fuel switching. Case Closed.

VESSEL SAFETY CONDITIONS

Operational Control (01JUL16): A U.S. flag passenger vessel lost both main engines while transiting with no passengers on board. A CG-835 No Sail was issued. A mechanic attended the vessel and determined that the ground circuit between the engine room and the bridge was being interrupted. Repairs conducted, engine tests were witnessed by the technician, and proved to be operational without any alarms or shutdowns. The CG-835 was cleared. Case Closed.

Vessel Detention (15JUL16): A foreign flag bulk vessel was detained after the Coast Guard conducted a routine safety and security exam. The detention was issued as the vessel failed to prove proper execution of the vessel's safety management system onboard. An external audit conducted by Class and the Coast Guard witnessed corrected deficiencies prior to departure. The detention was lifted. Case Closed.

Operational Control (10AUG16): A U.S. flag research vessel reported flooding in the engine room bilge while underway at a rate of 20 gallons/minute. The water was entering the bilge through a leak in the seawater piping out of the A/C unit. The vessel returned to port in San Francisco. A CG-835 No-Sail was issued requiring the vessel to make and test repairs. The seawater outlet piping was renewed and hydrostatically tested. A Coast Guard marine inspector witnessed satisfactory repairs and tests. The CG-835 was cleared. Case Closed.

Operational Control (21AUG16): A U.S. flag vessel was issued a CG-835 No-Sail due to the vessel's 3cm radar being inoperable. The vessel requested a Letter of Deviation in order to continue their scheduled bay tour and was required to have a one tug escort for the entire bay tour voyage and to repair the 3cm radar. Case Pends.

Operational Control (22AUG16): A U.S. flag passenger vessel reported that it lost power to its starboard engine while operating in the San Francisco Bay. A CG-835 was issued to the vessel to proceed back to berth to troubleshoot and effect repairs and not to operate with passengers until satisfactory repairs could be witnessed and tested. Vessel's technician reported that the starboard engine experienced a failed sensor which caused the engine to shut down. The sensor was replaced and the technician witnessed the vessel perform satisfactory sea trials. The CG-835 was cleared. Case closed.

Vessel Detention (31AUG16): A foreign flag bulk freight vessel was detained for SOLAS discrepancies while moored in Oakland. Coast Guard Port State Control examiners discovered evidence of a fuel spill on the #3 cargo hold deck, and multiple cement patches on the tank vent, and fuel residue on the deck. The vessel failed to report the damage and fuel tank spill as per the onboard spill procedures. The vessel's class surveyor attended and attested to temporary repairs on the tank vent in the cargo hold. A external audit was recommended within 30 days. The detention was lifted. Case pends.

NAVIGATIONAL SAFETY

Nothing significant to report

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Nothing significant to report

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

**Report of the
U.S. Army Corps of Engineers, San Francisco District
September 8, 2016**

1. CORPS O&M DREDGING PROGRAM

The following is this year's O & M dredging program for San Francisco Bay. The FY16 O&M dredging program is subject to change, please refer to the Local Notice to Mariner for details of dredge operations.

FY 2016 DREDGING

- a. **SF Main Ship Channel** – Started 18 May 2016, completed 1 June 2016, by government hopper.
- b. **Richmond Outer Harbor (and Richmond Long Wharf)** – Started 1 June 2016, completed 14 June 2016, by government hopper.
- c. **Richmond Inner Harbor** – Contract awarded to Curtin Maritime on 1 September 2016. Estimated start end of September 2016, estimated completion end of November 2016, by contracted clamshell.
- d. **San Pablo Bay (Pinole Shoal)** – Estimated start 24 September 2016, estimated completion 1 October 2016, by government hopper.
- e. **Redwood City Harbor** – Bid opening was held on 18 August 2016. Awarded expected by the end of this week. Estimated start end of September 2016, estimated completion early end of November 2016. San Bruno Shoal will also be dredged in October 2016, by government hopper.
- f. **Oakland Harbor** – Dredging in the Outer Harbor started on 11 August 2016, estimated completion end of November 2016, contracted clamshell.
- g. **Suisun Bay Channel (and New York Slough)** – This project was advertised as a Small Business set-aside. Bid opening was held on 29 August 2016. A bid protest was subsequently filed claiming the low bidder is not a small business. The Small Business Administration will decide the issue in the next few weeks. Start of dredging is expected to be seriously impacted.
- h. **Napa River Channel** – Contract awarded to Ahtna Construction on 6 September 2016. Estimated start mid-September 2016, estimated completion end of November 2016, hydraulic pipeline.

2. DEBRIS REMOVAL – Debris removal for July 2016 was 45 tons. Dillard: 9 tons; Raccoon: 24 tons; other boats: 12 tons, including 9 abandoned vessels. Average for July from 2006 to 2015 is 27 tons. (Range: 0 – 83 tons). Debris removal for August 2016 was 86.5 tons. Dillard: 48.5 tons; Raccoon: 22 tons; other boats: 16 tons, including 6 abandoned vessels. Average for August from 2006 to 2015 is 34 tons. (Range: 0 – 86 tons).

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	RACCOON	DILLARD	MISC	TOTAL
2016	TONS	TONS	TONS	TONS
JAN	0	61	12	73
FEB	0	62	15	77
MAR	0	34.5	3	37.5
APR	0	42	75	117
MAY	0	18	4	22
JUN	5	54	3	62
JUL	24	9	12	45
AUG	22	48.5	16	86.5
SEP				
OCT				
NOV				
DEC				

YR TOTAL
520

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

None to report.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

No urgent dredging in 2016.

5. OTHER WORK

San Francisco Bay to Stockton – No funds were received in FY15 and FY16. However, the Tentatively Selected Plan (TSP) milestone for Phase I (Western Reach) of the project was held on 29 June 2016 utilizing FY14 carryover funds. The recommended plan is to deepen the Phase I reach of the project from a depth of -35 feet to -38 feet MLLW. The final report is scheduled to be approved in February 2019.

HYDROGRAPHIC SURVEY UPDATE

Address of Corps' web site for completed hydrographic surveys:

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

The following surveys are posted:

Alameda Point Navigation Channel: Condition survey of November 5, 2014.
Berkeley Marina (Entrance Channel): Condition survey of September 23, 2014.
Islais Creek Channel: Condition survey of May 12, 2016.
Larkspur Ferry Channel: Condition survey of November 14, 2014.
Main Ship Channel: Post-dredge survey of June 6, 2016.
Mare Island Strait: Condition survey of September 24, 2014.
Marinship Channel (Richardson Bay): Condition survey of September 21, 2014.
Napa River: Condition survey of early March 2-7, 2016.
Northship Channel: Condition survey of late July 29-31, 2015.
Oakland Entrance Channel: Condition survey of July 7-13, 2016.
Oakland Inner Harbor (Reach 2): Condition survey of July 7-13, 2016.
Oakland Inner Harbor (Reach 3): Condition survey of July 7-13, 2016.
Oakland Inner Harbor (Reach 4-6): Condition survey of July 7-13, 2016.
Oakland Outer Harbor (Reach 7-9): Condition survey of July 18, 2016.
Oakland Outer Harbor (Reach 10): Condition survey of July 18, 2016.
Petaluma River (Across-the-Flats / Main Channel): Condition survey of September 12-14, 2014.
Pinole Shoal Channel: Condition survey of August 5, 11-12, 2016.
Redwood City Harbor: Condition survey of July 20, 2016.
Richmond Inner Harbor: Condition survey of July 26-27, 2016.
Richmond Outer Harbor (Longwharf): Post-dredge survey of June 28-29, 2016.
Richmond Outer Harbor (Southampton Shoal): Post-dredge survey of June 20-27, 2016.
Sacramento River Deep Water Ship Channel: Condition survey of February 9-12, 2016.
San Bruno Shoal: Condition survey of August 4, 2016.
San Leandro Marina (and Channel): Condition survey of March 30 and April 1, 2015.
San Rafael Across-the-Flats / San Rafael Creek: Condition surveys of May 9-10, 2013.
Stockton Ship Channel: Condition survey of February 22-25, 2016.
Suisun Bay Channel: Condition survey of May 31 and June 1, 2016.
Suisun Bay Channel (New York Slough): Condition survey of May 15-19, 2016.

Disposal Site Condition Surveys:

SF-08 (Main Ship Channel Disposal Site): Condition survey of March 12, 2013
SF-09 (Carquinez): Condition survey of March 2, 2015.
SF-10 (San Pablo Bay): Condition survey of March 2, 2015.
SF-11 (Alcatraz Island): Condition survey of August 3, 2016.
SF-16 (Suisun Bay Disposal Site): Condition survey of May 17, 2012.
SF-17 (Ocean Beach Disposal Site): Condition survey of March 20, 2013.

Requested Surveys:

Suisun Bay Channel/New York Slough – completed, but not posted as of HSC meeting date

Alameda Naval Air Station scheduled late September

SF-9 (Carquinez) scheduled late September

SF-10 (San Pablo Bay) scheduled late September

SF-11 (Alcatraz Island) scheduled mid-September

NEW WEB ADDRESS – USACE WORK PLAN:

<http://www.usace.army.mil/Missions/Civil-Works/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

September 8, 2016

- 👉 In July & August the clearinghouse did not need to contact OSPR regarding any possible escort violations.
- 👉 In July & August the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- 👉 The Clearinghouse contacted OSPR 1 time in 2016 about possible escort violations. The Clearinghouse contacted OSPR 3 time in 2015 about possible escort violations. The Clearinghouse contacted OSPR 5 times regarding possible escort violations in 2014. The Clearinghouse contacted OSPR 1 time in 2013. The Clearinghouse contacted OSPR 3 times in 2012 regarding any possible escort violations, 3 times in 2011, 6 times in 2010, 8 time 2009; 4 times 2008; 9 times in 2007; 9 times in 2006; 16 times in 2005; 24 times in 2004; twice in 2003; twice in 2002; 6 times in 2001; 5 times in 2000.
- 👉 In July there were 102 tank vessel arrivals; 12 ATB's, 3 Chemical Tankers, 23 Chemical/Oil Tankers, 30 Crude Oil Tankers, 16 Product Tankers, and 18 Tugs with Barges.
- 👉 In July there were 303 total arrivals.
- 👉 In August there were 99 tank vessel arrivals; 13 ATB's, 4 Chemical Tankers, 27 Chemical/Oil Tankers, 22 Crude Oil Tankers, 1 LPG, 1 Non-Specific Tanker, 15 Product Tankers, and 16 Tugs with Barges.
- 👉 In August there were 318 total arrivals.

San Francisco Bay Clearinghouse Report For July 2016

San Francisco Bay Region Totals

	<u>2016</u>		<u>2015</u>	
Tanker arrivals to San Francisco Bay	72		72	
ATB arrivals	12		8	
Barge arrivals to San Francisco Bay	18		24	
Total Tanker and Barge Arrivals	102		104	
Tank ship movements & escorted barge movements	352		250	
Tank ship movements	217	61.65%	196	78.40%
Escorted tank ship movements	155	44.03%	133	53.20%
Unescorted tank ship movements	62	17.61%	63	25.20%
Tank barge movements	135	38.35%	54	21.60%
Escorted tank barge movements	38	10.80%	26	10.40%
Unescorted tank barge movements	97	27.56%	28	11.20%

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	204		328		0		156		688	
Unescorted movements	69	33.82%	142	43.29%	0	0.00%	77	49.36%	288	41.86%
Tank ships	46	22.55%	94	28.66%	0	0.00%	49	31.41%	189	27.47%
Tank barges	23	11.27%	48	14.63%	0	0.00%	28	17.95%	99	14.39%
Escorted movements	135	66.18%	186	56.71%	0	0.00%	79	50.64%	400	58.14%
Tank ships	119	58.33%	153	46.65%	0	0.00%	60	38.46%	332	48.26%
Tank barges	16	7.84%	33	10.06%	0	0.00%	19	12.18%	68	9.88%

Notes:

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

San Francisco Bay Clearinghouse Report For August 2016

San Francisco Bay Region Totals

	<u>2016</u>		<u>2015</u>	
Tanker arrivals to San Francisco Bay	70		67	
ATB arrivals	13		8	
Barge arrivals to San Francisco Bay	16		28	
Total Tanker and Barge Arrivals	99		103	
Tank ship movements & escorted barge movements	333		342	
Tank ship movements	191	57.36%	197	57.60%
Escorted tank ship movements	143	42.94%	130	38.01%
Unescorted tank ship movements	48	14.41%	67	19.59%
Tank barge movements	142	42.64%	145	42.40%
Escorted tank barge movements	24	7.21%	34	9.94%
Unescorted tank barge movements	118	35.44%	111	32.46%

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	200		324		0		146		670	
Unescorted movements	92	46.00%	158	48.77%	0	0.00%	75	51.37%	325	48.51%
Tank ships	70	35.00%	116	35.80%	0	0.00%	56	38.36%	242	36.12%
Tank barges	22	11.00%	42	12.96%	0	0.00%	19	13.01%	83	12.39%
Escorted movements	108	54.00%	166	51.23%	0	0.00%	71	48.63%	345	51.49%
Tank ships	98	49.00%	142	43.83%	0	0.00%	62	42.47%	302	45.07%
Tank barges	10	5.00%	24	7.41%	0	0.00%	9	6.16%	43	6.42%

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 2016

San Francisco Bay Region Totals

	<u>2016</u>		<u>2015</u>	
Tanker arrivals to San Francisco Bay	466		691	
ATB arrivals	88		108	
Barge arrivals to San Francisco Bay	122		256	
Total Tanker and Barge Arrivals	588		1,055	
Tank ship movements & escorted barge movements	2,643		3,617	
Tank ship movements	1,509	57.09%	2,088	57.73%
Escorted tank ship movements	1,078	40.79%	1,304	36.05%
Unescorted tank ship movements	431	16.31%	720	19.91%
Tank barge movements	1,134	42.91%	1,529	42.27%
Escorted tank barge movements	241	9.12%	572	15.81%
Unescorted tank barge movements	893	33.79%	1,105	30.55%

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

Escorts reported to OSPR 1 3

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	1,554		2,412		0		1,155		5,121	
Unescorted movements	683	43.95%	1,139	47.22%	0	0.00%	589	51.00%	2,411	47.08%
Tank ships	496	31.92%	779	32.30%	0	0.00%	417	36.10%	1,692	33.04%
Tank barges	187	12.03%	360	14.93%	0	0.00%	172	14.89%	719	14.04%
Escorted movements	871	56.05%	1,273	52.78%	0	0.00%	566	49.00%	2,710	52.92%
Tank ships	777	50.00%	1,064	44.11%	0	0.00%	436	37.75%	2,277	44.46%
Tank barges	94	6.05%	209	8.67%	0	0.00%	130	11.26%	433	8.46%

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 - JULY COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
JULY 1 - 31, 2015	226	83	36.73
JULY 1 - 31, 2016	233	91	39.06

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
JULY 1 - 31, 2015	14,159,237	0	19,118,337	8,905,483	28,023,820
JULY 1 - 31, 2016	17,876,269	150,000	23,343,358	6,437,162	29,780,520

OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
JULY 1 - 31, 2015	0	0	0	0	0
JULY 1 - 31, 2016	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.



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - AUGUST COMPARISON

VESEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
AUGUST 1 - 31, 2015	221	93	42.03
AUGUST 1 - 31, 2016	214	99	46.26

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
AUGUST 1 - 31, 2015	15,278,500	0	20,991,500	7,921,850	28,913,350
AUGUST 1 - 31, 2016	14,336,760	0	19,190,425	6,985,613	26,176,038

OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
AUGUST 1 - 31, 2015	0	0	0	0	0
AUGUST 1 - 31, 2016	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.

San Francisco Bay Area

Water Emergency Transportation Authority



Harbor Safety Committee

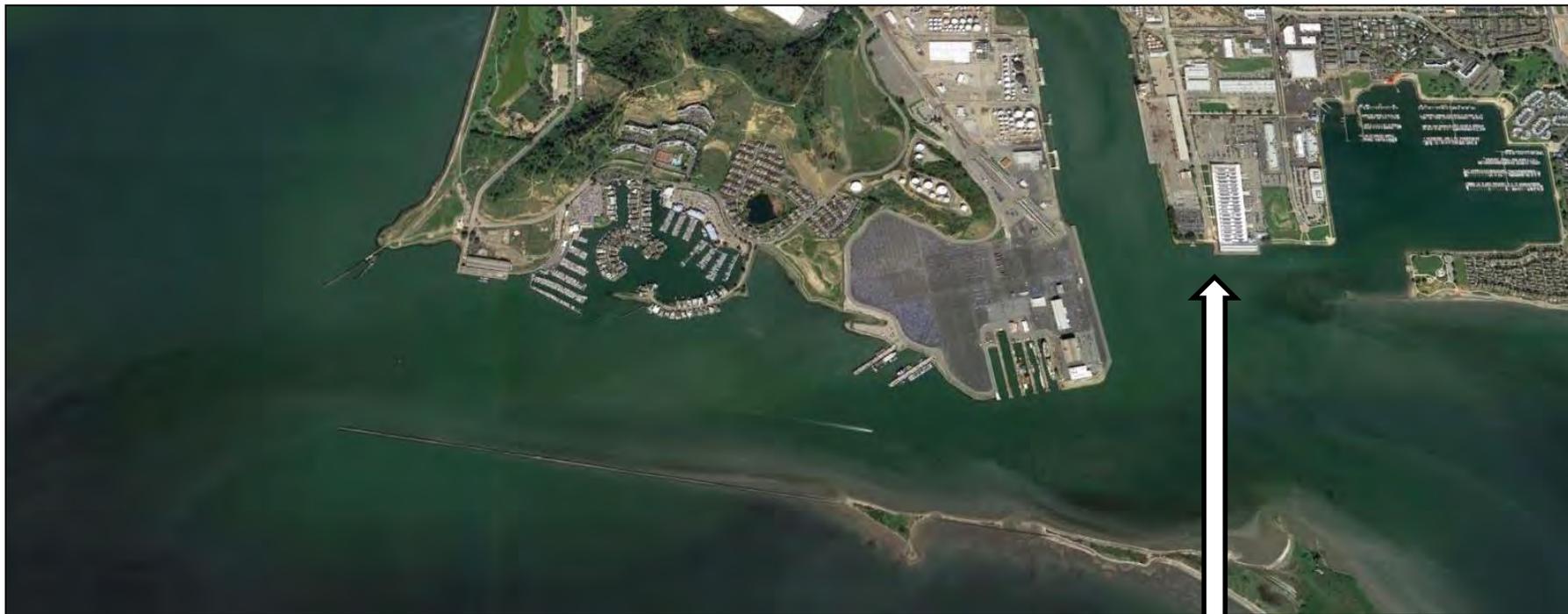
Richmond Ferry Terminal – Project Overview



Origin:
Richmond Terminal
Ford Peninsula

Destination:
San Francisco Ferry Building

Richmond Ferry Terminal – Project Overview



Origin:

Richmond Terminal

Ford Peninsula

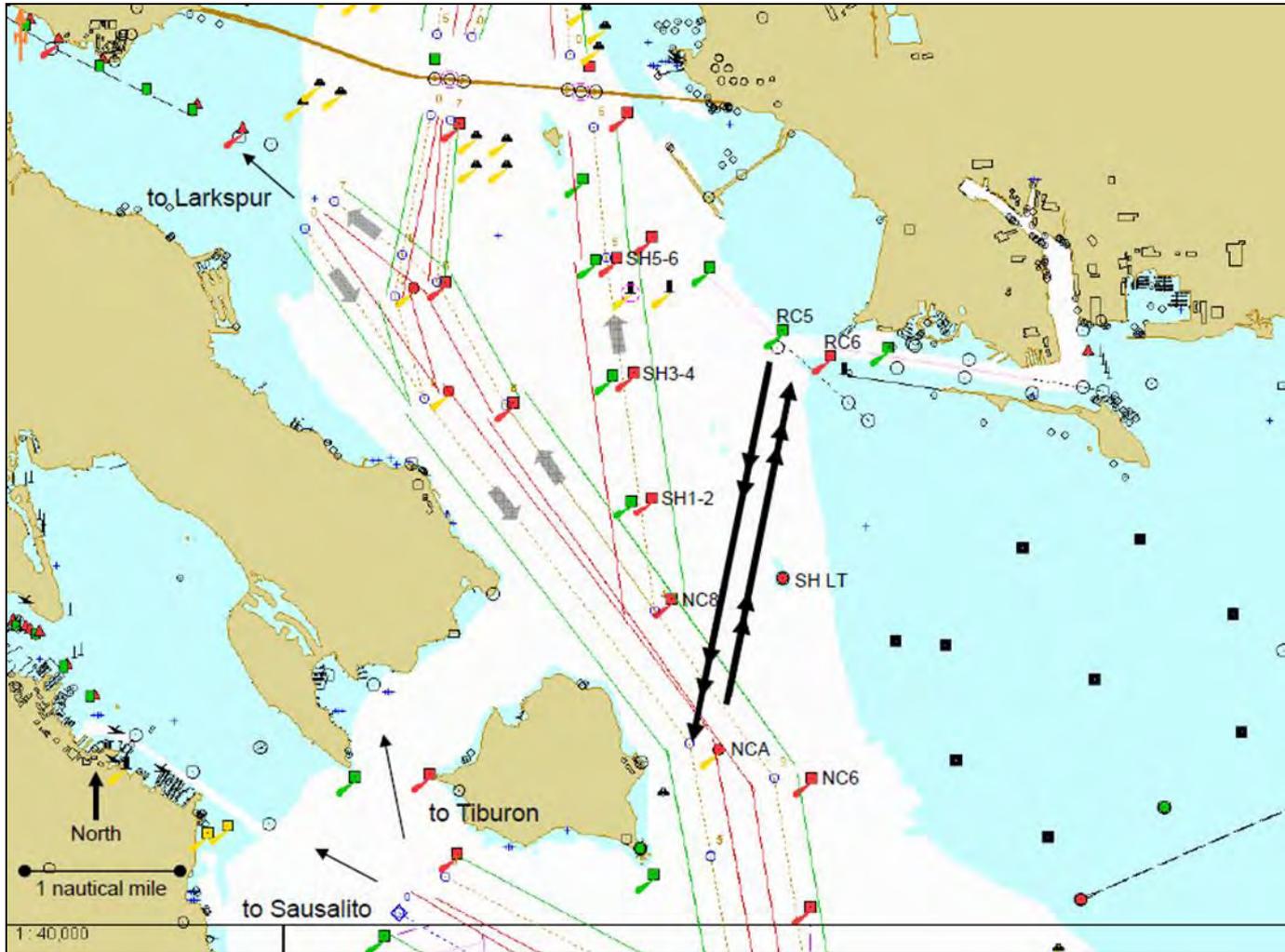
Harbor Safety Committee Ferry Operations Work Group

Best Practices for Safe Passenger Vessel Operation

- Ferry Traffic Routing Protocol
 - Planned routes and communications procedures for improving ferry navigation safety
 - In Central Bay , service will operate on establish commuter ferry routes
- San Francisco Bay Area Ferry Operation in Inclement Weather
 - Addresses microclimates and safety procedures in reduced visibility and inclement weather conditions
 - Go or no-go decisions, look-outs, safe travel speed, minimum equipment requirements, passenger safety procedures
- High Speed Ferry Operations (over 30 Knots)
 - Vessel equipment: operators have exceeded minimum requirements for navigation electronics
 - Manning/Training: Vessels traveling at high speed are required to have a minimum of two qualified watch-standers during normal operations.

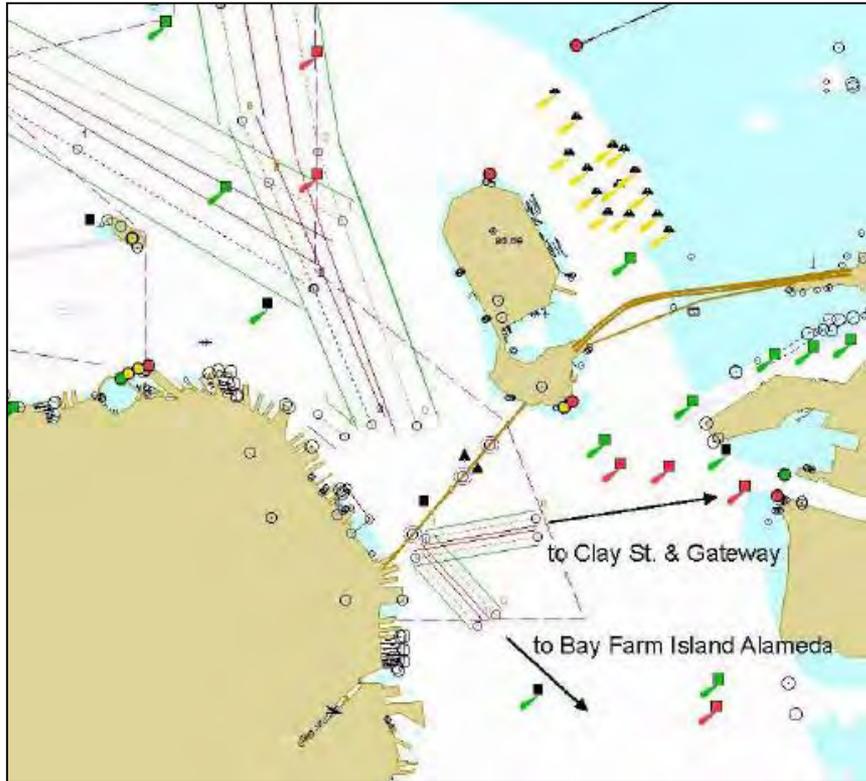
Preliminary Proposed Ferry Route

North Channel and Southampton Shoal Channel



Preliminary Proposed Ferry Route

Central Bay



Ferry Building Approach/Departure Zone

