

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, April 8, 2010
Pier 1 Conference Room, Port of San Francisco, 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 1004. **Alan Steinbrugge**, Marine Exchange of the San Francisco Bay Region (Marine Exchange), confirmed the presence of a quorum of the HSC.

Committee members (M) and alternates (A) in attendance with a vote: **Capt. Essam Amso** (A), Valero Marketing and Supply Company; **Margot Brown** (M), National Boating Federation; **Ron Chamberlain** (M), Port of Benicia; **Norman Chan** (M), Port of Richmond; **Lt. Col. Laurence Farrell**, United States Army Corps of Engineers (USACE); **Capt. Noapose Fotu** (A), National Cargo Bureau; **Aaron Golbus** (M), Port of San Francisco; **Capt. Paul Gugg**, United States Coast Guard (USCG); **Capt. Bruce Horton** (M), San Francisco Bar Pilots (Bar Pilots); **Carol Keiper** (M), Oikonos Ecosystem Knowledge; **Capt. Jonathan Mendes** (M), Starlight Marine Services; **R. Mike O'Brien** (A), Port of Oakland; **Marina V. Secchitano** (M), Inland Boatmen's Union; **Gerry Wheaton**, National Oceanic and Atmospheric Administration (NOAA).

Alternates present, and those reporting to the HSC on agenda items: **Robert Chedsey**, California State Lands Commission (State Lands); **Capt. Jack Going** (A), Baydelta Maritime; **Lt. Cmdr. Desarae Janzen**, USCG; **Capt. Lynn Korwatch**, Marine Exchange; **Rob Lawrence**, USACE; **Capt. John Lowell**, NOAA; **Paul Milkey**, California Air Resources Board (ARB); **Linda Scourtis** (A), BCDC; **Paul Shelby**, USACE; **Capt. Gary Toledo**, California Office of Spill Prevention and Response (OSPR).

The meetings are always open to the public.

Approval of the Minutes

There were no corrections to the minutes of the meeting of March 11. A motion to approve the minutes as written passed without discussion or dissent.

Comments by the Chair – Lundstrom

- The May 11 meeting of the HSC would begin at 1330 to make it easier for members to attend the Marine Exchange Mayday Party..
- Welcomed **Capt. Fotu** as the new alternate dry cargo representative to the HSC.
- **Lundstrom** will be participating on a panel at the National HSC/Area Maritime Security (AMSC) conference to be held in Jersey City, Jersey June 8 through 10. The panel will address responses to low-sulfur fuel switching regulations. **Lundstrom** said that she would nominate our HSC for HSC of the Year with the concurrence of the members present. There was no dissent.

Coast Guard Report – Capt. Gugg

- Sector San Francisco was preparing for the annual Opening Day on the Bay, scheduled for April 25.

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Lt. Cmdr Janzen read from a report attached to these minutes.

Capt. Horton asked how the Coast Guard had learned of security problems with the *Cygnus Voyager*. **Capt. Gugg** said that they had received a notification from the International Port Security Program.

Capt. Korwatch asked about the containers that had recently fallen off a ship outside the Golden Gate. **Capt. Gugg** said that five containers had gone overboard on April 2 at the sea buoy, and that one was scheduled to be recovered on the day of this meeting. He said there would be a more detailed report for the May meeting of the HSC. **Lt. Cmdr. Andrew Wood**, USCG, said that all of the containers were empty and sealed. **Capt. Korwatch** then asked whether the problems recently experienced by the *Corpus Christi* at the Columbia River bar were similar to what had happened at Rodeo. **Capt Pete Bonebakker**, ConocoPhillips, said that the delay was due to local weather conditions.

Lundstrom thanked **Capt. Gugg** for his letter of response to the HSC's concerns on dead-ship towing plans that were attached to the minutes of the February meeting. She thanked the Coast Guard for their outreach efforts to stakeholders as described in the letter. **Capt. Horton** asked what the local options were since there were no controlling regulations. **Capt. Gugg** said that as the Captain of the Port he reviews all towing plans on a case by case basis and could issue specific Captain of the Port Orders if need be. **Capt. Bonebakker** asked what the Coast Guard's policy had been prior to the letter sent by the HSC. **Lt. Cmdr. Wood** said that the Coast Guard had been doing outreach on dead-ship tow plans for about five years. **Capt. Going** said that it was his experience that the Coast Guard did make proactive calls regarding dead-ship tows.

US Army Corp of Engineers Report – Col. Farrell

- A response to the HSC's letter requesting a study of channel realignment for the Pinole Shoal and North Bay channels was attached to the minutes of the February meeting.
- **Lt. Col. Farrell's** replacement was scheduled for a meet-and-greet session at the USACE Bay Model in Sausalito on April 23. All were invited to attend. The Change of Command ceremony had been scheduled for July 13.
- Introduced **Shelby**, safety manager for USACE's levee examination program. **Shelby** gave a brief oral presentation that included his contact phone number: 415.503.6916. He said it would be difficult to give a full description on how to respond to any particular incident of a vessel striking a levee. He said that the most important thing to do was to immediately notify the Coast Guard, and then the USACE.

Lt. Cmdr. Wood asked if the USACE had engineers on staff that could be dispatched for investigations. **Lt. Col. Farrell** said that they did.

Capt. Gugg asked who the owners of the levees were. **Lt. Col. Farrell** said that there were all kinds of entities that owned levees, including individuals. He said that USACE did maintain a database of who owned the levees. **Shelby** said that less than one percent belonged to the USACE. **Lt. Cmdr. Wood** asked if USACE was only responsible for its own levees. **Lt. Col. Farrell** said that had to respond to the failure of any levee, but that they did not have regulatory power to inspect levees without an invitation from the owner.

Capt. Horton said that it still seemed to be an open question whether the ship should stay in place, or try to pull off, after breaching a levee. **Keiper** wondered how often such incidents occurred. Someone asked whether there was any identification of risk for breaching specific levees. **Shelby** said that they were working on something to answer the last question. **Capt. Gugg** suggested that given the number of entities that own levees, more needed to be done to raise awareness. **Capt. Horton** asked if there was a list of twenty-four hour contact numbers. **Lt. Col. Farrell** said that he would bring it to the next meeting.

Lawrence read from a report attached to these minutes.

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Catherine Hooper asked what happened to recovered debris. Lt. Col Farrell said that most of it was recycled by contractors.

Capt. Amso asked for a projected schedule for maintenance dredging of Pinole Shoal Channel. **Lawrence** said that it looked like it would be mid-summer.

Someone asked about the status of the Hamilton Field wetlands project. **Lt. Col Farrell** said that the project was dependent on matching funds that were not yet available.

Clearing House Report – Steinbrugge

Steinbrugge read a report that is attached to these minutes.

OSPR Report – Capt. Toledo

- Introduced **Capt. Fotu**, a Senior Surveyor for the National Cargo Bureau, and a graduate of the California Maritime Academy with experience in ship and tug and barge operations. Capt. Fotu was to be sworn in after the meeting.
- The Society of Naval Architects and Marine Engineers was scheduled to hold a symposium in San Francisco on April 29. Among the topics for discussion was regulations on fuel switching. ARB's Maritime Technical work group was scheduled to convene in Oakland on April 28. **Capt. Toledo** was scheduled to give a presentation on industry mitigation efforts.
- The Best Achievable Technology focus group had nearly completed its report. It could not be released before completion of the state review process. OSPR held a 'How to meet Best Achievable Protection During Bunkering from Bunker Barges' Workshop on April 7 to discuss bunkering operations in light of the Dubai Star bunker spill. OSPR continues to review lesson learned from the spill. Among items under discussion at the meeting were:
 - (1) Best achievable technology during bunker operations,
 - (2) Examination of industry practices before and after the spill.
 - (3) Efficacy of booming drills and the efficacy of booms in high speed current conditions.

Capt. Amso suggested that pollution safety advisors be aboard barges and ships during bunkering operations. **Capt. Toledo** said that point had been raised

Secchitano asked if the cause of the spill had been established. **Capt. Toledo** said that the matter was under investigation. **Secchitano** asked how they could move forward without knowing the cause. **Capt. Toledo** said that it was better to be pro-active. **Secchitano** asked if most of the vessels using anchorage 9 were foreign. **Lt. Cmdr. Wood** said that they were.

Robin Blanchfield, California Coastl Commission, asked whether OSPR was doing any outreach to foreign vessels owners about best practices. **Capt. Toledo** said that the word was getting out and the owners were on notice. **Capt. Toledo** said that it was his guess that the gap was in following plans and procedures already in place. **Capt. Gugg** said that the best practices are vigilance and due diligence.

ARB Report – Milkey

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

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Lundstrom thanked ARB for changing the date of their meeting of their maritime technical advisory group to coincide with the SNAME Symposium.

NOAA Report – Wheaton

- Introduced **Capt. Lowell**, new director of the Office of the Coast Survey and Luke Nachbar, of the National Ocean Service in Monterey.
- Tsunamis were discussed at all of the HSC meetings he had attended
- Rain was expected for the next two weekends.

Briefing: Issues of Safe Navigation in the United States – Capt Lowell.

- **Kennedy** was sorry that he couldn't attend due to illness. Meeting with stakeholders is a high priority. He looks forward to visiting at the earliest opportunity.
- Summarized the 2011 Navigation Services budget hand out that is attached to these minutes.
- **Capt. Lowell** said that they were always like to get information on how their products and services were being used. They like to hear what could be improved, and what they are doing right.

Capt. Korwatch asked if the 2011 budget included any funds for the support of the Physical Oceanographic Real Time System (PORTS). **Capt. Lowell** said that he didn't know. **Lundstrom** said that there was always a concern with funding operations and maintenance of the system. **Capt. Lowell** said that the program had been conceived of as partnership program from the beginning. **Lundstrom** asked who would be the best person to talk to. **Capt. Lowell** suggested **Darren Wright**, NOAA PORTS Director.

State Lands Report – Chedsey

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

Wheaton said that **Gary Gregory**, State Lands, had talked quite a bit about tsunamis at the last meeting of the Los Angeles / Long Beach HSC. **Wheaton** wondered what change might be on tap for the San Francisco region. **Chedsey** said that the controlling regulations – Marine Oil Terminal Engineering and Maintenance Standard (MOTEMS) – are part of the California Building Code and that terminal operators must develop their plans accordingly.

Tug Work Group – Capt. Mendes

- They had had a productive discussion for mitigating problems with weak bits on vessels. They would begin to draft a document capturing mitigation strategies at the next meeting scheduled for May 5. They may call for a change in current tug escort paperwork to better capture the issue.
- Other items on the agenda for the May meeting were bunker barge procedures at Oakland berth 35–37, and 55–59, review of the speed limit for articulated tugs and barges in San Pablo Bay, and changing traffic patterns for towing vessels in the western traffic lane.

Someone asked for an update on the status of the bollard pull testing at the Port of Richmond used to test escort tugs. **Capt. Mendes** said that **Chan** was looking into it.

Navigation Work Group – Capt. Horton

There was nothing to report.

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Ferry Operation Work Group –

There was nothing to report.

Golbus said that the Port of San Francisco was applying for Port Security Grant funding to help with the second stage of ferry routing protocols to improve communications.

Dredge Issues Work Group – Capt. Amso

Capt. Amso read from a report that is attached to these minutes. The report included a formal motion requesting the USACE to annually survey from the mouth of the Oakland bar channel to the Delta – Echo span of the Bay Bridge. **Lt. Col. Farrell** said that they could do that. **Lundstrom** suggested a vote to have the HSC's request on record. A motion was made and seconded. It passed without discussion or dissent.

Lundstrom thanked **Lt. Col Farrell** for his exemplary service.

Prevention through People Work Group

- The update for the *Share the Bay* video was scheduled to be released by Memorial Day.
- Had recently attended the annual meetings of the National Boating Federation, the International Boating & Water Safety Summit, and the National Safe Boating Council Summit at Daytona Beach, Florida. Out of the three meetings, there was only one small bullet point given to the importance of teaching the rules of the road to canoers and kayakers. More outreach to increase awareness was called for.

Capt. Gugg described the Coast Guard's Operation Paddle Smart for canoers and kayakers. One goal of the project is to educate the paddle sport community on water safety. The other goal is to reduce the search and rescue burden put on the Coast Guard when they discover a craft in circumstances that might be caused by an accident. The sticker would list contact information for the owner of the vessel so that the Coast Guard could try to determine if the vessel had only been lost by accident.

Lundstrom said that she would pass the information along to her contacts in the kayaking community.

PORTS Work Group –

There was nothing to report.

HSC Plan Update Work Group – Scourtis

- Copies of the plan had gone out to work group chairs for review. They were requested to have their edits and changes back by the week before the May meeting of the HSC. Anyone that notices typos or other needed small corrections of spelling or usage can contact **Scourtis** or **Steinbrugge**. The vote to accept the updated plan was scheduled for the June meeting.

Lundstrom said that the plan was online for review and encouraged all to take a look at it since it is an important working document, as for example, when the National Transportation Safety Board referred to it in their investigation of the *COSCO Busan's* allision with the Bay Bridge.

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PORTS Report – Steinbrugge

- Work on the Richmond and Oakland current sensors was scheduled for the third week in April.

Public Comment

Capt. Korwatch thanked the HSC for adjusting its schedule to accommodate the Marine Exchange's annual May Day party scheduled for May 13 at the Pier 35 Passenger Terminal of the Port of San Francisco. Capt. Korwatch also thanked Metropolitan Stevedores for providing the venue.

Chedsey reminded everyone of the State Lands Prevention First symposium scheduled for Long Beach October 19 to 21.

Someone announced the Continuing Challenge Hazardous Materials Emergency Response Workshop to be held at the Sacramento Radisson Hotel, September 7 to 10, 2010. The workshop will feature over four hundred classes for all types of responders.

Capt. Gugg invited everyone to an open house at their new inter-agency operations center on Yerba Buena Island.

Old Business

There was none

New Business

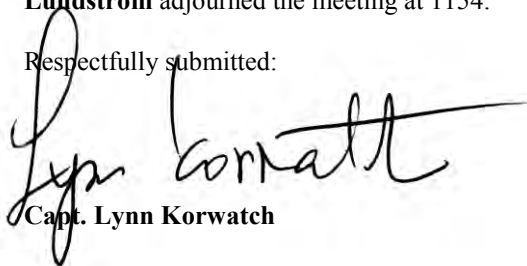
There was none.

Next Meeting

The next meeting of the HSC would convene at 1330, May 13, 2010 at the Pier 1 Conference Center, Port of San Francisco, San Francisco, California.

Lundstrom adjourned the meeting at 1154.

Respectfully submitted:



Capt. Lynn Korwatch

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
Sector San Francisco

1 Yerba Buena Island
Building 278
San Francisco, CA 94130
Phone: (415) 399-7443
FAX: (415) 399-7480

Harbor Safety Committee
of the San Francisco Bay Region
Attn: Joan Lundstrom, Chair
505 Beach St. Suite 300
San Francisco, CA 94133



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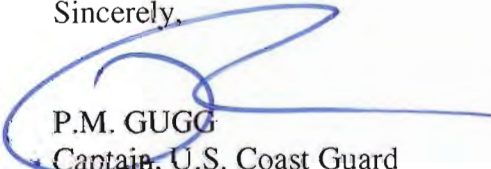
Dear Ms. Lundstrom,

This is in response to your letter of Feb 11, 2010 requesting the Coast Guard require that passage plans be submitted for dead ship tow transits in the San Francisco Bay Region. We understand the risks and share your concerns involving the safe towing of vessels not under their own power. We are wholly committed to identifying measures to mitigate those risks.

At this time, however, there are no Federal regulations that allow us to issue a blanket requirement for dead ship tow passage plans or impose vessel movement restrictions on a certain class of vessels. Instead, we need to address concerns on a case by case basis. Through outreach, we have established a good relationship with the industry, in particular those companies working with the MARAD fleet, to ensure they are aware of our current policy requesting to be notified of cold iron or dead ship movements. Advising the COTP of the move and submitting an application package, dead tow operators may avoid Captain of the Port Orders and delays triggered by Coast Guard concerns for safety and tow planning adequacy. This policy is detailed in enclosure (1).

Please contact Lieutenant Simone Mausz of the Sector San Francisco Waterways Safety Branch at (415) 399-7443 or simone.mausz@uscg.mil should you have further questions or concerns regarding this issue.

Sincerely,



P.M. GUGG
Captain, U.S. Coast Guard
Sector Commander

Enclosure: COTP Dead Ship Towing Policy Statement dtd 01JUL09

Copy: D11 (dpw)
VTS San Francisco



COAST GUARD SECTOR SAN FRANCISCO DEPARTMENT OF HOMELAND SECURITY



July 1, 2009

Captain of the Port's Dead Ship Towing Policy Statement

Background: Towing a "dead ship,"- a vessel in a laid-up or dismantled status -- can pose substantial risks to the port's safety, security, and environment. To mitigate these risks, the Captain of the Port (COTP) will continue to actively monitor dead ship tows within the COTP Zone. In doing so, the COTP relies on information provided by the owner, agent, master, operator, or person in charge of the ship being towed. The COTP, under Title 33, Code of Federal Regulations, Section 160.111, can require the provision of tow-related information as a condition for permitting.

Policy: As soon as possible, and no less than two weeks prior, the owner, agent, master, operator, or person in charge of a dead ship of more than 300 gross tons to be towed in, or across a navigation channel should inform Sector San Francisco's Waterways Safety Branch of the planned operation. The Waterways Safety Branch will provide an application form (enclosure 1) for submitting specifics on the dead ship, towing vessel(s), tow configuration, planned route, contingency plans, etc. The completed application should be submitted with a recent marine survey report or its equivalent verifying the dead ship's seaworthiness and watertight integrity. Depending on the dead ship's size, its contents, and planned route, there may be additional requirements such as a Load Line Certificate, Certificate of Financial Responsibility, Vessel Response Plan, and/or detailed Tow Plan. Based on the information provided, a Coast Guard Marine Inspector may inspect the dead ship before its planned tow to verify the vessel's general condition and the proper securing of its rudder, tailshaft, deck gear, hatches, etc. All vessels equipped with ballast water tanks must comply with the requirements of 33 CFR 151 subpart D. If the water in the ballast tanks is from a commercial or municipal fresh water source, if the ballast tanks are sealed, or if the water in permanently ballasted tanks is changed only in connection with dry docking, the vessel may be exempt from the ballast water management requirements in this subpart, but must still comply with the requirements of 33 CFR 151.2035 (a) (5) and (6) to prevent the transfer of fouling organisms. The COTP will provide acknowledgement when the navigational and environmental safety concerns have been addressed adequately. Additionally, the COTP may establish safety zones, issue Broadcast Notices to Mariners, and/or enact similar precautionary measures.

P. M. GUGG
Captain, U.S. Coast Guard
Captain of the Port

| USCG SECTOR SAN FRANCISCO | |
|--|------------|
| PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS | |
| March-10 | |
| PORT SAFETY CATEGORIES | |
| Total Port Safety (PS) Cases opened for the period: | 11 |
| 1. Total Number of Port State Control Detentions for period: | 1 |
| SOLAS (0), MARPOL (0), ISM (0), ISPS (1) | |
| 2. Total Number of COTP Orders for the period: | 0 |
| Navigation Safety (0), Port Safety & Security (0), ANOA (0) | |
| 3. Marine Casualties (reportable CG 2692) within SF Bay: Allision (0), Collision (0), Fire (0), Grounding (0), Sinking (0), Steering (1), Propulsion (4), Personnel (1), Other (0), Power (1) | 7 |
| 4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation: | 2 |
| Radar (1), Steering (0), Gyro (0), Echo sounder (0), AIS (1), AIS-835 (0), ARPA (0), SPD LOG (0), R.C. (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: | 1 |
| 7. Maritime Safety Information Bulletins (MSIBs): | 0 |
| MARINE POLLUTION RESPONSE | |
| Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period | 22 |
| * Source Identification (Discharges): | |
| TOTAL VESSELS | |
| U.S. Commercial Vessels | 1 |
| Foreign Freight Vessels | 2 |
| Public Vessels (Military) | 0 |
| Commercial Fishing Vessels | 0 |
| Recreational Vessels | 2 |
| TOTAL FACILITIES | |
| Regulated Waterfront Facilities | 1 |
| Regulated Waterfront Facilities - Fuel Transfer | 1 |
| Other Land Sources | 4 |
| OTHER SOURCES | |
| Mystery Spills - Unknown Sources | 10 |
| Pollution Cases Requiring Clean-up | 1 |
| Federally Funded Cases | 0 |
| TOTAL OIL DISCHARGE AND HAZARDOUS MATERIALS RELEASE VOLUMES BY SPILL SIZE CATEGORY: | 20 |
| 1. Spills < 10 gallons | 5 |
| 2. Spills 10 - 100 gallons | 3 |
| 3. Spills 100 - 1000 gallons | 0 |
| 4. Spills > 1000 gallons | 0 |
| 5. Spills - Unknown | 12 |
| TOTAL OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES (GALLONS): | 115 |
| 1. Estimated spill amount from U.S. Commercial Vessels: | 15 |
| 2. Estimated spill amount from Foreign Frieght Vessels: | 0 |
| 2. Estimated spill amount from Public Vessels: | 0 |
| 3. Estimated spill amount from Commercial Fishing Vessels: | 0 |
| 4. Estimated spill amount from Recreational Vessels: | 1 |
| 5. Estimated spill amount from Regulated Waterfront Facilities: | 0 |
| 6. Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer: | 10 |
| 7. Estimated spill amount from Other Land Sources: | 60 |
| 8. Estimated spill amount from Unknown sources: | 29 |
| TOTAL PENALTY ACTIONS: | 0 |
| Civil Penalty Cases for Period | 0 |
| Notice of Violations (TKs) | 0 |
| Letters of Warning | 0 |

SIGNIFICANT PORT SAFETY AND SECURITY CASES

MARINE CASUALTIES - PROPULSION/STEERING

Marine Casualty- Loss of Power, Ferry CALIFORNIA VOYAGER (06 March): While underway with passengers, the vsl lost power when the #1 generator failed. The ship was without power for about 2 minutes until the #2 generator was brought online. The vsl safely returned to its dock and disembarked passengers without incident. The vsl was issued a written No-Sail order (835) until attended by a technician to determine the root cause of failure. The cause was a failed fuel pump which was replaced and tested. 835 lifted same day. Case Closed.

Marine Casualty- Precautionary Loss of Propulsion, Ferry PERALTA (18 March): The vsl was in the vicinity of the Clay Street mooring area in Alameda when they shut down one of their main engines due to a lube oil leak. All oil was retained in the bilge, and no pollution was reported. Technical reps from Cummins attended the vsl and replaced a lube oil hose. Duty Marine Inspector cleared the vsl for operation on March 19. Case Closed.

Marine Casualty- Loss of Propulsion, Tug CORPUS CHRISTI (19 March): The vsl was getting underway from Conoco Rodeo to Anchorage 9, when the crew found out they could not start the Port main engine. The vsl did have the Tug Cathryn on standby, and transited to Anchorage 9 relying on the starboard engine. When they arrived a written No-Sail order (835) was issued until the vsl could repair the port main engine and the class society could verify the repairs. The 835 was lifted on 23 March when ABS attended the vsl and verified that the port main engine control card was replaced. Case Closed.

Marine Casualty- Rudder Indicator Failure, P/V CALIFORNIA HORNBLLOWER (21 March): While mooring at Pier 3, the vsl encountered a rudder indicator failure. The tug Z-Three was called to standby as a precautionary measure, although the vsl quickly corrected the indicator failure and moored without incident. A written No-Sail 835 was issued until repairs could be verified. An investigation revealed that the breaker to the rudder angle indicator was secured. Class society verified findings and the 835 was lifted. Case Closed.

Marine Casualty- Loss of Propulsion, Ferry HARBOR EMPEROR (22 March): While transiting to pier 41, the vsl lost propulsion on their STBD main engine. The engine could not be restarted, the vsl successfully moored using the port engine and offloaded 200+ passengers without incident. The CG issued an 835 No-Sail until the loss of propulsion was corrected. The loss of propulsion was caused by clogged fuel filters. CG inspector attended vsl and verified repairs via sea trial. Case Pends.

Marine Casualty- Personnel Injury, M/V PACIFIC RESPONDER (23 March): The vsl was participating in an oil spill response exercise when one of its crew members was knocked overboard while deploying a boom. The person was recovered within minutes and taken to pier three in Oakland and transferred to EMS. When the ship moored up, the person was able to walk off of the PACIFIC RESPONDER and was transferred to John Muir Hospital because of abdominal pain concerns. Case Pends.

Marine Casualty- Loss of Propulsion, M/V ANL BINBURRA (24 March): The vsl was transiting to Oakland berth 24 when it lost propulsion. The vsl was able to restart and proceed to berth without incident. A COTP order was issued until vsl's class society could attend and verify repairs. Fuel pumps #3 and #4 required repairs. Vsl class society verified repairs and that the engines were in good working order, the COTP order was amended and the vessel departed on 25 March. Case Closed.

VESSEL SAFETY CONDITIONS

NONE TO REPORT

GENERAL SAFETY/SECURITY CASES

COTP Order- Security Deficiencies, M/V CYGNUS (11 March): COTP order issued due to unsatisfactory security measures taken during an Indonesian port call. Port State Control inspected the vsl when it arrived on March 15 and deemed the vsl was not a security risk. COTP order was lifted on March 16. Case Closed.

NAVIGATIONAL SAFETY

Navigation Safety- LOD AIS, M/V SPIRIT OF SACRAMENTO (LADY OF SUISUN) (1 March): Vsl was issued an LOD for its transit without an AIS from Suisun Bay to Bay City Shipworks in Sausalito. The vsl was confirmed in dry-dock on March 15. Case Closed.

Navigation Safety - LOD 3CM RADAR, M/V HORIZON ENTERPRISE (1 March): Vsl was issued an inbound LOD for a malfunctioning 3CM radar. Tech report received, stating that the circuit board and magnetron were replaced on March 3. Case Closed.

Navigation Safety - WATERWAY RESTRICTION/ CLOSURE, M/V SUN RIGHT (27 March): An empty container fell off the M/V SUN RIGHT and sank near the entrance of the Oakland Estuary resulting in a precautionary restriction of all deep draft vessels from crossing the Oakland Bar Channel. On 28 March, salvage divers located the container out of the channel and placed flashing light buoys marking each end of the container and the COTP re-opened Oakland Inner Harbor for deep draft traffic. The container was recovered from the water on 29 March and transferred to a local facility. Case Closed.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

NONE TO REPORT

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

**Report of the
U.S. Army Corps of Engineers, San Francisco District
April 8, 2010**

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** – The Essayons in scheduled to arrive in mid-May to begin dredging the Main Ship Channel.

Sediment testing is underway in several channels in preparation for this year's maintenance dredging episodes.

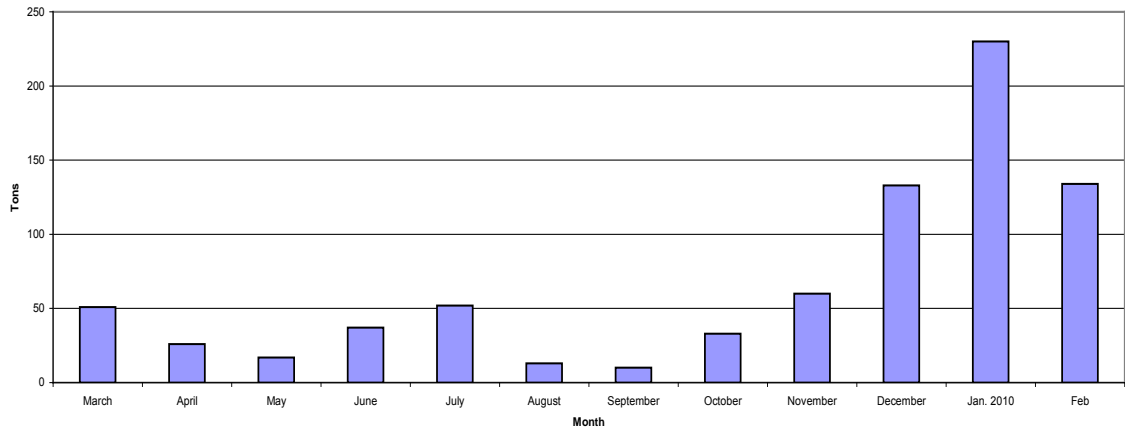
- b. Richmond Outer Harbor (and Richmond Long Wharf)** – Dredging is complete to -35 feet MLLW. **No Change.**
- c. Richmond Inner Harbor** – Has been dredged to -38 feet MLLW. Post-dredge survey has not yet been scheduled. **No Change.**
- d. Oakland O & M Dredging** – Dredging of the Outer Harbor is complete. **A high spot in the north wing of the Oakland turning basin is being removed as part of the clean-up of the deepening project.**
- e. Suisun Bay Channel** – Dredging is completed. Post-dredge survey posted for New York Slough. **No Change.**
- f. Pinole Shoal** –Advanced maintenance dredging completed (-37+2 in selected locations). Post dredge surveys are completed now. **No Change.**
- g. Redwood City/San Bruno Shoal** – Dredging is complete. No major dredging for at least a year (mid 2011). **No Change.**
- h. San Leandro Marina Channel** – Dredging completed. **No Change.**

2. DEBRIS REMOVAL – The debris total for March 2010 is 72.5 tons:

Grizzly - 0 tons
SafeBoat I - 16.5 tons
Raccoon - 56 tons

Crew has been spending a lot of time on preparations to bring the John Dillard down from Seattle.

Debris Removal
2009/2010



3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

None to report.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

There has no emergency dredging in FY 2010.

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** The \$2,000,000 was appropriate. The non-federal sponsor will be providing its portion of the cost of a quarterly basis. The Corps is scheduled to complete all studies by late 2011. **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: Condition survey of February 16-19 has been posted.

Suisun Bay Channel: Condition survey of February 11-13 has been posted.

New York Slough: Condition survey of February 14 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 Turning Basin: **A multi-beam survey of March 9 has been posted.**
Oakland Inner Harbor - Condition survey of February 5-7 has been posted.
Oakland Outer Harbor: Condition survey of February 6 has been posted.
Southampton Shoal and Richmond Long Wharf: **Surveys completed in February 23 and March 3 have been posted.**
Richmond Inner Harbor: **Surveys completed in February 25-26 have been posted.**
North Ship Channel: Surveys completed April 2009 have been posted.
San Leandro Marina: Surveys completed in November and December 2009 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) October 2009 and SF-10 (San Pablo Bay) February 3, 2010 survey has been posted.
 SF-11 (Alcatraz): The March 2010 survey has been posted. (-35.0)



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

April 8, 2010

- ✎ In March the clearinghouse called OSPR one time regarding a possible escort violation.
- ✎ In March the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ✎ The Clearinghouse has contacted OSPR 1 time in 2010 regarding possible escort violations. The Clearinghouse called OSPR 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 March there were 101 tank vessels arrivals; 3 Chemical Tankers, 18 Chemical/Oil Tankers, 22 Crude Oil Tankers, 1 LPG, 18 Product Tankers, and 39 tugs with barges.
- ✎ In March there were 280 total arrivals.

San Francisco Bay Clearinghouse Report For March 2010

San Francisco Bay Region Totals

| | <u>2010</u> | | <u>2009</u> | |
|--|-------------|--------|-------------|--------|
| Tanker arrivals to San Francisco Bay | 62 | | 73 | |
| Barge arrivals to San Francisco Bay | 39 | | 52 | |
| Total Tanker and Barge Arrivals | 101 | | 125 | |
| Tank ship movements & escorted barge movements | 322 | | 399 | |
| Tank ship movements | 187 | 58.07% | 220 | 55.14% |
| Escorted tank ship movements | 77 | 23.91% | 101 | 25.31% |
| Unescorted tank ship movements | 110 | 34.16% | 119 | 29.82% |
| Tank barge movements | 135 | 41.93% | 179 | 44.86% |
| Escorted tank barge movements | 62 | 19.25% | 82 | 20.55% |
| Unescorted tank barge movements | 73 | 22.67% | 97 | 24.31% |

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

Escorts reported to OSPR 1 2

| Movements by Zone | Zone 1 | % | Zone 2 | % | Zone 4 | % | Zone 6 | % | Total | % |
|--------------------------|---------------|----------|---------------|----------|---------------|----------|---------------|----------|--------------|----------|
| Total movements | 206 | | 310 | | 0 | | 138 | | 654 | |
| Unescorted movements | 128 | 62.14% | 185 | 59.68% | 0 | 0.00% | 72 | 52.17% | 385 | 58.87% |
| Tank ships | 56 | 27.18% | 75 | 24.19% | 0 | 0.00% | 30 | 21.74% | 161 | 24.62% |
| Tank barges | 72 | 34.95% | 110 | 35.48% | 0 | 0.00% | 42 | 30.43% | 224 | 34.25% |
| Escorted movements | 78 | 37.86% | 125 | 40.32% | 0 | 0.00% | 66 | 47.83% | 269 | 41.13% |
| Tank ships | 43 | 20.87% | 58 | 18.71% | 0 | 0.00% | 35 | 25.36% | 136 | 20.80% |
| Tank barges | 35 | 16.99% | 67 | 21.61% | 0 | 0.00% | 31 | 22.46% | 133 | 20.34% |

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 2010

San Francisco Bay Region Totals

| | <u>2010</u> | | <u>2009</u> | |
|--|-------------|--------|-------------|--------|
| Tanker arrivals to San Francisco Bay | 177 | | 758 | |
| Barge arrivals to San Francisco Bay | 102 | | 455 | |
| Total Tanker and Barge Arrivals | 279 | | 1,213 | |
| Tank ship movements & escorted barge movements | 902 | | 4,076 | |
| Tank ship movements | 511 | 56.65% | 2,314 | 56.77% |
| Escorted tank ship movements | 235 | 26.05% | 1,069 | 26.23% |
| Unescorted tank ship movements | 276 | 30.60% | 1,245 | 30.54% |
| Tank barge movements | 391 | 43.35% | 1,762 | 43.23% |
| Escorted tank barge movements | 188 | 20.84% | 778 | 19.09% |
| Unescorted tank barge movements | 203 | 22.51% | 984 | 24.14% |

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

Escorts reported to OSPR 1 8

| Movements by Zone | Zone 1 | % | Zone 2 | % | Zone 4 | % | Zone 6 | % | Total | % |
|--------------------------|---------------|----------|---------------|----------|---------------|----------|---------------|----------|--------------|----------|
| Total movements | 552 | | 866 | | 0 | | 370 | | 1,788 | |
| Unescorted movements | 342 | 61.96% | 507 | 58.55% | 0 | 0.00% | 188 | 50.81% | 1,037 | 58.00% |
| Tank ships | 162 | 29.35% | 231 | 26.67% | 0 | 0.00% | 92 | 24.86% | 485 | 27.13% |
| Tank barges | 180 | 32.61% | 276 | 31.87% | 0 | 0.00% | 96 | 25.95% | 552 | 30.87% |
| Escorted movements | 210 | 38.04% | 359 | 41.45% | 0 | 0.00% | 182 | 49.19% | 751 | 42.00% |
| Tank ships | 121 | 21.92% | 174 | 20.09% | 0 | 0.00% | 93 | 25.14% | 388 | 21.70% |
| Tank barges | 89 | 16.12% | 185 | 21.36% | 0 | 0.00% | 89 | 24.05% | 363 | 20.30% |

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 - MARCH COMPARISON

VESSEL TRANSFERS

| | Total Transfers | Total Vessel Monitors | Total Transfer Percentage |
|--------------------|-----------------|-----------------------|---------------------------|
| MARCH 1 - 31, 2009 | 229 | 107 | 46.72 |
| MARCH 1 - 31, 2010 | 202 | 97 | 48.02 |

CRUDE OIL / PRODUCT TOTALS

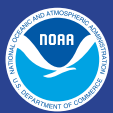
| | Crude Oil (D) | Crude Oil (L) | Overall Product (D) | Overall Product (L) | GRAND TOTAL |
|--------------------|-----------------|-----------------|-----------------------|-----------------------|-------------|
| MARCH 1 - 31, 2009 | 12,828,000 | | 20,483,400 | 12,539,336 | 33,022,736 |
| MARCH 1 - 31, 2010 | 11,683,400 | | 17,156,410 | 11,553,351 | 28,709,761 |

OIL SPILL TOTAL

| | Terminal | Vessel | Facility | Total | Gallons Spilled |
|--------------------|----------|--------|----------|-------|-----------------|
| MARCH 1 - 31, 2009 | 0 | 0 | 0 | 0 | |
| MARCH 1 - 31, 2010 | 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.



NAVIGATION SERVICES FY2011 BUDGET

Marine transportation underpins the U.S. economy. The American Association of Port Authorities attributes \$3.15 trillion of total U.S. economic output in 2007 to maritime activities and jobs. Two-thirds of everything we buy, eat, and wear comes to us via the U.S. Marine Transportation System (MTS). More than 95% of U.S. trade by volume, and 37% by value, moves through our seaports. The economy, national security, and the integrity of our coastal environments depend on safe vessel movement throughout the MTS. Mariners rely on NOAA's navigation products and services to reduce risk and uncertainty in a increasingly complex marine environment.

The FY2011 President's Request for NOAA Navigation Services and related activities is \$164.9M, reflecting a net decrease of \$12M from the FY2010 enacted level (primarily for 2010 projects not funded in 2011). The funding request supports a suite of NOAA navigation products and services targeted at improving the safety, efficiency and competitiveness of U.S. maritime commerce. The request also enables NOAA to help first responders such as the Coast Guard and local communities prepare for, and respond to, emergencies along our coasts and waterways that risk danger to lives, property and the environment. NOAA's Navigation Services – mapping and charting, accurate geodetic positioning, real-time tides and currents, and spill response science – serve double duty as the geospatial foundation for coastal resource management, coastal and marine spatial planning, storm surge models and emergency planning, ocean science and the many other activities so essential to healthy coastal communities, economies and ecosystems.

FY2011 HIGHLIGHTS

The FY2011 request for NOAA's Navigation Services is designed to help people know where they are, get where they are going, and make good decisions for a safe, secure, and environmentally sound U.S. marine transportation system.

Navigation Services are a fundamental piece of an Integrated Ocean Observing System. The program is working to implement Integrated Ocean and Coastal Mapping, saving taxpayer dollars and collecting multipurpose data for navigation, coastal zone management, ocean science, and emergency planning and response.

This funding request builds on program accomplishments in 2009 and 2010, including:

- The \$40 million in one-time American Reinvestment and Recovery Act funds that NOAA quickly contracted out to the private sector to collect an additional 1,940 square nautical miles of shoreline and waterway data for safe and efficient marine transportation and other uses.
- Initiating gravity data collection for a new vertical reference system (GRAV-D) that will reduce elevation measurement errors from as much as 6 feet to under an inch and net the nation a potential \$522 million in annual economic benefits

from better positioning for things like buildings, highways, levees and evacuation routes.

- Adding two new Physical Oceanographic Real Time Systems (PORTS®) in Louisiana, at Lake Charles and New Orleans, to the 18 existing PORTS®.

The FY2011 request funds high priority requirements so that NOAA can sustain the geospatial information it provides to the Nation, and improve service delivery to mariners for safe navigation.

- \$31.2M to contract for **hydrographic data collection** for updating nautical charts necessary for safe and efficient navigation.
- \$2.5M for the **National Height Modernization Program** and \$3M for **gravity collection efforts**, to provide better access to accurate and consistent height data for positioning, coastal resilience and navigation needs.
- \$5M to continue support for NOAA **PORTS®**, for safe and efficient navigation, and to couple PORTS® with forecast models to significantly expand the time that a commercial mariner has to make efficient and safe decisions on when to sail or how much cargo to load.
- \$1.5M for NOAA **Navigation Response Teams**, to ensure adequate regional survey response for hazard-free channels after accidents and other emergency incidents in U.S. waterways.

NOS FY 2011 Budget Request Navigation Services (\$ millions)

| | FY09 Enacted | FY10 Enacted | FY11 Request | FY11 Request vs. FY10 Enacted |
|------------------|--------------|--------------|--------------|-------------------------------|
| Mapping/Charting | 136.6 | 97.2 | 96.9 | (0.3) |
| Geodesy | 38.5 | 37.3 | 29.4 | (7.9) |
| Tides/Currents | 31.3 | 33.7 | 29.7 | (4.0) |
| Response* | 7.9 | 8.8 | 8.9 | 0.2 |
| TOTAL | 214.3 | 177.0 | 164.9 | (12.0) |

*Portion of the total enacted and request levels for NOAA's Office of Response and Restoration

For more information, contact the NOAA Budget Office: (202) 482-4600 or AskNOABudget@noaa.gov

Harbor Safety Committee-San Francisco Bay Region

ARB OGV Clean Fuel Rule Update



Port of Richmond
April 8, 2010

California Environmental Protection Agency



Air Resources Board

ARB OGV Clean Fuel Rule Essential Modifications Exemption Applications Summary*

Total number of applications received: 449 vessels

Number of applications pending: 28 vessels

Total number of applications completed: 421 vessels

Number of completed applications approved: 365

Number of completed applications
with partial approvals: 56 vessels**

***Summary from July 1, 2009 to March 30, 2010.**

****Includes denial of 56 main engine requests and 6 auxiliary engine requests and approval of all accompanying auxiliary boiler requests.**

ARB OGV Clean Fuel Rule

Summary of Safety Exemptions & Noncompliance Fees*

| Safety Exemptions (per month) | |
|-------------------------------------|---|
| July 2009 | 1 |
| August 2009 | 2 |
| September 2009 | 1 |
| October 2009 | 1 |
| November 2009 | 2 |
| December 2009 | 4 |
| January 2010 | 5 |
| February 2010 | 2 |
| March 2010 | 5 |
| Noncompliance Fees | |
| From July 1, 2009 to March 30, 2010 | 2 |

*Summary from July 1, 2009 to March 30, 2010

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**
 - Root cause analysis underway
 - CMA meeting with engine manufacturers, USCG, class societies and owner/operators
 - Reviewing survey data, pilot reports and USCG incident data
- **Maritime Technical Working Group meeting scheduled for April 28, 2010 (Elihu Harris Bldg in Oakland- scheduled date to coordinate with SNAME meeting April 28 (dinner) and 29)**

ARB OGV Clean Fuel Rule Contact Information

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San Francisco Harbor Safety
April 8, 2010

DIG Report

The Dredge Issues Group met on March 30th at CSLC in Hercules.

Agenda;

1. Transition to multi-beam from single beam hydrographic surveys
2. Frequency of hydrographic surveys
3. Update on Pinole Shoal Channel realignment in San Pablo Bay

The transition to multi-beam surveys will become effective April 1, 2010 for all surveys in San Francisco Bay that occur in 25' of water or more.

Steve Kilmon, ACOE, discussed the accuracy of the survey data. The Corp requires 7 days in order to turn around a 100% accurate survey. Less time than that and the accuracy of the survey is only about 80%. Steve noted that if an anomaly is noted then he picks up the phone and calls the SFBP within 24 to 48 hours of the survey. Steve advised that due to the accuracy of the survey equipment an anomaly of 2' is what is used as a trigger. The group agreed that this is a satisfactory way to proceed.

Gerry Wheaton advised that NOAA's NRT 1 is still available for bench marking with the Corp's survey boat if requested.

The DIG requests that the ACOE continue the practice of posting survey results within 7 days to the Marine Community on the Corp's website and if there is an anomaly of 2' to report it to the SFBP Operations Pilots within 24 to 48 hours.

Frequency of hydrographic surveys;

The DIG discussed survey frequency for San Pablo Bay (Pinole Shoal Channel) and Suisun Bay (Bulls Head Channel).

Presently the ACOE completes four scheduled surveys annually. A condition survey 3-4 months prior to letting the bids in February, a second survey in May one month prior to the letting of the bid to tighten up the amount of material that will need to be removed. A third pre-condition survey in August/Sept depending on when the dredging will take place and a post dredge survey usually in late Nov/December. It was agreed that more frequent surveys do not need to be done unless there is an incident or event that would require re-checking of an area. The consensus of the group is that a bridge to bridge survey for Pinole Shoal take place at least one time per year scheduled for the end of the year.

Suisun Bay Channel (Bulls Head):

Bulls Head Channel from the Benicia/Martinez Bridge eastwards to Channel buoy "7" should be surveyed qtrly per the above schedule due to unpredictable shoaling in this area.

The DIG requests that the ACOE memorialize the practice of four surveys annually for Pinole Shoal Channel in the months of Feb, May, August/Sept and Nov/Dec. with a complete bridge to bridge survey (San Rafael to Carquinez Bridge) in December of each year.

Bulls Head Channel to be surveyed annually in the months of Feb, May, August/Sept and Nov/Dec. from the Benicia/Martinez Bridge eastwards to channel buoy "7".

Delta/Echo span of the SF Bay Bridge to Oakland Bar Channel;

The SF Bar Pilots request that the area between the Delta Echo span of the Bay Bridge eastwards to the Oakland Bar Channel be surveyed annually. This deep draft navigation area serves as the entrance to the Port of Oakland has not been surveyed since 2001.

The DIG requests that the Oakland Bar Channel hydrographic survey be extended westwards from the entrance of the Oakland Bar channel to the Bay Bridge spans Delta Echo.

This request was made via email to LTC Farrell March 30, 2010.

Port of Oakland container cranes;

The San Francisco Bar Pilots noted that the Port of Oakland has just received a new generation of container cranes that reach out over the channel 50'. The Port of Oakland had previously agreed to widen the channel by an amount equal to the encroachment of the cranes into the channel.

The DIG group requests that the agreement be honored for the safety of navigation.

Channel Realignment update:

Anne Sturm, ACOE, gave a presentation of the Corp's work to date and provided two chartlets showing the channel moved to the north and westwards of the "E" buoy. SFBP Captain Hoburg requested that more research be done into the depth of the bay northwestwards of the "E" buoy in order to more accurately take advantage of the channel realignment. Discussion regarding installation of additional paired buoys took place with the Pilots and Coast Guard noting that it would restrict vessel traffic to one way in the channel being extended westwards and further restrict Pinole Shoal crossing windows. Captain Hoburg proposed that an additional mid-channel buoy would be a better solution. USCG Lt. Commander Drew Steadman's office will review the geometry for the proposed channel layout in order to ascertain if the realigned channel will meet the engineering standards for deep draft navigation vessels. Captain Hoburg will review the channel geometry with the SFBPs as well and report back at the next meeting.

Respectfully submitted,

Captain Marc Bayer
Chair DIG work group.



California Natural Resources Agency
DEPARTMENT OF FISH AND GAME
Office of Spill Prevention and Response
1700 K. Street, Ste 250
Sacramento, California 95811
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ARNOLD SCHWARZENEGGER, Governor
John McCamman, Director



April 6, 2010

To: Parties interested in serving on the San Francisco Bay Region Harbor Safety Committee

Subject: Harbor Safety Committee Member Vacancies

The Office of Spill Prevention and Response (OSPR) is announcing upcoming openings on the Harbor Safety Committee for members representing the following Organizations:

- Port Authority Representatives for any two of the following ports: Benicia, Richmond, Redwood City, Stockton, or Sacramento
- Pleasure Boat Operators
- Labor Organizations
- Barge Operators
- Pilot Organizations
- U.S. Navy

Copies of this announcement will be available at the April 8th Harbor Safety Committee meeting. Qualified persons representing the above organizations located in the San Francisco Bay Area are encouraged to apply. Applications for the position must be post marked no later than June 1, 2010. OSPR intends to appoint the representative members on or before June 10, 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. Mail application materials to:

CAPT Gary Toledo
Office of Spill Prevention and Response
P.O. Box 944209
Sacramento, California 95811-2090

Questions regarding the position, requirements or the application process may be directed to 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.

Conserving California's Wildlife Since 1870